THE CITY OF WINNIPEG

BY-LAW NO. 143/2024

A By-law of THE CITY OF WINNIPEG to amend the Winnipeg Zoning By-law No. 200/2006 to add the Malls & Corridors PDO-1 and to replace administrative provisions relating to development permits.

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

Winnipeg Zoning By-law amended

1 The Winnipeg Zoning By-law No. 200/2006 is amended by this by-law.

Section 4 replaced

2 Section 4 is replaced with the following:

Relation to other by-laws and statutes

4 Where the provisions of this By-law overlap or conflict with the provisions of any other by-law, statute or regulation, the most restrictive or highest standard prevails.

Section 8 replaced

3 Section 8 is replaced with the following:

Development Permits

8(1) Subject to subsection 8.1, a person must not commence, continue or maintain, or permit to be commenced, continued or maintained, any development unless:

(a) a valid development permit has been issued in respect of the development; and

(b) the development complies with the development permit.

8(2) An application for a development permit may be submitted by:

(a) the registered owner or owners of the land to which the development permit relates; or

(b) any person on behalf of the owner or owners with each owner's authorization.

8(3) The Director is authorized to determine the form and content required for an application for a development permit.

8(4) A designated employee is authorized to issue a development permit where the designated employee determines that:

(a) the applicant has provided all information reasonably required by the designated employee to assess the application;

(b) the applicant has paid the applicable development permit application fee as set by Council or pursuant to powers delegated by Council; and

(c) the development authorized by the development permit complies with:

(i) this By-law;

(ii) any regional planning by-law of the Capital Planning Region;

(iii) the City's development plan;

(iv) any applicable secondary plan;

(v) the approval of any development application in respect of the proposed development, including any resultant agreement; and

(v) any other statute or By-law of the City.

8(4) A designated employee is authorized to issue a development permit with or without conditions and for either an indefinite or specified period of time.

8(5) Where a designated employee imposes conditions on a development permit under subsection (5),

(a) the conditions must be related to

(i) the criteria for issuing the development permit; or

(ii) administering or enforcing this By-law; and

(b) the designated employee is authorized to consider previous relevant conduct of the applicant.

8(6) Without limiting the general authority under subsection (4), where an application for a development permit proposes development in accordance with the Malls & Corridors PDO-1, a designated employee is authorized to issue the development permit subject to the condition that the owner of the property to which the development permit relates enters into an agreement with the City to provide for the servicing of the proposed development.

8(7) It is a condition of every development permit that the permit holder consent to the entry of a designated employee to the property to which the development permit relates at any reasonable time, without notice, to conduct an inspection or to otherwise administer or enforce this By-law.

8(8) Where a designated employee imposes conditions on a development permit, the permit holder must comply with the conditions.

8(9) A development permit is void from the date of issuance of the development permit and is deemed to have never been issued where:

(a) a cheque or other method of payment used to pay the fee associated with an application for a development permit is returned for any reason;

(b) unless otherwise specified in a development permit, the permit holder fails to notify a designated employee of any changes to the information submitted in the application for the development permit within 10 business days following the effective date of the change; and

(c) the development authorized by the development permit is not commenced within 1 year following the date of issuance of the development permit, or within any extension of that time, and reasonably continued without interruption.

8(10) The Director is authorized to cancel a development permit where the Director determines that:

(a) the permit holder or the development authorized by the development permit has violated or is in violation of any City by-law;

(b) the permit holder fails to comply with one or more condition imposed on the development permit; or

(c) any information supplied in the application for the development permit is or was incorrect.

Section 57 amended

4 Section 57 is amended:

(a) in clause (4)(b), by adding "*and the PDO-1 Malls and Corridors*" immediately following "*Mature Communities PDO-1*";

(b) in subsection (9), by adding "*or provides an exemption from*" immediately following "*modifies*".

Malls & Corridors PDO-1 added

5 The document entitled "Malls and Corridors Planned Development Overlay 1" and attached as Schedule "A" to this By-law is added as the next available schedule.

Coming Into Force

6 This By-law comes into force and effect on January 31, 2025.

RECEIVED FIRST READING on the 12th day of December, 2024;

RECEIVED SECOND READING on the day of , 2024;

RECEIVED THIRD READING on the 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:

"S. Rentz" (December 2, 2024)
for Director of Legal Services
and City Solicitor

SCHEDULE "A"

MALLS AND CORRIDORS PLANNED DEVELOPMENT OVERLAY 1
(PDO-1 Malls and Corridors)

Purpose
1 The purpose of the PDO-1 Malls and Corridors (the "PDO") is to facilitate quick approvals and construction of new housing along corridors and on mall sites city-wide through as-of-right standards while upholding the goals of the OurWinnipeg By-law, Complete Communities 2.0 and other applicable policies and guidelines.

Definitions
2(1) In this PDO, the following words and phrases have the following meanings:

"**45-degree analysis**", in respect of a site that abuts or is across a lane from the rear lot line of a lot with an R1, R2 or RMF-S zoning designation, means a 45-degree angular plane that is projected towards the site from 12 feet above grade at the rear lot line of the R1, R2 or RMF-S lot;

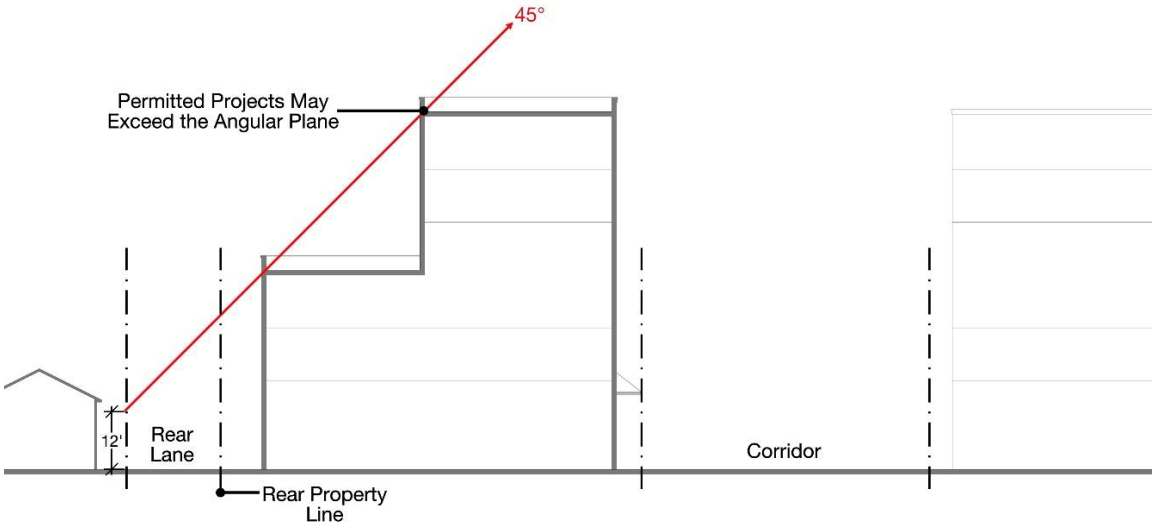


Figure 1 – Illustrated 45-Degree Analysis

"**Accessibility Design Standards**" means the *2015 City of Winnipeg Accessibility Design Standard, Third Edition*, as updated in September 2018, and including any successor or amended universal design standard;

"**active interior space**" means interior portions of a building that are in regular use by people such as lobbies, retail interiors, dining areas, classrooms, offices, meeting rooms and living spaces;

"**amenity space**" means any open-air or outdoor portion of a site intended for use by and provided for the enjoyment of the occupants of the site;

