Winnipeg

Small-Scale and Low-Rise

Residential Development Guidelines

for Mature Communities



Vision

To be a vibrant and healthy city which places its highest priority in quality of life for all its citizens.

Corporate Mission

Working together to achieve affordable, responsive and innovative public service.



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Acknowledgements

JANUARY 2021

We acknowledge that we are gathered on ancestral lands, on Treaty One Territory. These lands are the heartland of the Métis people. We acknowledge that our water is sourced from Shoal Lake 40 First Nation.

This project would not have been successful without the commitment of Winnipeggers who gave their time to attend the many consultation sessions, especially in the context of a worldwide pandemic. Thank you for sharing your thoughts and aspirations about the future of your communities and for all of your contributions to the creation of the Infill Guidelines.

1.0 Overview

1.1 INTRODUCTION

The City of Winnipeg's 25-year vision for how to sustainably grow our city is captured in two main documents: OurWinnipeg, the City's development plan, and the Complete Communities Direction Strategy 2.0, a city-wide secondary plan. A key aspect of this vision is accommodating more housing within our Mature Communities – Winnipeg's earliest neighbourhoods. The City of Winnipeg has created this document, Small-Scale and Low-Rise Residential Development Guidelines for Mature Communities ("the Guidelines"), to ensure City policies are implemented in a way that accommodates growth and change without losing what makes our neighbourhoods unique.

The Guidelines will help City administrators determine what are appropriate designs for smaller scale residential buildings in their local context, as well as provide direction on where these different types of buildings should be located within our Mature Communities. As such, the Guidelines are a tool for designers, developers, and residents to fully understand the City's expectations when it comes to accommodating more housing within our existing Mature Communities in a contextually suitable way.

One of the main objectives of the Guidelines is to provide clarity, consistency, and some flexibility in creating building designs that meet the objectives outlined in OurWinnipeg and the Complete Communities Direction Strategy 2.0, while ensuring that new development responds to the local context. To achieve this, the Guidelines cover a broad range of development and design issues that include local context, site layout, building design, building mass (size and scale), privacy concerns, landscaping, and parking. The Guidelines will not dictate what type of architectural style a building should take, but rather will help create a standard of development within our mature neighbourhoods that respects the character of the neighbourhood it is in.

1.2 POLICY ALIGNMENT AND THE BENEFITS OF RESIDENTIAL DEVELOPMENT FOR MATURE COMMUNITIES

The City of Winnipeg's development plan, OurWinnipeg, and its secondary plan, the Complete Communities Direction Strategy 2.0, lay out the framework for how our city will grow over the next 25 years; all other plans and City Council decisions must conform to it. It uses a sustainable development and human rights framework of goals, objectives, and policies that align with the United Nations Sustainable Development Goals (SDGs)—ensuring that every decision makes our city more resilient for the future.

This is particularly important as Winnipeg is set to grow considerably over the coming decades. As a city, this is our opportunity to be proactive with how we grow and change.

While the city's transformational growth will mostly take place Downtown and in New Communities, Mixed Use Centres, Corridors, and Major Redevelopment Sites, our Mature Communities will play a key role in advancing our goal of building more complete communities.

Complete communities are neighbourhoods that have everything people of all ages and abilities need to live, work, shop, learn, and play in close proximity to one another. The process of building complete communities is an evolving one, as cities and neighbourhoods are in a constant state of change. However, the success of our neighbourhoods depends to a great extent on their ability to adapt over time to meet residents' current and future needs. There are three main ways new development in Mature Communities will contribute to more complete communities now and in the future.

First, encouraging new development will increase the diversity of housing options available in established neighbourhoods. Our Mature Communities, largely developed before 1950, usually have well-connected sidewalk networks, beautiful tree canopies, and a variety of neighbourhood amenities nearby, including grocery stores, restaurants, community facilities, schools, and child care facilities. They also have some of the oldest housing stock in the city (predominantly single-detached houses), which means that many homes are reaching the end of their lifecycle. This is important because our Mature Communities have over 80,000 single-family detached homes with a median age of 73 years, which require more and more upkeep as they age.

While single-family dwellings have historically been the preferred housing type going back several generations, housing preferences in Winnipeg have undergone a dramatic shift. More people are now looking for semi-detached homes, townhouses, and apartment dwellings that meet a greater diversity of needs, stages of life, and financial situations. Encouraging new development in our Mature Communities will revitalize aging housing stock and expand the housing options available to groups of people including first-time homebuyers, young families, and seniors looking to downsize while staying in the neighbourhoods they love.

Second, Mature Communities offer some of the best opportunities to accommodate infill development and increase the densification of our city.

Residential infill development typically refers to new residential development in older neighbourhoods. This could include redeveloping existing properties or making major additions and alterations to existing buildings.

Residential development comes in many different scales and forms. In some cases, infill development does not increase the number of units on the property (for example, replacing an older single-family dwelling with a new single-family dwelling). In other cases, infill development will increase the density, or number of units, on the property—for example, by converting a single-family dwelling into a duplex. Increasing the density of our city—making it easier for more people to live, work, shop, and play within the limits of our existing neighbourhoods—is an important issue for Winnipeg. Increasing the population of our Mature Communities is important to meeting the objectives in OurWinnipeg and the Complete Communities Direction Strategy 2.0 and for the long-term sustainability of our communities.

In particular, the way our neighbourhoods are built is critical to understanding how people move around the city. Our Mature Communities usually feature a grid system with back lanes that makes them easy to walk around, close to all types of amenities needed for daily life with convenient access to public transit and main roads, meeting essential travel needs. These criteria make them well-suited to supporting a higher density population with the infrastructure already there. These are important issues to consider as the energy required for transportation, clean water, and sewage will only increase as our city's footprint increases.

Finally, strategic residential development in Mature Communities helps us achieve a third goal: meeting our climate change objectives. Winnipeg's Climate Change Action Plan (WCCAP) sets out a series of actions and targets to reduce our greenhouse gas emissions and transform Winnipeg into a resilient city that can withstand the impacts of a changing climate. In particular, WCCAP sets a 50% target for infill development in strategic locations. WCCAP also speaks of the need to facilitate compact development and increased density within our built-up areas of the city, especially around our existing and planned Primary Transit Network.

For these reasons, residential development guidelines should also support the initiatives of the Transit Master Plan. Aligning the Guidelines with the new Transit Master Plan will provide better options for residents to get around our city by increasing density near major transit stops, reducing vehicle miles travelled, and reinforcing our investment in transit. The easier it is for people to choose transit, the more we can reduce congestion on our roads and become a more sustainable city.

In summary, the guidelines contained in this document will allow us to build more complete communities that meet Winnipeggers' needs now and into the future. By being strategic and innovative with new development opportunities, we will:

- Physically renew and revitalize older neighbourhoods;
- Support public transit and create more walkable communities;
- Provide more affordable housing options;
- Provide a diversity of housing options in each neighbourhood that meets people's needs at every stage of life;
- Better use existing municipal infrastructure and community facilities; and
- Grow the population in older communities to retain and revitalize neighbourhood schools, business areas, and neighbourhood main streets.



1.3 WHAT ARE THE KEY CONSIDERATIONS FOR RESIDENTIAL DEVELOPMENT IN MATURE COMMUNITIES?

Residential development within our Mature Communities is not a new phenomenon. It is an ongoing process of neighbourhood renewal that every city experiences, typically undertaken by the private sector. This includes residents who want to add a secondary suite in their existing home as a mortgage helper, or builders and developers making an investment decision on a particular property.

Changes in a community tend to happen incrementally over time as people make economic choices about where and how to invest. These market forces have helped shape how our communities have developed in the past and how they will continue to develop in the future. While these market forces bring welcome developments, one of our key objectives is to ensure that this development fits the local context. In other words, it is important to revitalize our established neighbourhoods without losing what makes them a great place to live, work, and raise a family.

These Guidelines seek to build on the opportunities infill housing provides, while addressing the questions and concerns raised by residents, builders, developers, designers, and City staff who work with new residential development in Mature Communities. This document reflects a wide variety of community input and addresses the following key considerations:

- Building massing (i.e., the building's structure or three-dimensional form), including lot coverage and building heights;
- Building setbacks (i.e., how far back the building is set from the edge of its lot);
- Landscaping;
- Vehicle access and parking;
- Separation distances;
- Façade materials and building design;
- Main floor height;
- Projections into setbacks (i.e., how far a building can extend or project into a setback area
- Privacy; and
- Utilities, servicing, and mechanical.

By addressing these key considerations, the Guidelines will help ensure that new development within our Mature Communities adds to, rather than detracts from, the character of the neighbourhood and street.

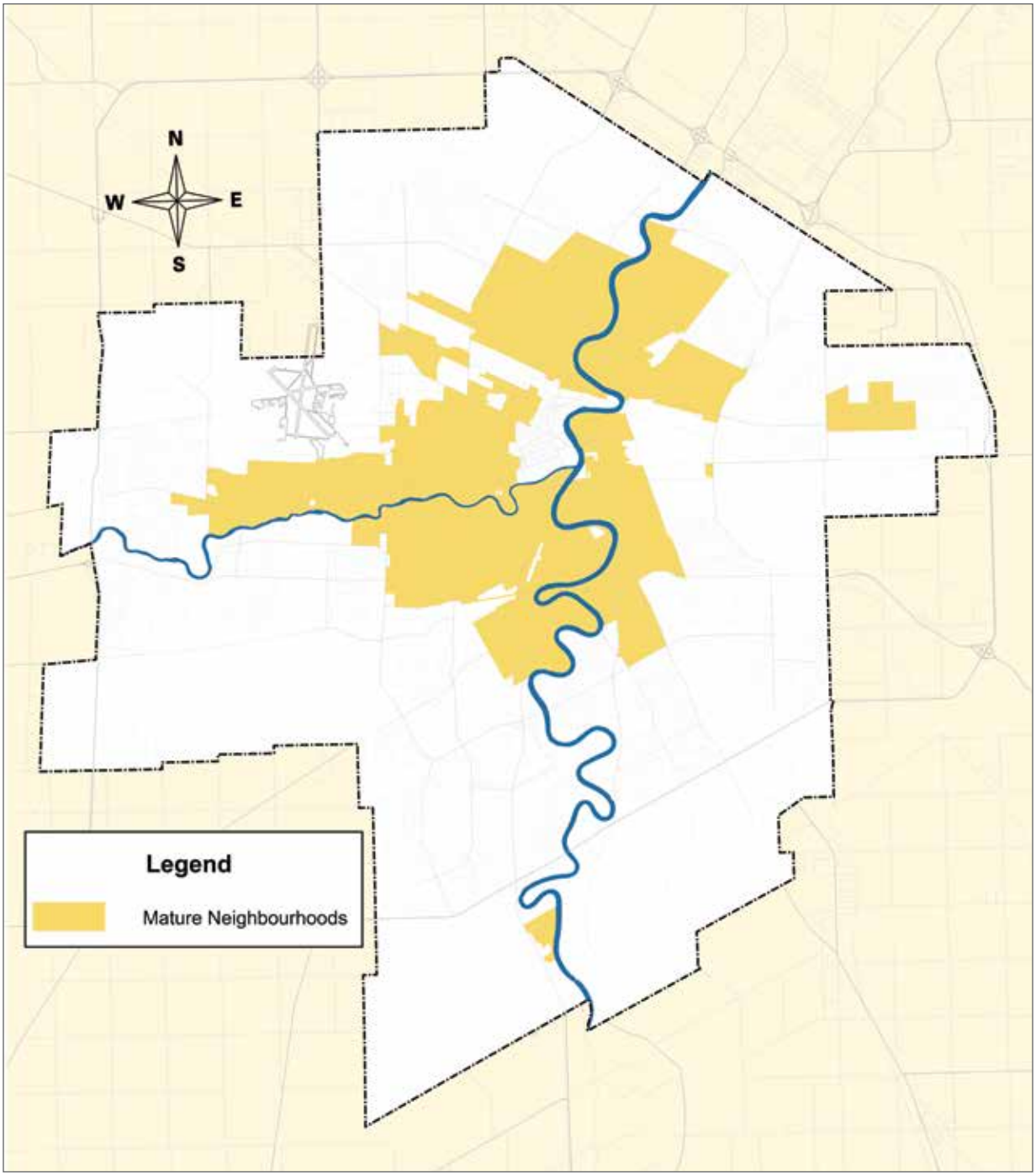
1.4 APPLICABILITY OF THIS DOCUMENT

These Guidelines apply only to small-scale residential development within Winnipeg's Mature Communities (see Map 1). They apply to properties being redeveloped whether the development results in added density or not. For the purposes of this document, the focus is on the following types of small-scale and low-rise residential development:

- Single-family dwellings;
- Two-family dwellings (up-down duplex or side-by-side);
- Row housing (including triplex, fourplex, and stacked row housing); and
- Apartment housing (typically less than four storeys).

These Guidelines primarily apply to areas not presently covered by a local area plan or secondary plan, since these areas have already undergone an area-specific planning process to articulate their unique development objectives. However, the Guidelines should be used as a starting point for creating new secondary plans within Mature Communities that provide more housing options and help achieve the City's strategic policy objectives.

MAP OF MATURE COMMUNITIES



Map 1 : Mature Communities areas as identified in *Complete Communities 2.0*

1.5 HOW TO USE THIS DOCUMENT

The Guidelines should be read together with:

- *OurWinnipeg* and the *Complete Communities Direction Strategy 2.0*;
- The City of Winnipeg Zoning By-law; and
- Other relevant and applicable regulations, by-laws (e.g. Heritage Conservation Districts), policies, and guidelines.

These Guidelines have been organized by building type (e.g., single-family dwellings, side-by-side two-family dwellings, triplexes, fourplexes, townhouses, and low-rise multi-unit residential buildings) so that users can easily find the guidelines applicable to their redevelopment project. Section 2 addresses the location criteria (i.e., the critical factors to consider when choosing the best site for development) for all building types. Sections 3 through 8 address site and building design considerations for each building type. Please refer to the relevant section for a full understanding of the City's design expectations for that building type in Mature Communities.

In cases where the word "shall" or "will" is included in a statement, it is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory statement, the quantities may be deviated from provided that the deviation is necessary to address unique circumstances that will render compliance impractical or impossible. These deviations should only be used in rare circumstances. Statements such, as "should", are intended to apply to a majority of situations and will be reviewed on a case-by-case basis to assess where deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the statement to be introduced instead. Encouraging statements within the document are not mandatory requirements, but they provide a defined framework of the design principles that supplement the mandatory design expectations. Please note the Zoning By-law will be updated in the near future to align with the design direction of this document.

City of Winnipeg employees will use the Guidelines to provide pre-application advice to residents, designers and developers and to assess the design of new small-scale and low-rise residential development in Mature Communities once the applications have been received. Typically, this will involve land development applications for a conditional use, variance, rezoning, or design review. These Guidelines will help City of Winnipeg employees, land developers, and individual residents interpret the policies within *OurWinnipeg* and the *Complete Communities Direction Strategy 2.0*. The Guidelines will also supplement the regulations outlined in the City of Winnipeg Zoning By-law in assessing how well the development design fits the local context and whether it is an appropriate location for development within an existing neighbourhood.

Please refer to these Guidelines before making a development application in our Mature Communities. The City of Winnipeg expects that those who develop properties within our Mature Communities will use a suitable building type and design to ensure the new development fits well and responds appropriately to the particular conditions of that site and its surrounding neighbourhood. Consequently, development proposals that do not meet the intent of the Guidelines will likely require some redesign. Using the Guidelines as a pre-design tool before making your application will increase your chances of success and make the process smoother for everyone.

How to Use this Document

The Guidelines are intended to be read in conjunction with:

- *OurWinnipeg* and the *Complete Communities Direction Strategy 2.0*
- The City of Winnipeg Zoning By-law
- Other relevant and applicable regulations, policies and guidelines.

2.0 Location Criteria

Location criteria refer to the parameters and conditions that will help guide what kind of building type is appropriate for different locations within our Mature Communities. There are two types of location criteria: Preferred Location Criteria and Secondary Considerations.

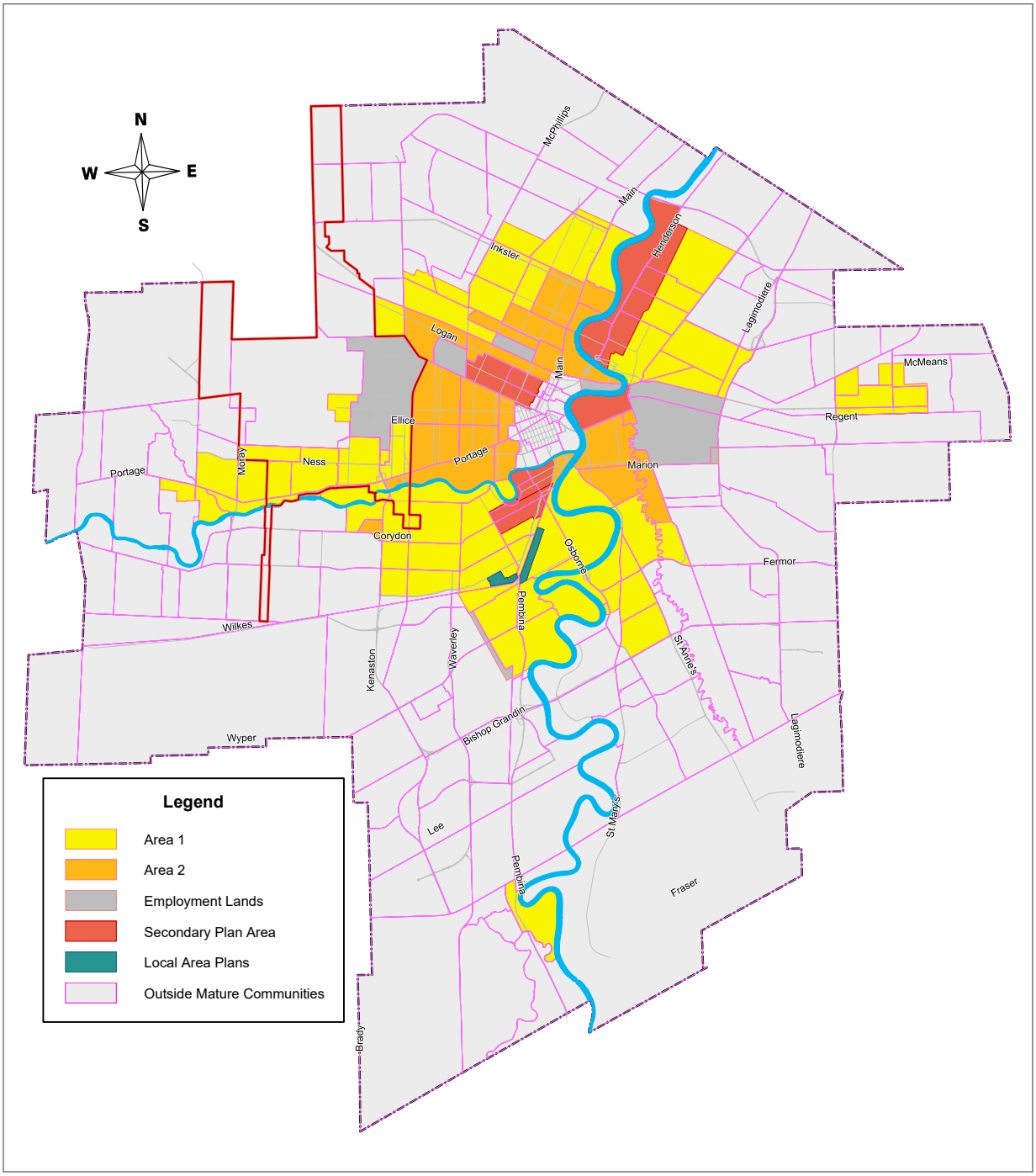
Preferred Location Criteria outline specific conditions that should be present to support a particular type of development. The goal of the Preferred Location Criteria is to outline the scenario where certain types of buildings should be supported. These criteria generally address requirements for minimum lot sizes, location on the block, and proximity to transit and other uses. The Preferred Location Criteria is comprised of two areas (see Map 2). Area 1, are neighbourhoods that have relatively low density and where the predominant zoning category is R1- Single-Family. Area 2, are neighbourhoods where there is a greater mix of densities and uses, and where the predominant zoning category is R2 – Two-Family. Secondary Considerations may be used to help assess applications even when they meet the Preferred Location Criteria. For example, a project may meet the conditions of the Preferred Location Criteria but have municipal servicing capacity limitations.

Secondary Considerations are less specific and may be broadly considered to determine whether a project is appropriate for a specific location. City administration will primarily use the Secondary Considerations as a guide to review land development applications when a proposed project does not meet the Preferred Location Criteria.

These criteria do not represent an exhaustive list of considerations but will form the basis of how City administration assesses residential land development applications. The intent is to provide developers and residents with the information they need to make the strongest applications possible, while also providing flexibility to consider a variety of local contexts. For example, there may be instances where a proposed development meets only a few of the considerations in section 2.2, but is deemed appropriate; in other instances, a proposed development may meet most considerations but is deemed inappropriate for that location.

Every land development application will be reviewed on a case-by-case basis. Each one will be assessed on the scale and type of development proposed in relation to the context of the neighbourhood around it and how closely it aligns with the intent of these Guidelines as a whole (i.e. Location Criteria and Site and Building Design Criteria for relevant building type).

MAP OF AREA 1 AND AREA 2 NEIGHBOURHOODS



Map 2: Map of Area 1 and Area 2 Neighbourhoods

2.1 Preferred Location Criteria

2.1.1 SINGLE-FAMILY DETACHED AND UP-DOWN DUPLEX DWELLINGS

1. A lot with a rear lane may be subdivided (or lot split) into two (2) equal-sized lots and shall refer to the minimum site width requirements of the Zoning By-law. For lots without access to a rear lane, the minimum site width should not be less than 40 feet (12.19 metres).
2. A lot may not be subdivided into more than two (2) lots, notwithstanding the minimum site width requirements of the zoning district. Subdivision into more than two lots may only be considered where the proposed subdivision is in character with more than 25% of the lots on the same block.
3. An up-down duplex use should be permitted on sites with access to a rear lane, a minimum site width of 32 feet (9.75 metres) and a minimum lot area of 2,880 square feet (267.6 square metres).
4. Notwithstanding Clauses 1 through 3 above, the city should manage the pace of development to 2 builds (1 build would be the splitting of a lot into two parcels or the construction of an up-down duplex) per residential local street block per year to minimize the neighbourhood construction impacts of infill development.
5. New subdivisions should not be approved on streets that have a gravel or mud rear lane, unless the lane surface is upgraded to the nearest paved road, in accordance with City standards. Parcels with underlying lots of record that reflect the intent of clause 1 and 2 above and meet the minimum lot width of 25 feet on gravel lanes, will be allowed to develop.

2.1.2 TWO-UNIT SIDE-BY-SIDE

1. A side-by-side two-unit use should be permitted on sites with a rear lane, a minimum site width of 40 feet (12.19 metres) and a minimum lot area of 4,000 square feet (371.61 square metres).
2. Secondary suites should be permitted in a side-by-side two-unit use with a minimum lot width of 50 feet (15.24 metres) and a minimum lot area of 5,000 square feet (464.51 square metres).

2.1.3 TRIPLEX

1. The Preferred Location Criteria for a triplex multi-unit use in Area 1 should be on the following basis:

   Scenario 1
   a. on sites where the rear yard abuts a lane;
   b. on sites with a minimum site width of at least 35 feet (10.66 metres) and a minimum lot area of 3,500 square feet (325.16 square metres);
   c. on sites located within 2,625 feet (800 metres) of the Primary Transit Network or rapid transit station; and
   d. on corner lots (including internal corner lots); or

   Scenario 2
   a. on sites where the rear yard abuts a lane;
   b. on sites with a minimum site width of at least 35 feet (10.66 metres) and a minimum lot area of 3,500 square feet (325.16 square metres);
   c. on sites located within 2,625 feet (800 metres) of the Primary Transit Network or rapid transit station; and
   d. where the property abuts an arterial street; or

   Scenario 3
   a. on sites where the rear yard abuts a lane;
   b. on sites located within 2,625 feet (800 metres) of the Primary Transit Network or rapid transit station; and
   c. where two or more of the following conditions are met:
      i. on corner lots (including internal corner lot);
      ii. on sites where a lane separates the rear yard from a commercial, multi-unit residential or non-residential use; or
      iii. on sites where at least one side yard abuts a commercial, multi-unit residential or non-residential use.

2. The Preferred Location Criteria for a triplex multi-unit use in Area 2 is where all of the following criteria are met:

   a. on sites where the rear yard abuts a lane; and
   b. on sites with a minimum site width of 35 feet (10.66 metres) and a minimum lot area of 3,500 square feet (325.16 square metres).

