APPENDIX "B" DRAFT AMENDING BY-LAW

THE CITY OF WINNIPEG

BY-LAW NO. 130/2024

A By-law of THE CITY OF WINNIPEG to amend the Complete Communities Direction Strategy 2.0 By-law No. 119/2020 to allow as-of-right residential development on select mall sites and commercial corridors.

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

Complete Communities Direction Strategy 2.0 By-law amended

1 The Complete Communities Direction Strategy 2.0 By-law No. 119/2020 is amended by this By-law.

Map 1 amended

2 Map 1, Map of the Urban Structure, is amended by redesignating the lands shown on the map attached as Schedule "A" to this By-law as a "Mature Communities" land use policy area.

Section C2 amended

3 Section C2. Corridors is amended:

(a) by deleting Policy 1.2 in its entirety;

(b) by replacing Policy 3.10 with the following:

3.10 Use tools such as local area planning, zoning, or design guidelines to further implement these design principles.

Section C4 amended

4 Section C4. Commercial Areas and Mixed Use Centres is amended:

(a) by replacing Goal 5.0 with the following:

5.0 Allow for the residential mixed-use intensification of Mixed Use Centres and large commercial sites.

(b) in Policy 5.1, by adding "*and large commercial sites*" after "*Mixed Use Centres*";

(c) in Policy 5.1.2, by deleting "*at intensities that should not exceed the mid range of medium multi-family residential densities*";

(d) by replacing Policy 5.3 with the following:

5.3 Require that proposals to add residential uses in Mixed Use Centres and larger commercial sites be accompanied by a demonstrable commitment to establish a pedestrian-oriented residential design through such tools as

concept plans or Framework Plans. The requirement for a concept plan shall be determined by the Director of Planning, Property & Development.

(e) by replacing Policy 5.4 with the following:

5.4 Proposals for residential uses in Mixed Use Centres and large commercial sites should incorporate principles of good urban design. Site design for the redevelopment of Mixed Use Centres and large commercial areas should include:

a. the promotion of walkability and connectivity, including a preferred maximum block perimeter of approximately 550m (1,800 ft.);

b. the establishment or extension of a fine-grained network of local streets that will not preclude future connectivity;

c. multi-modal connectivity between key destinations and transportation facilities;

d. a network of connected A-Streets, B-Streets and/or pathways that prioritize pedestrian-oriented design strategies, including alternate street designs where pedestrian-oriented design may not be possible;

e. building designs that encourage visual interest, consider shadow impacts on adjacent residential properties, ensure passive surveillance and weather protection, and ensure adequate sunlight penetration;

f. appropriate building massing and land uses to create urban street edges; and

g. parks and open spaces to accommodate residential populations that are consistent with City standards and policies.

(f) in Policy 5.6, by:

(i) adding "*and large commercial sites*" after "*Mixed Use Centres*"; and

(ii) replacing clause b. with the following:

b. Encouraging pedestrian-oriented siting and design of buildings to reinforce the street network.

and

(g) replacing Policy 5.7 with the following:

5.7 Strongly discourage the introduction of new auto-oriented uses and encourage pedestrian-oriented redevelopment of existing uses and buildings over time.

Section G3 amended

5 Section G3. Parks and Recreation is amended by adding the following immediately after Policy 5.7:

Goal 6

6.0 Recognize the need for a tailored approach to providing parks and open space in urban redevelopment contexts.

Policies

Planning for public and private parks and open spaces

6.1 Plan for and provide parks and open space in areas that are targeted to accommodate high-density residential redevelopment in this Plan, including Mixed Use Centres and large commercial sites.

6.2 Where possible, provide on-site parks or open space where there is insufficient capacity in nearby existing facilities or where access to nearby facilities is physically constrained. Parks and open spaces in urban redevelopment contexts may take a variety of forms such as squares, plazas and pocket parks.

6.3 To support park and open space development in urban redevelopment contexts:

a. Develop alternative minimum size and configuration requirements.

b. Offset lesser land area with enhanced amenities, multi-functional areas, and landscape design.

Privately-owned public spaces

6.4 Consider providing parks and open space as privately-owned public spaces ("POPS") where the City cannot acquire park land dedication.

6.5 Establish standards for POPS regarding public access, stormwater management, signage and design.

Glossary amended

6 The Glossary is amended by adding the following definitions in alphabetical order

Framework Plans

A Framework Plan is an urban design strategy aimed at organizing streets in a way that supports both vibrant, pedestrian-friendly areas and functional, service-oriented infrastructure. A Framework Plan lays out a deliberate and interconnected street grid including A-Streets and B-Streets ensuring a clear and efficient separation of public-facing and service-oriented activities and promoting both the livability and functionality of the urban environment. The goal of a Framework Plan is to enhance walkability, reduce conflicts between pedestrians and vehicles, and support sustainable urban growth by balancing social spaces with the infrastructure needed to support them.

A-Streets

A-Streets are the primary streets designed to serve as the most public and lively parts of a community. They are pedestrian-friendly, often lined with active uses like shops, restaurants, public spaces, and active frontage residential. Buildings along A-Streets typically have high levels of transparency, multiple entry points, and sidewalks that

encourage walking and lingering. A-Streets form the main corridors where urban vitality is concentrated, emphasizing walkability, human-scale design, and connectivity.

B-Streets
B-Streets are streets design to serve more utilitarian purposes and typically accommodate secondary or service-oriented functions. While they are still part of the street grid, they facilitate movement corridors and prioritize back-of-house activities, such as deliveries or access to parking and utilities. B-Streets may have fewer pedestrian amenities and less engaging building frontages but are crucial in supporting the functionality of A-Streets by absorbing non-public-facing activities.

RECEIVED FIRST READING this day of , 2024;

RECEIVED SECOND READING this day of , 2024;

RECEIVED THIRD READING this day of , 2024;

DONE AND PASSED this day of , 2024.

Mayor

City Clerk

Approved as to content:

Director of Planning, Property and Development

Legally reviewed and certified as to form:

for Director of Legal Services and City Solicitor

DRAFT

APPENDIX “B” DRAFT AMENDING BY-LAW

SCHEDULE “A”