"**A Street**" means a Framework Street designated as a way of greater pedestrian importance than associated B Streets, where buildings are located and parking and service areas are minimized;

"**build-to area**" means the portion of a site located between the maximum permitted setback measurement and the site's frontages;

"**B Street**" means a Framework Street designated as a way of lesser pedestrian importance that is prioritized for vehicle access and service, where parking and service areas are permitted to be located near sidewalks;

"**car share**" means a service that offers on-demand use of shared vehicles 24 hours a day, 7 days a week to members/users, and charges the members/users for use of the vehicle based on time or distance;

"**car share vehicle**" means a four-wheeled automobile, van or pickup truck used exclusively as a car share;

"**civic space**" means that portion of a site over which the owner retains control and ownership but that is accessible for use by the public;

"**common entry frontage**" means a frontage condition where the building is located close to the sidewalk and the building has infrequent entries which typically lead to a lobby that provides internal access to multiple spaces or units;



Figure 2 – Common Entry Frontage Design Elements

"**Community Garden**" means a grouping of garden plots located within a civic space available for small-scale cultivation, and may be a programmatic element within a larger civic space;

"**Complete Communities 2.0**" means the Complete Communities Direction Strategy 2.0 By-law No. 119/2020;

"**Development Viability Assessment**" means a report completed in accordance with the FCM/RAC Guidelines;

"**door yard frontage**" means a frontage condition where the building is set back from the sidewalk and the frontage setback area is utilized and delineated as private outdoor space for the ground floor dwelling units;



Figure 3 – Door Yard Frontage Design Elements

"**Dual-Use Stormwater Detention**" means an underground or at grade level stormwater detention system that is integrated into or located below civic space or amenity such that the area may be used both for the detention of stormwater as well as civic space or amenity space;

"**embedded porch**" means a covered exterior private space that is set back from a building's forward-most façade such that it is contained within the building's footprint;

"**embedded porch frontage**" means a frontage condition where the building is located close to the sidewalk and contains embedded porches;



Figure 4 – Embedded Porch Frontage Design Elements

"**exterior window treatments**" means a treatment applied to the exterior side of a window that is designed or intended to reduce bird collisions, including coverings, markings and perforated or patterned window films;

"**FCM/RAC Guidelines**" means the Federation of Canadian Municipalities' and the Railway Association of Canada's *Guidelines for New Development in Proximity to Railway Operations*, published in May 2013, and includes any amended or successor guidelines for new development in proximity to railway operations;

"**fenced terrace frontage**" means a frontage condition where the building is set back from the street and has ground floor uses that use and delineate the frontage setback area as a private outdoor patio;



Figure 5 – Fenced Terrace Frontage Design Elements

"**fenced yard frontage**" means a frontage condition where the building is set back from the sidewalk and the frontage setback area is used and delineated as private outdoor space for building occupants;



Figure 6 – Fenced Yard Frontage Design Elements

"**forecourt frontage**" means a frontage condition where

(a) certain buildings or portions of buildings are set back further from the sidewalk than other buildings or portions of buildings;

(b) the frontage setback area is lined on all sides by buildings; and

(c) the frontage setback area is utilized like a small plaza, as an entry corridor or as private outdoor space for building occupants;



Figure 7 – Forecourt Frontage Design Elements

"**Framework Plan**" means a comprehensive plan for the development of a site that divides the site into different Framework Blocks and Framework Streets, that includes standards relating to overall site design as well as standards relating to the placement and design of buildings to be located on the site, and that allows for development of smaller portions of the overall site;

"**Framework Plan Area**" means a site to which a Framework Plan applies;

"**Framework Effective Area**" means those Framework Blocks that are included in an application for a development permit in respect of a development proposal;

"**Framework Block**" means a specified section or portion of a Framework Plan as defined by or shown in the Framework Plan;

"**Framework Streets**" means any privately-owned driveway or road located within a Framework Plan Area;

"**frontage**" means the portion of a site or Framework Block located along the lot line that abuts a street or a Framework Street;

"**frontage occupation**" means the percentage of a frontage that has building facades located along it;

"**Green**", in respect of a civic space, means a civic space intended to be used for unstructured recreation which is principally landscaped and unprogrammed;

"**Greenway**" means a civic space consisting of a mostly linear corridor which is principally landscaped and unprogrammed, and typically includes trails or shared-use paths along its length;

"**hard-surfaced**" means the exterior finish material of a building, such as stone, brick, concrete, cementitious panels and metal panels, which is

(a) dense and non-organic

(b) resistant to puncture, scraping and denting; and

(c) can be applied without structural masonry or similar;

"**Micro Forest**" means a civic space intended to be used for unstructured recreation that is principally landscaped with a dense collection of trees and significant tree-canopy as well as seating along its edge or within the civic space, that is access by trails;

"**Multipurpose Field**" means a civic space intended to be used for structured recreation that includes one or more sports fields and their typical supportive structures which may also be accompanied by areas for unstructured recreation and other hard-surfaced sports courts and seating areas;

"**Park**" means a civic space intended to be principally used for unstructured recreation in a naturalistic setting, which may include sports fields and courts and hardscape areas;

"**PDO**" means the PDO-1 Malls and Corridors;

"**PDO Area**" means the area generally shown on the PDO Map which, subject to subsection 3(2), includes:

(a) all sites located within a Regional Mixed Use Centre;

(b) all sites fronting on a Regional Mixed Use Corridor or an Urban Mixed Use Corridor;

(c) all sites greater than 10 acres in area; and

(d) the site commonly referred to as the Tuxedo Business Park and located at 1301 Kenaston Boulevard;

"**PDO Map**" means the map attached to this PDO and labelled as PDO Map;

"**pedestrian walkway**" means a linear way faced with buildings on both sides and typically landscaped which provide pedestrian and bicycle access to properties but does not provide vehicular access;

"**Plaza**" means a civic space that is principally hardscape, intended for use by many people at once, including activities such as performances and outdoor dining;

"**Pocket Park**" means a small, principally landscaped civic space intended to be used for unstructured or structured recreation;

"**primary frontage**" means the frontage of greatest pedestrian importance and held to the highest standards of this PDO;

"**privately-owned public space**" or "**POPS**" means that portion of a site over which the owner retains control and ownership but that is accessible to the public;

"**public frontage**" means a frontage condition where the building is set back a short distance from the sidewalk and has ground floor uses that require frequent pedestrian access which are accommodated by wide walkways on the private property buffered from the sidewalk by trees, benches and other street-related furnishings;



Figure 8 – Public Frontage Design Elements

"**raised yard frontage**" means a frontage condition where the building is set back from the sidewalk and the frontage setback area is utilized as a private outdoor space for building occupants, delineated from the public sidewalk by a change in elevation;



Figure 9 – Raised Yard Frontage Design Elements

"**Regional Mixed Use Centre**" means a Regional Mixed Use Centre as defined in Complete Communities 2.0 and as shown on Map 7, Map of Regional Mixed Use Centres, of Complete Communities 2.0;

"**Regional Mixed Use Corridor**" means a Regional Mixed Use Corridor as defined in Complete Communities 2.0 and as shown on Map 5, Map of Corridors, of Complete Communities 2.0;

"**secondary frontage**" means a frontage of lesser pedestrian importance and held to lower standards in comparison with the primary frontage;

"**sidewalk extension frontage**" means a frontage condition where the building is located close to the sidewalk and the space between the sidewalk and the building is paved to resemble a continuation of the sidewalk within the frontage setback area;