2.1.4 FOURPLEX

1. The Preferred Location Criteria for a fourplex multi-unit use in Area 1 should be on the following basis:

   Scenario 1

   a. on sites where the rear yard abuts a lane;
   b. on sites with a minimum site width of 50 feet (15.24 metres) and a minimum lot area of 5,000 square feet (464.52 square metres).
   c. on sites located within 2,625 feet (800 metres) of the Primary Transit Network or rapid transit station; and
   d. on corner lots (including internal corner lots); or

   Scenario 2

   a. on sites where the rear yard abuts a lane;
   b. on sites with a minimum site width of 50 feet (15.24 metres) and a minimum lot area of 5,000 square feet (464.52 square metres).
   c. on sites located within 2,625 feet (800 metres) of the Primary Transit Network or rapid transit station; and
   d. where the property abuts an arterial street; or

   Scenario 3

   a. on sites where the rear yard abuts a lane;
   b. on sites located within 2,625 feet (800 metres) of the Primary Transit Network or rapid transit station; and
   c. where two or more of the following conditions are met:
      i. on corner lots (including internal corner lot);
      ii. on sites where a lane separates the rear yard from a commercial, multi-unit residential or non-residential use; or
      iii. on sites where at least one side yard abuts a commercial, multi-unit residential or non-residential use.

2. The Preferred Location Criteria for a fourplex multi-unit use in Area 2 is where all of the following criteria are met:

   a. on sites where the rear yard abuts a lane; and
   b. on sites with a minimum site width of 50 feet (15.24 metres) and a minimum lot area of 5,000 square feet (464.52 square metres).

2.1.5 TOWNHOUSES (5 OR MORE UNITS)

1. The Preferred Location Criteria for townhouse multi-unit buildings in Area 1 should be on the following basis:

Scenario 1

a. on sites where the rear yard abuts a lane;
b. on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
c. where the property abuts an arterial street; or

Scenario 2

a. on sites where the rear yard abuts a lane;
b. on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
c. where two or more of the following conditions are met:
    i. on corner lots (including internal corner lot);
    ii. on sites where a lane separates the rear yard from a commercial, multi-unit residential or non-residential use; or
    iii. on sites where at least one side yard abuts a commercial, multi-unit residential or non-residential use.

2. The Preferred Location Criteria for townhouse multi-unit buildings in Area 2 should be on the following basis:

Scenario 1

a. on sites where the rear yard abuts a lane;
b. on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
c. where the property abuts an arterial street; or

Scenario 2

a. on sites where the rear yard abuts a lane;
b. on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
c. where one or more of the following conditions are met:
    i. on corner lots (including internal corner lot); or
    ii. on sites where at least one side yard abuts a commercial, multi-unit or non-residential use.

2.1.6 LOW-RISE MULTI-UNIT RESIDENTIAL BUILDINGS

1. The Preferred Location Criteria for low-rise multi-unit residential buildings in Area 1 should be on the following basis:

Scenario 1

a. on sites where the rear yard abuts a lane;
b. on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
c. where the property abuts an arterial street; or

Scenario 2

a. on sites where the rear yard abuts a lane;
b. on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
c. where two or more of the following conditions are met:
    i. on corner lots (including internal corner lot);
    ii. on sites where a lane separates the rear yard from a commercial, multi-unit residential or non-residential use; or
    iii. on sites where at least one side yard abuts a commercial, multi-unit residential or non-residential use.

2. The Preferred Location Criteria for low-rise multi-unit residential buildings in Area 2 should be on the following basis:

Scenario 1

a. on sites where the rear yard abuts a lane;
b. on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
c. where the property abuts an arterial street; or

Scenario 2

a. on sites where the rear yard abuts a lane;
b. on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
c. where one or more of the following conditions are met:
    i. on corner lots (including internal corner lot); or
    ii. on sites where at least one side yard abuts a commercial, multi-unit residential or non-residential use.

2.2 Secondary Considerations

EXISTING ZONING OF THE PROPERTY AND ADJACENT PROPERTIES

Purpose

Considering the existing zoning of the property and that of adjacent properties provides an understanding of the development context of the street and its immediate development potential.

Key considerations

- What is the current zoning of the property?
- What is the zoning of adjacent properties, including those properties across the street or lane?
- What is the predominant zoning district along the street and immediate vicinity of the property?
- Is there a mix of zoning districts along the street and in close proximity to the property?

CHARACTERISTICS OF THE IMMEDIATELY SURROUNDING BUILT FORM, INCLUDING BUILDING MASS, HEIGHT, LOT COVERAGE, SETBACKS, AND LAYOUT

Purpose

Considering the scale and massing of development nearby provides an understanding of the context of the street and its immediate development potential. Ensuring that new development is contextually suitable requires an appropriate transition in building heights, massing, and intensification from areas with greater development intensities to areas with lower development intensities.

Key considerations

- What is the predominant built form (in terms of building heights, setbacks, and lot coverage) for lots directly abutting the property, along the street, and throughout the broader neighbourhood?
- Is the proposed development significantly out of scale in relation to abutting properties and other properties close to the property?
- Does the proposed development mitigate massing impacts on nearby lower-density properties through design considerations such as: larger side yard setbacks, lower building heights, building step backs, and façade design?
- Will the proposed development's building height and massing provide a transition from properties with higher development intensification to properties with lower development intensification?
- Does the proposed building consider how its design and orientation impacts nearby properties in terms of shadow, viewsheds, sky views, and privacy impacts on adjacent properties? This can particularly be a concern when buildings change the design orientation of the building from the predominant pattern of the street and of its immediate neighbours.
- What proposed building design techniques and landscaping solutions are provided to mitigate potential land use conflicts between buildings of different scale and intensity?

SURROUNDING USES AND THEIR CHARACTERISTICS, INCLUDING RESIDENTIAL DENSITY AND THE INTENSITY OF COMMERCIAL AND OTHER NON-RESIDENTIAL USES

Purpose

Considering the proximity to existing daily amenities (e.g., schools, commercial services, day cares, etc.) provides an understanding of development potential that helps to meet *OurWinnipeg* and the *Complete Communities Direction Strategy 2.0*'s objectives of building more complete communities and reducing vehicle miles traveled. Proximity to certain uses, such as rail lines, may create land use incompatibilities and raise safety concerns.

Key considerations

- Is the proposed development located adjacent to existing or planned commercial, non-residential or multi-unit residential uses?
- What types of uses and amenities are present within a five-minute walk (approximately 1,312 feet [400 metres]) from the property?
- What types of uses are located on the street and within the broader neighbourhood?
- Does the neighbourhood have a mix of uses or is it predominantly one type of use?
- What is the quality of the pedestrian environment between the subject property and amenities and are there major barriers or gaps in the pedestrian network that make access to the amenities difficult?
- Is the subject site separated from a transit stop by wide streets with long blocks? Are there safe crossing opportunities for pedestrians?
- Is the subject property adjacent to a rail line?

CHARACTERISTICS OF THE LOT

Purpose

Considering the characteristics of the development site provides an understanding of development potential. Certain lots have characteristics that make it easier to accommodate larger buildings or higher densities than is typical within a neighbourhood.

- Corner lots provide an opportunity to accommodate increased density within lower density neighbourhoods in a manner that reduces the number of properties that are potentially impacted by a higher intensity development.
- Lots that are larger than typical for the neighbourhood allow for opportunities to provide greater variety of housing options within a neighbourhood while limiting the potential that such a development would create dramatic change in the existing physical development pattern of the neighbourhood.
- Lots with direct access to a lane minimize points of conflict with pedestrians, reduce sidewalk interruptions, provide more on-street parking, reduce snow clearing needs, protect the boulevard street trees, and support the pedestrian friendly design of our mature neighbourhood streets.
- The shape of the lot also has a significant impact on its ability to accommodate different types of buildings. For example, irregular shaped lots are more challenging to build from a design perspective.

Key Considerations

- How much bigger is the proposed lot than the average lot in the neighbourhood?
- Does the proposed development take access from a lane?
- Is the property a corner lot?
- Does the proposed building type and design consider the geometry and grading of the lot?

PROXIMITY TO OTHER POLICY AREAS

Purpose

Considering the close proximity of other policy areas within the Complete Communities Direction Strategy 2.0, such as Transformative Areas, including Mixed Use Centres, Mixed Use Corridors, Major Redevelopment Sites, and the Downtown area provides an understanding of development potential. Encouraging low-rise multi-unit residential developments in close proximity to these higher density policy areas helps promote suitable transitions in built form from higher density areas to lower density areas.

Key considerations

- Is there a Transformative Area adjacent or close to the property?
- If the property is adjacent to a Transformative Area, what is the policy direction for that area in terms of uses and built form expectations?

THE SUPPORTING STREET NETWORK

Purpose

Considering the supporting street network provides an understanding of the immediate development potential. Placing higher density residential developments on roads which can accommodate higher traffic volumes (i.e., arterial and collector streets) can help mitigate the impact of increased traffic on local residential streets.

Key considerations

- What type of street is the lot located on (local, collector, or arterial)?
- What is the traffic capacity of the road design?
- What are the current traffic volumes on the street?
- How wide is the street right-of-way in relation to the building height?
- Is the mass of the building oriented towards the street or away from the street?
- Is the design of the building pedestrian oriented and does it contribute to the pedestrian experience at street level?
- Is the property located mid-block or on a corner?
- Does the current condition of the lane (e.g., quality, length, and width of the back lane) have the ability to accommodate the type of development proposed?
- Does the design of the parking areas and approaches from the lane compromise the functionality of the lane?

THE SUPPORTING TRANSIT, PEDESTRIAN, AND ACTIVE TRANSPORTATION NETWORK

Purpose

Considering the supporting transit, pedestrian, and active transportation network provides an understanding of the development context of the street and its immediate development potential. Encouraging a variety of building types with higher densities to locate near Primary Transit Network stops and active transportation infrastructure:

- Provides residents more choice on how they get around the city by making active transportation more accessible;
- Reduces our reliance on vehicles, which will in turn reduce our greenhouse gas emissions;
- Reduces personal transportation costs;
- Supports our municipal investments in transit and active transportation network;
- Supports healthier lifestyles;
- Supports neighbourhood and community-level services and amenities, or can foster the conditions for those kinds of community-level investments in the future; and
- Provides a greater variety of housing options.

Key considerations

- Is the subject property located within 1,312 feet (400 metres) of the Primary Transit Network?
- How many transit routes are present within 1,312 feet (400 metres) of the lot?
- What types of amenities are present along walking routes to the stops?
- What is the quality of the pedestrian environment between the property and the transit stop?
- Are there major barriers or gaps in the pedestrian network that make access to the transit stop difficult?
- Is the property separated from the transit stop by wide streets with long blocks? Are there safe opportunities for pedestrians to cross the street?

MUNICIPAL SERVICING CAPACITY

Purpose

Encouraging sustainable development includes understanding whether the municipal services are capable to meet the needs of the proposed development, including flood protection.

Key considerations

- Can the local water, wastewater, and land drainage infrastructure capacity accommodate the proposed development?
  - If yes, how large a development is possible based on that capacity?
  - If no, is improvement possible? If so, how much larger the capacity be made to accommodate the proposed development?
- Properties that are located within the Designated Flood Fringe Area will need to comply with the Strategic Infrastructure and Resources section (Section G2) of *Complete Communities 2.0*.



3.0 Single-Family Detached and Up-Down Duplex Dwellings

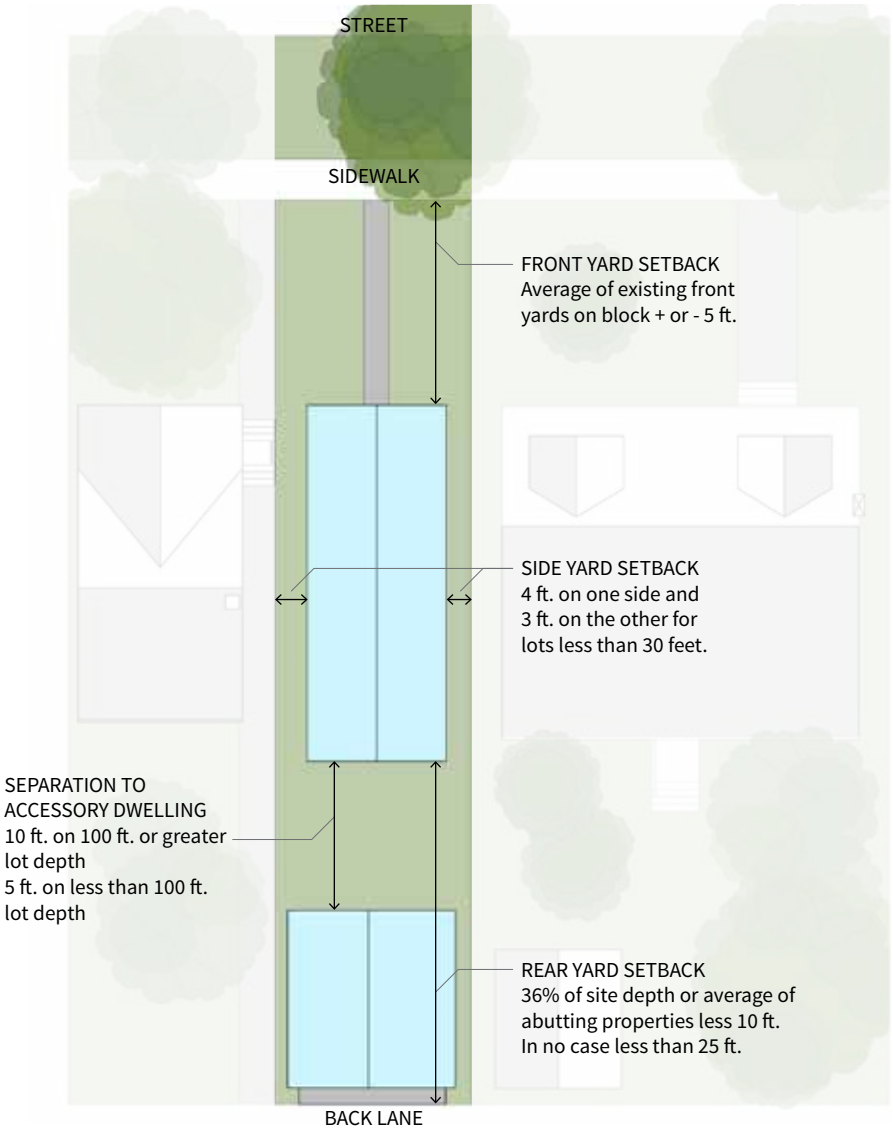
INTRODUCTION

These guidelines apply to single detached dwellings, single detached dwellings with secondary suites, and up-down duplexes.

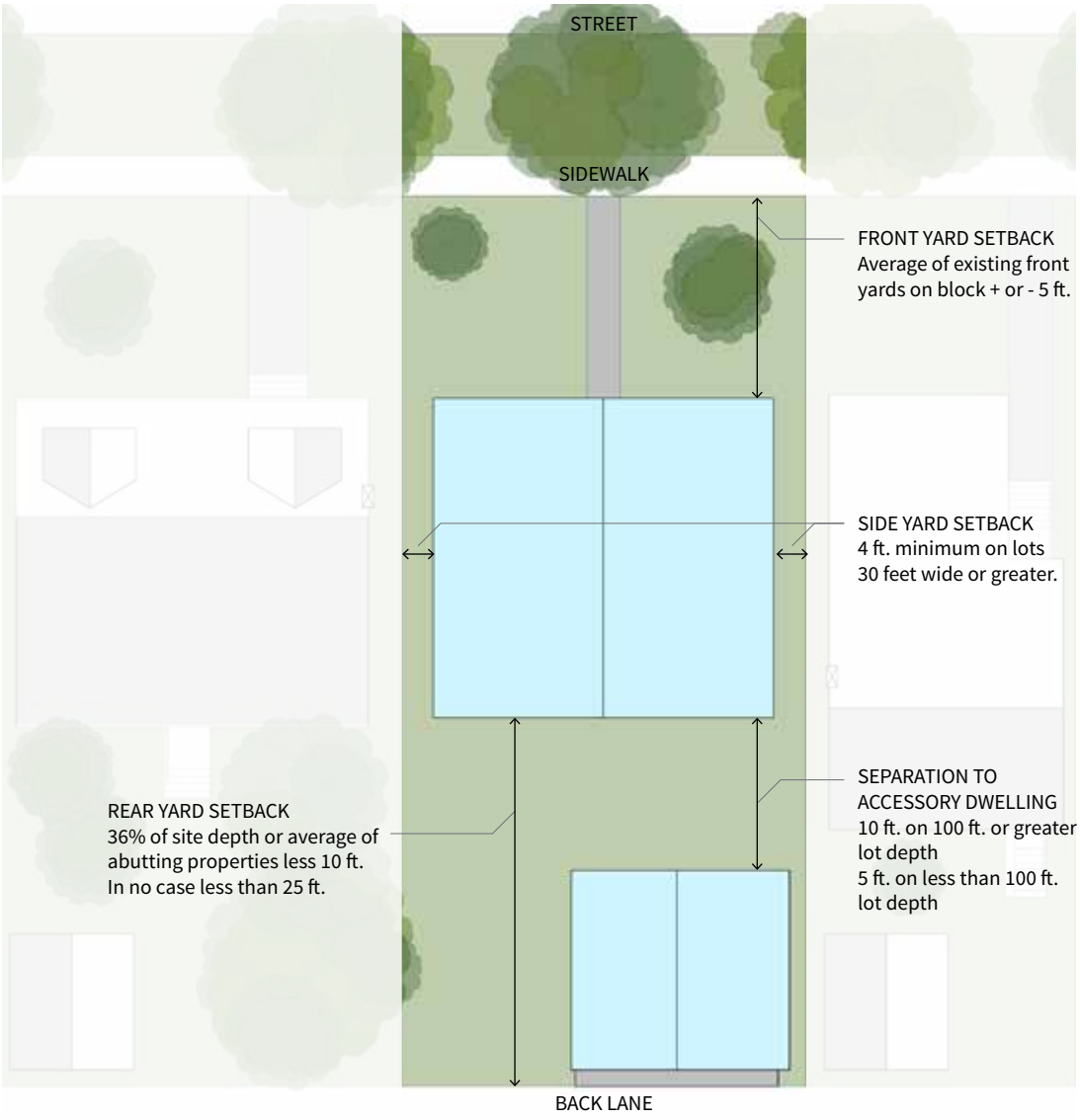
3.1 SITE DESIGN

1. Front Yards

1. The minimum front yard setback may be 5 feet (1.52 metres) less than the average of the existing front yards within that block or portion of the block. In no case shall the minimum front yard setback be less than 10 feet (3.05 metres).The maximum front yard setback shall be 5 feet (1.52 metres) greater than the average front setback of abutting lots. Where an abutting lot is vacant, the vacant lot shall be deemed to have a front setback of the next abutting lot.



Site dimensional standards for a narrow single family dwelling.



Site dimensional standards for a single family dwelling.

2. Rear Yards

1. The minimum rear yard setback of the principal building shall be 36% of site depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case shall the minimum rear setback be less than 25 feet (7.62 metres).
2. Notwithstanding clause 1, additional rear yard setback up to 60% of site depth may be required for properties with a lot depth greater than 200 feet (60.96 metres) and will be determined on a case-by-case basis and will consider the context of the block.
3. Where there is an attached garage, the rear yard will be assessed from the location of the living space.

3. Side Yards

1. Lots that are 30 feet (9.14 metres) wide or greater shall have a minimum side yard setback of 4 feet (1.2 metres) on each side of the building;
2. Lots less than 30 feet (9.14 metres) wide shall have a minimum side yard setback of 4 feet (1.2 metres) on one side and a minimum side yard setback of 3 feet (0.9 metres) on the other side. In instances where a property is subdivided and two new dwellings are built, the 3-foot side yards should be oriented towards one another between each of the new dwellings.
3. In all cases, at least one side yard setback should be 4 feet (1.2 metres) and be clear of all projections for the first storey.



Redevelopment reflects character of the block by establishing rear lanes, enabling preservation of mature trees within the boulevard.

4. Lot Coverage

1. The maximum lot coverage for the principal dwelling shall be 30%.
2. The maximum lot coverage for accessory structures (including detached garages) shall be 440 square feet (40.8 square metres) for properties less than 3,700 square feet (343.74 square metres) in area.
3. The maximum lot coverage for accessory structures (including detached garages) shall be 12% for properties greater than 3,700 square feet (343.74 square metres), to a maximum of 880 square feet (81.8 square metres).
4. The maximum lot coverage for principal buildings with attached garages for lots less than 3,700 square feet (343.74 square metres) in area shall be 30% for the principal building plus 440 square feet (40.8 square metres) for the attached garage. The maximum lot coverage for principal buildings with attached garages for lots greater than 3,700 square feet (343.74 square metres) shall be 42%.
5. On a lot with a public lane, all living space above an attached garage will be counted as part of the lot area calculation for the principal dwelling.
6. Unenclosed porches and decks do not count towards the lot area coverage.

5. Driveway Access

1. Where a property abuts an improved lane, vehicle access will be required to be taken from the lane and no existing vehicle access from the roadway shall be permitted to continue. Any existing front approach must be removed and the curb, sidewalk, and boulevard be restored.
2. Where a property does not abut a lane, the driveway access should not have an impact on mature trees within the public right-of-way, and its design should minimize conflict between vehicles and non-motorists and offer opportunity for shared driveway use.
3. Where front access driveways are permitted, the design should minimize driveway flares.
4. The width of a driveway should reflect the context of the block, but in no case exceed 10 feet (3.05 metres) for a single-car garage or 20 feet (6.1 metres) for a two-car garage or greater. Reducing the width of driveways allows for more on-street parking, more area for landscaped front yards and minimizes conflict with pedestrians.



6. Landscaping

1. New developments are encouraged to reflect and enhance the landscaping quality of the existing streetscape and adjacent properties.
2. Tree species selection should take into consideration underground and above ground space to allow sufficient room for development of root system and crown as the tree matures.
3. New development shall provide trees and shrubs on the following basis:
    a. for properties 35 feet (10.67 metres) or less in width, there shall be a minimum of one medium or large tree and four shrubs.
    b. for properties greater than 35 feet (10.67 metres) in width and less than 50 feet (15.24 metres) in width, there shall be a minimum of one medium or large tree, one small tree, and six shrubs.
    c. for properties greater than 50 feet (15.24 metres) in width, there shall be a minimum of two large trees, one small tree, and six shrubs.
4. Encourage diversity of planting through the use of a variety of native species.
5. Trees shall be planted not less than 6.56 feet (2.0 metres) from a public sidewalk, a minimum of 3.28 feet (1.0 metres) from a property line, and should be located at a sufficient distance from the dwelling to allow for full canopy and root system development.
6. New development should enhance the quality of the streetscape by preserving and protecting healthy mature trees on the subject and neighbouring property. Careful attention should be paid to mature trees located in the front yard. An arborist report of mature trees on the site should be provided and should describe how these trees will be preserved and protected. The requirement to provide trees and shrubs may be satisfied either through planting new or preserving existing trees on the following basis:
    a. an existing tree in good condition will satisfy the requirement to provide two trees when:
        i. an existing deciduous tree with a minimum caliper of 7.87 inches (200 mm); or
        ii. an existing coniferous tree with a minimum height of 20 feet (6.0 metres) is preserved.
    b. an existing tree in good condition will satisfy the requirement to provide all required trees when:
        i. an existing deciduous tree with a minimum caliper of 18 inches (450 mm); or
        ii. an existing coniferous tree with a minimum height of 33 feet (10.0 metres) is preserved.
7. Boulevard trees should not be removed or disturbed as a result of new development activity. If removal is necessitated, the proponent shall follow the City of Winnipeg tree removal process.
8. Tree protection measures, including fencing and root disturbance protection, should be required as a condition of a development permit.
9. Required landscaping should be in place within 12 months of occupancy of a development.
10. A minimum of 30% of the lot area shall be reserved for soft landscaping.
11. All yards visible from a public roadway shall be sodded with the exception of areas dedicated to garbage facilities, vehicle access and parking. At the discretion of the designated employee, sodding may be substituted with an alternate form of ground cover, including hard decorative pavers, washed rock, shale or similar treatments, perennials, or artificial turf, provided that the landscaping is conducive to healthy tree growth and all areas of exposed earth are designed as either flower beds or cultivated gardens.

7. Separation Distances

1. A principal dwelling shall be separated from a rear detached garage on the following basis:
    a. where the site depth is 100 feet (30.48 metres) or greater, the minimum distance shall be 10 feet (3.05 metres); and
    b. where the site depth is less than 100 feet (30.48 metres), the minimum distance shall be 5 feet (1.52 metres).
2. Rear decks, associated with single detached dwellings, may encroach into the separation distance between the principal dwelling and detached garage.