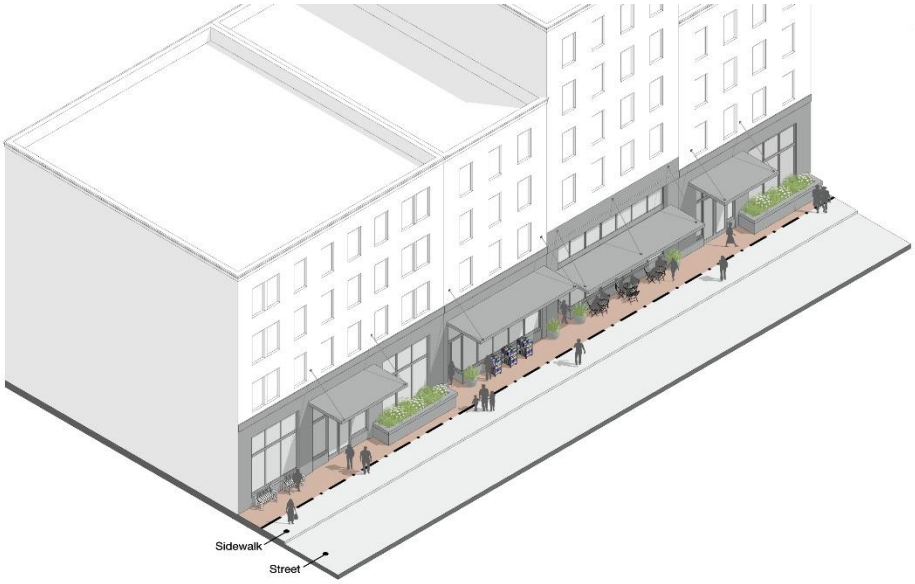


Figure 10 – Sidewalk Extension Frontage Design Elements

"**site**" means the total of all contiguous land described in a single certificate of title;

"**Square**", in respect of a civic space, means a formal civic space intended to be used for unstructured recreation that is principally landscaped and includes walking paths and trails;

"**Urban Mixed Use Corridor**" means an Urban Mixed Use Corridor as defined in Complete Communities 2.0 and as shown on Map 5, Map of Corridors, of Complete Communities 2.0;

"**urban stoop frontage**" means a frontage condition where the building is located close to the sidewalk and the ground floor use is residential, with access to the ground floor dwelling unit by means of a doorway and covered threshold;



Figure 11 – Urban Stoop Frontage Design Elements

2(2) Any word or phrase not defined in this PDO has the meaning otherwise ascribed in this By-law.

Applicability

3(1) Subject to subsection (2), proposed developments within the PDO Area that include dwelling units at a density of 14 or more dwelling units per acre may either use this PDO in its entirety or follow the existing standards in this By-law.

3(2) This PDO does not apply to:

(a) any site to which the Downtown Winnipeg Zoning By-law No. 100/2004 applies;

(b) any site located within Area 1 of the PDO-1 Airport Vicinity, as shown on the Airport Vicinity Protection Area Planned Development Overlay Map;

(c) any site to which any of the following PDOs apply;

(i) PDO-1 Boulevard Provencher;

(ii) PDO-1 Corydon Osborne;

(iii) PDO-1 Downtown Transcona;

(iv) PDO-1 St. Norbert;

(v) PDO-1 West Alexander & Centennial;

(vi) PDO-2 North Campus;

(vii) PDO-2 Taylor Redevelopment Area; or

(viii) PDO-2 Westport Festival;

(d) except for the site commonly referred to as the Tuxedo Business Park and located at 1301 Kenaston Boulevard, any site with a Manufacturing, Educational and Institutional, or Parks zoning designation or use;

(e) except for the site commonly referred to as the Tuxedo Business Park and located at 1301 Kenaston Boulevard, any site designated as Employment Lands in Complete Communities 2.0;

(f) any site greater than 10 acres in area within a “C3” or “C4” zoning district where the principal use is not retail, including utility corridors; or

(g) cemeteries.

Applicable Standards

4(1) Subject to any variance order, any development to which this PDO applies must meet all standards and requirements set out in this PDO.

4(2) Subject to anything else in this PDO, Part 5 of this By-law does not apply where this PDO applies except for the following sections:

(a) ss. 141.1;

(b) s. 145;

(c) ss. 159 – 187;

(d) s. 189;

(e) ss. 191 – 204;

(f) s. 207(2); and

(g) s. 212.

4(3) Subject to subsection (4), where there is a conflict between the provisions of this PDO and the underlying provisions of this By-law, the provisions of this PDO prevail.

4(4) Where there is a conflict between the provisions of this PDO and the provisions of the PDO-1 Airport Vicinity, the provisions of the PDO-1 Airport Vicinity prevail.

Preliminary Technical Meeting

5(1) Subject to subsection (2), prior to submitting an application for a development permit, the owner of a site to which this PDO applies may request preliminary technical meetings with members of the Public Service to review the following:

(a) site and technical zoning requirements with the City’s Planning, Property and Development Department;

(b) operational constraints and site access management with the City’s Public Works Department; and

(c) water and sewer capacity constraints with the City's Water and Waste Department.

5(2) Despite subsection (1), a preliminary technical meeting is not required in order to submit an application for a development permit.

Application Submission Requirements

6(1) In addition to any submission requirements under s. 8 of this By-law, an application for a development permit must include

(a) a traffic impact study where the proposed development includes 300 or more dwelling units; and

(b) a Development Viability Assessment, where the development permit is in respect of a site that:

(i) abuts a rail line or rail yard; or

(ii) is separated from a rail line or rail yard by a public lane.

6(2) An application for a development permit in respect of a site that is greater than 10 acres in area must include a Framework Plan.

6(3) An approved Framework plan may be amended by submitting a revised Framework Plan prior to or concurrently with an application for a development permit.

6(4) The Director is authorized to

(a) determine the form in which a Framework Plan must be submitted;

(b) approve a Framework Plan submitted in accordance with subsection (2); and

(c) approve a revised Framework Plan submitted in accordance with subsection (3).

6(5) Where a Framework Plan applies in respect of a site, every Framework Block must comply with the Framework Plan except where an amendment to the Framework Plan in respect of the Framework Block is approved.

6(6) A Framework Plan must delineate each Framework Section to resemble one or more subdivided properties (see Figure 12) and must include the following:

(a) all proposed buildings;

(b) any outdoor uses and spaces;

(c) Framework Streets;

(d) stormwater management facilities; and

(e) amenity spaces and civic spaces.

Posting Requirements

7(1) The owner of a site to which this PDO applies must post or cause to be posted 1 sign giving notice of any proposed development of the site in accordance with this section.

7(2) The sign required under subsection (1) must be:

(a) posted in a prominent location as determined by a designated employee;

(b) printed in easily legible characters and at least:

(i) 4 feet by 8 feet in size where the site is greater than 10 acres in area; or

(ii) 2 feet by 3 feet in size for any other site;

(c) maintained on the site in good condition to the satisfaction of the Director until an occupancy permit has been issued in respect of the site or the proposed development; and

(d) in a form approved by the Director and including the following information:

(i) the address of the site;

(ii) the developer's name and contact information;

(iii) the general contractor's name and contact information;

(iv) a general description of the proposed development;

(v) a 3D rendering of the development;

(vi) a plan view of the development;

(vii) the number of dwelling units and the number of storeys; and

(viii) the square footage of all non-residential areas.

7(3) The owner of a site must submit a copy of the proposed sign to a designated employee for approval prior to posting a sign required by subsection (1) on the site and prior to the issuance of a development permit in respect of the site.

Framework Plan Density

8(1) For any site to which a Framework Plan applies, density is calculated separately for each Framework Effective Area and includes any building with associated amenity, landscape, parking, loading and service areas within that Framework Effective Area.

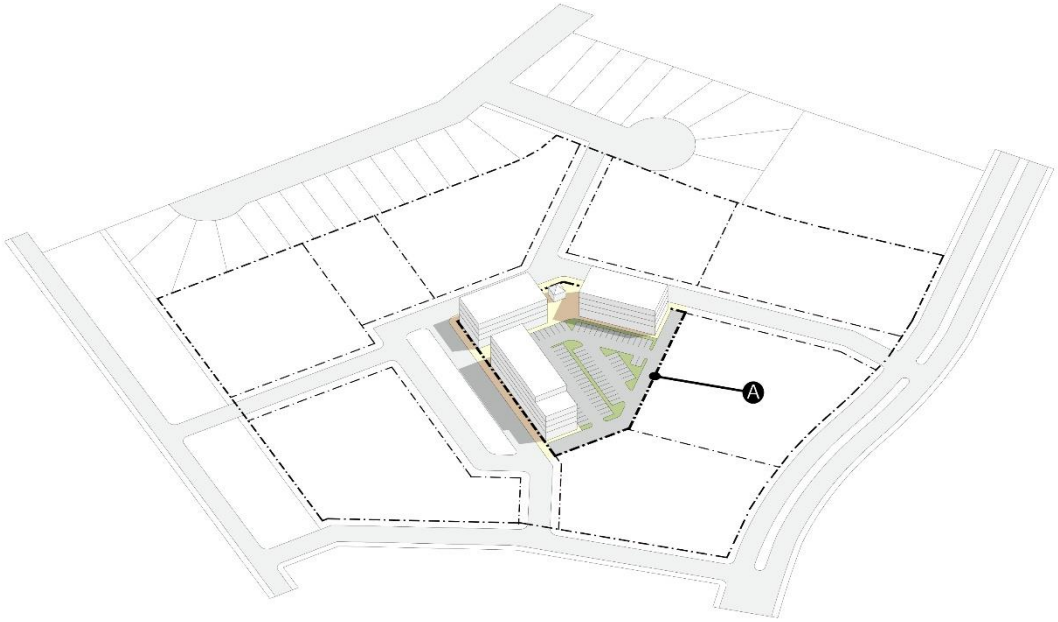


Figure 12 – Framework Effective Area within a Framework Plan

Pedestrian Accessibility
9 Every pedestrian route must comply with the *2015 City of Winnipeg Accessibility Design Standard, Third Edition*, as updated in September 2018, or any successor or amended accessibility design standard.

Lot Size and Lot Area
10 There is no minimum lot size or minimum lot area per dwelling unit.

Affordable Housing Required
10.1 Any site that includes more than 300 dwelling units must provide

(a) at least 10% of those dwelling units as affordable housing units; and

(b) proof of affordable housing units to the satisfaction of the Director.

Residential Uses Permitted
11 In addition to any permitted uses listed in the By-law, and subject to subsection 3(1), the following Residential and Residential-Related uses are permitted, regardless of zoning district:

(a) Dwelling, live-work;

(b) Dwelling, multi-family;

(c) Dwelling, single-family detached;

(d) Dwelling, two-family;

(e) Assisted living facility;

(f) Care home;

(g) Dormitory; and

(h) Single room occupancy.

Urban Mixed Use Corridors – Active Interior Space

12(1) Each site must include active interior space where the site:

(a) abuts an Urban Mixed Use Corridor; and

(b) is located within a “C2” Commercial Community zoning district.

12(2) Active interior space required under subsection (1) must be:

(a) located at the ground floor along at least 70% of building facades at the frontage; and

(b) a minimum of 20 feet deep along the frontage.

Parking and Loading Requirements

13(1) Despite subsection 4(2), and subject to this section, sections 161 to 177 of this By-law, both inclusive, apply in respect of off-street parking.

13(2) Each site must provide a minimum of 0.5 off-street parking spaces for each dwelling unit.

13(3) The minimum off-street parking required for a Restaurant use or a Drinking establishment use is 50% of the requirement under this By-law.

13(4) Despite anything else in this PDO, accessory off-street parking is not required for any site located within an urban infill area and fronting on Portage Avenue or Pembina Highway in accordance with s. 161(5) of this By-law.

13(5) Where off-street parking is required under this PDO or this By-law, 1 car share vehicle may be provided in place of up to 12 required off-street parking spaces.

13(6) Car share vehicles provided to satisfy off-street parking requirements in respect of a site must comply with the following standards:

(a) the car share vehicle must be provided by a car share whose principal business objective is to provide its members with a fleet of shared vehicles which they may reserve on an hourly basis;

(b) the car share vehicle, and an associated permanent parking space, must be provided on the site, to the satisfaction of the Director;

(c) the maximum number of car share vehicles that may be provided to satisfy off-street parking requirements is:

(i) 2 car share vehicles for sites with fewer than 100 dwelling units; and

(ii) 3 car share vehicles for sites with more than 100 dwelling units; and

(d) a maximum of 50% of total required off-street parking spaces may be satisfied by car share vehicles;

13(7) The adjustment for car share vehicles may be combined with any with parking reductions for urban infill and mixed use, as applicable.

13(8) Where an application for a development permit proposes to satisfy off-street parking requirements by providing car share vehicles, the application must include, to the satisfaction of the Director:

(a) an agreement in principle with the car share;

(b) a plan showing the car share parking stall location approved by the car share; and

(c) a car share service description and detailed competitive user fee structure.

Bicycle Parking Requirements

14(1) Despite subsection 4(2), and subject to this section, sections 161 to 177 of this By-law, both inclusive, apply in respect of bicycle parking requirements.

14(2) For Residential and Residential-related uses, each site must provide 1 lockable bicycle parking space for every 2 dwelling units.

14(3) For all other uses, the bicycle parking requirements of this By-law apply.

Amenity Space and Civic Space Required

15(1) Any requirement to provide amenity space under this PDO may be satisfied by providing civic space.

15(1.1) Any requirement to provide civic space under this PDO may be satisfied by providing a cash payment to the City in an amount equal to 10% of the appraised value of the proposed development of the site, as determined by the Director.

15(2) No amenity space or civic space is required for any site abutting an Urban Mixed Use Corridor.

15(3) Any site within the PDO Area that does not abut an Urban Mixed Use Corridor must provide amenity space with an area equal to at least 2% of the site area.

15(4) The amenity space required under subsection (3) must

(a) be located at ground level or on an above-grade open-air deck; and

(b) measure no less than 20 feet in any dimension.

15(5) Any site with an area of 2 acres or larger that does not abut an Urban Mixed Use Corridor must provide civic space with an area equal to at least 4% of the site area.

15(6) Civic space must be open to the public between 7:00 a.m. and 10:00 p.m. daily, and signage must be provided within the civic space indicating the hours the civic space is open to the public, the owner of the civic space and a contact number for maintenance.