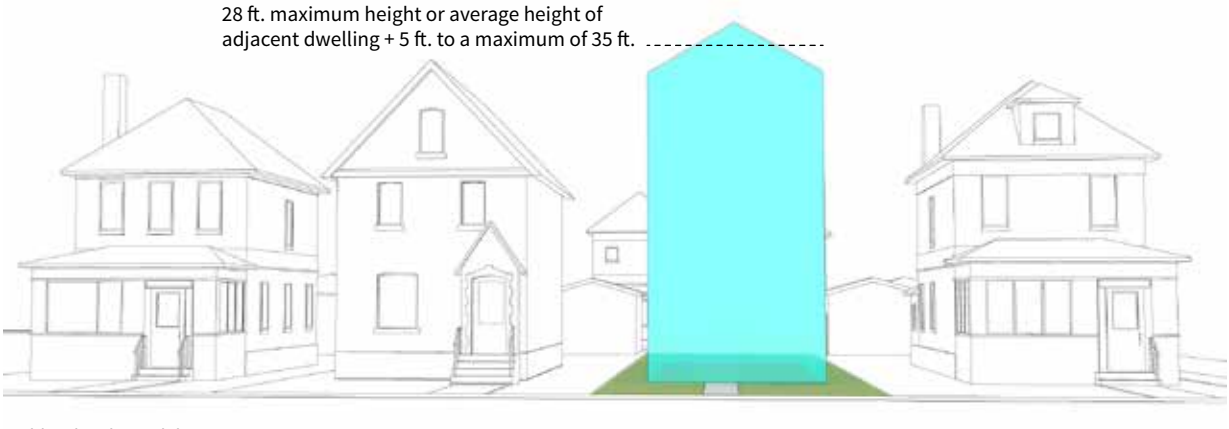
3.2 BUILDING DESIGN

1. Building Height

1. Building height maximums shall be determined on the following basis:
    a. for properties less than 60 feet (18.29 metres) in width, the maximum building height shall be the greater of:
        i. 28 feet (8.5 metres); or
        ii. the average of abutting properties plus 5 feet (1.52 metres), to a maximum of 35 feet (10.67 metres).
    b. for properties 60 feet (18.29 metres) or greater in width, the maximum building height shall be 35 feet (10.67 metres).

2. Roof Pitches

1. Consider using similar rooflines to surrounding properties to complement the architectural character of the street and neighbourhood.
2. The style of roof pitch should be considered in order to reduce a negative massing effect on adjacent properties.
3. Consider using a variety of roof lines to provide visual interest and enhance the residential character of the streetscape.



Building height guidelines.

3. Garages

1. Front access garages should be developed on the following basis:
    a. the width of the garage is encouraged to be proportional to the width of the lot in a manner that is similar to the pattern of the block. But in no case shall an attached front garage occupy more than 50% of the ground floor of the front building façade;
    b. Garages are encouraged to be recessed from the front façade of the principal building; and
    c. a garage should only protrude beyond the front wall of the principal building in a manner that is characteristic of most of the garages on the block.
2. Indoor and outdoor parking areas are encouraged to have electrical service panel capacity and electrical conduit installed to support most of the total required parking spaces.

4. Façade Materials and Architectural Features

1. Buildings are encouraged to use high-quality, sustainable (energy efficient) materials.
2. Design of homes shall add to the architectural interest of the neighbourhood by including significant architectural details or demonstrating overall architectural merit. The use of these design elements are encouraged to be consistent with the architectural style of the house.
3. The front façade must have an area projecting or recessed. This portion can be recessed or projecting from the front façade with a minimum dimension of 8 feet (2.44 metres) in width, 2 feet (0.61 metres) in depth, and 8 feet (2.44 metres) in height; or, the front façade shall include a porch that projects with a minimum dimension of 8 feet (2.44 metres) in width and 4 feet (1.2 metres) in depth.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4. In addition to Clause 3 above, the design of the building or each individual unit where two new dwellings are proposed shall include at least two significant architectural features. Significant architectural details will be determined as follows:
    a. significant architectural features may include, but are not limited to: varied roof lines, entry features (e.g., covered entries), bay windows, building articulations and recesses, dormers, and porches.
    b. minor architectural features including, but not limited to: shutters, window details, and awnings will count as half of a significant architectural-feature. Stucco textured trims and moldings around windows will not count toward the calculation of significant or minor architectural details.
5. The design of the building shall include at least two prominent building façade materials. A prominent building façade material shall cover at minimum 20% of the front façade of the building.
6. The surface area of any front façade facing the primary street to which the building is oriented shall provide a minimum 20% as window area. On corner lots, the surface area of the side façade facing the flanking street shall provide a minimum of 15% as window area.
7. Design of homes are encouraged to add a sense of connection between the house and the streetscape by including the appropriate use of design features such as front porches and strategic window sizing and placement.
8. Buildings are encouraged to incorporate architectural elements from the neighbourhood, such as porches, materials, roof lines, chimney details, window placements, and aligning floor heights, where possible.
9. Designs of homes should de-emphasize the visual dominance of garages along the street, where they are permitted.
10. Buildings on corner lots should extend architectural details and features, finishing materials, and windows to the side façade that faces the flanking street in order to animate the street and provide visual interest. Careful consideration to window placement can support an eyes-on-the-street approach to design.
11. Identical or mirrored front elevations shall not be located on abutting properties. Each building shall be designed to be architecturally distinct through the use of at least two different design elements. These design elements can include: rooflines, façade materials, entrance features, and placement of windows and doors.

Alternative Equivalency

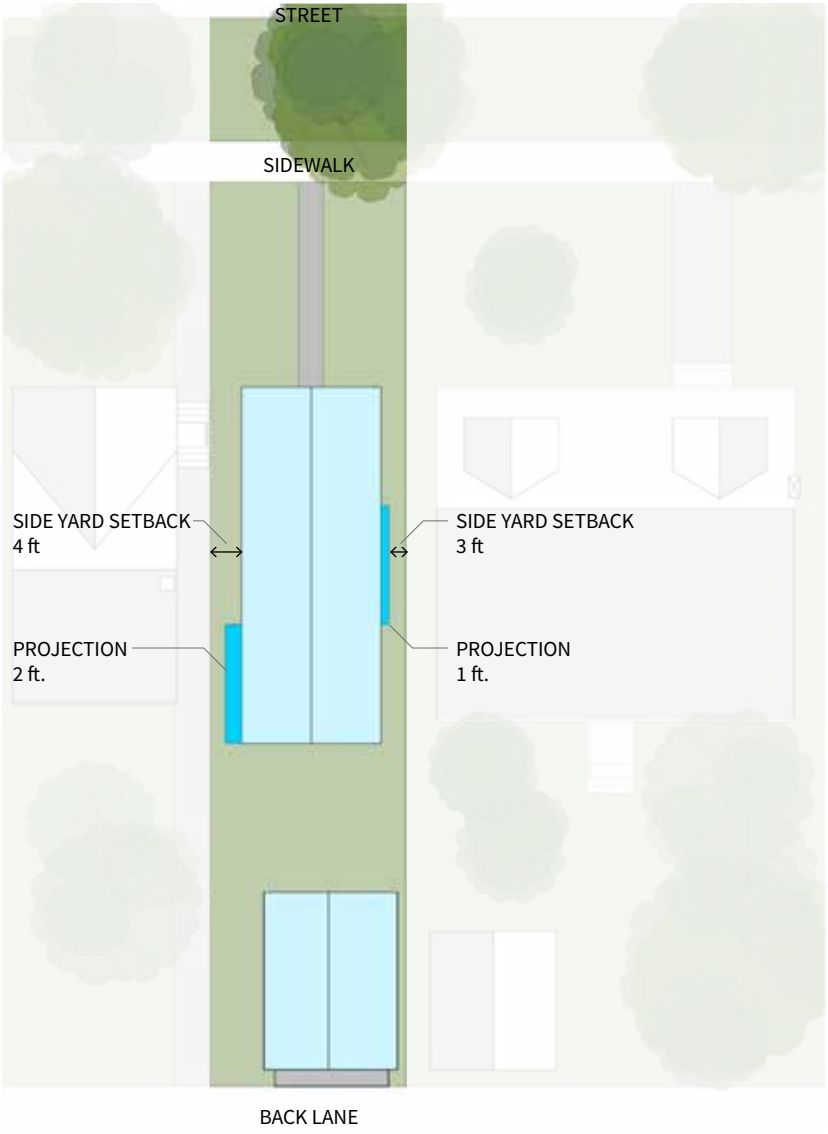
12. Innovative and creative designs will be considered when the proposal demonstrates architectural merit and addresses acceptable alternatives to the above-mentioned clauses in subsection 3.2.4. When an alternative is proposed, it shall make clear how the proposal is equal to or greater than any element from above that is not being considered.

5. Main Floor Height

1. The height of the main floor entrance visible from the street are encouraged to generally be similar to that of homes on the block in order to respect the established character of the street.
2. The height of the main floor entrance shall maintain a maximum finished floor height of 4 feet (1.2 metres) above established grade.

6. Entrances

1. Primary entrances shall be located on the front façade of the building, be clearly visible from the street and have a direct path to the public sidewalk.
2. Primary entrances should generally be one storey in height and reflect the character and rhythm of the street. Entrances that use double height columns or arches are discouraged.
3. At grade entrances are encouraged to support barrier free access to people with varying mobility issues.
4. Primary entrances are encouraged to include architectural features such as canopies, recessed entries, porches, and verandas.
5. Secondary building entrances are encouraged to incorporate weather protection. This could include design feature such as canopies and recessed entries.
6. Side yard entrances should be considered secondary entrances and should be located close to grade to respect the privacy of abutting properties.
7. Rear yard entrances shall be limited to a maximum of 4 feet (1.2 metres) above established grade in order to minimize potential privacy concerns for abutting properties.
8. On a corner lot, entrances for secondary suites should face the flanking street.
9. Notwithstanding Clause 1 above, the primary entrance for one of the units of an up-down duplex may be located on the side or rear elevation of the building. This entrance shall have a direct path to the public sidewalk along the street. In the case of a corner lot, one of the primary entrances should face the flanking street.



Side yard projections on narrow lots that are less than 30 feet.

7. Projections into Setbacks

Side Yard Projections

1. Where a projection is proposed in a side yard setback, the following provisions shall apply:
    a. in all cases, a minimum distance of 2 feet (0.61 metres) shall be maintained from the property line to the outside wall of all projections and all other portions of a dwelling, including eaves, shade projections, and chimneys, together with any other architectural features of a similar character.
    b. cantilevered projections into the side yard shall be allowed for living space in the following manner for lots less than 30 feet (9.14 metres) wide:
        i. a 1-foot projection will be permitted on the side of the dwelling that is situated 3 feet from the property line. In the case of more than one projection, the aggregate total shall not exceed one third of the length of that house. The length of any one projection shall not exceed 10 feet. The projection will be limited to one storey;
        ii. a 2-foot projection will be permitted on the upper storey of the side of the dwelling that is situated 4 feet from the property line. In the case of more than one projection, the aggregate total shall not exceed one third of the length of that house side. The length of any one projection shall not exceed 10 feet; and
        iii. attached garage walls are excluded from the calculation of building length for the purposes of calculating cantilevered projections.

2. Notwithstanding Clause 1a above, a minimum distance of 4 feet (1.2 metres) shall be maintained from one side of the building from the side property line to the outside wall of all projections from the first storey, not including unenclosed steps.
3. Where unenclosed steps extend into the side yard setback, such steps or landing shall not exceed a height of 2 feet (0.61 metres).

Front Yard Projections

4. No projections shall be permitted less than 10 feet from the front yard property line.
5. Single-storey unenclosed front porches may project a maximum of 5 feet (1.52 metres) into a required front yard setback, provided that a minimum of 10 feet (3.05 metres) is maintained between the front property line and the platform structure or unenclosed front porch.
6. Single-storey unenclosed front porches may extend the entire width of the principal building.
7. Projections other than unenclosed front porches may continue upward from the first to second storey.

Rear Yard Projections

8. Projections may continue upward from the first to second storey.

8. Privacy

1. The design of buildings, entrances, decks, and balconies should respect the privacy of abutting properties through the use of fencing, screening, landscaping, and strategic window placement.
2. Opaque fencing should be placed along the side property line where new development abuts existing buildings.
3. Window placement on buildings should be designed in a manner that mitigates privacy concerns of abutting properties. For example, design techniques could include: offsetting windows of the new dwelling in relation to windows of abutting properties, frosting windows, or using raised windows (e.g. clerestory window).
4. The design of balconies should be done in a manner that mitigates privacy concerns of abutting properties. Design features such as privacy screening should be used to obscure sightlines into amenity areas of neighbouring properties.

9. Utilities, Servicing and Mechanical (AC, utility meters and furnace output)

1. Air conditioning equipment, or similar units that produce noise or exhaust, should be placed at the rear of buildings or on the flanking side yard of a corner property. The unit may project a maximum of 3 feet (0.91 metres) into a rear or side yard setback area, as long as at least 2 feet (0.61 metres) is maintained from the side property line. In the case where infill development creates two buildings that are adjacent, air conditioning equipment should be located in the rear yard or side yard between the units in order to minimize impact on existing adjacent buildings.
2. Mechanical units should not be visible from the street. Where this is unavoidable, such units should be adequately screened and/or landscaped.
3. The outlet pipe as part of the sump pump discharge should be located on the rear or front elevation of the building.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4.0 Two-Unit Side-by-Side

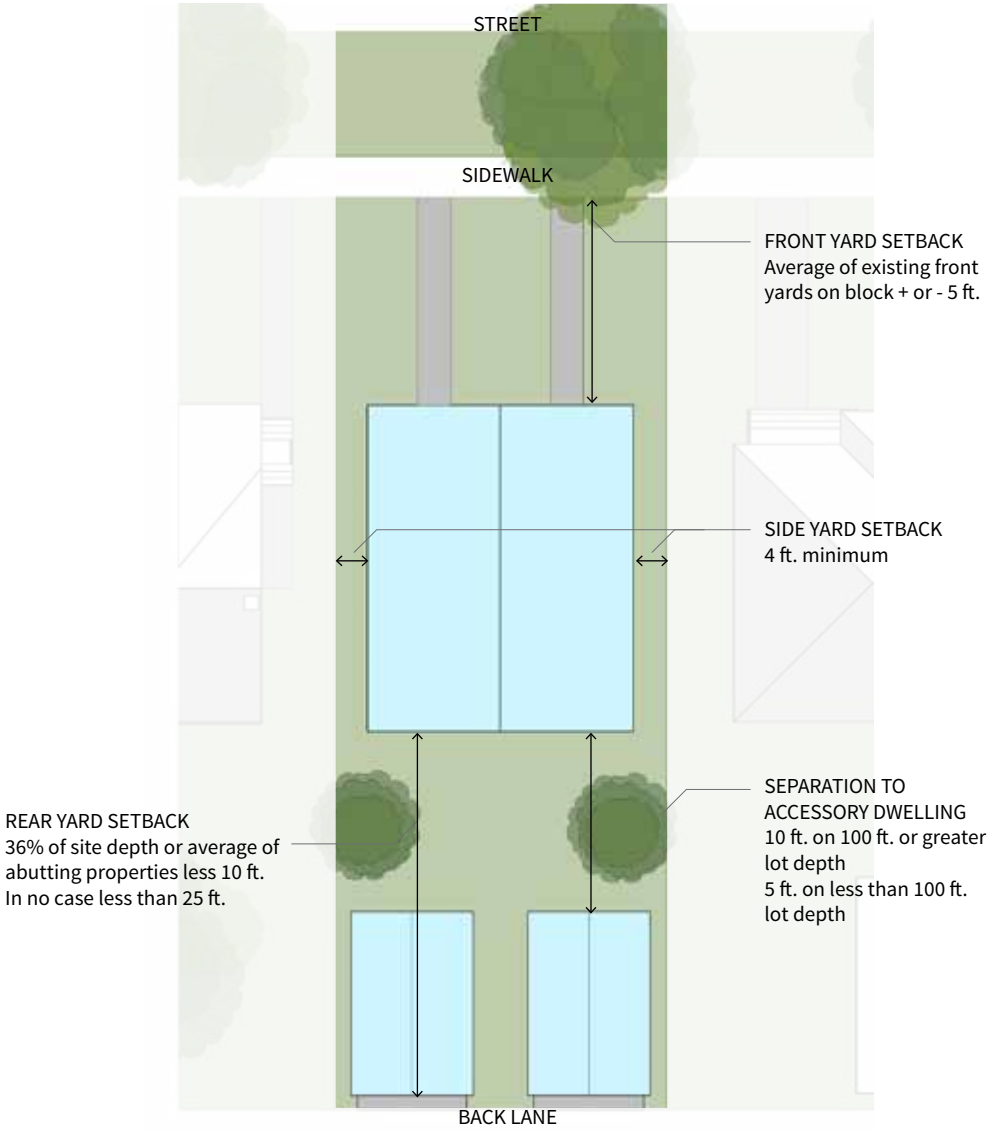
INTRODUCTION

These guidelines relate to semi-detached dwellings, semi-detached dwellings with attached secondary suites, and side-by-side duplexes.

4.1 SITE DESIGN

1. Front Yards

1. The minimum front yard setback may be 5 feet (1.52 metres) less than the average of the existing front yards within that block or portion of the block. In no case shall the minimum front yard setback be less than 10 feet (3.05 metres).
2. The maximum front yard setback shall be 5 feet (1.52 metres) greater than the average front setback on abutting lots. Where an abutting lot is vacant, the vacant lot shall be deemed to have a front setback of the next abutting lot.



Site dimensional standards for a two-unit side-by-side dwelling.



Rear yard setback can provide enough room for yard space between a garage or parking pad and the house.

2. Rear Yards

1. The minimum rear yard setback shall be 36% of site depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case shall the minimum rear setback be less than 25 feet (7.62 metres).
2. Notwithstanding clause 1, additional rear yard setback may be required for properties with a lot depth greater than 200 feet (60.96 metres).
3. Where there is an attached garage, the rear yard will be assessed from the location of the living space.

3. Side Yards

1. The minimum required side yard setback shall be 4 feet (1.2 metres) on the exterior side yards.

4. Lot Coverage

1. The maximum lot coverage for the principal dwelling shall be 30%.
2. The maximum lot coverage for accessory structures (including detached garages) shall be 440 square feet (40.8 square metres) for properties less than 3,700 square feet (343.74 square metres) in area.
3. The maximum lot coverage for accessory structures (including detached garages) shall be 12% for properties greater than 3,700 square feet (343.74 square metres), to a maximum of 880 square feet (81.8 square metres).
4. The maximum lot coverage for principal buildings with attached garages for lots less than 3,500 square feet (325.16 square metres) in area shall be 30% for the principal building plus 440 square feet (40.8 square metres) for the attached garage. The maximum lot coverage for principal buildings with attached garages for lots greater than 3,700 square feet (343.74 square metres) shall be 42%.
5. On a lot with a public lane, all living space above an attached garage will be counted as part of the lot area calculation for the principal dwelling.
6. Unenclosed porches and decks do not count towards the lot area coverage.

5. Driveway Access

1. Where a property abuts an improved lane, vehicle access will be required to be taken from the lane and no existing vehicle access from the roadway shall be permitted to continue. Any existing front approach must be removed and the curb, sidewalk, and boulevard be restored.
2. Where a property does not abut a lane, the driveway access should not have an impact on mature trees within the public right-of-way, and its design should minimize conflict between vehicles and non-motorists and offer opportunity for shared driveway use.
3. Where front access driveways are permitted, the design should minimize driveway flares.

4. The width of a driveway should reflect the context of the block, but in no case exceed 10 feet (3.05 metres) for a single-car garage and 20 feet (6.1 metres) for a two-car garage or greater. Reducing the width of driveways allows for more on-street parking, more area for landscaped front yards and minimizes conflict with pedestrians.

6. Landscaping

1. New developments are encouraged to reflect and enhance the landscaping quality of the existing streetscape and adjacent properties.
2. Tree species selection should take into consideration underground and above ground space to allow sufficient room for development of root system and crown as the tree matures.
3. New development should provide trees and shrubs on the following basis:
    a. for properties 35 feet (10.67 metres) or less in width, there shall be a minimum of one medium or large tree and four shrubs.
    b. for properties greater than 35 feet (10.67 metres) in width and less than 50 feet (15.24 metres) in width, there shall be a minimum of one medium or large tree, one small tree, and six shrubs.
    c. for properties greater than 50 feet (15.24 metres) in width, there shall be a minimum of two large trees, one small tree, and six shrubs.
4. Encourage diversity of planting through the use of a variety of native species.
5. Trees must be planted not less than 6.56 feet (2.0 metres) from a public sidewalk, a minimum of 3.28 feet (1.0 metres) from a property line, and should be located at a distance from the dwelling to allow for full canopy and root system development.
6. New development should enhance the quality of the streetscape by preserving and protecting healthy mature trees on the subject and neighbouring property. Careful attention should be paid to mature trees located in the front yard. An arborist report of mature trees on the site should be provided and should describe how these trees will be preserved and protected. The requirement to provide trees and shrubs may be satisfied either through planting new or preserving existing trees on the following basis:
    a. an existing tree in good condition may satisfy the requirement to provide two trees when:
        i. an existing deciduous tree with a minimum caliper of 7.87 inches (200 mm); or
        ii. an existing coniferous tree with a minimum height of 20 feet (6.0 metres) is preserved.
    b. an existing tree in good condition may satisfy the requirement to provide all required trees when:
        i. an existing deciduous tree with a minimum caliper of 18 inches (450 mm); or
        ii. an existing coniferous tree with a minimum height of 33 feet (10.0 metres) is preserved.
7. Boulevard trees should not be removed or disturbed as a result of new development activity. If removal is necessitated, the proponent shall follow the City of Winnipeg tree removal process.
8. Tree protection measures, including fencing and root disturbance protection, should be required as a condition of development permit.
9. Required landscaping should be in place within 12 months of occupancy of a development.
10. A minimum of 30% of the lot area should be reserved for soft landscaping.
11. All yards visible from a public roadway shall be sodded. Sodding may be substituted with an alternate form of ground cover provided the minimum 30% soft landscaping is adhered to. Alternatives to sodding may include, but is not limited to hard decorative pavers, washed rock, shale or similar treatments, perennials, or artificial turf, provided that the landscaping is conducive to healthy tree growth and all areas of exposed earth are designed as either flower beds or cultivated gardens. Exceptions will be permitted for areas dedicated to garbage facilities, vehicle access and parking.

7. Separation Distances

1. A principal dwelling shall be separated from a rear detached garage on the following basis:
    a. where the site depth is 100 feet (30.48 metres) or greater, the minimum distance shall be 10 feet (3.05 metres); and
    b. where the site depth is less than 100 feet (30.48 metres), the minimum distance shall be 5 feet (1.52 metres).
2. Rear decks may encroach into the separation distance between the principal dwelling and detached garage.

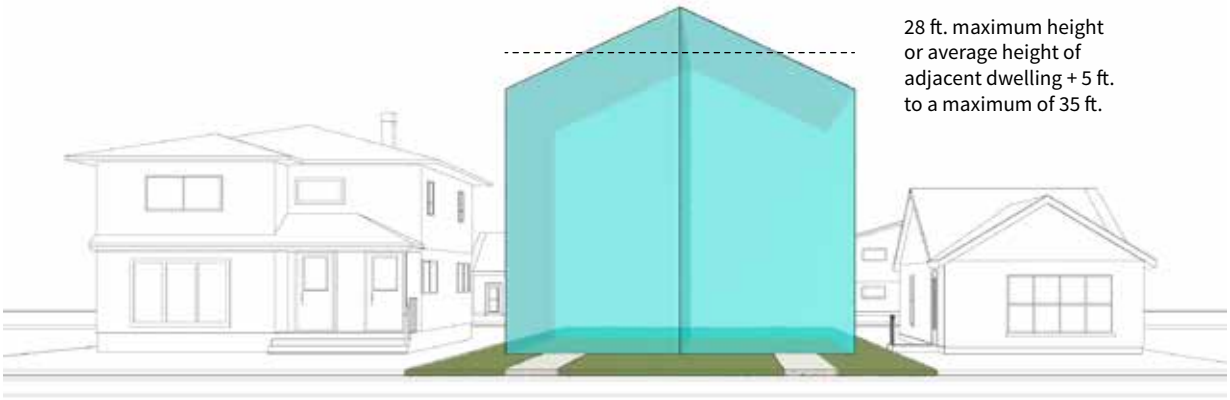
4.2 BUILDING DESIGN

1. Building Height

1. Building height maximums shall be determined on the following basis:
    a. for properties less than 60 feet (18.29 metres) in width, the maximum building height shall be the greater of:
        i. 28 feet (8.5 metres); or
        ii. the average of abutting properties plus 5 feet (1.52 metres), to a maximum of 35 feet (10.67 metres).
    b. for properties 60 feet (18.29 metres) or greater in width, the maximum building height shall be 35 feet (10.67 metres).

2. Roof Pitches

1. Consider using similar rooflines to surrounding properties to complement the architectural character of the street and neighbourhood.
2. The style of roof pitch should be considered in order to reduce a negative massing effect on adjacent properties.
3. Consider using a variety of roof lines to provide visual interest and enhance the residential character of the streetscape.



Building height guidelines.

3. Garages

1. Garages are encouraged to be designed so that the garage is attached to a shared common wall and includes a shared driveway apron where possible.
2. Front access garages, where permitted, should be developed on the following basis:
    a. the width of the garage shall be proportional to the width of the lot in a manner that is similar to the pattern of the block. But in no case shall an attached front garage occupy more than 50% of the ground floor of the front building façade;
    b. where feasible, garages should be recessed from the front façade of the principal building; and
    c. a garage should only protrude beyond the front wall of the principal building in a manner that is characteristic of most of the garages on the block.
3. Indoor and outdoor parking areas are encouraged to have electrical service panel capacity and electrical conduit installed to support most of the total required parking spaces.

4. Façade Materials and Architectural Features

1. Buildings are encouraged to use high-quality, sustainable (energy efficient) materials.
2. Design of buildings should add to the architectural interest of the neighbourhood by including significant architectural details. The use of these design elements should be consistent with the architectural style of the house.
3. The front façade must have an area projecting or recessed. This portion can be recessed or projecting from the front façade with a minimum dimension of 8 feet (2.44 metres) in width, 2 feet (0.61 metres) in depth, and 8 feet (2.44 metres) in height; or, the front façade shall include a porch that projects with a minimum dimension of 8 feet (2.44 metres) in width and 4 feet (1.2 metres) in depth.