Civic Space Types

16 Civic space must be provided in accordance with one of the following civic space types:

(a) Multipurpose Field:

(i) Size: minimum 3 acres;

(ii) Proportion: maximum of 3:5;

(iii) Edging: streets or pedestrian routes on at least 2 sides;

(iv) Impervious: maximum 20%;

(v) Buildings: maximum of 2% of the civic space;

(vi) Landscaping: 20-foot deep landscape area at perimeter of the civic space with 2 trees required for every 40 linear feet and one tree for every 1,500 square feet; and

(vii) Seating: at least 1 bench for every 2,000 square feet;

(b) Park:

(i) Size: minimum 1 acre;

(ii) Proportion: n/a, minimum 80-foot dimension;

(iii) Edging: streets or pedestrian routes on at least 2 sides;

(iv) Impervious: maximum 20%;

(v) Buildings: maximum of 5% of the civic space;

(vi) Landscaping: at least 1 tree for every 1,000 square feet; and

(vii) Seating: at least 1 bench for every 2,000 square feet;

(c) Green:

(i) Size: minimum 0.5 acres;

(ii) Proportion: 0.2:1 – 1:1, 80-foot minimum dimension;

(iii) Edging: streets or pedestrian routes on at least 2 sides;

(iv) Impervious: maximum 20%;

(v) Buildings: maximum of 5% of the civic space;

(vi) Landscaping: at least 1 tree for every 2,000 square feet; and

(vii) Seating: at least 1 bench for every 3,000 square feet;

(d) Square:

(i) Size: 0.2 – 3 acres;

(ii) Proportion: 0.25:1 – 1:1, 80-foot minimum dimension;

(iii) Edging: streets or pedestrian routes on at least 2 sides;

(iv) Impervious: maximum 35%;

(v) Buildings: maximum of 25% of the civic space;

(vi) Landscaping: at least 1 tree for every 1,500 square feet; and

(vii) Seating: at least 1 bench for every 2,000 square feet;

(e) Plaza:

(i) Size: 0.1 – 2 acres;

(ii) Proportion: 0.25:1 – 1:1, 40-foot minimum dimension;

(iii) Edging: streets or pedestrian routes on at least 2 sides;

(iv) Impervious: maximum 60%;

(v) Buildings: maximum of 15% of the civic space;

(vi) Landscaping: at least 1 tree for every 2.000 square feet; and

(vii) Seating: at least 1 bench for every 1,500 square feet;

(f) Greenway:

(i) Size: minimum 1 acre;

(ii) Proportion: n/a, 40-foot minimum dimension;

(iii) Edging: streets on at least 50% of the perimeter;

(iv) Impervious: maximum 15%;

(v) Buildings: maximum of 3% of the civic space;

(vi) Landscaping: at least 1 tree for every 1,500 square feet; and

(vii) Seating: at least 1 bench for every 3,000 square feet;

(g) Pocket Park:

(i) Size: 1,000 square feet – 0.25 acres;

(ii) Proportion: 0.25:1 – 1:1, 30-foot minimum dimension;

(iii) Edging: streets or pedestrian routes on at least one side;

(iv) Impervious: maximum 50%;

(v) Buildings: maximum of 5% of the civic space;

(vi) Landscaping: at least 1 tree for every 1,500 square feet; and

(vii) Seating: at least 1 bench for every 2,000 square feet;

(h) Micro Forest:

(i) Size: 1,000 square feet – 0.5 acres;

(ii) Proportion: 0.25:1 – 1:1, 30-foot minimum dimension;

(iii) Edging: streets or pedestrian routes on at least 2 sides;

(iv) Impervious: maximum 10%;

(v) Buildings: maximum of 5% of the civic space;

(vi) Landscaping: 80% tree canopy coverage; and

(vii) Seating: at least 1 bench for every 2,000 square feet; and

(i) Community Garden may be located within:

(i) Pocket Park, up to 50% of the area;

(ii) Greenway, up to 20% of the area;

(iii) Square, up to 20% of the area;

(iv) Green, up to 25% of the area;

(v) Park, up to 25% of the area; or

(vi) Multipurpose Field, up to 20% of the area.

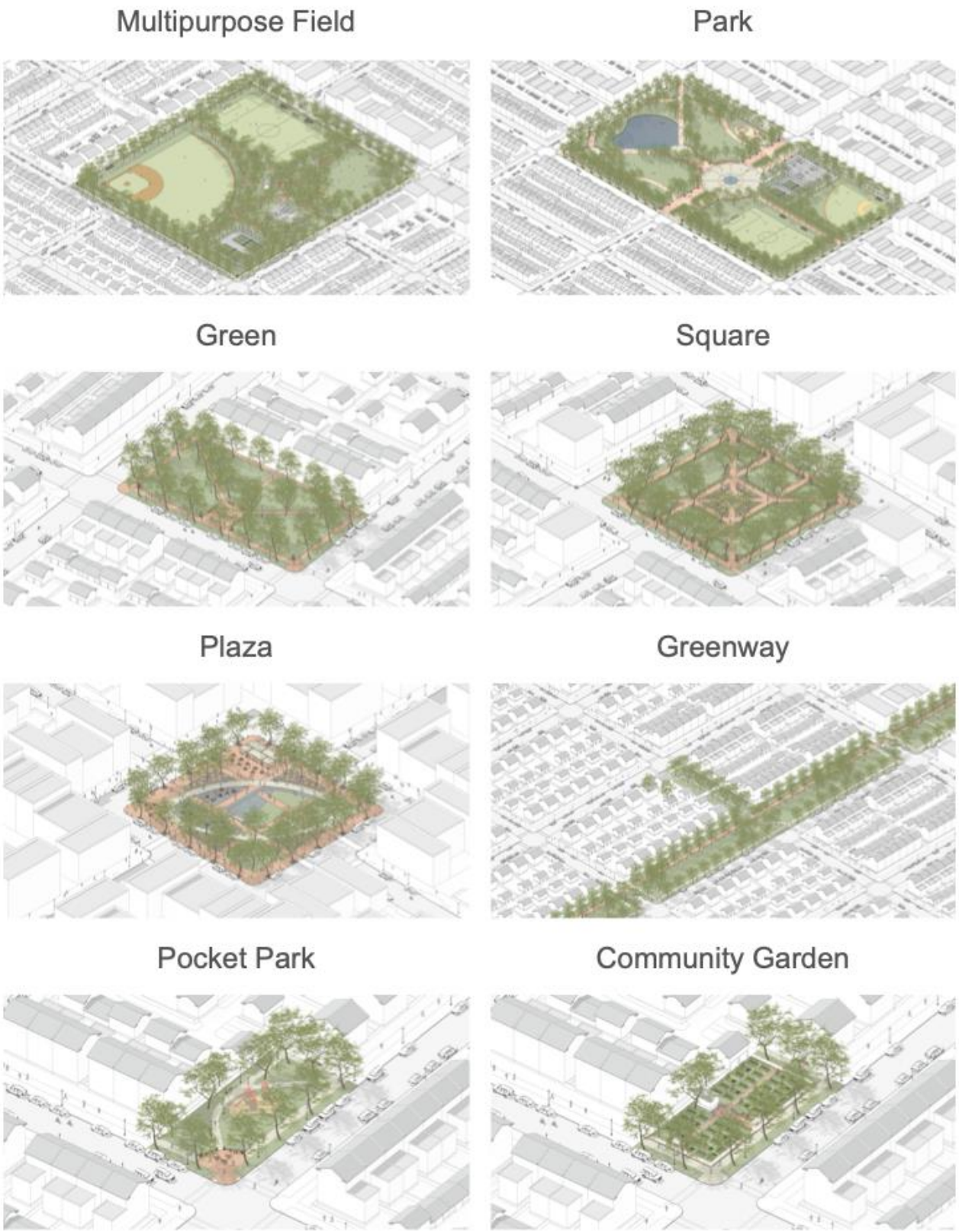


Figure 13 – Civic Space Types

Landscaping Requirements

17(1) Every site abutting an Urban Mixed Use Corridor must provide at least 1 tree.

17(2) Civic space must be landscaped in accordance with section 57.

17(3) At least 50% of amenity space must be covered by tree canopy, calculated at two thirds of the estimated mature canopy of the selected tree species.

17(4) Surface parking lots serving civic space or amenity space must include at least 1 tree for every 6 parking spaces.

17(5) All landscaping must comply with the planting standards set out in section 18.

Planting Standards

18(1) Despite subsection 4(2), sections 189, 192 and 193 of this By-law apply in respect of planting standards.

18(2) Planted tree species must be diversified as follows:

(a) no more than 10% of any one tree species; and

(b) no more than 20% of any one genus.

18(3) The following soil volumes for trees must be provided:

(a) for small-growing trees:

(i) at least 8 cubic metres of soil per tree for individual planting sites; and

(ii) at least 6 cubic metres of soil per tree where planting sites are shared;

(b) for medium-growing trees:

(i) at least 20 cubic metres of soil per tree for individual planting sites; and

(ii) at least 15 cubic metres of soil per tree where planting sites are shared; and

(c) for large-growing trees:

(i) at least 35 cubic metres of soil per tree for individual planting sites; and

(ii) at least 30 cubic metres of soil per tree where planting sites are shared.

Site Coverage

19(1) Site coverage by buildings must not exceed:

(a) 80% for any site abutting an Urban Mixed Use Corridor; or

(b) 70% for any other site.

19(2) Each site must provide pervious surface in the following amounts:

(a) at least 5% for any site abutting an Urban Mixed Use Corridor; or

(b) at least 10% for any other site.

19(3) Lot coverage and impervious surface area are calculated based on the Framework Plan Effective Area.

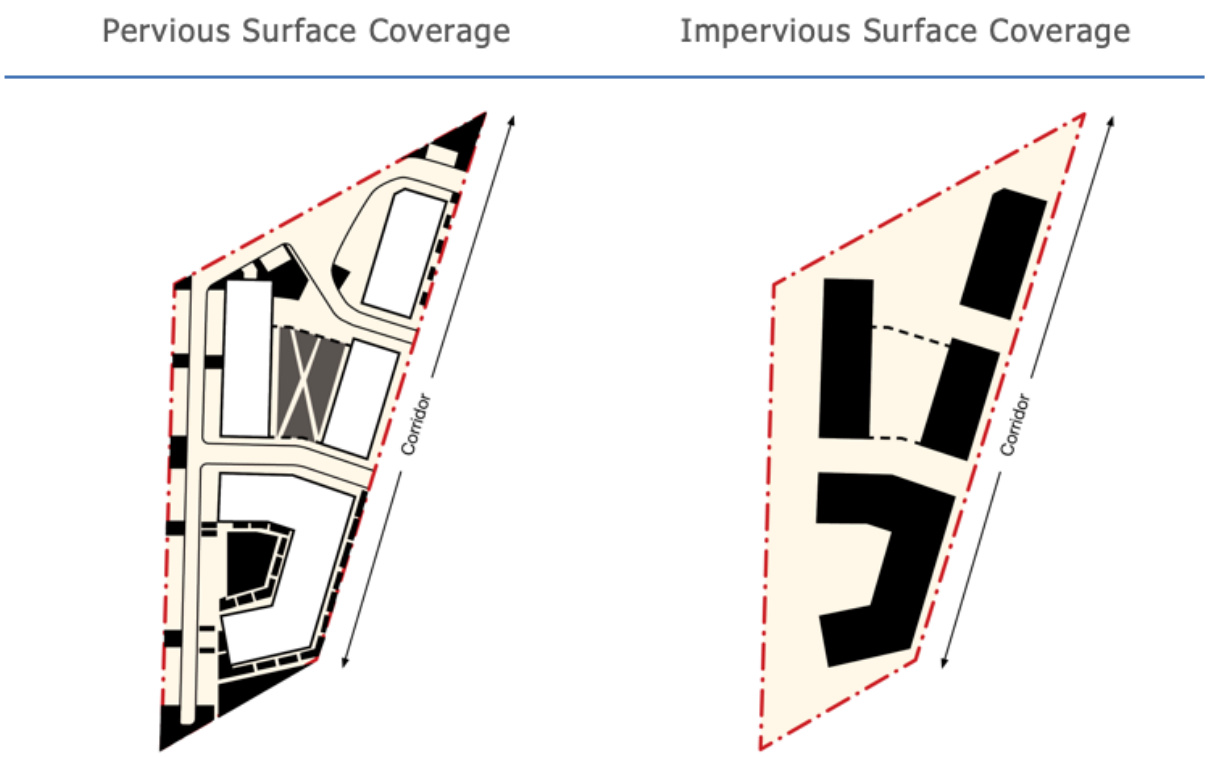


Figure 14 – Illustrated Site Coverage

Frontage Determination

20(1) Framework Streets are included when determining primary and secondary frontages.

20(2) Where a site abuts a single street, the site's primary frontage is along that street.

20(3) Where a site abuts an Urban Mixed Use Corridor and one or more other street, the site's primary frontage is along the Urban Mixed Use Corridor and the site's secondary frontages are along the other streets.

20(4) Subject to subsection (5), where a site abuts a Regional Mixed Use Corridor and one or more other street, the site's primary frontage may be along the Regional Mixed Use Corridor or along a street perpendicular to the Regional Mixed Use Corridor and the site's secondary frontages are along the other streets.

20(5) Where a site abuts a Regional Mixed Use Corridor and one or more A Streets, the site's primary frontage must be along an A Street.

20(6) Subject to subsection (7), where a site to which a Framework Plan applies abuts more than one street, the site's primary frontage may be along any of the streets.

20(7) Where a site to which a Framework Plan applies abuts one or more A Street, the site's primary frontage must be along an A Street.

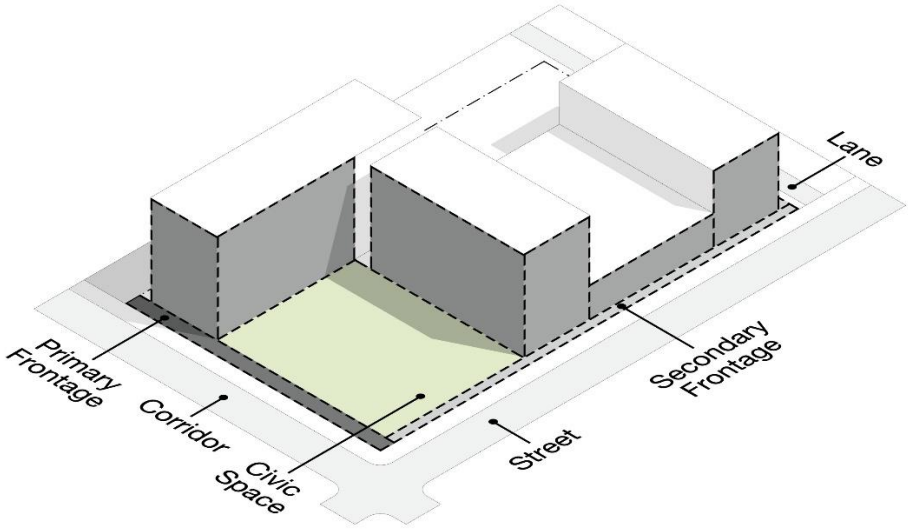


Figure 15 – Site Frontage Locations Within A Site

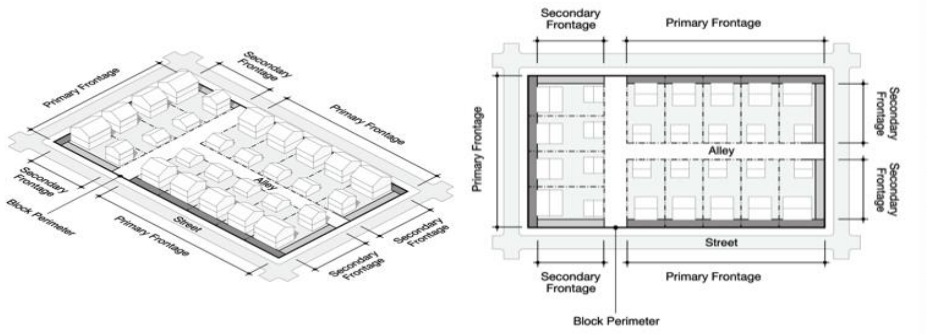


Figure 16 – Site Frontage Determination On A Site

Frontage Occupations

21(1) Buildings must not be setback from the site's frontages further than the maximum setback specified in Table 1 and Table 2.