An example of a side-by-side dwelling demonstrating high quality architectural features and façade materials.

4. In addition to Clause 3 above, the design of the building or each individual unit for a side-by-side two-unit dwelling shall include at least two significant architectural features. Significant architectural details will be determined as follows:
    a. significant architectural features may include, but are not limited to: varied roof lines, entry features (e.g., covered entries), bay windows, building articulations and recesses, dormers, and porches.
    b. minor architectural features including, but not limited to: shutters, window details, and awnings will count as half of a significant architectural-feature. Stucco textured trims and moldings around windows will not count toward the calculation of significant or minor architectural details.
5. The design of the building shall include at least two prominent building façade materials. A prominent building façade material shall cover at minimum 20% of the front façade of the building.
6. The surface area of any front façade facing the primary street to which the building is oriented shall provide a minimum 20% as window area. On corner lots, the surface area of the side façade facing the flanking street shall provide a minimum of 15% as window area.
7. For a side-by-side dwelling, each unit shall be designed to be architecturally distinct through the use of two or more of the following design treatments: different rooflines, use of a variety of durable building materials, various sizes locations and styles of windows, various window treatments (e.g. mullions, window trim and mouldings, shutters), building articulations (projections and/or recesses), and entrance features.
8. Design of homes are encouraged to add a sense of connection between the house and the streetscape by including the appropriate use of design features such as front porches and strategic window sizing and placement.

9. Buildings are encouraged to incorporate architectural elements from the neighbourhood, such as porches, materials, roof lines, chimney details, window placements, and aligning floor heights, where possible.
10. Designs of buildings should de-emphasize the visual dominance of garages along the street.
11. Buildings on corner lots should extend architectural details and features, finishing materials and windows to the side façade that faces the flanking street in order to animate the street and provide visual interest. Careful consideration to window placement can support an eyes-on-the-street approach to design.

Alternative Equivalency

12. Innovative and creative designs will be considered when the proposal demonstrates architectural merit and addresses acceptable alternatives to the above-mentioned clauses in subsection 4.2.4. When an alternative is proposed, it shall make clear how the proposal is equal to or greater than any element from above that is not being considered.

5. Main Floor Height

1. The height of the main floor entrance visible from the street are encouraged to generally be similar to that of homes on the block in order to respect the established character of the street.
2. The height of the main floor entrance shall maintain a maximum finished floor height of 4 feet (1.2 metres) above established grade.

6. Entrances

1. Primary entrances for each principal unit shall be located on the front façade of the building, be clearly visible from the street and have a direct path to the public sidewalk. In the case of a corner lot, one of the main entrances is encouraged to face the flanking street.
2. Primary entrances should generally be one storey in height and reflect the character and rhythm of the street. Entrances that use double height columns or arches are discouraged.
3. At grade entrances are encouraged to support barrier free access to people with varying mobility issues.
4. Primary entrances are encouraged to include architectural features such as canopies, recessed entries, porches, and verandas.
5. Secondary building entrances are encouraged to incorporate weather protection. This could include design feature such as canopies and recessed entries.
6. Side yard entrances should be considered secondary entrances and should be located close to grade to respect the privacy of abutting properties.
7. Rear yard entrances shall be limited to a maximum of 4 feet (1.2 metres) above established grade in order to minimize potential privacy concerns for abutting properties.
8. On a corner lot, secondary entrances should face the flanking street.

7. Projections into Setbacks

Side Yard Projections

1. The following features may project into a required side yard provided such projections do not exceed 2 feet (0.61 metres) in the case of setbacks: verandas, porches, eaves, shade projections, unenclosed steps, and chimneys, together with any other architectural features of a similar character.
2. Where a cantilevered projection is proposed in a side yard setback, a minimum distance of 2 feet (0.61 metres) shall be maintained from the property line to the outside wall of such projection and all other portions of a dwelling, including eaves.
3. Notwithstanding Clause 2 above, a minimum distance of 4 feet (1.2 metres) shall be maintained from the first storey on both sides of the building from the side property line to the outside wall of all projections from the first storey.
4. Where unenclosed steps extend into the side yard setback, such steps or landing shall not exceed a height of 2 feet (0.6 metre).

Front Yard Projections

5. No projections shall be permitted less than 10 feet from the front yard property line.
6. Single-storey unenclosed front porches may project a maximum of 5 feet (1.52 metres) into a required front yard setback, provided that a minimum of 10 feet (3.05 metres) is maintained between the front property line and the platform structure or unenclosed front porch.
7. Single-storey unenclosed front porches may extend the entire width of the principal building.
8. Projections other than unenclosed front porches may continue upward from the first to second storey.

Rear Yard Projections

9. Projections may continue upward from the first to second storey.



Side-by-side two-unit dwelling with asymmetrical design that is architecturally distinct.

8. Privacy

1. The design of buildings, entrances, decks, and balconies should respect the privacy of abutting properties through the use of fencing, screening, landscaping, and strategic window placement.
2. Opaque fencing should be placed along the side property line where new development abuts existing buildings.
3. Window placement on buildings should be designed in a manner that mitigates privacy concerns of abutting properties. For example, design techniques could include: offsetting windows of the new dwelling in relation to windows of abutting properties, frosting windows, or using raised windows (e.g. clerestory window).
4. The design of balconies should be done in a manner that mitigates privacy concerns of abutting properties. Design features such as privacy screening should be used to obscure sightlines into amenity areas of neighbouring properties.

9. Utilities, Servicing and Mechanical (AC, utility meters and furnace output)

1. Air conditioning equipment, or similar units that produce noise or exhaust, should be placed at the rear of buildings or on the flanking side yard of a corner property. The unit may project a maximum of 3 feet (0.91 metres) into a rear or side yard setback area, as long as at least 2 feet (0.61 metres) is maintained from the side property line. In the case where infill development creates two buildings that are adjacent, air conditioning equipment should be located in the rear yard or side yard between the units in order to minimize impact on existing adjacent buildings.
2. Mechanical units should not be visible from the street. Where this is unavoidable, such units should be adequately screened and/or landscaped.
3. The outlet pipe as part of the sump pump discharge should be located on the rear or front elevation of the building.



5.0 Triplex

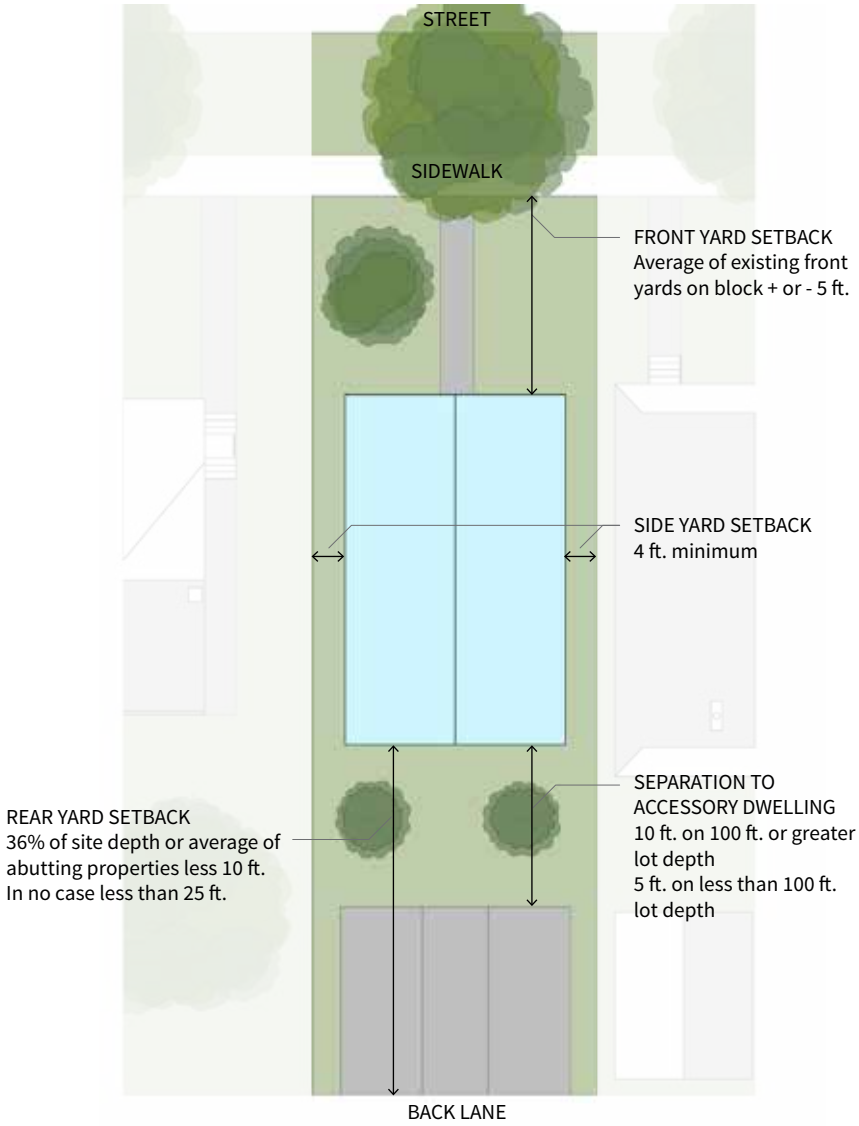
INTRODUCTION

These guidelines relate to triplexes either in an up-down or side-by-side configuration. Up-down triplexes are intended to be designed as a large single detached dwelling. Side-by-side triplexes are intended to be designed as a small townhouse grouping.

5.1 SITE DESIGN

1. Front Yards

1. The minimum front yard setback may be 5 feet (1.52 metres) less than the average of the existing front yards within that block or portion of the block. In no case shall the minimum front yard setback be less than 10 feet (3.05 metres).The maximum front yard setback shall be 5 feet (1.52 metres) greater than the average front setback on abutting lots. Where an abutting lot is vacant, the vacant lot shall be deemed to have a front setback of the next abutting lot.



Site dimensional standards for a three unit dwelling.



Triplex on corner lot with entrances facing both streets and building setbacks that align with adjacent dwelling.

2. Rear Yards

1. The minimum rear yard setback in Area 1 shall be 36% of site depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case shall the minimum rear setback be less than 25 feet (7.62 metres). Where an abutting lot is vacant, the vacant lot shall be deemed to have a rear setback of the next abutting lot.
2. The minimum rear yard setback in Area 2 shall be 30% of site depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case shall the minimum rear setback be less than 25 feet (7.62 metres). Where an abutting lot is vacant, the vacant lot shall be deemed to have a rear setback of the next abutting lot.
3. Notwithstanding clause 1, additional rear yard setback may be required for properties with a lot depth greater than 200 feet (60.96 metres).
4. Where there is an attached garage, the rear yard will be assessed from the location of the living space.

3. Side Yards

1. Up-down triplexes shall maintain a minimum side yard setback of 4 feet (1.2 metres) on both sides.
2. Semi-detached triplex dwellings shall maintain a minimum side yard setback of 4 feet (1.2 metres) on the exterior side yard.

4. Lot Coverage

1. The maximum lot coverage for the principal dwelling shall be 30%.
2. The maximum lot coverage for accessory structures (including detached garages) shall be 440 square feet (40.8 square metres) for properties less than 3,700 square feet (343.74 square metres) in area.
3. The maximum lot coverage for accessory structures (including detached garages) shall be 12% for properties greater than 3,700 square feet (343.74 square metres), to a maximum of 880 square feet (81.8 square metres).

4. The maximum lot coverage for principal buildings with attached garages for lots less than 3,700 square feet (343.74 square metres) in area shall be 30% for the principal building plus 440 square feet (40.8 square metres) for the attached garage. The maximum lot coverage for principal buildings with attached garages for lots greater than 3,700 square feet (343.74 square metres) shall be 42%.
5. On a lot with a public lane, all living space above an attached garage will be counted as part of the lot area calculation for the principal dwelling.
6. Unenclosed porches and decks do not count towards the lot area coverage.

5. Driveway Access

1. Where a property abuts an improved lane, vehicle access will be required to be taken from the lane and no existing vehicle access from the roadway shall be permitted to continue. Any existing front approach must be removed and the curb, sidewalk, and boulevard be restored.

6. Landscaping

1. New developments are encouraged to reflect and enhance the landscaping quality of the existing streetscape and adjacent properties.
2. Tree species selection should take into consideration underground and above ground space to allow sufficient room for development of root system and crown as the tree matures.
3. New development shall provide trees and shrubs on the following basis:
    a. for properties 35 feet (10.67 metres) or less in width, there shall be a minimum of one medium or large tree and four shrubs.
    b. for properties greater than 35 feet (10.67 metres) in width and less than 50 feet (15.24 metres) in width, there shall be a minimum of one medium or large tree, one small tree, and six shrubs.
    c. for properties greater than 50 feet (15.24 metres) in width, there shall be a minimum of two large trees, one small tree, and six shrubs.
4. Encourage diversity of planting through the use of a variety of native species.
5. Trees must be planted not less than 6.56 feet (2.0 metres) from a public sidewalk, a minimum of 3.28 feet (1.0 metres) from a property line, and should be located at a distance from the dwelling to allow for full canopy and root system development.
6. New development should enhance the quality of the streetscape by preserving and protecting healthy mature trees on the subject and neighbouring property. Careful attention should be paid to mature trees located in the front yard. An arborist report of mature trees on the site should be provided and should describe how these trees will be preserved and protected. The requirement to provide trees and shrubs may be satisfied either through planting new or preserving existing trees on the following basis:
    a. an existing tree in good condition may satisfy the requirement to provide two trees when:
        i. an existing deciduous tree with a minimum caliper of 7.87 inches (200 mm); or
        ii. an existing coniferous tree with a minimum height of 20 feet (6.0 metres) is preserved.
    b. an existing tree in good condition may satisfy the requirement to provide all required trees when:
        i. an existing deciduous tree with a minimum caliper of 18 inches (450 mm); or
        ii. an existing coniferous tree with a minimum height of 33 feet (10.0 metres) is preserved.
7. Boulevard trees should not be removed or disturbed as a result of new development activity. If removal is necessitated, the proponent shall follow the City of Winnipeg tree removal process.
8. Tree protection measures, including fencing and root disturbance protection, should be required as a condition of development permit.
9. Required landscaping should be in place within 12 months of occupancy of a development.
10. A minimum of 30% of the lot area should be reserved for soft landscaping.
11. All yards visible from a public roadway shall be sodded. Sodding may be substituted with an alternate form of ground cover, including hard decorative pavers, washed rock, shale or similar treatments, perennials, or artificial turf, provided that that the landscaping is conducive to healthy tree growth and all areas of exposed earth are designed as either flower beds or cultivated gardens. Exceptions will be permitted for areas dedicated to garbage facilities, vehicle access and parking.
12. Notwithstanding Clause 3 above, at the discretion of a designated employee, the amount and type of landscaping may be increased to address privacy and screening considerations.

7. Separation Distances

1. A principal dwelling shall be separated from a rear detached garage on the following basis:
    a. where the site depth is 100 feet (30.48 metres) or greater, the minimum distance shall be 10 feet (3.05 metres); and
    b. where the site depth is less than 100 feet (30.48 metres), the minimum distance shall be 5 feet (1.52 metres).
2. Rear decks may encroach into the separation distance between the principal dwelling and detached garage.

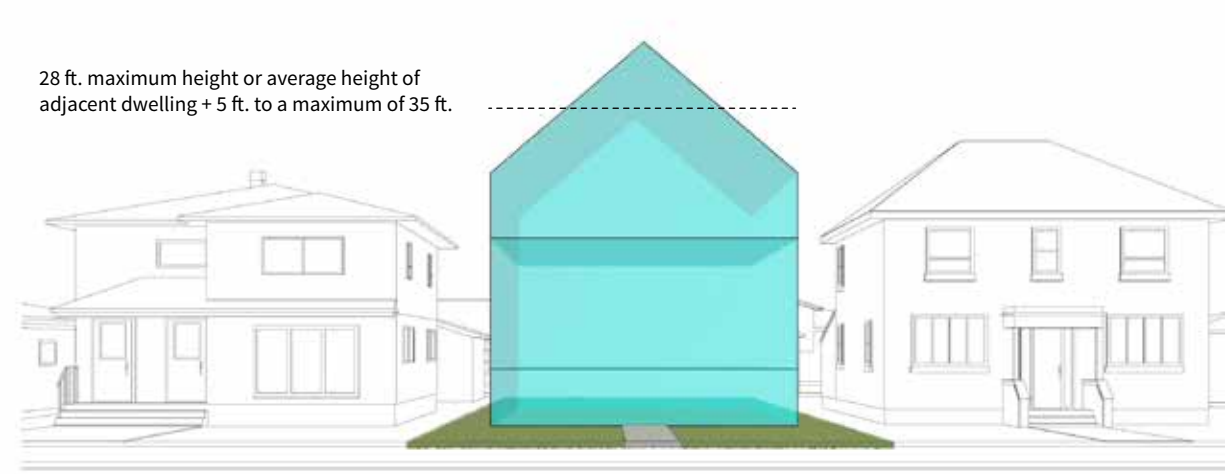
5.2 BUILDING DESIGN

1. Building Height

1. Building height maximums shall be determined on the following basis:
    a. for properties less than 60 feet (18.29 metres) in width, the maximum building height shall be the greater of:
        i. 28 feet (8.5 metres); or
        ii. the average of abutting properties plus 5 feet (1.52 metres), to a maximum of 35 feet (10.67 metres).
    b. for properties 60 feet (18.29 metres) or greater in width, the maximum building height shall be 35 feet (10.67 metres).

2. Roof Pitches

1. Consider using similar rooflines to surrounding properties to complement the architectural character of the street and neighbourhood.
2. The style of roof pitch should be considered in order to reduce a negative massing effect on adjacent properties.
3. Consider using a variety of roof lines to provide visual interest and enhance the residential character of the streetscape.



Building height guidelines

3. Parking and Garages

1. Parking shall be completely to the rear of the building and should be screened from view from adjacent streets, parks, or open spaces.
2. The amount of onsite parking should be sufficient to meet the needs of the development. Parking relaxations may be considered where one or more of the following conditions are met:
    a. when the property is located within 1,312 feet (400 metres) of a Primary Transit Network stop or rapid transit station;
    b. when the property is located within 656 feet (200 metres) of a designated Corridor;
    c. when a carshare is provided on-site and/or when the property is located within 1,312 feet (400 metres) of an existing carshare vehicle. In instances where an on-site carshare vehicle is being provided, the car-sharing parking spaces must be shown on the building plans and a copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit;
    d. minimum parking may be reduced by 1 parking space for each tree at least 12 inches in diameter that is preserved. An arborist report will be required to verify the condition of the tree;
    e. when an indoor bike parking facility with a significant amount of bike storage is provided above the minimum requirements in the Zoning By-law; and/or
    f. when the development is providing affordable housing units.
3. A parking maximum of 1.2 parking stalls per dwelling unit will be required to promote the efficient use of land, enhance the quality of the urban form, encourage the use of alternative modes of transportation, improve the pedestrian environment, and improve air and water quality.
4. Where parking is not provided within a garage, parking should be accessed directly from the lane.
5. The location and design of surface parking areas should be developed on the following basis:
    a. they are located at the rear of the building only;
    b. they are screened from view from adjacent streets, parks, or open spaces through the use of screening and/or landscaping;



An example of a triplex with unique and innovative design. This site also preserves landscaping which helps integrate it into the local context.

c. they should be minimized and not cover more than 25% of the lot;
d. they are separated from the principal building by a minimum of 10 feet (3.05 metres). This area should be landscaped. The size of the separation distance can vary depending on the character of the neighbourhood;
e. parking stall width adjacent to a fence or building wall shall be 10 feet (3.05 metres); and
f. where parking is provided directly off the lane, parking stall length should be 23 feet (7.01 metres) for ease of circulation and snow storage.

6. Tandem parking will be discouraged. Where tandem parking is provided, tandem parking pads are counted as a single parking space.
7. Garages shall be designed so that the garage is attached to a shared common wall and includes a shared driveway apron where possible.
8. Indoor and outdoor parking areas are encouraged to have electrical service panel capacity and electrical conduit installed to support most of the total required parking spaces.

4. Façade Materials and Architectural Features

1. Buildings are encouraged to use high-quality, sustainable (energy efficient) materials.
2. Design of buildings should add to the architectural interest of the neighbourhood by including significant architectural details. The use of these design elements should be consistent with the architectural style of the building.

3. Design of homes are encouraged to add a sense of connection between the house and the streetscape by including the appropriate use of design features such as front porches and strategic window sizing and placement.
4. Buildings are encouraged to incorporate architectural elements from the neighbourhood, such as porches, materials, roof lines, chimney details, window placements, and aligning floor heights, where possible.
5. The front façade of the building or each individual unit for a side-by-side triplex must have an area projecting or recessed. This portion can be recessed or projecting from the front façade with a minimum dimension of 8 feet (2.44 metres) in width, 2 feet in depth (0.61 metres), and 8 feet (2.44 metres) in height; or, the front façade shall include a porch that projects with a minimum dimension of 8 feet (2.44 metres) in width and 4 feet (1.2 metres) in depth.
6. In addition to Clause 3 above, the design of the building or each individual unit for a side-by-side triplex shall include at least two significant architectural features. Significant architectural details will be determined as follows:
    a. significant architectural features may include, but are not limited to: varied roof lines, entry features (e.g., covered entries), bay windows, building articulations and recesses, dormers, and porches.
    b. minor architectural features including, but not limited to: shutters, window details, and awnings will count as half of a significant architectural-feature. Stucco textured trims and moldings around windows will not count toward the calculation of significant or minor architectural details.
7. The design of the building or each individual unit of a side-by-side triplex shall include at least two prominent building façade materials. A prominent building façade material shall cover at minimum 20% of the front façade of the building or each individual unit.
8. The surface area of any front façade facing the primary street to which the building is oriented shall provide a minimum 20% as window area. On corner lots, the surface area of the side façade facing the flanking street shall provide a minimum of 15% as window area.
9. For side-by-side triplexes, each unit of the building shall be designed to be architecturally distinct through the use of two or more of the following design treatments: different rooflines, use of a variety of durable building materials, various sizes locations and styles of windows, various window treatments (e.g. mullions, window trim and mouldings, shutters), building articulations (projections and/or recesses), and entrance features.
10. Buildings on corner lots should extend architectural details and features, finishing materials, and windows to the side façade that faces the flanking street in order to animate the street and provide visual interest. Careful consideration to window placement can support an eyes-on-the-street approach to design.
11. On corner lots, orientation of the building should mimic the rhythm of the block. For side-by-side triplexes, a design of building that has all the units facing the flanking side lot line are discouraged in order to minimize the privacy impacts on abutting properties.
12. Windows are encouraged to be recessed from the exterior building wall or be defined by well- designed trims. Trim material should contrast with wall materials.
13. Stucco-textured trim molding should not be used as the only application to enhance building facades.

Alternative Equivalency

14. Innovative and creative designs will be considered when the proposal demonstrates architectural merit and addresses acceptable alternatives to the above-mentioned clauses in subsection 5.2.4. When an alternative is proposed, it shall make clear how the proposal is equal to or greater than any element from above that is not being considered.

5. Main Floor Height

1. The height of the main floor entrance visible from the street are encouraged to generally be similar to that of homes on the block in order to respect the established character of the street.
2. The height of the main floor entrance shall maintain a maximum finished floor height of 4 feet (1.2 metres) above established grade.

6. Entrances

1. Triplexes that contain up-down configurations may provide individual entrances for the ground floor units and/or a shared building entrance. Primary entrances will be located on the following basis:
    a. there shall be at least one primary entrance located on the front façade of the building, clearly visible from the street with a direct path to the public sidewalk.
    b. other primary entrances may be located on the rear or side façades of the building and have a direct path to the public sidewalk. Entrances located within the side yard should be located in a manner that minimizes privacy impacts on abutting properties.
2. Triplexes with side-by-side configurations shall incorporate individual primary entrances on the front façade of the building, be clearly visible from the street, and have a direct path to the public sidewalk.

3. At grade entrances are encouraged to support barrier free access to people with varying mobility issues.
4. In the case of a corner lot, at least one of the primary entrances is encouraged to face the flanking street.
5. Primary entrances should generally be one storey in height and reflect the character and rhythm of the street. Entrances that use double height columns or arches are discouraged.
6. Primary entrances are encouraged to include architectural features such as canopies, recessed entries, porches, and verandas.
7. Secondary building entrances should incorporate weather protection. This could include design feature such as front porches, canopies, and recessed entries.
8. Side yard entrances should be considered secondary entrances and should be located close to grade to respect the privacy of abutting properties.
9. Rear yard entrances shall be limited to a maximum of 4 feet (1.2 metres) above established grade in order to minimize the potential for privacy concerns for abutting properties.

7. Projections into Setbacks

Side Yard Projections

1. The following features may project into a required side yard provided such projections do not exceed 2 feet (0.61 metres) in the case of setbacks: verandas, porches, eaves, shade projections, unenclosed steps, and chimneys, together with any other architectural features which are of a similar character.
2. Where a cantilevered projection is proposed in a side yard setback, a minimum distance of 2 feet (0.61 metres) shall be maintained from the property line to the outside wall of such projection and all other portions of a dwelling, including eaves.
3. Notwithstanding Clause 2 above, a minimum distance of 4 feet (1.2 metres) shall be maintained from the first storey on both sides of the building from the side property line to the outside wall of all projections from the first storey.
4. Where unenclosed steps extend into the side yard setback, such steps or landing shall not exceed a height of 2 feet (0.61 metres).

Front Yard Projections

5. No projections shall be permitted less than 10 feet from the front yard property line.
6. Single-storey unenclosed front porches may project a maximum of 5 feet (1.52 metres) into a required front yard setback, provided that a minimum of 10 feet (3.05 metres) is maintained between the front property line and the platform structure or unenclosed front porch.
7. Single-storey unenclosed front porches may extend the entire width of the principal building.
8. Projections other than unenclosed front porches may continue upward from the first to second storey.

Rear Yard Projections

9. Projections may continue upward from the first to second storey.

8. Privacy

1. The design of buildings, entrances, decks, and balconies should respect the privacy of abutting properties through the use of fencing, screening, landscaping, and strategic window placement.
2. Opaque fencing may be required, at the discretion of the designated employee, to be placed along the side property line where new development abuts existing single- and two- unit buildings.
3. Window placement on buildings should be designed in a manner that mitigates privacy concerns of abutting properties. For example, design techniques could include: offsetting windows of the new dwelling in relation to windows of abutting properties, frosting windows, or using raised windows (e.g. clerestory window).
4. The design of balconies should be done in a manner that mitigates privacy concerns of abutting properties. Design features such as privacy screening should be used to obscure sightlines into amenity areas of neighbouring properties.

9. Utilities, Servicing and Mechanical (AC, utility meters and furnace output)

1. Garbage collection/storage areas and utilities (e.g., transformers, utility meters, and other site and building equipment) should be located within the building, at the rear of the property, or underground. In circumstances where these elements are not located within the building or underground, ensure they are located away from public view in unobtrusive areas, and adequately screened with attractive landscaping features and/or opaque enclosures.
2. Air conditioning equipment, or similar units that produce noise or exhaust, should be placed at the rear of buildings or on the flanking side yard of a corner property. The unit may project a maximum of 3 feet (0.91 metres) into a rear or side yard setback area, as long as at least 2 feet (0.61 metres) is maintained from the side property line.
3. Mechanical units should not be visible from the street. Where this is unavoidable, such units should be adequately screened and/or landscaped.
4. The outlet pipe as part of the sump pump discharge should be located on the rear or front elevation of the building.
5. Locating exterior-facing doors along the façade of the building facing the street for the purposes of a common water meter area will be discouraged.



6.0 Fourplex

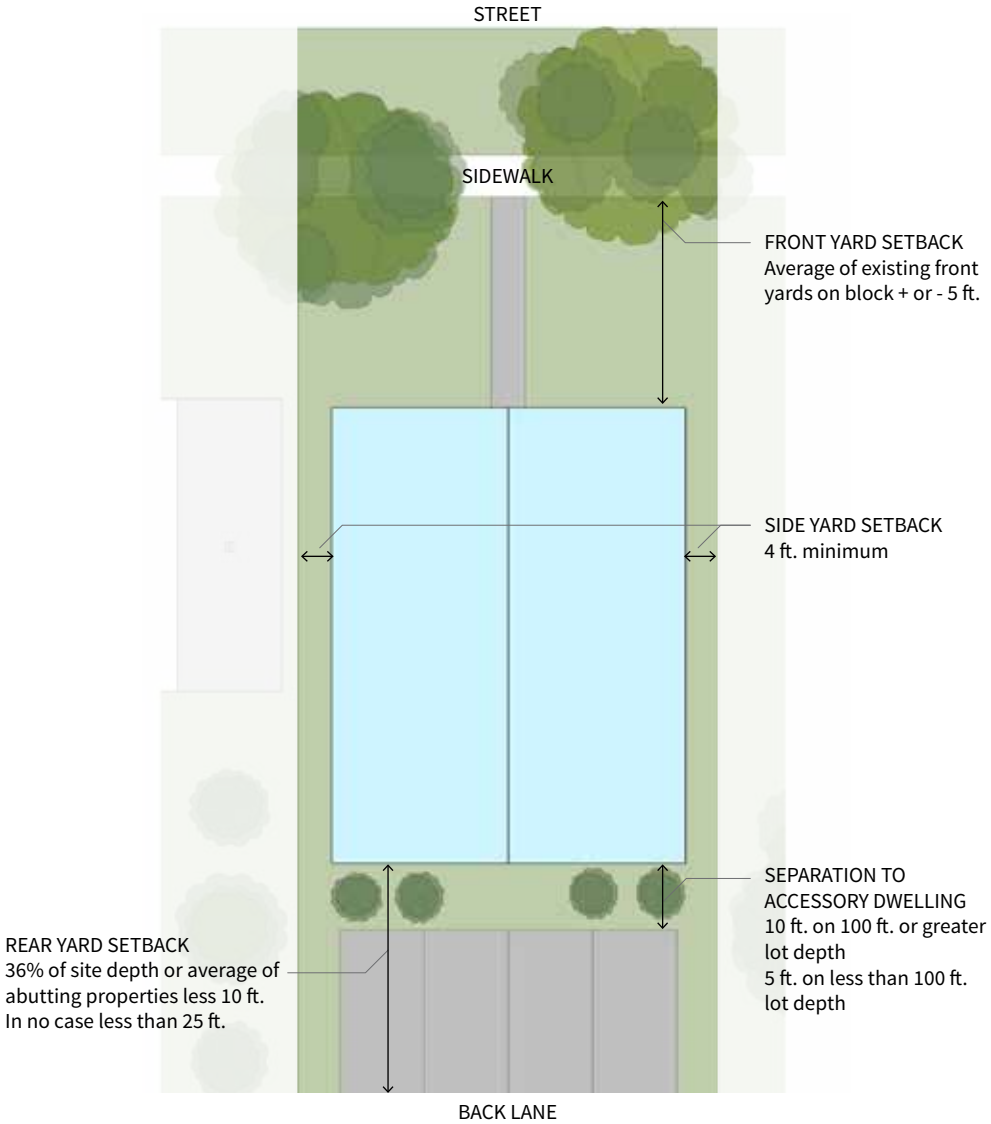
INTRODUCTION

These guidelines relate to fourplexes, which may combine an up-down and side-by-side configuration. Their design may also include a back-to-back configuration. Some designs may look like a stacked townhome, while others may be designed to look like a large house on a single property. Side-by-side fourplexes are intended to be designed as a small townhouse grouping.

6.1 SITE DESIGN

1. Front Yards

1. The minimum front yard setback may be 5 feet (1.52 metres) less than the average of the existing front yards within that block or portion of the block. In no case shall the minimum front yard setback be less than 10 feet (3.05 metres).
2. The maximum front yard setback shall be 5 feet (1.52 metres) greater than the average front setback on abutting lots. Where an abutting lot is vacant, the vacant lot shall be deemed to have a front setback of the next abutting lot.



Site dimensional standards for a four unit dwelling.



An example of how landscaping can help integrate new developments into the existing context.

2. Rear Yards

1. The minimum rear yard setback in Area 1 shall be 36% of site depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case shall the minimum rear setback be less than 25 feet (7.62 metres). Where an abutting lot is vacant, the vacant lot shall be deemed to have a rear setback of the next abutting lot.
2. The minimum rear yard setback in Area 2 shall be 30% of site depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case shall the minimum rear setback be less than 25 feet (7.62 metres). Where an abutting lot is vacant, the vacant lot shall be deemed to have a rear setback of the next abutting lot.
3. Notwithstanding clause 1, additional rear yard setback may be required for properties with a lot depth greater than 200 feet (60.96 metres).
4. Where there is an attached garage, the rear yard will be assessed from the location of the living space.

3. Side Yards

1. Fourplexes shall maintain a minimum standard side yard setback of 4 feet (1.2 metres) on both sides.
2. Semi-detached fourplex dwellings shall maintain a minimum standard side yard setback of 4 feet (1.2 metres) on the exterior side yard and shall be built to the interior side property line.

4. Lot Coverage

1. The maximum lot coverage for the principal dwelling shall be 30%. Lot coverage for the principal building may be increased up to 42% by taking the lot coverage allocation from the garage lot coverage.
2. The maximum lot coverage for detached garages shall be 12%.
3. The maximum lot coverage for principal buildings with attached garages shall be 42%.
4. All living space above an attached garage will be counted as part of the lot area calculation for the principal dwelling.
5. Unenclosed porches and decks do not count towards the lot area coverage.

5. Driveway Access

1. Where a property abuts an improved lane, vehicle access will be required to be taken from the lane and no existing vehicle access from the roadway shall be permitted to continue. Any existing front approach must be removed and the curb, sidewalk, and boulevard be restored.

6. Landscaping

1. New developments are encouraged to reflect and enhance the landscaping quality of the existing streetscape and adjacent properties.
2. Tree species selection should take into consideration underground and above ground space to allow sufficient room for development of root system and crown as the tree matures.
3. New development shall provide trees and shrubs on the following basis:
    a. for properties 35 feet (10.67 metres) or less in width, there shall be a minimum of one medium or large tree and four shrubs.
    b. for properties greater than 35 feet (10.67 metres) in width and less than 50 feet (15.24 metres) in width, there shall be a minimum of one medium or large tree, one small tree, and six shrubs.
    c. for properties greater than 50 feet (15.24 metres) in width, there shall be a minimum of two large trees, one small tree, and six shrubs.
4. Encourage diversity of planting through the use of a variety of native species.
5. Trees must be planted not less than 6.56 feet (2.0 metres) from a public sidewalk, a minimum of 3.28 feet (1.0 metres) from a property line, and should be located at a distance from the dwelling to allow for full canopy and root system development.
6. New development should enhance the quality of the streetscape by preserving and protecting healthy mature trees on the subject and neighbouring property. Careful attention should be paid to mature trees located in the front yard. An arborist report of mature trees on the site should be provided and should describe how these trees will be preserved and protected. The requirement to provide trees and shrubs may be satisfied either through planting new or preserving existing trees on the following basis:
    a. an existing tree in good condition may satisfy the requirement to provide two trees when:
        i. an existing deciduous tree with a minimum caliper of 7.87 inches (200 mm); or
        ii. an existing coniferous tree with a minimum height of 20 feet (6.0 metres) is preserved.
    b. an existing tree in good condition may satisfy the requirement to provide all required trees when:
        i. an existing deciduous tree with a minimum caliper of 18 inches (450 mm); or
        ii. an existing coniferous tree with a minimum height of 33 feet (10.0 metres) is preserved.
7. Boulevard trees should not be removed or disturbed as a result of new development activity. If removal is necessitated, the proponent shall follow the City of Winnipeg tree removal process.
8. Tree protection measures, including fencing and root disturbance protection, should be required as a condition of development permit.
9. Required landscaping should be in place within 12 months of occupancy of a development.
10. A minimum of 30% of the lot area should be reserved for soft landscaping.
11. All yards visible from a public roadway shall be sodded. Sodding may be substituted with an alternate form of ground cover, including hard decorative pavers, washed rock, shale or similar treatments, perennials, or artificial turf, provided that the landscaping is conducive to healthy tree growth and all areas of exposed earth are designed as either flower beds or cultivated gardens. Exceptions will be permitted for areas dedicated to garbage facilities, vehicle access and parking.
12. Notwithstanding Clause 3 above, at the discretion of a designated employee, the amount and type of landscaping may be increased to address privacy and screening considerations.

7. Separation Distances

1. A principal dwelling shall be separated from a rear detached garage on the following basis:
    a. where the site depth is 100 feet (30.48 metres) or greater, the minimum distance shall be 10 feet (3.05 metres); and
    b. where the site depth is less than 100 feet (30.48 metres), the minimum distance shall be 5 feet (1.52 metres).
2. Rear decks may encroach into the separation distance between the principal dwelling and detached garage.

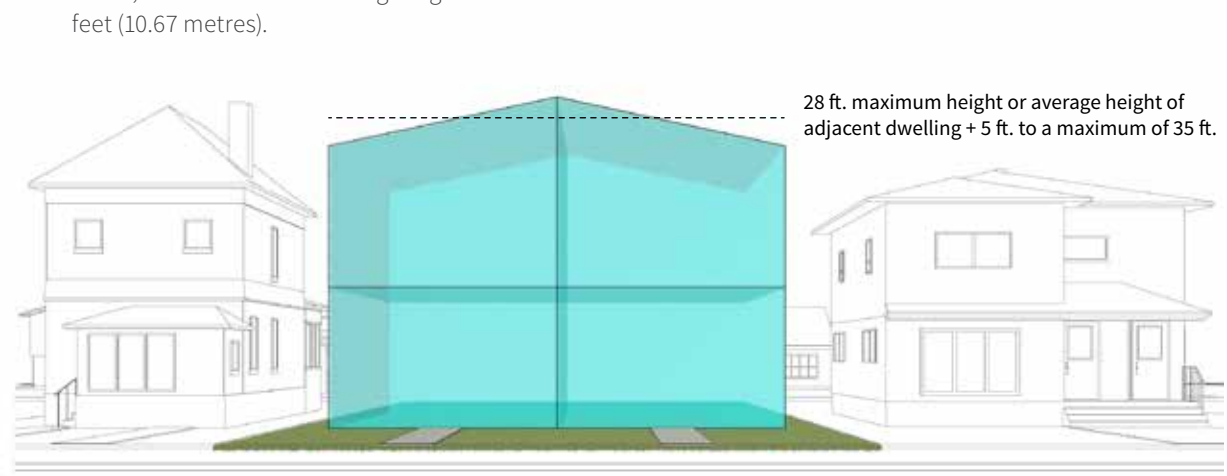
6.2 BUILDING DESIGN

1. Building Height

1. Building height maximums shall be determined on the following basis:
    a. for properties less than 60 feet (18.29 metres) in width, the maximum building height shall be the greater of:
        i. 28 feet (8.5 metres); or
        ii. the average of abutting properties plus 5 feet (1.52 metres), to a maximum of 35 feet (10.67 metres).
    b. for properties 60 feet (18.29 metres) or greater in width, the maximum building height shall be 35 feet (10.67 metres).

2. Roof Pitches

1. Consider using similar rooflines to surrounding properties to complement the architectural character of the street and neighbourhood.
2. The style of roof pitch should be considered in order to reduce a negative massing effect on adjacent properties.
3. Consider using a variety of roof lines to provide visual interest and enhance the residential character of the streetscape.



Building height guidelines.

3. Parking and Garages

1. Parking areas shall be completely to the rear of the building and should be screened from view from adjacent streets, parks, or open spaces.
2. The amount of onsite parking should be sufficient to meet the needs of the development. Parking relaxations may be considered where one or more of the following conditions are met:
    a. when the property is located within 1,312 feet (400 metres) of a Primary Transit Network stop or rapid transit station;
    b. when the property is located within 656 feet (200 metres) of a designated Corridor;
    c. when a carshare is provided on-site and/or when the property is located within 1,312 feet (400 metres) of an existing carshare vehicle. In instances where an on-site carshare vehicle is being provided, the car-sharing parking spaces must be shown on the building plans and a copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit;
    d. minimum parking may be reduced by 1 parking space for each tree at least 12 inches in diameter that is preserved. An arborist report will be required to verify the condition of the tree;
    e. when an indoor bike parking facility with a significant amount of bike storage is provided above the minimum requirements in the Zoning By-law; and/or;
    f. when the development is providing affordable housing units.
3. A parking maximum of 1.2 parking stalls per dwelling unit will be required to promote the efficient use of land, enhance the quality of the urban form, encourage the use of alternative modes of transportation, improve the pedestrian environment, and improve air and water quality.
4. Where parking is not provided within a garage, parking should be accessed directly from the lane.
5. The location and design of surface parking areas should be developed on the following basis:
    a. they are located at the rear of the building only;
    b. they are screened from view from adjacent streets, parks, or open spaces through the use of screening and/or landscaping;



An example of a high quality design that meets the requirements for façade and architectural features.

c. they should be minimized and not cover more than 25% of the lot;
d. they are separated from the principal building by a 10-foot (3.01 metres) landscaped buffer. The size of the landscape buffer can vary depending on the character of the neighbourhood;
e. parking stall width adjacent to a fence or building wall shall be 10 feet (3.05 metres); and
f. where parking is provided directly off the lane, parking stall length should be 23 feet (7.01 metres) for ease of circulation and snow storage.

6. Tandem parking will be discouraged. Where tandem parking is provided, tandem parking pads are counted as a single parking space.
7. Garages shall be designed so that the garage is attached to a shared common wall and includes a shared driveway apron where possible.
8. Indoor and outdoor parking areas are encouraged to have electrical service panel capacity and electrical conduit installed to support most of the total required parking spaces.

4. Façade Materials and Architectural Features

1. Buildings are encouraged to use high-quality, sustainable (energy efficient) materials.
2. Design of buildings should add to the architectural interest of the neighbourhood by including significant architectural details. The use of these design elements should be consistent with the architectural style of the building.
3. Design of homes are encouraged to add a sense of connection between the house and the streetscape by including the appropriate use of design features such as front porches and strategic window sizing and placement.
4. Buildings are encouraged to incorporate architectural elements from the neighbourhood, such as porches, materials, roof lines, chimney details, window placements, and aligning floor heights, where possible.
5. The front façade of the building or each individual unit for a side-by-side fourplex must have an area projecting or recessed. This portion can be recessed or projecting from the front façade with a minimum dimension of 8 feet (2.44 metres) in width, 2 feet in depth (0.61 metres), and 8 feet (2.44 metres) in height; or, the front façade shall include a porch that projects with a minimum dimension of 8 feet in width (2.44 metres) and 4 feet (1.2 metres) in depth.
6. In addition to Clause 5 above, the design of the building or each individual unit for a side-by-side fourplex shall include at least two significant architectural features. Significant architectural details will be determined as follows:
    a. significant architectural features may include, but are not limited to: varied roof lines, entry features (e.g., covered entries), bay windows, building articulations and recesses, dormers, and porches.
    b. minor architectural features including, but not limited to:shutters, window details, and awnings will count as half of a significant architectural-

feature. Stucco textured trims and moldings around windows will not count toward the calculation of significant or minor architectural details.

7. The design of the building or each individual unit of a side-by-side fourplex shall include at least two prominent building façade materials. A prominent building façade material shall cover at minimum 20% of the front façade of the building or each individual unit.
8. The surface area of any front façade facing the primary street to which the building is oriented shall provide a minimum 20% as window area. On corner lots, the surface area of the side façade facing the flanking street shall provide a minimum of 15% as window area.
9. For side-by-side fourplexes, each unit of the building shall be designed to be architecturally distinct through the use of two or more of the following design treatments: different rooflines, use of a variety of durable building materials, various sizes locations and styles of windows, various window treatments (e.g. mullions, window trim and mouldings, shutters), building articulations (projections and/or recesses), and entrance features.
10. Buildings on corner lots should extend architectural details and features, finishing materials, and windows to the side façade that faces the flanking street in order to animate the street and provide visual interest. Careful consideration to window placement can support an eyes-on-the-street approach to design.
11. On corner lots, orientation of the building should mimic the rhythm of the block. For side-by-side fourplexes, a design of building that has all the units facing the flanking side lot line are discouraged in order to minimize the privacy impacts on abutting properties.
12. Windows are encouraged to be recessed from the exterior building wall or be defined by well- designed trims. Trim material should contrast with wall materials.
13. Stucco-textured trim molding should not be used as the only application to enhance building facades.

Alternative Equivalency

14. Innovative and creative designs will be considered when the proposal demonstrates architectural merit and addresses acceptable alternatives to the above-mentioned clauses in subsection 6.2.4. When an alternative is proposed, it shall make clear how the proposal is equal to or greater than any element from above that is not being considered.

5. Main Floor Height

1. The height of the main floor entrance visible from the street are encouraged to generally be similar to that of homes on the block in order to respect the established character of the street.
2. The height of the main floor entrance shall maintain a maximum finished floor height of 4 feet (1.2 metres) above established grade.

6. Entrances

1. Fourplexes that contain up-down configurations may provide individual entrances for the ground floor units and/or a shared building entrance. Primary entrances will be located on the following basis:
    a. there shall be at least one primary entrance located on the front façade of the building, clearly visible from the street with a direct path to the public sidewalk.
    b. other primary entrances may be located on the rear or side façades of the building and have a direct path to the public sidewalk. Entrances located within the side yard should be located in a manner that minimizes privacy impacts on abutting properties.
2. Fourplexes with side-by-side configurations shall incorporate individual entrances on the front façade of the building, be clearly visible from the street, and have a direct path to the public sidewalk.
3. At grade entrances are encouraged to support barrier free access to people with varying mobility issues.
4. In the case of a corner lot, at least one of the primary entrances is encouraged to face the flanking street.
5. Primary entrances should generally be one storey in height and reflect the character and rhythm of the street. Entrances that use double height columns or arches are discouraged.
6. Primary entrances are encouraged to include architectural features such as canopies, recessed entries, porches, and verandas.
7. Secondary building entrances should incorporate weather protection. This could include design feature such as front porches, canopies, and recessed entries.
8. Rear yard entrances shall be limited to a maximum of 4 feet (1.2 metres) above established grade in order to minimize potential privacy concerns for abutting properties.

7. Projections into Setbacks

Side Yard Projections

1. The following features may project into a required side yard provided such projections do not exceed 2 feet (0.61 metres) in the case of setbacks: verandas, porches, eaves, shade projections, unenclosed steps, and chimneys, together with any other architectural features which are of a similar character.
2. Where a cantilevered projection is proposed in a side yard setback, a minimum distance of 2 feet (0.61 metres) shall be maintained from the property line to the outside wall of such projection and all other portions of a dwelling, including eaves.
3. Notwithstanding Clause 2 above, a minimum distance of 4 feet (1.2 metres) shall be maintained from the first storey on both sides of the building from the side prop-



An example of how landscaping, architectural design and massing can integrate higher density buildings in lower density neighbourhoods.

erty line to the outside wall of all projections from the first storey.

4. Where unenclosed steps extend into the side yard setback, such steps or landing shall not exceed a height of 2 feet (0.61 metres).

Front Yard Projections

5. No projections shall be permitted less than 10 feet from the front yard property line.
6. Single-storey unenclosed front porches may project a maximum of 5 feet (1.52 metres) into a required front yard setback, provided that a minimum of 10 feet (3.05 metres) is maintained between the front property line and the platform structure or unenclosed front porch.
7. Single-storey unenclosed front porches may extend the entire width of the principal building.
8. Projections other than unenclosed front porches may continue upward from the first to second storey.

Rear Yard Projections

9. Projections may continue upward from the first to second storey.

8. Privacy

1. The design of buildings, entrances, decks, and balconies should respect the privacy of abutting properties through the use of fencing, screening, landscaping, and strategic window placement.
2. Opaque fencing may be required, at the discretion of the designated employee, to be placed along the side property line where new development abuts existing single- and two- unit buildings.
3. Window placement on buildings should be designed in a manner that mitigates privacy concerns of abutting properties. For example, design techniques could include: offsetting windows of the new dwelling in relation to windows of abutting properties, frosting windows, or using raised windows (e.g. clerestory window).
4. The design of balconies should be done in a manner that mitigates privacy concerns of abutting properties. Design features such as privacy screening should be used to obscure sightlines into amenity areas of neighbouring properties.

9. Utilities, Servicing and Mechanical (AC, utility meters and furnace output)

1. Garbage collection/storage areas and utilities (e.g., transformers, utility meters, and other site and building equipment) should be located within the building, at the rear of the property, or underground. In circumstances where these elements are not located within the building or underground, ensure they are located away from public view in unobtrusive areas, and adequately screened with attractive landscaping features and/or opaque enclosures.
2. Air conditioning equipment, or similar units that produce noise or exhaust, should be placed at the rear of buildings or on the flanking side yard of a corner property. The unit may project a maximum of 3 feet (0.91 metres) into a rear or side yard setback area, as long as at least 2 feet (0.61 metres) is maintained from the side property line.
3. Mechanical units should not be visible from the street. Where this is unavoidable, such units should be adequately screened and/or landscaped.
4. The outlet pipe as part of the sump pump discharge should be located on the rear or front elevation of the building.
5. Locating exterior-facing doors along the façade of the building facing the street for the purposes of a common water meter area will be discouraged.



7.0 Townhouses (5 or more units)

INTRODUCTION

The following guidelines apply to townhouses and stacked townhouses. Townhouses are generally two to three storeys in height, share a sidewall with a neighbouring unit, and have at least five units. The units themselves also typically have a front and a rear yard. Stacked townhouses are typically two to four storeys, share a sidewall and also have a front and a rear yard, similarly to townhouses. Townhouses may also include a back-to-back configuration, where units share a rear wall as well as a sidewall. In these instances, the building block has two fronts and each unit has direct access to grade. Due to the back-to-back nature of the building form, these types of units typically do not have rear yards.

Conventional townhouses described above with more than four units should be designed similarly to side-by-side triplexes or fourplexes.