21(2) Buildings must occupy:

(a) 80% of build-to areas along primary frontages; and

(b) 40% of build-to areas along secondary frontages.

21(3) Buildings must have active interior spaces located on the ground floor along:

(a) frontages;

(b) pedestrian routes; and

(c) active transportation routes.

21(4) Buildings may include a forecourt along frontages where:

(a) the forecourt has building facades with ground floor active interior spaces along 3 sides;

(b) the forecourt is no longer than 80 feet in any direction; and

(c) driveways within the forecourt are no wider than 22 feet and are not used for parking.

21(5) A building may be set back behind civic space relative to the frontage where:

(a) civic space is provided along the frontage;

(b) the building is located along the edge of the civic space and meets the percentages specified along primary and secondary frontages; and

(c) no parking is located between the building and the abutting lot line, except where located along a driveway, designed to the standards of a Framework Street, that separates the civic space from the building.

21(6) Where a building does not meet the minimum percentages required by this PDO, the building must be oriented such that its longest dimension is along the primary frontage.

Frontage Design – General

22(1) Buildings along frontages must comply with the following glazing standards:

(a) subject to subsections 23(4) and 24(4), building facades along frontages must have a minimum of 25% glazing, calculated separately for each building storey and including muntins and frames; and

(b) the maximum distance between glazed openings or doors along frontages is 20 feet.



Figure 17 - Illustrated Glazing Requirements

22(2) Regardless of frontage condition type, building entries along frontages must comply with the following standards:

(a) buildings and separate ground floor tenant spaces along frontages must have their primary entry from the frontage; and

(b) entry requirements are cumulative and where there are multiple frontage conditions, multiple entries may be required.

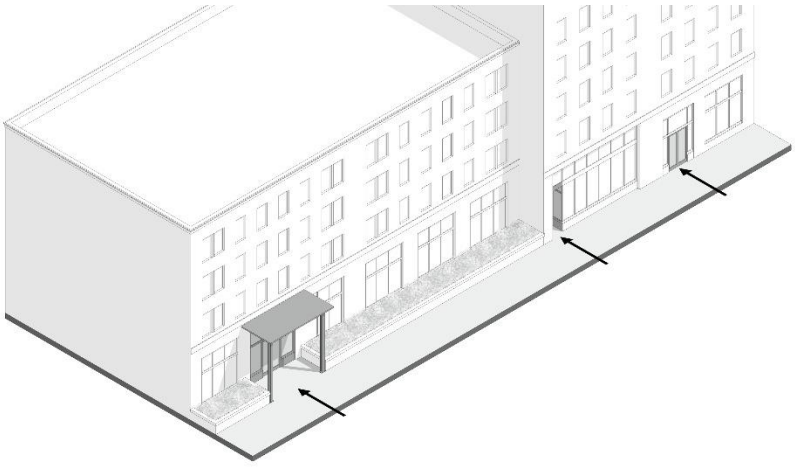


Figure 18 – Building Entry Location Diagram

22(3) Site, building and landscape design within frontages are subject to the requirements set out in Table 1 and Table 2, based on the ground floor use and setback distance, subject to the following:

(a) access to sites to which a Framework Plan does not apply must be limited; and

(b) where the ground floor use or building setback changes along a frontage, the site, building and landscape design for each segment of the building must comply with the requirements set out in Table 1 and Table 2.

FRONTAGES ON URBAN MIXED USE CORRIDORS AND FRAMEWORK STREETS				
Setback / **Ground Floor Use**	**2 to 6 feet**	**6 to 12 feet**	**12 to 20 feet**	**Over 20 feet**
Single-family	Urban stoop or embedded porch	Fenced yard or raised yard	Fenced yard	Fenced yard
Townhouse, Small multi-family	Urban stoop or embedded porch	Door yard or raised yard	Door yard	Not permitted
Large Multi-family Residential, Public and Institutional	Common entry and embedded porch or urban stoop to access ground floor dwelling units Forecourt optional	Common entry and door yard to access ground floor dwelling units Forecourt optional	Not permitted	Not permitted
Commercial Sales and Service, Public and Institutional	Sidewalk extension Forecourt optional	Sidewalk extension or fenced terrace Forecourt optional	Not permitted	Not permitted

Table 1 – Urban Mixed Use Corridors and Framework Streets

FRONTAGES ON REGIONAL MIXED USE CORRIDORS AND MALL SITES				
Setback / **Ground Floor Use**	**2 to 6 feet**	**6 to 12 feet**	**12 to 20 feet**	**Over 20 feet**
Single-family	Not permitted	Not permitted	Fenced yard or Raised Yard	Civic space required, building setback is calculated from the edge of the civic space and related streets or driveways
Townhouse, Small multi-family	Not permitted	Door yard	Door yard	
Large Multi-family Residential, Public and Institutional	Common entry and optional embedded porch or urban stoop to access ground floor dwelling units Forecourt optional	Common entry and optional door yard to access ground floor dwelling units Forecourt optional	Common entry and door yard to access ground floor dwelling units Forecourt optional	
Commercial Sales and Service, Public and Institutional and Service, Public	Sidewalk extension Forecourt optional	Sidewalk extension or fenced terrace Forecourt optional	Public frontage Forecourt optional	

Table 2 – Regional Mixed Use Corridors and Sites Greater than 10 Acres in Area

Sidewalk Extension Frontage Design

23(1) No privacy barrier is required for a sidewalk extension frontage.

23(2) The pavement of a sidewalk extension frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

23(3) A sidewalk extension frontage must be landscaped as follows:

(a) the setback area must be paved except for permitted landscaping;

(b) landscaping is limited to a maximum of 40% of the frontage;

(c) landscaping must be in raised planters or containers that are at least 18 inches tall; and

(d) where the setback is 8 feet or greater, 1 tree is required for every 500 square feet of setback area.

23(4) Entries and glazing for a building facade along a sidewalk extension frontage must comply with the following:

(a) ground floor facades must have a minimum of 50% glazing, measured between 3 and 8 feet above grade; and

(b) each ground floor tenant along the frontage requires at least on entry from the frontage.



Figure 19 – Illustrated Entry and Glazing Requirements

23(5) Projections into a sidewalk extension frontage must comply with the following:

(a) awnings, canopies and display windows are permitted to project into the sidewalk extension frontage up to the lot line of the site or the Framework Block; and

(b) awnings and canopies must be a minimum of 6 feet deep with a minimum clearance of 8 feet.