7.1 SITE DESIGN

1. Front Yards

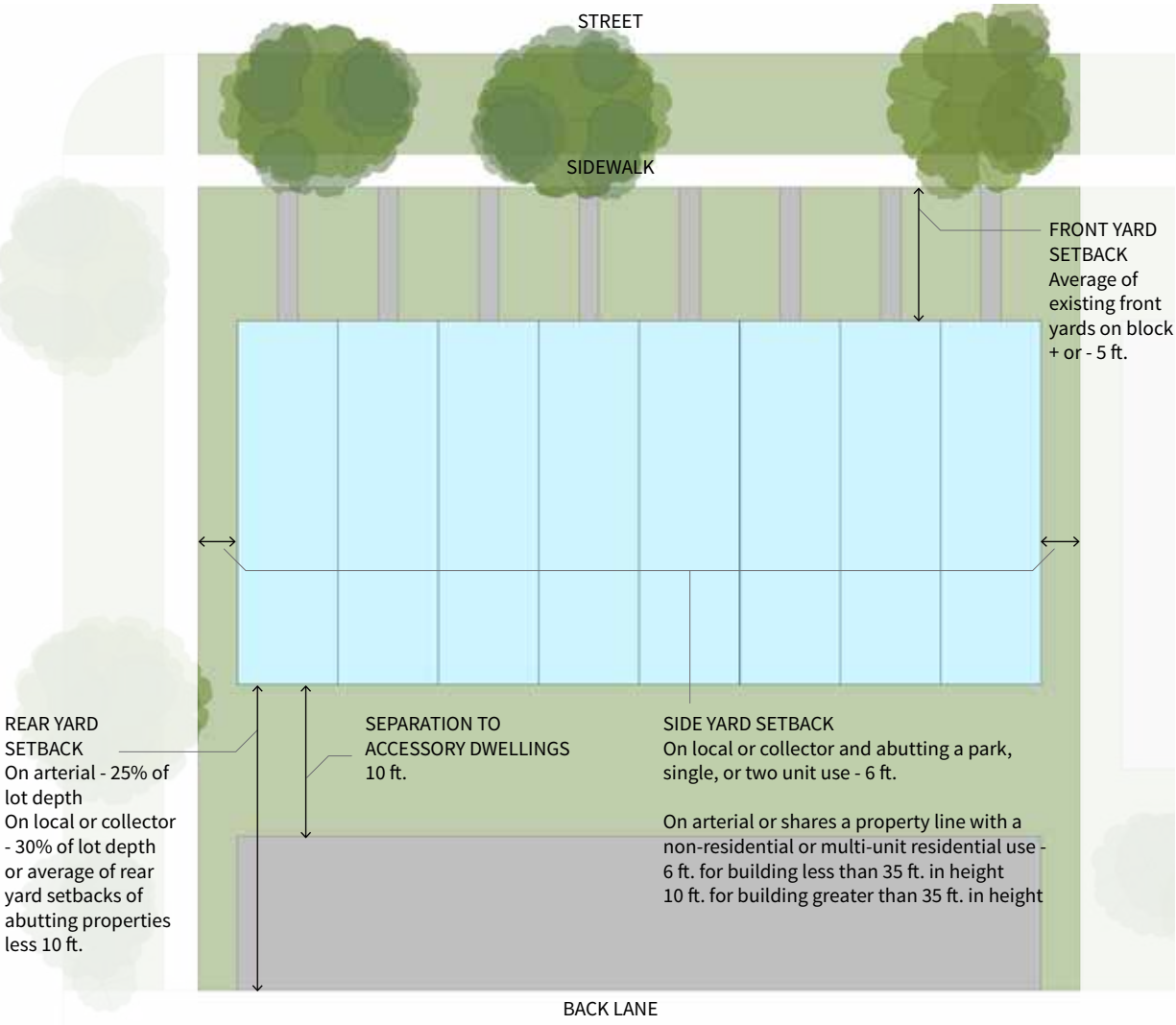
1. The minimum front yard setback may be 5 feet (1.52 metres) less than the average of the existing front yards within that block or portion of the block. In no case shall the minimum front yard setback be less than 10 feet (3.05 metres).
2. The maximum front yard setback shall be 5 feet (1.52 metres) greater than the average front setback on abutting lots. Where an abutting lot is vacant, the vacant lot shall be deemed to have a front setback of the next abutting lot.

2. Rear Yards

1. Rear yard setbacks are encouraged to be contextually sensitive to adjacent properties and, where possible, be consistent with the pattern of the block.
2. For properties located on an arterial street, the minimum rear yard setback should be 25% of lot depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case shall the minimum rear yard setback be less than 25 feet (7.62 metres).
3. For properties located on a local or collector street, the minimum rear yard setback should be 30% of lot depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case shall the minimum rear yard setback be less than 25 feet (7.62 metres).
4. Where a property does not have a rear lane that separates it from adjacent single- or two-unit uses, buildings should be located within a 45-degree angular plane, as measured from the rear property line (starting at six-feet height above grade) to minimize building overlook and shadow impacts.

3. Side Yards

1. Where the property is located on a local or collector street and shares a property line with a park use or a single- or two-unit use, the minimum side yard shall be determined on the following basis:
    a. a minimum of 6 feet (1.83 metres) for any portion of the building 28 feet tall or less; and
    b. for any portion of the building that is over 28 feet (8.5 metres), the massing shall setback 1 foot for every additional increase in height of 1 foot.
2. Where the property is located on an arterial street or shares a property line with a non-residential use or multi-unit residential use, the minimum side yard shall be determined on the following basis:
    a. a minimum of 6 feet (1.83 metres) for a building that is 35 feet (10.67 metres) or less in height; or
    b. 10 feet (3.05 metres) for a building that is 35 feet (10.67 metres) or greater, up to a maximum of 45 feet (13.72 metres).
3. The minimum corner side yard setbacks shall be 6 feet (1.83 metres).



Site dimensional standards for a townhouse dwelling.

4. Lot Coverage

1. The maximum lot coverage for townhouses should be 42% in Area 1.
2. Notwithstanding Clause 1 above, lot coverage may be increased beyond 42% where:
    a. more than 50% of the required parking is provided underground; or
    b. where the property is located on an arterial street.
3. The maximum lot coverage for townhouses should be 50% in Area 2.
4. Notwithstanding Clause 3 above, lot coverage may be increased beyond 50% where:
    a. more than 50% of the required parking is provided underground; or
    b. where the property is located on an arterial street.
5. Buildings should only reflect maximum lot coverage standards where applicable minimum setback and separation distance standards have been achieved.

5. Driveway Access, Parking, and Garages

1. The amount of onsite parking should be sufficient to meet the needs of the development. Parking relaxations may be considered where one or more of the following conditions are met:
    a. when the property is located within 1,312 feet (400 metres) of a Primary Transit Network stop or rapid transit station;
    b. when the property is located within 656 feet (200 metres) of a designated Corridor;
    c. when a carshare is provided on-site and/or when the property is located within 1,312 feet (400 metres) of an existing carshare vehicle. In instances where an on-site carshare vehicle is being provided, the car-sharing parking spaces must be shown on the building plans and a copy of the car-sharing agreement between the property owner and the car-sharing company must be submitted with the building permit;
    d. minimum parking may be reduced by 2 parking spaces for each tree at least 12 inches in diameter that is preserved. An arborist report will be required to verify the condition of the tree;
    e. when an indoor bike parking facility with a significant amount of bike storage is provided above the minimum requirements in the Zoning By-law; and/or
    f. when the development is providing affordable housing units.
2. A parking maximum of 1.2 parking stalls per dwelling unit will be required for townhouses residential buildings to promote the efficient use of land, enhance the quality of the urban form, encourage the use of alternative modes of transportation, improve the pedestrian environment, and improve air and water quality.
3. Where a property abuts a lane, vehicle access will be required to be taken from the lane and no existing vehicle access from the roadway shall be permitted to continue. Any existing front approach must be removed and the curb, sidewalk, and boulevard be restored.
4. Where a property does not abut a lane, the driveway access may be from the adjacent street. Where a property is a corner lot, access should be from the flanking street. The location of the approach should not have an impact on mature trees within the public right-of-way, and its design should minimize conflict between vehicles and non-motorists and offer opportunity for shared driveway use.
5. Where a property does not abut a lane, a minimum 10 feet (3.05 metres) wide landscape area and opaque fencing should be provided to buffer adjacent properties and amenity spaces from driveways and parking areas.
6. Parking areas should be underground or completely to the rear of the building. They should be screened from view from adjacent streets, parks, or open spaces.
7. Parking spaces internal to, or underneath, the building and located at-grade will generally be discouraged. Parking in this manner will only be considered where both of the following conditions are met:
    a. where the parking is separated from adjacent streets by residential or commercial uses; and
    b. where the building form and massing resulting from this form of parking will not create negative impacts for adjacent uses.
8. Where underground parking is provided, the access ramp is encouraged to be contained within the building envelope.
9. On sites greater than 100 feet (30.4 metres) in width, at least 50% of the parking should be located underground. For smaller sites that are 100 feet (30.4 metres) or less in width, all of the parking may be provided as surface parking.

10. The location and design of surface parking areas should be developed on the following basis:
    a. they are located at the rear of the building only;
    b. they are screened from view from adjacent streets, parks, or open spaces through the use of screening and/or landscaping;
    c. they should be minimized and not cover more than 25% of the lot;
    d. they are developed in clusters and broken up through the use of landscape islands. Where parking is provided directly off the lane, landscape islands should be spaced every 55 feet (16.76 metres) or clustered at the edges of the property. The dimensions of the landscape island shall be 6.89 feet (2.1 metres) in width and 18 feet (5.5 metres) long in order to accommodate significant landscaping and tree growth;
    e. they are separated from the principal building by a landscaped area. The size of the landscape buffers can vary depending on the character of the neighbourhood;
    f. parking stall width when located adjacent to a fence or a building wall shall be 10 feet (3.05 metres); and
    g. where parking is provided directly off the lane, parking stall length should be 23 feet (7.01 metres) for ease of circulation and snow storage.
11. Indoor and outdoor parking areas are encouraged to have electrical service panel capacity and electrical conduit installed to support most of the total required parking spaces.



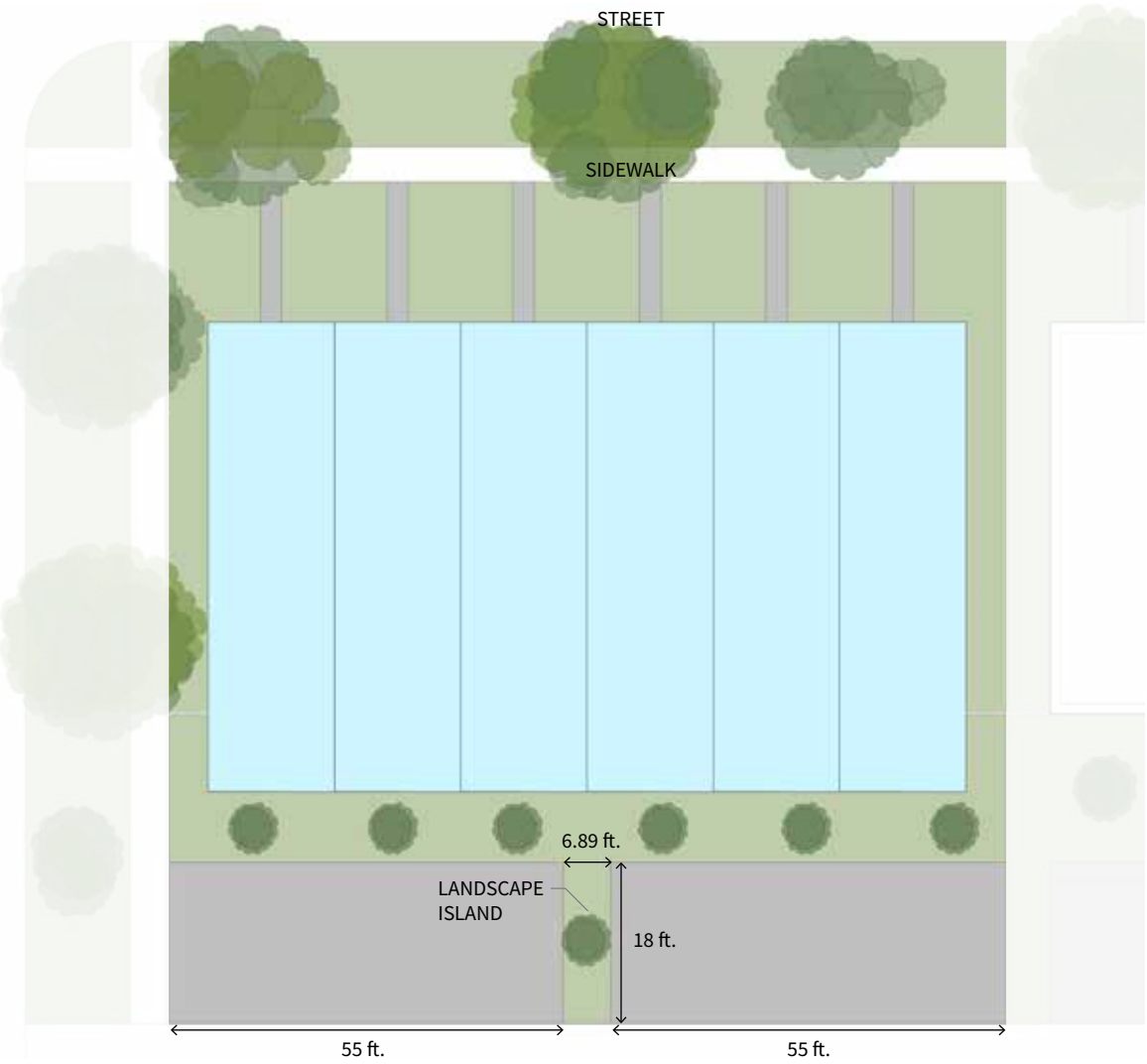
Separation distance between two buildings on the same property with example showing a 28 foot tall building and 36 foot separation distance.

6. Landscaping

1. New developments are encouraged to reflect and enhance the landscaping quality of the existing streetscape and adjacent properties.
2. Tree species selection should take into consideration underground and above ground space to allow sufficient room for development of root system and crown as the tree matures.
3. New development shall provide trees and shrubs on the following basis:
    a. 1 tree for every 20 linear feet (6.1 metres); and
    b. 3 shrubs for every 20 linear feet (6.1 metres).
4. Encourage diversity of planting through the use of a variety of native deciduous and coniferous species.
5. Trees shall be planted not less than 6.56 feet (2.0 metres) from a public sidewalk, a minimum of 3.28 feet (1.0 metres) from a property line, and should be located at a sufficient distance from the dwelling to allow for full canopy and root system development.
6. New development should enhance the quality of the streetscape by preserving and protecting healthy mature trees. Careful attention should be paid to mature trees located in the front yard. An arborist report of mature trees on the site should be provided and should describe how these trees will be preserved and protected. The requirement to provide trees and shrubs may be satisfied either through planting new or preserving existing trees on the following basis:
    a. an existing tree in good condition may satisfy the requirement to provide two trees when:
        i. an existing deciduous tree with a minimum caliper of 7.87 inches (200 mm); or
        ii. an existing coniferous tree with a minimum height of 20 feet (6.0 metres) is preserved.
    b. an existing tree in good condition may satisfy the requirement to provide all required trees when:
        i. an existing deciduous tree with a minimum caliper of 18 inches (450 mm); or
        ii. an existing coniferous tree with a minimum height of 33 feet (10.0 metres) is preserved.
7. Boulevard trees should not be removed or disturbed as a result of new development activity. If removal is necessitated, the proponent shall follow the City of Winnipeg tree removal process.
8. Tree protection measures, including fencing and root disturbance protection, should be required as a condition of development permit.
9. Required landscaping should be in place within 12 months of occupancy of a development.
10. A minimum of 20% of the lot area should be reserved for soft landscaping.
11. All yards visible from a public roadway, other than a lane, shall be sodded. At the discretion of the designated employee, sodding may be substituted with an alternate form of ground cover, including hard decorative pavers, washed rock, shale or similar treatments, perennials, or artificial turf, provided that the landscaping is conducive to healthy tree growth and all areas of exposed earth are designed as either flower beds or cultivated gardens.
12. Adequate snow storage should be provided on site. Particular attention should be provided for parking areas.
13. Landscaped areas will be required for all setback areas adjacent to a street or another lot, except for those portions specifically required for vehicle access.
14. Landscaped areas will be required for all setback areas adjacent to a lane, except for those portions specifically required for garbage facilities, vehicle access, parking, and loading.
15. Underground parking should not encroach into setback areas required for landscaping to ensure the long-term viability of mature trees and vegetation.
16. All pedestrian routes should be safe and easy to use by a wide range of persons with disabilities. Generally, such routes should be easily identifiable, clearly separated from vehicular routes, and free of obstacles at all times of the year.
17. Notwithstanding Clause 3 above, at the discretion of a designated employee, the amount and type of landscaping may be increased to address privacy and screening considerations.

7. Separation Distances

1. Principal buildings shall maintain a 10-foot (3.01 metres) distance from detached accessory buildings.
2. Rear decks may encroach into the separation distance between the principal building and detached garage.
3. When a development has more than one building on the site, facing distances should be as follows to allow for private amenity spaces, pedestrian walkways, attractive landscaping between buildings, and access to sunlight and sky views:
    a. for buildings 28 feet tall or less, the minimum facing distance should be 36 feet (11.0 metres);
    b. for buildings between 28 feet and 40 feet tall, the minimum facing distance should be 42 feet (13.0 metres); and
    c. for buildings greater than 40 feet tall, the minimum facing distance should be 50 feet (15.24 metres).



This image demonstrates the landscaping requirements within the parking area of a multi unit residential dwelling.

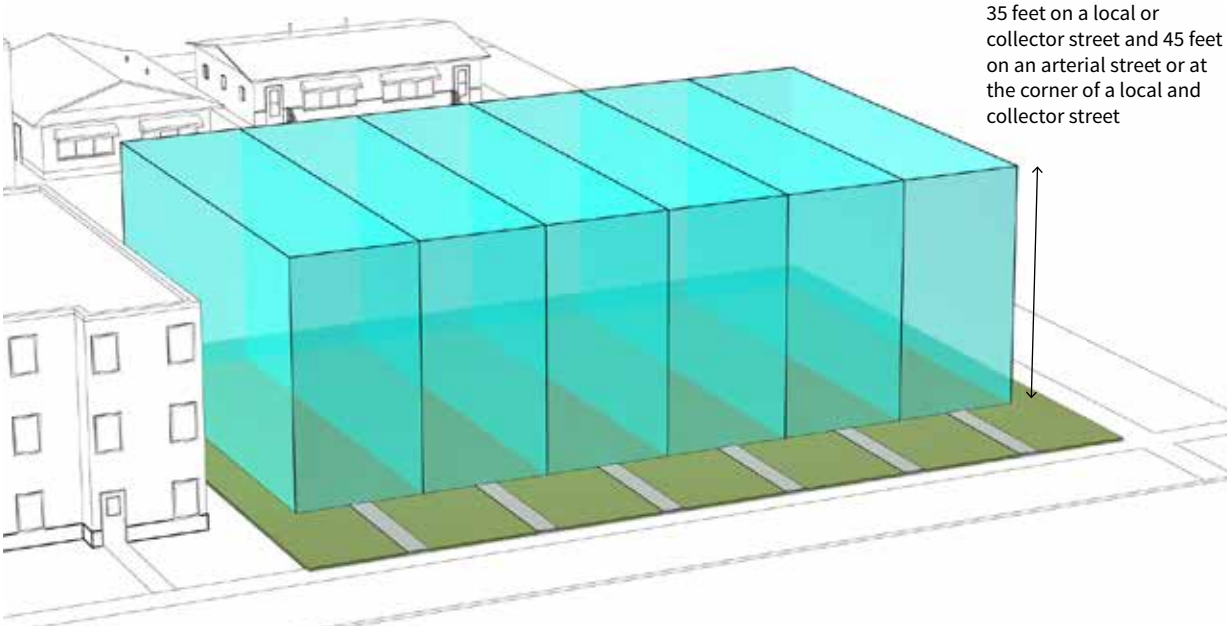
7.2 BUILDING DESIGN

1. Building Height

1. New development should have building heights that are responsive to their context in order to mitigate negative impacts of larger buildings on adjacent properties and to facilitate integration into the neighbourhood. This is particularly important for neighbourhoods largely comprised of single-storey buildings.
2. Building height maximums shall be determined on the following basis:
    a. the maximum building height for low-rise multi-unit residential buildings shall be 45 feet (13.72 metres) on arterial streets;
    b. the maximum building height for low-rise buildings on the corner of a local and a collector street shall be 45 feet (13.72 metres); and
    c. the maximum building height for low-rise buildings on local and collector streets shall be 35 feet (10.67 metres).

2. Roof Pitches

1. Consider using similar rooflines to surrounding properties to complement the architectural character of the street and neighbourhood.
2. The style of roof pitch should be considered in order to reduce a negative massing effect on adjacent properties.
3. Consider using a variety of roof lines to provide visual interest and enhance the residential character of the streetscape.



Building height guidelines.



An example of a townhouse dwelling demonstrating articulation through recesses and projections.

3. Design, Façade Materials and Architectural Features

General Building and Site Design Considerations

1. The overall massing, building location, and design of townhouses should generally align with the existing and planned context of the streetscape. Careful consideration should be given to how the building sets back and transitions in an appropriate scale to adjacent land uses, buildings, private amenity areas, and public spaces.
2. Consider, where possible, how the townhouse design can minimize shadow impacts, mitigate privacy concerns, and maximize access to sunlight and sky views on neighbouring properties.
3. Townhouse designs will be encouraged to incorporate architectural elements that are complementary to and consistent with the traditional character of the neighbourhood, where possible.
4. Buildings are encouraged to provide barrier-free accessibility in accordance with the Manitoba Building Code.
5. Building materials should be functional, attractive, energy efficient, and durable.
6. Blank walls should be avoided, minimized in size, and mitigated through glazing and articulation.
7. Exterior walls should be articulated through a combination of materials and architectural features that create three-dimensional depth and add interest to the building façade. This may include but is not limited to projections, recesses, reveals, decorative window casings, porches, verandas, balconies, terraces, and bay windows.
8. Architectural features should be proportional and to scale with the rest of the building.
9. On corner lots, primary façade treatments and articulation should be continued on both street-facing frontages.
10. Consider how the building orientation and internal configuration can be designed to improve energy performance.
11. Mechanical equipment and rooftop amenity space should be designed in a manner so as to not be visible from public view.
12. Developments should maintain existing grades and avoid artificially raising or lowering grades where possible in order to contextually fit into the character of the street and topography of the area. This includes limiting the height and use of retaining walls and raised parking structures, particularly along street frontages and other areas of the public realm.

Building Materials

13. Any building façade facing a street or public space shall include at least two prominent materials. A prominent building façade material shall cover at minimum 25% of the front façade of the building.
14. High quality and durable finishing materials shall be provided on a minimum of 33% of the first floor façade facing streets and public spaces. Durable materials include: masonry, glass, finished wood, finished concrete, and other materials with a lifecycle of 50 years or greater. Other materials deemed to provide the same aesthetic and high-quality finish may also be considered.
15. The front façade facing the primary street to which the building is oriented shall provide a minimum 20% as window area. On corner lots, the façade facing the flanking street shall provide a minimum of 15% as window area.
16. Random and frequent changes in materials should be avoided. Changes in materials and color generally should not occur in the same plane. Changes in materials and color that correspond to variations in building mass (e.g. projections and recesses) or are separated by a building element achieve greater emphasis on the massing.

Articulation and Architectural Features

17. Articulation elements as well as architectural features should be used to create interest in the façade design.
18. Eave and parapet details are encouraged to break up building massing.
19. Eaves and rooflines are encouraged to emphasize vertical proportions of individual units rather than horizontal building massing. This can be achieved using gables, building projections, and articulation.
20. Windows are encouraged to be recessed from the exterior building wall or be defined by well- designed trims. Trim material should contrast with wall materials.
21. Stucco-textured trim molding should not be used as the only application to enhance building facades.
22. The façade of each individual unit of a side-by-side or stacked townhouse that faces a street or a park must have an area projecting or recessed with a minimum dimension of 8 feet in width (2.44 metres), 2 feet in depth (0.61 metres), and 8 feet (2.44 metres) in height, or a main floor porch or upper storey terrace or balcony that is 8 feet (2.44 metres) in width and 4 feet (1.2 metres) in depth.
23. In addition to Clause 22 above, ground floor building façades must include a minimum of two of the following architectural features for the portions of the building that face a street or public space (see Table 1 for minimum design specifications):
    a. entrances with entry features such as porticos, awnings, and other shading devices;
    b. porches;
    c. projections;
    d. recesses;
    e. horizontal architectural elements (e.g., masonry string courses, ledges, water tables);
    f. bay windows;
    g. sculptural cladding; and
    h. changes in the variety and size of windows.
24. The second storey and above of any multi-storey building will require four of the following architectural features for the portion of the building facing a street or public space (see Table 1 for minimum design specifications):
    a. projections;
    b. recesses;
    c. terraces or balconies;
    d. bay windows;
    e. sculptural cladding;
    f. exceeding minimum window area (40% front façade, 35% corner side); and
    g. roof treatments.

Recesses and Projections	Any recess or projection of the building wall will be required to be a minimum of one foot from the building face for a length of no less than 8 feet.
Bay Windows	Bay windows shall project 4 inches or more from the building face, with windows covering at least 50% of the projected wall area.
Awnings	Where awnings are provided, they shall project no less than 2 feet from the building wall and be constructed of durable and UV stable materials.
Balconies	Balconies attached to habitable interior space with a minimum area of 48 square feet and at least one dimension of 8 feet; or balconettes, such as Juliet balconies, attached to habitable interior space at a minimum interval of every 40 linear feet with a minimum projection of 6 inches.
Roof Treatments	This may be achieved through, but is not limited to, the use of cornices, pitched roofs, varied roof lines, a change of material within the gable wall, and/or the use of dormers.

Table 1: Minimum Design Specifications for Townhouses



Townhouse design that utilizes projections, a mix of materials and varied roof lines to create visual interest.

25. Terraces or balconies are encouraged on the front of a building and to be designed to encourage seating and use. Terraces and balconies located on the side of a building are encouraged to be inset when abutting a single or two-unit building.
26. For corner lots, architectural features such as corner bays, wrap-around porches, towers, and additional glazing is encouraged to emphasize the corner condition.

Building Length

27. Maximum building length along the street frontage will be considered on a case-by-case basis, but generally should adhere to the following:
    a. for existing large sites, building length should not exceed 200 feet; and
    b. where the character of the block is established with several smaller lots and lot consolidation is required, the length of the building should not exceed 120 feet in order to respect the context of the street, allow views through the site, and to mitigate building massing impacts on the block face.
28. Where pre-existing lots have a length of more than 200 feet, longer buildings will be considered. Where lots are being consolidated, the length should not exceed 200 feet.
29. Particular attention should be paid to longer buildings in terms of providing horizontal and vertical articulation of the façade, offsets, changes in material and colour, differing rooflines, and other architectural features (e.g., balconies, bay window projections) to break up massing and reduce monotony along the street frontage.
30. Variations in architectural design between building blocks for multiple block developments should be provided to create a different but cohesive collection of buildings. On larger sites, buildings should be designed to avoid repetitious and monotonous designs.

Energy Performance

31. Consider building design that manages passive solar gain and improves energy performance where possible. This may be achieved through, but is not limited to, efficient building envelope (cladding and insulation), glazing, roof design, and window, door, and balcony placement that can accommodate features such as green roofs and solar panels.

Amenity Space

32. Private amenity spaces, such as balconies or terraces, are encouraged and should be located at the front or rear of the building to mitigate privacy concerns of adjacent single- and two-unit uses.
33. On sites where 20 or more units are proposed, indoor or outdoor communal amenity space shall be provided and will be required on the following basis:
    a. the greater of 500 square feet or a minimum of 5% of the total lot area; and
    b. no dimension of the amenity space shall be less than 20 feet.
34. Soft landscaped open space may constitute part of the communal amenity space; however, communal amenity spaces shall not be located in any required minimum side or front setback area.
35. Buildings are encouraged to incorporate accessible communal outdoor amenity space on the roof, with the provision that it be designed in a manner that respects privacy and sight lines between adjacent properties.
36. Yards that face a public right-of-way, including a lane, are encouraged to provide useable private amenity space and to define its boundaries through design (e.g. fencing and/or landscaping).

Alternative Equivalency

37. Innovative and creative designs will be considered when the proposal demonstrates architectural merit and addresses acceptable alternatives to the above-mentioned clauses in subsection 7.2.3. When an alternative is proposed, it shall make clear how the proposal is equal to or greater than any element from above that is not being considered.

4. Main Floor Height

1. The height of the main floor entrance visible from the street are encouraged to generally be similar to that of buildings on the block in order to respect the established character of the street.
2. The height of the main floor entrance shall maintain a maximum finished floor height of 4 feet (1.2 metres) above established grade.

5. Entrances

1. Conventional side-by-side townhouses shall incorporate individual entrances on the front façade of the building, be clearly visible from the street, and have a direct path to the public sidewalk.
2. Main entrances for stacked townhouses should be clearly visible from the street and have a direct path to the public sidewalk.
3. At grade entrances are encouraged to support barrier free access to people with varying mobility issues.
4. Main entrances for back-to-back townhouses should be located on the following basis:
    a. where a site is rear yard to rear yard (i.e., no back lane), the entrance of all units should be clearly visible from the street and have a direct path to the public sidewalk.
    b. where there is a pedestrian mews or a lane, the units at the back of the building may have entrances located in the rear yard.
5. Interior side yard entrances should be avoided to minimize impact on abutting properties.
6. Side yard entrances should be considered secondary entrances and should be located close to grade to respect the privacy of abutting properties.
7. Main entrances should generally be one storey in height and reflect the character and rhythm of the street. Entrances that use double height columns or arches are discouraged.
8. Main entrances should create a sense of arrival and are encouraged to include architectural features such as stoops, porches, and verandas.
9. Primary and secondary building entrances should incorporate weather protection. This could include design feature such as front porches, canopies, and recessed entries.
10. Rear yard entrances shall be limited to a maximum of 4 feet (1.2 metres) above established grade in order to minimize the potential for privacy concerns for abutting properties.
11. Access to below-grade units should be provided from an internal shared hallway.
12. Below grade entrances that face a street or lane should be avoided, unless the site context makes it desirable to have entrances on one side of a building facing the street.

6. Projections into Setbacks

1. No projections shall be permitted less than 10 feet from the front yard property line.
2. One-storey projections into the front yard for a stoop or porch may extend into the required front yard setback 5 feet (1.52 metres), but not less than 10 feet (3.05 metres) from the property line.

7. Privacy

1. The design of buildings, entrances, stoops, terraces, decks, and balconies should respect the privacy of abutting properties through the use of fencing, screening, landscaping, and strategic window placement.
2. Opaque fencing may be required, at the discretion of the designated employee, to be placed along the side property line where new development abuts existing single- and two- unit buildings.
3. Window placement on buildings should be designed in a manner that mitigates privacy concerns of abutting properties. For example, design techniques could include: offsetting windows of the new dwelling in relation to windows of abutting properties, frosting windows, or using raised windows (e.g. clerestory window).
4. The design of balconies and rooftop amenity areas should be done in a manner that mitigates privacy concerns of abutting properties. Design features such as privacy screening should be used to obscure sightlines into amenity areas of neighbouring properties.
5. Outdoor rooftop amenity spaces (e.g., terraces or balconies) should be set back at least 4 feet (1.2 metres) from the side yard building wall.

8. Utilities, Servicing and Mechanical (AC, utility meters and furnace output)

1. Parking garage ramps, access stairs, garbage collection/storage areas, loading areas, and utilities (e.g., transformers, utility meters, and other site and building equipment) should be incorporated within the building, at the rear of the property, or underground. In circumstances where these elements are not located within the building or underground, ensure they are located away from public view in unobtrusive areas, and adequately screened with attractive landscaping features and/or opaque enclosures.
2. HVAC units and other ventilation equipment should be located in the building, on the roof, or at the rear of the property. This type of equipment should be located away from public view areas such as front yards, at building entrances, and/or in shared amenity areas.
3. Mechanical equipment located on the rooftop shall be screened from public view to protect or enhance views from adjacent buildings and the public realm.
4. Locating exterior-facing doors along the façade of the building facing the street for the purposes of a common water meter area will be discouraged.



8.0 Low-Rise Multi-Unit Residential Buildings

INTRODUCTION

The following guidelines apply to low-rise apartments, which typically have up to four storeys. Typically, access is from shared interior corridors and entrances. Low-rise apartments can also include building types where lower level units have direct access to grade and upper units that gain access from a shared interior corridor.

8.1 SITE DESIGN

1. Front Yards

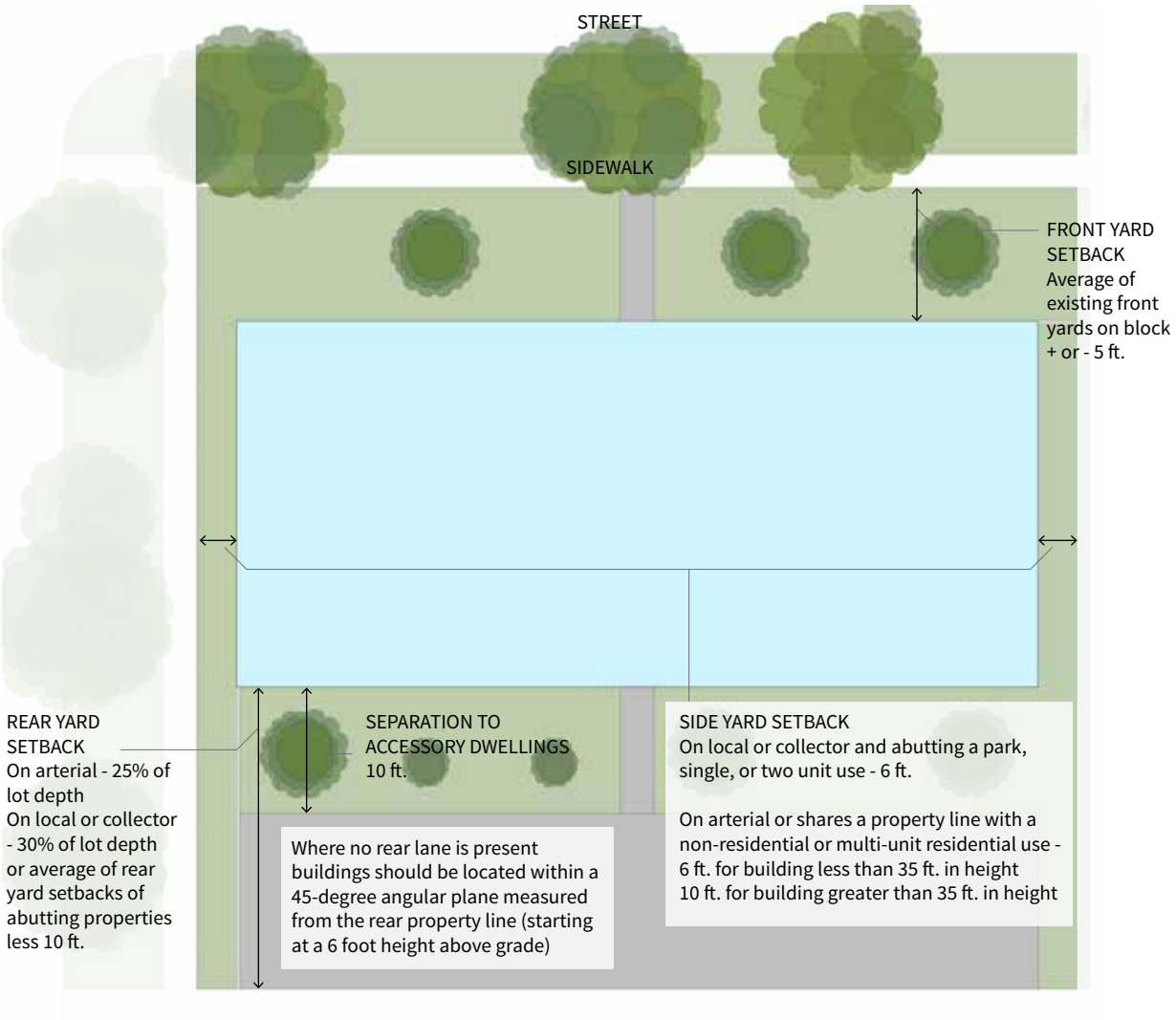
1. The minimum front yard setback may be 5 feet (1.52 metres) less than the average of the existing front yards within that block or portion of the block. In no case shall the minimum front yard setback be less than 10 feet (3.05 metres).
2. The maximum front yard setback shall be 5 feet (1.52 metres) greater than the average front setback on abutting lots. Where an abutting lot is vacant, the vacant lot shall be deemed to have a front setback of the next abutting lot.

2. Rear Yards

1. Rear yard setbacks are encouraged to be contextually sensitive to adjacent properties and where possible be consistent with the pattern of the block.
2. For properties located on an arterial street, the minimum rear yard setback should be 25% of lot depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case, shall the minimum rear yard setback be less than 25 feet (7.62 metres).
3. For properties located on a local or collector street, the minimum rear yard setback should be 30% of lot depth or the average rear yard setback of abutting properties less 10 feet (3.05 metres), whichever is less. In no case shall the minimum rear yard setback be less than 25 feet (7.62 metres).
4. Where a property does not have a rear lane that separates it from adjacent single- or two-unit uses, buildings should be located within a 45-degree angular plane, as measured from the rear property line (starting at six-feet height above grade) to minimize building overlook and shadow impacts.

3. Side Yards

1. Where the property is located on a local or collector street and shares a property line with a park use or a single- or two-unit use, the minimum side yard shall be determined on the following basis:
    a. a minimum of 6 feet (1.83 metres) for any portion of the building 28 feet tall or less; and
    b. for any portion of the building that is over 28 feet (8.5 metres), the massing shall setback 1 foot for every additional increase in height of 1 foot.
2. Where the property is located on an arterial street or shares a property line with a non-residential use or multi-unit residential use, the minimum side yard shall be determined on the following basis:
    a. a minimum of 6 feet (1.83 metres) for a building that is 35 feet (10.67 metres) or less in height; or
    b. 10 feet (3.05 metres) for a building that is 35 feet (10.67 metres) or greater up to a maximum of 45 feet (13.72 metres).
3. The minimum corner side yard setbacks shall be 6 feet (1.83 metres).



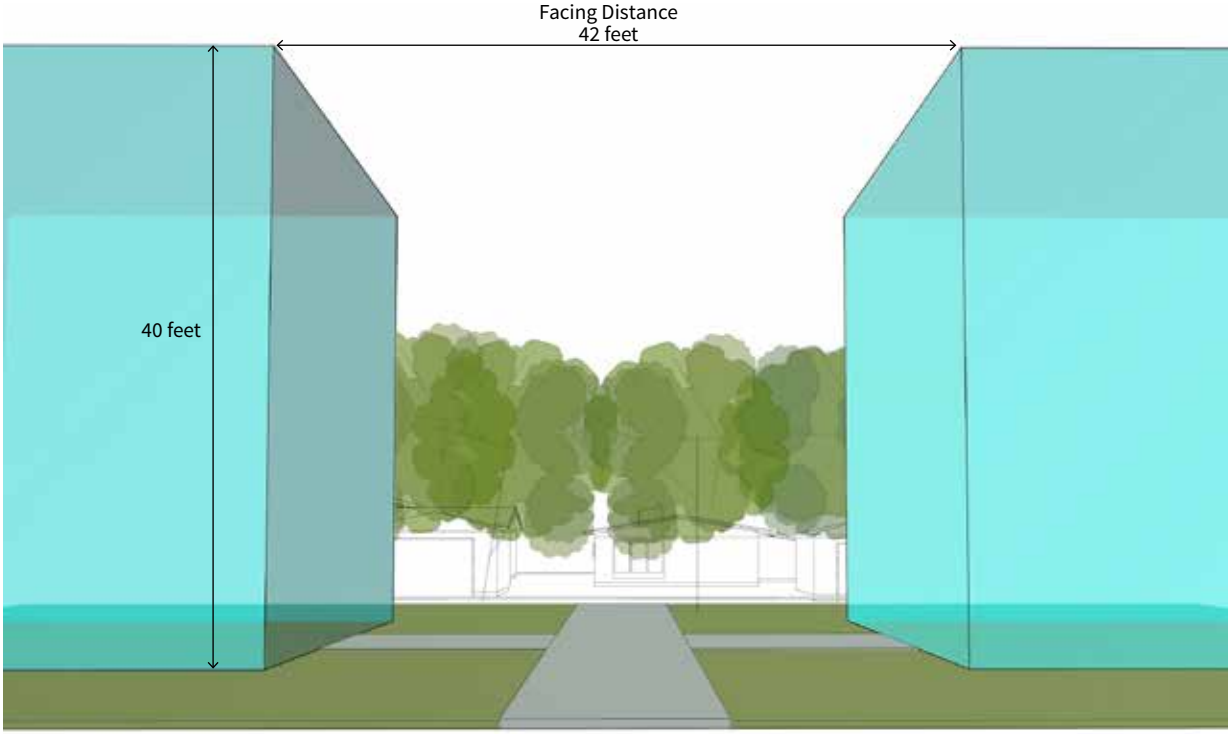
Site dimensional standards for a multi-unit dwelling.

4. Lot Coverage

1. The maximum lot coverage for low-rise multi-unit residential should be 42% in Area 1.
2. Notwithstanding Clause 1 above, lot coverage may be increased beyond 42% where:
    a. more than 50% of the required parking is provided underground; or
    b. where the property is located on a regional street.
3. The maximum lot coverage for low-rise multi-unit residential should be 50% in Area 2.
4. Notwithstanding Clause 3 above, lot coverage may be increased beyond 50% where:
    a. more than 50% of the required parking is provided underground; or
    b. where the property is located on a regional street.
5. Buildings should only reflect maximum lot coverage standards where applicable minimum setback and separation distance standards have been achieved.

5. Driveway Access, Parking, and Garages

1. The amount of onsite parking should be sufficient to meet the needs of the development. Parking relaxations may be considered where one or more of the following conditions are met:
    a. When the property is located within 1,312 feet (400 metres) of a Primary Transit Network stop or rapid transit station;
    b. When the property is located within 656 feet (200 metres) of a designated Corridor;
    c. When a carshare is provided on-site and/or when the property is located within 1,312 feet (400 metres) of an existing carshare vehicle. In instances where an on-site carshare vehicle is being provided, the carsharing parking spaces must be shown on the building plans and a copy of the car-sharing agreement between the property owner and the carsharing company must be submitted with the building permit;
    d. Minimum parking may be reduced by 2 parking spaces for each tree at least 12 inches in diameter that is preserved. An arborist report will be required to verify the condition of the tree;
    e. When an indoor bike parking facility with a significant amount of bike storage is provided above the minimum requirements in the Zoning By-law; and/or
    f. When the development is providing affordable housing units.
2. A parking maximum of 1.2 parking stalls per dwelling unit will be required for low-rise multi-unit buildings to promote the efficient use of land, enhance the quality of the urban form, encourage the use of alternative modes of transportation, improve the pedestrian environment, and improve air and water quality.
3. Where a property abuts a lane, vehicle access will be required to be taken from the lane and no existing vehicle access from the roadway shall be permitted to continue. Any existing front approach must be removed and the curb, sidewalk, and boulevard be restored.
4. Where a property does not abut a lane, the driveway access may be from the adjacent street. Where a property is a corner lot, access should be from the flanking street. The location of the approach should not have an impact on mature trees within the public right-of-way, and its design should minimize conflict between vehicles and non-motorists and offer opportunity for shared driveway use.
5. Where a property does not abut a lane, a minimum 10 feet (3.05 metres) wide landscape area and opaque fencing should be provided to buffer adjacent properties and amenity spaces from driveways and parking areas.
6. Parking areas should be underground or completely to the rear of the building. They should be screened from view from adjacent streets, parks, or open spaces.
7. Notwithstanding Clause 6 above, parking areas that are located at-grade and within the building will be:
    a. generally discouraged on local and collector streets; and
    b. considered on arterial streets and in locations where buildings with greater density are established and characteristic of the neighbourhood built-form.
8. Where parking is located at-grade and within the building, the following design criteria shall apply:
    a. residential uses (including dwelling units, lobbies, common amenity spaces) or commercial uses that animate the streetscape will separate internal parking areas from the street; and
    b. for portions of the building that do not face a street, parking areas will be entirely screened or enclosed.
9. Where underground parking is provided, the access ramp is encouraged to be contained within the building envelope.
10. On sites greater than 100 feet (30.4 metres) in width, at least 50% of the parking should be located underground. For smaller sites that are 100 feet (30.4 metres) or less in width, all of the parking may be provided as surface parking.
11. The location and design of surface parking areas should be developed on the following basis:
    a. they are located at the rear of the building only;
    b. they are screened from view from adjacent streets, parks, or open spaces through the use of screening and/or landscaping;



Separation distance between two buildings on the same property.

c. they should be minimized and not cover more than 25% of the lot;
d. they are developed in clusters and broken up through the use of landscape islands. Where parking is provided directly off the lane, landscape islands should be spaced every 55 feet (16.76 metres) or clustered at the edges of the property. The dimensions of the landscape island shall be 6.89 feet (2.1 metres) in width and 18 feet (5.5 metres) long in order to accommodate significant landscaping and tree growth;
e. they are separated from the principal building by a landscaped area. The size of the landscape buffers can vary depending on the character of the neighbourhood;
f. parking stall width when located adjacent to a fence or a building wall shall be 10 feet (3.05 metres); and
g. where parking is provided directly off the lane, parking stall length should be 23 feet (7.01 metres) for ease of circulation and snow storage.

12. Indoor and outdoor parking areas are encouraged to have electrical service panel capacity and electrical conduit installed to support most of the total required parking spaces.

6. Landscaping

1. New development should reflect and enhance the landscaping quality of the existing streetscape and adjacent properties.
2. Tree species selection should take into consideration underground and above ground space to allow sufficient room for development of root system and crown as the tree matures.
3. New development shall provide trees and shrubs on the following basis:
   a. 1 tree for every 20 linear feet (6.1 metres); and
   b. 3 shrubs for every 20 linear feet (6.1 metres).
4. Encourage diversity of planting through the use of a variety of deciduous and coniferous species.
5. Trees shall be planted not less than 6.56 feet (2.0 metres) from a public sidewalk, a minimum of 3.28 feet (1.0 metres) from a property line, and should be located at a sufficient distance from the dwelling to allow for full canopy and root system development.
6. New development should enhance the quality of the streetscape by preserving and protecting healthy mature trees. Careful attention should be paid to mature trees located in the front yard. An arborist report of mature trees on the site should be provided and should describe how these trees will be preserved and protected. The requirement to provide trees and shrubs may be satisfied either through planting new or preserving existing trees on the following basis:
   a. an existing tree in good condition may satisfy the requirement to provide two trees when:
      i. an existing deciduous tree with a minimum caliper of 7.87 inches (200 mm); or
      ii. an existing coniferous tree with a minimum height of 20 feet (6.0 metres) is preserved.



Example of access to below grade parking in a multi-unit dwelling.

   b. an existing tree in good condition may satisfy the requirement to provide all required trees when:
      i. an existing deciduous tree with a minimum caliper of 18 inches (450 mm); or
      ii. an existing coniferous tree with a minimum height of 33 feet (10.0 metres) is preserved.

7. Boulevard trees should not be removed or disturbed as a result of new development activity. If removal is necessitated, the proponent shall follow the City of Winnipeg tree removal process.
8. Tree protection measures, including fencing and root disturbance protection should be required as a condition of development permit.
9. Required landscaping should be in place within 12 months of occupancy of a development.
10. A minimum of 20% of the lot area should be reserved for soft landscaping.
11. All yards visible from a public roadway, other than a lane, shall be sodded. At the discretion of the designated employee, sodding may be substituted with an alternate form of ground cover, including hard decorative pavers, washed rock, shale or similar treatments, perennials, or artificial turf, provided that that the landscaping is conducive to healthy tree growth and all areas of exposed earth are designed as either flower beds or cultivated gardens.
12. Adequate snow storage should be provided on site. Particular attention should be provided for parking areas.
13. Landscaped areas will be required for all setback areas adjacent to a street or another lot, except for those portions specifically required for vehicle access.
14. Landscaped areas will be required for all setback areas adjacent to a lane, except for those portions specifically required for garbage facilities, vehicle access, parking, and loading.
15. Underground parking should not encroach into setback areas required for landscaping to ensure the long-term viability of mature trees and vegetation.
16. All pedestrian routes should be safe and easy to use by a wide range of persons with disabilities. Generally, such routes should be easily identifiable, clearly separated from vehicular routes, and free of obstacles at all times of the year.
17. Notwithstanding Clause 3 above, at the discretion of a designated employee, the amount and type of landscaping may be increased to address privacy and screening considerations.

7. Separation Distances

1. Principal buildings shall maintain a 10-foot (3.01 metres) distance from detached accessory buildings.
2. Rear decks may encroach into the separation distance between the principal building and detached garage.
3. When a development has more than one building on the site, facing distances should be as follows to allow for private amenity spaces, pedestrian walkways, attractive landscaping between buildings, and access to sunlight and sky views:
   a. for buildings 28 feet tall or less, the minimum facing distance should be 36 feet (11.0 metres);
   b. for buildings between 28 feet and 40 feet tall, the minimum facing distance should be 42 feet (13.0 metres); and
   c. for buildings greater than 40 feet tall, the minimum facing distance should be 50 feet (15.24 metres).

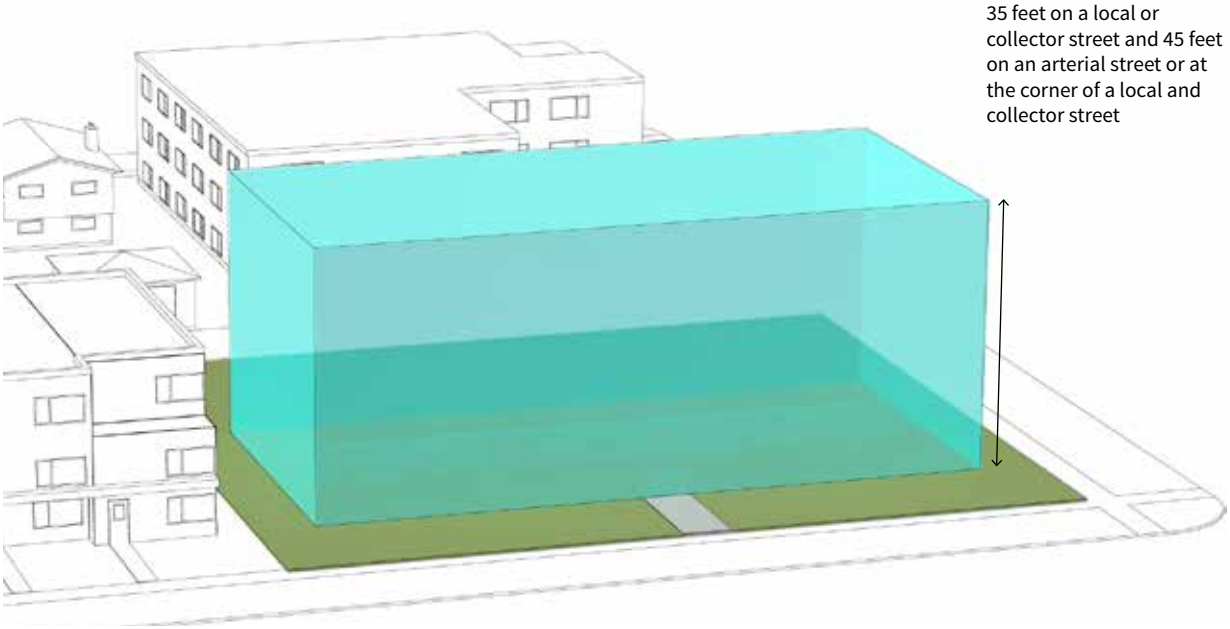
8.2 BUILDING DESIGN

1. Building Height

1. New development should have building heights that are responsive to their context in order to mitigate negative impacts of larger buildings on adjacent properties and to facilitate integration into the neighbourhood. This is particularly important for neighbourhoods largely comprised of single-storey buildings.
2. Building height maximums should be determined on the following basis:
    a. the maximum building height for low-rise multi-unit residential buildings shall be 45 feet (13.72 metres) on arterial streets;
    b. the maximum building height for low-rise buildings on the corner of a local and a collector street shall be 45 feet (13.72 metres); and
    c. the maximum building height for low-rise buildings on local and collector streets shall be 35 feet (10.67 metres).

2. Roof Pitches

1. Consider using similar rooflines to surrounding properties to complement the architectural character of the street and neighbourhood.
2. The style of roof pitch should be considered in order to reduce a negative massing effect on adjacent properties.
3. Consider using a variety of roof lines to provide visual interest and enhance the residential character of the streetscape.



Building height guidelines.



An example of a multi-unit residential building that meets the design requirements of having 2 features at grade and 4 features on the upper storeys.

3. Design, Façade Materials and Architectural Features

General Building and Site Design Considerations

1. The overall massing, building location, and design of the building should generally align within the existing and planned context of the streetscape. Careful consideration should be given to how the building aligns and transitions in an appropriate scale to adjacent land uses, buildings, private amenity areas, and public spaces.
2. Consider, where possible, how the building design can minimize shadow impacts, mitigate privacy concerns, and maximize access to sunlight and sky views on neighbouring properties.
3. Building designs will be encouraged to incorporate architectural elements that are complementary to and consistent with the traditional character of the neighbourhood where possible.
4. Buildings are encouraged to provide barrier-free accessibility in accordance with the Manitoba Building Code.
5. Building materials should be functional, attractive, energy efficient, and durable.
6. Blank walls should be avoided, minimized in size, and mitigated through glazing and articulation.
7. Exterior walls should be articulated through a combination of materials and architectural features that create three-dimensional depth and add interest to the building façade. This may include but is not limited to projections, recesses, reveals, decorative window casings, porches, verandas, balconies, terraces, and bay windows.
8. Architectural features should be proportional and to scale with the rest of the building.
9. On corner lots, primary façade treatments and articulation should be continued on both street-facing frontages.
10. Consider how the building orientation and internal configuration can improve energy performance.
11. Mechanical equipment and rooftop amenity space should be designed in a manner so as to not be visible from public view.
12. Developments should maintain existing grades and avoid artificially raising or lowering grades where possible in order to contextually fit into the character of the street and topography of the area. This includes limiting the height and use of retaining walls and raised parking structures, particularly along street frontages and other areas of the public realm.

Building Materials

13. Any building façade facing a street or public space shall include at least two prominent materials. A prominent building façade material shall cover at minimum 25% of the front façade of the building.
14. High quality and durable finishing materials shall be provided on a minimum of 33% of the first-floor façade facing streets and public spaces. Durable materials include: masonry, glass, finished wood, finished concrete, and other materials with a lifecycle of 50 years or greater. Other materials deemed to provide the same aesthetic and high-quality finish may also be considered.
15. The front façade facing the primary street to which the building is oriented shall provide a minimum 25% as window area. On corner lots, the façade facing the flanking street shall provide a minimum of 20% as window area.
16. Random and frequent changes in materials should be avoided. Changes in materials and color generally should not occur in the same plane. Changes in materials and color that correspond to variations in building mass (e.g. projections and recesses) or are separated by a building element achieve greater emphasis on the massing.

Articulation and Architectural Features

17. Articulation elements as well as architectural features should be used to create interest in the façade design.
18. Eave and parapet details are encouraged to break up building massing.
19. Eaves and rooflines are encouraged to emphasize vertical proportions of individual units rather than horizontal building massing. This can be achieved using gables, building projections, and articulation.
20. Windows are encouraged to be recessed from the exterior building wall or be defined by well- designed trims. Trim material should contrast with wall materials.
21. Stucco-textured trim molding should not be used as the only application to enhance building facades.
22. Ground floor building façades must include two of the following architectural features for the portions of the building that face a street or public space (see Table 2 for minimum design specifications):
    a. entrances with entry features such as porticos, awnings, and other shading devices;
    b. porches;
    c. projections;
    d. recesses;
    e. horizontal architectural elements (e.g., masonry string courses, ledges, water tables);
    f. bay windows;
    g. sculptural cladding; and
    h. changes in the variety and size of windows.
23. The second storey and above of any multi-storey building will require four of the following architectural features for the portion of the building facing a street or public space (see Table 2 for minimum design specifications):
    a. projections;
    b. recesses;
    c. rerraces or balconies;
    d. bay windows;
    e. sculptural cladding;
    f. exceeding minimum window area (40% front façade, 35% corner side); and
    g. roof treatments.
24. Terraces or balconies are encouraged on the front of a building and to be designed to encourage seating and use. Terraces and balconies located on the side of a building are encouraged to be inset when abutting a single or two-unit building.
25. For corner lots, architectural features such as corner bays, wrap-around porches, towers, additional glazing is encouraged to emphasize the corner condition.

Recesses and Projections	Any recess or projection of the building wall will be required to be a minimum of one foot from the building face for a length of no less than 8 feet.
Bay Windows	Bay windows shall project 4 inches or more from the building face, with windows covering at least 50% of the projected wall area.
Awnings	Where awnings are provided, they shall project no less than 2 feet from the building wall and be constructed of durable and UV stable materials.
Balconies	Balconies attached to habitable interior space with a minimum area of 48 square feet and at least one dimension of 8 feet; or balconettes, such as Juliet balconies, attached to habitable interior space at a minimum interval of every 40 linear feet with a minimum projection of 6 inches.
Roof Treatments	This may be achieved through, but is not limited to, the use of cornices, a change of material, pitched roofs, varied roof lines, a change of material within the gable wall, and/or the use of dormers.

Table 2: Minimum Design Specifications for Low-Rise Multi-Unit Residential Buildings



Multi-unit dwelling that incorporates high-quality materials and steps back taller portions of the building.

Building Length

26. Maximum building length along the street frontage will be considered on a case-by-case basis, but generally should adhere to the following:
    a. for existing large sites, building length should not exceed 200 feet; and
    b. where the character of the block is established with several smaller lots and lot consolidation is required, the length of the building should not exceed 120 feet in order to respect the context of the street, allow views through the site, and to mitigate building massing impacts on the block face.
27. Where pre-existing lots have a length of more than 200 feet, longer buildings will be considered. Where lots are being consolidated, the length should not exceed 200 feet.
28. Particular attention should be paid to longer buildings in terms of providing horizontal and vertical articulation of the façade, offsets, changes in material and colour, differing rooflines and other architectural features (e.g., balconies, bay window projections) to break up massing and reduce monotony along the street frontage.
29. Variations in architectural design between building blocks for multiple block developments should be provided to create a different but cohesive collection of buildings. On larger sites, buildings should be designed to avoid repetitious and monotonous designs.

Energy Performance

30. Consider building design that manages passive solar gain and improves energy performance where possible. This may be achieved through, but is not limited to, efficient building envelope (cladding and insulation), glazing, roof design, and window, door, and balcony placement that can accommodate features such as green roofs and solar panels.

Amenity Space

31. Private amenity spaces, such as balconies or terraces, are encouraged and should be located at the front or rear of the building to mitigate privacy concerns of adjacent single- and two-unit uses.
32. On sites where 20 or more units are proposed, indoor or outdoor communal amenity space shall be provided and will be required on the following basis:
    a. the greater of 500 square feet or a minimum of 5% of the total lot area; and
    b. no dimension of the amenity space shall be less than 20 feet.
33. Soft landscaped open space may constitute part of the communal amenity space; however, communal amenity spaces shall not be located in any required minimum side or front setback area.
34. Low-rise apartments are encouraged to incorporate accessible communal outdoor amenity space on the roof, with the provision that it be designed in a manner that respects privacy and sight lines between adjacent properties.

Alternative Equivalency

35. Innovative and creative designs will be considered when the proposal demonstrates architectural merit and addresses acceptable alternatives to the above-mentioned clauses in subsection 8.2.3. When an alternative is proposed, it shall make clear how the proposal is equal to or greater than any element from above that is not being considered.



4. Main Floor Height

1. The height of the main floor entrance visible from the street are encouraged to generally be similar to that of buildings on the block in order to respect the established character of the street.
2. The height of the main floor entrance shall maintain a maximum finished floor height of 4 feet (1.2 metres) above established grade.

5. Entrances

1. Ground floor units are encouraged to have individual entrances that face adjacent streets, parks, and public spaces. These units should have direct connection to the sidewalk in order to keep the residential character of the street. Units located on upper floors should be accessed via a consolidated residential lobby and interior corridors.
2. Primary entrances for a shared building entrance shall be located on the front façade of the building, be clearly visible from the street, and have a direct path to the public sidewalk.
3. At grade entrances are encouraged to support barrier free access to people with varying mobility issues.
4. Primary entrances should generally be one to two storeys in height and reflect the character and rhythm of the street.
5. Primary entrances should create a sense of arrival and are encouraged to include architectural features (e.g., stoops, porches, and verandas) and landscape elements (e.g., minor changes in grade, landscape plantings, and decorative railings).
6. Primary entrances should be placed on corners where possible.
7. Primary and secondary building entrances should incorporate weather protection. This could include design features such as front porches, canopies, and recessed entries.
8. Side yard entrances should be considered secondary entrances and should be located close to grade to respect the privacy of abutting properties.
9. Rear yard entrances shall be limited to a maximum of 4 feet (1.2 metres) above established grade in order to minimize the potential for privacy concerns for abutting properties.

6. Projections into Setbacks

1. No projections shall be permitted less than 10 feet from the front yard property line.
2. One-storey projections into the front yard for a stoop or porch may extend into the required front yard setback 5 feet (1.52 metres), but not less than 10 feet (3.05 metres) from the property line.

7. Privacy

1. The design of buildings, entrances, stoops, terraces, decks, and balconies should respect the privacy of abutting properties through the use of fencing, screening, landscaping, and strategic window placement.
2. Opaque fencing may be required, at the discretion of the designated employee, to be placed along the side property line where new development abuts existing single- and two- unit buildings.
3. Window placement on buildings should be designed in a manner that mitigates privacy concerns of abutting properties. For example, design techniques could include: offsetting windows of the new dwelling in relation to windows of abutting properties, frosting windows, or using raised windows (e.g. clerestory window).
4. The design of balconies and rooftop amenity areas should be done in a manner that mitigates privacy concerns of abutting properties. Design features such as privacy screening should be used to obscure sightlines into amenity areas of neighbouring properties.
5. Outdoor roof top amenity spaces (e.g. terraces or balconies) should be set back at least 4 feet (1.2 metres) from the side yard building wall.

8. Utilities, Servicing and Mechanical (AC, utility meters and furnace output)

1. Parking garage ramps, access stairs, garbage collection/storage areas, loading areas, and utilities (e.g., transformers, utility meters, and other site and building equipment) should be incorporated within the building, at the rear of the property, or underground. In circumstances where these elements are not located within the building or underground, ensure they are located away from public view in unobtrusive areas, and adequately screened with attractive landscaping features and/or opaque enclosures.
2. HVAC units and other ventilation equipment should be located in the building, on the roof, or at the rear of the property. This type of equipment should be located away from public view areas such as front yards, at building entrances, and/or in shared amenity areas.
3. Mechanical equipment located on the rooftop shall be screened from public view to protect or enhance views from adjacent buildings and the public realm.
4. Locating exterior-facing doors along the façade of the building facing the street for the purposes of a common water meter area will be discouraged.

Appendices

APPENDIX A: LANDSCAPING TREE LIST

Large Deciduous Trees (Mature height 15 metres or greater)			
GENUS	**SPECIES**	**CULTIVAR**	**COMMON NAME**
Acer (A.)	A. negundo		Manitoba Maple
	A. saccharum	'Jefselk'	Lord Selkirk Sugar Maple
	A. saccharinum		Silver Maple
Gleditsia (G.)	G. triacanthos	'Harve'	Northern Acclaim Honey-locust
Populus (P.)	P. tremuloides		Trembling Aspen
	P. x 'Assiniboine'	'Assiniboine'	Assiniboine Poplar
	P. x canadensis	'Prairie Sky'	Prairie Sky Poplar
Quercus (Q.)	Q. macrocarpa		Bur Oak
Salix (S.)	S. pentandra		Laurel Leaf Willow
Tilia (T.)	T. americana	Multiple cultivars	Basswood or American Linden
Ulmus (Ulmus)	U. americana		American Elm
	U. americana	'Lewis and Clark'	Prairie Expedition Elm
	U. x 'Morton Glossy'	'Triumph'	Triumph Hybrid Elm
Large Coniferous Trees (Mature height 15 metres or greater)			
GENUS	**SPECIES**	**CULTIVAR**	**COMMON NAME**
Larix (L.)	L. siberica		Siberian Larch
Picea (P.)	P. glauca	'Densata'	Black Hills White Spruce
	P. pungens	Multiple cultivars	Colorado Spruce
Pinus (P.)	P. sylvestris		Scots Pine
Medium-sized Trees (Mature height nine metres to 15 metres)			
GENUS	**SPECIES**	**CULTIVAR**	**COMMON NAME**
Aesculus (A.)	A. glabra		Ohio Buckeye
Alnus (A.)	A. hirsuta	'Harbin'	Prairie Horizon Alder
Betula (B.)	B. papyrifera		Paper Birch
Celtis (C.)	C. occidentalis	'Delta'	Delta Hackberry
Juglans (J.)	J. cinerea		Butternut
	J. nigra		Black Walnut
Tilia (T.)	T. cordata	'Golden Cascade'	Golden Cascade Linden
	T. cordata	Multiple cultivars	Littleleaf Linden
	T. x flavescens	'Dropmore'	Dropmore Linden
	T. x flavescens	'Glenleven'	Glenleven Linden
	T. mongolica	'Harvest Gold'	Harvest Gold Linden
Ulmus (U.)	U. davidiana japonica	'Discovery'	Discovery Japanese Elm
	U. davidiana japonica	'Night Rider'	Night Rider Japanese Elm

Medium Coniferous Trees (Mature height nine metres to 15 metres)			
GENUS	**SPECIES**	**CULTIVAR**	**COMMON NAME**
Pinus (P.)	P. cembra		Swis Stone Pine
Small-sized Trees (Mature height less than nine metres)			
GENUS	**SPECIES**	**CULTIVAR**	**COMMON NAME**
Acer (A.)	A. ginnala	Multiple cultivars	Amur Maple
	A. tatarica	'GarAnn'	Hot Wings Tatarian Maple
Crataegus (C.)	C. x mordenensis	'Snowbird'	Snowbird Hawthorn
Maackia (M.)	M. amurensis		Amur Maackia
Malus (M.)	M. x adstringens	Multiple cultivars	Rosybloom Crabapples
	M. x 'Spring Snow'	'Spring Snow'	Spring Snow Flowering Crabapple
	M. x 'Jefstar'	'Jefstar'	Starlite Flowering Crabapple
Ostrya (O.)	O. virginiana		Ironwood
Prunus (P.)	P. maacki		Amur Chokecherry
	p. x nigrella	'Muckle'	Muckle Plum
	P. pensylvanica		Pincherry
Sorbus (S.)	S. aucuparia	'Rossica'	Russian Mountain Ash
	S. decora		Showy Mountain Ash
Syringa (S.)	S. reticulata	Multiple cultivars	Japanese Tree Lilac
Small Coniferous (Mature height less than nine metres)			
GENUS	**SPECIES**	**CULTIVAR**	**COMMON NAME**
Juniperus (J.)	J. scopulorum	'Medora'	Medora Upright Juniper
Thuja (T.)	T. occidentalis		Eastern White Cedar (upright cultivars)

APPENDIX B: GLOSSARY OF TERMS

Above grade
Any part of a structure or site feature that is above or at a higher elevation than the ground level next to it.

Affordable housing
This refers to housing that falls within the financial means of a household living in either market or non-market dwellings. For housing to be considered affordable, the total costs for rent or mortgage plus taxes (including a 10% down payment), insurance and utilities should not equal more than 30 percent or less of a household's gross annual income. Housing affordability is influenced by household income, as well as housing-cost and supply.

Amenity area
An area within the boundaries of a multi-unit residential building site designed for private or common use. These areas may include landscaped site areas, patios, porches, balconies, common areas, communal lounges, or swimming pools.

Angular plane
A theoretical plane which controls and defines a building massing to ensure adequate access to sun and sky views, and governs relationships between differing built forms.

Architectural features
The unique details and component parts that, together, make up the architectural style of houses, buildings, and structures. Examples include bay windows, balconies, canopies, etc.

Articulation
The layout or pattern of building elements including walls, doors, roofs, windows, cornices and belt courses.

At grade
Any part of a structure or site feature that is at the same elevation as the ground level next to it.

Awning
A roof-like cover for a window or porch.

Balcony
A cantilevered or supported platform that projects from the wall of a building and is protected by a railing.

Bay window
A window that projects outside the main line of a building as well as the compartment it is located in.

Below grade
Any part of a structure or site feature that is below or at a lower elevation than the ground level next to it.

Canopy
A roof-like structure over an opening in an exterior wall or a walkway.

Cantilever
A long beam or girder that projects past a supporting column or wall that is fixed only at one end (for example, cantilevered beams may be used to support a balcony or deck).

Cantilever projection
Refers to a projection that creates interior floor space.

Casing
Decorative trim used to outline and finish and window and door frames.

Cladding
Any material that covers an interior or exterior wall.

Clerestory window
A window within the upper portion of a wall that supplies natural light into a building.

Common wall
A wall delineating the boundary between two attached but separate dwelling units. Also referred to as a party or shared wall.

Corner lot
A lot abutting two or more streets.

Corner lot (internal)
A lot abutting a street and a lane, where the lane is situated along the lot's side yard.

Cornice
An ornamental molding around the wall of a room just below the ceiling, or on an exterior wall over the top of a door or window.

Densification
An urban planning and development strategy that increases the number of people or residential units within established urban areas. Densification is achieved through planning practices that encourage secondary suites, laneway housing, mixed-use buildings, infill housing, and the redevelopment of urban areas requiring renewal.

Dormer
A structure that projects from a sloping roof, usually provided to admit light or to add useable space under the roof. A dormer can also be a decorative feature.

Dormer window
A vertical window in a dormer for lighting a room adjoining a sloping roof.

Duplex, side-by-side
One of two dwelling units located next to each other, separated by a common wall.

Duplex, up-down
One of two dwelling units located one above the other in a building.

Entry feature
An architectural feature designed to define and highlight the entrance to a building. Common examples include a canopy or porch.

Façade
Any exterior face of a building. The primary façade (front façade) is designated by its relationship to the street; the main entry to the building is located in the primary façade. Side and rear façades may be classified as secondary façades.

Façade Surface Area
Façade surface area for the purposes of calculating prominent materials will not include window areas and foundation parging. Façade surface area for the purposes of calculating window area will not include dormers and foundation parging.

Gable
A vertical surface commonly situated at the end of a building, usually adjoining a pitched roof. Its shape depends on the type of roof and parapet, although it is usually triangular and often extends from the level of the cornice up to the ridge of the roof. If the gable is on the front façade rather than the back end the building is said to be "front-gabled."

Glazing
The glass surface of a glazed opening. The glass in a window.

Habitable space
A room or space intended primarily for people to live in.

Landscaping
The arrangement of plants, trees, grass, pathways, and other surfacing and outdoor structures on a site for decorative and functional purposes.

Massing
The size and shape of a building above grade.

Mechanical equipment
All equipment included under the general heading of elevators, fire suppression, plumbing, heating, ventilation, air conditioning, and gas piping.

Multi-unit dwelling
A building or part of a residential building made up of more than two units. Multiple dwellings include triplex, row and group houses, stacked townhouses, and apartment buildings.

Parapet
In an exterior wall, the part entirely above the roof.

Passive solar gain
Heat gain within a material or space as a result of solar energy entering through windows.

Patio
A hard-surfaced area at ground level near a dwelling used for outdoor activities.

Pedestrian-friendly
Refers to a design that promotes a pedestrian use – or "walkable" – design. Factors that influence walkability include: the presence or absence and quality of footpaths, sidewalks, or other pedestrian rights-of-ways; traffic and road conditions; land use patterns; and building accessibility. Other factors affecting walkability include, but are not limited to: land use mix; street connectivity; residential density; and "transparency," which includes the amount of glass in windows and doors and the orientation and proximity of homes and buildings to watch over the street.

Porch
A structure attached to the exterior of a building, often forming a covered entrance.

Primary Transit Network
Refers to the Primary Transit Network as identified within the Transit Master Plan.

Public space
Publicly owned land and facilities that are open to use by the general public.

Retaining wall
1. A wall erected to hold back or support a bank of earth.
2. A wall subjected to lateral pressure other than wind pressure.
3. An enclosing wall built to resist the lateral pressure of internal loads.

Row house
One of a series of houses, often of similar or identical design, situated side by side and joined by common walls.

Semi-detached house
One of two dwellings located next to each other in a building, separated by a common wall. Also referred to as a two-family semi-detached house.

Setback

1. Where a lower storey extends beyond a higher storey, the horizontal distance between the faces of the exterior wall of one storey and the exterior wall above it.
2. The horizontal distance between the wall of a building and the adjacent street line or property line.

Shading device (external)

Inhibits solar radiation on a building and are used externally. They can be projections, cantilevers, louvres, fins, jaalis, etc.

Shutter

Has insulating and air sealing attributes; covers and seals a window opening to reduce heat loss.

Siding

A material (other than masonry or stucco) used as an exterior wall covering.

Single-family dwelling

Typically refers to a house made up of one dwelling unit that is not attached to any other building or construction. Also referred to as a single-detached house.

Soft landscaping

An open, unobstructed area that supports the growth of vegetation such as grass, trees, shrubs, flowers or other plants, and that permits water infiltration into the ground.

Stacked townhouse

A single, two-storey dwelling unit, located above or below an adjacent unit within a larger low-rise building structure. There are typically eight or more stacked townhouses in each building, each with a separate entrance, space conditioning systems, utility metering, etc.

Storey

The portion of a building situated between the top of any floor and the top of the floor immediately above it, or, in the case of the uppermost storey of a building, the ceiling. Storey is often used to describe the height of a building in terms of the number of habitable floors above grade.

Storey, first

The storey with its floor closest to grade and with its ceiling more than 1,800 milimetres (5.91 ft.) above grade.

Streetscape

Refers to the visual elements of a street. This includes, but is not limited to, the following elements that combine to form the street's character: the road, adjoining buildings, street furniture, trees, and open spaces.

Terrace

A relatively level (paved, wooden, or planted) area adjacent to a building or on top of a building.

Townhouse or townhome

A row of houses, each with a private outside entrance, connected by common walls. A type of row housing unit, but with individual façades, staggered setbacks, variations in height, and larger yards.

Triplex, semi-detached

One of three dwellings located next to each other in a building, separated by a common wall.

Triplex, up-down

One of three dwelling units located one above the other in a building.

Walking distance

The typical appropriate standard for walking distance from a home or dwelling to a bus stop or other amenities and services. The distance typically refers to distances along sidewalks, footpaths, and/or cycle tracks and not "as the crow flies."



City Contact Information

Information on the City of Winnipeg is available at **winnipeg.ca/infillstrategy**
Inquiries may also be directed to **311** | Outside of Winnipeg: **1-877-311-4974**

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