23(6) In addition to outdoor seating, the following accessory uses are permitted within a sidewalk extension frontage, provided the use does not encroach into the sidewalk:

(a) Outdoor dining/drinking area; and

(b) Outside display and sales

Public Frontage Design

24(1) A public frontage must comply with the following privacy requirements:

(a) a planting and furnishing area at least 8 feet deep must be provided adjacent to the sidewalk to delineate the site from the sidewalk; and

(b) a walkway at least 5 feet wide must be provided along and abutting the building to provide access to ground floor uses.

24(2) The pavement within a public frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

24(3) A public frontage must be landscaped as follows:

(a) trees must be provided within the planting and furnishing area at a minimum spacing of one tree for every 40 linear feet of frontage;

(b) the planting and furnishing area must be configured with an open or covered tree vault, soil cell or long planter as specified in subsection 57(2) for Framework Streets; and

(c) landscaping other than that within an open or covered tree vault, soil cell or long planter must not exceed 20% of the frontage area and must be in raised containers.

24(4) Subsections 23(4), 23(5) and 23(6) apply in respect of a public frontage.

Fenced Terrace Frontage Design

25(1) A fenced terrace frontage must be separated from the sidewalk by a wall, fence or hedge;

25(2) The pavement within a fenced terrace frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

25(3) A fenced terrace frontage must be landscaped with one tree provided for every 40 linear feet of frontage.

25(4) Entries along a fenced terrace frontage must comply with the following:

(a) entries to ground floor uses must be directly accessible from an entry through the wall, fence or hedge; and

(b) at least one entry must be provided for each main floor tenant along the frontage.

25(5) Projections into a fenced terrace frontage must comply with the following:

(a) awnings, canopies and display windows are permitted to project into the fenced terrace frontage up to the lot line of the site or the Framework Block;

(b) awnings and canopies must be at least 6 feet deep must have a clearance of at least 8 feet; and

(c) the fenced terrace frontage setback area may be fully covered.

25(6) Subsection 23(6) applies in respect of a fenced terrace frontage.

Common Entry Frontage Design

26(1) A common entry frontage must be delineated from the sidewalk as follows:

(a) where the setback is greater than 3 feet, a raised planter must be provided between the building and the lot line of the site; and

(b) the pavement within a fenced terrace frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

26(2) A common entry frontage must be landscaped as follows:

(a) landscaping must be in raised planters that are at least 18 inches tall;

(b) 3 shrubs must be provided for every 20 linear feet of raised planter;

(c) where the setback is greater than 3 feet, the setback area must be landscaped except for the area up to 10 feet on either side of building entries; and

(d) where the setback is greater than 5 feet, 1 tree must be provided for every 35 linear feet of raised planter.

26(3) Entries along a common entry frontage must comply with the following:

(a) each building along the frontage must have at least one entry from the frontage; and

(b) buildings that are longer than 150 feet along the frontage must have a second entry.

26(4) Projections into a fenced terrace frontage must comply with the following:

(a) canopies, bay windows and balconies are permitted to project into the common entry frontage up to the lot line of the site or Framework Block; and

(b) canopies must be at least 6 feet deep and must have a clearance of at least 8 feet.

26(5) A common entry frontage may be used to access building entries.

Urban Stoop Frontage Design

27(1) No privacy barrier is required for an urban stoop frontage

27(2) The pavement within a fenced terrace frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

27(3) Landscaping is not required in respect of an urban stoop frontage; however, if landscaped, all landscaping must comply with the following:

(a) landscaping must be in raised planters that are at least 18 inches tall;

(b) 3 shrubs must be provided for every 20 linear feet of raised planter; and

(c) where the setback is greater than 5 feet, 1 tree must be provided for every 35 linear feet of raised planter.

27(4) Entries along an urban stoop frontage must comply with the following:

(a) access to building entries must be covered; and

(b) entry coverings must provide a clearance of at least 8 feet.

27(5) Bay windows, balconies and entry coverings are permitted to project into the urban stoop frontage up to the lot line of the site or Framework Block.

27(6) No accessory uses are permitted within an urban stoop frontage.

Embedded Porch Frontage Design

28(1) An embedded porch must be separated from the embedded porch frontage by a wall, fence or hedge.

28(2) The pavement within an embedded porch frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

28(3) All landscaping of an embedded porch frontage must comply with the following:

(a) any embedded porch frontage with a setback greater than 2 feet must be landscaped;

(b) landscaping must be in raised planters that are at least 18 inches tall;

(c) 3 shrubs must be provided for every 20 linear feet of raised planter; and

(d) where the setback is greater than 5 feet, one tree must be provided for every 35 linear feet of raised planter.

28(4) Entries along an embedded porch frontage must comply with the following:

(a) a walkway must be provided to access each embedded porch;

(b) each ground floor dwelling unit along the frontage must have an embedded porch; and

(c) embedded porches must provide access to the associated ground floor dwelling unit.

28(5) Bay windows and balconies are permitted to project into an embedded porch frontage up to the lot line of the site or Framework Block.

28(6) An embedded porch frontage may be used as private outdoor space for ground floor dwelling units.

Door Yard Frontage Design

29(1) A door yard frontage must be separated from the sidewalk by a wall, fence or hedge.

29(2) The pavement within an embedded porch frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

29(3) A door yard frontage must be landscaped in accordance with the following:

(a) at least 40% of the frontage setback area must be landscaped;

(b) one tree must be provided for every 35 linear feet of frontage length.

29(4) Entries along a door yard frontage must comply with the following:

(a) entries to ground floor dwelling units must be directly accessible from an entry through the wall, fence or hedge; and

(b) at least one entry must be provided for each ground floor dwelling unit along the frontage.

29(5) Bay windows, balconies, porches and entry coverings are permitted to project up to 6 feet into a door yard frontage.

29(6) A door yard frontage may be used as private outdoor space for ground floor dwelling units.

Fenced Yard Frontage Design

30(1) A fenced yard frontage must be separated from the sidewalk by a wall, fence or hedge.

30(2) The pavement within an embedded porch frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

30(3) A fenced yard frontage must be landscaped in accordance with the following:

(a) at least 60% of the frontage setback area must be landscaped; and

(b) one tree must be provided for every 35 linear feet of frontage length.

30(4) At least one entry must be provided to access the frontage setback area and to provide access to the building entry.

30(5) The following projections into a fenced yard frontage are permitted:

(a) bay windows and balconies, to a maximum projection of 6 feet; and

(b) entry coverings and porches, to a maximum projection of 8 feet.

Raised Yard Frontage Design

31(1) A raised yard frontage design must be separated from the sidewalk by a change in elevation, with a minimum elevation of 18 inches above sidewalk level and a maximum elevation of 30 inches above sidewalk level.

31(2) Fences along a raised yard frontage must be 50% transparent.

31(3) The pavement within a raised yard frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

31(4) A raised yard frontage must be landscaped in accordance with the following:

(a) at least 60% of the frontage setback area must be landscaped;

(b) one tree must be provided for every 35 linear feet of frontage length.

31(5) A walkway directly accessing the building entry must be provided.

31(6) The following projections into a raised yard frontage design are permitted:

(a) bay windows and balconies, to a maximum projection of 6 feet; and

(b) entry coverings and porches, to a maximum projection of 8 feet.

Forecourt Frontage Design

32(1) The pavement within a forecourt frontage must be of a contrasting colour from the sidewalk to define the intended path of travel.

32(2) Forecourts must be between 400 and 4,800 square feet in area and must be lined by building facades on 3 sides.

32(3) Forecourts may be separated from the sidewalk by a hedge or wall.

32(4) A forecourt frontage must be landscaped in accordance with the following:

(a) one tree must be provided for every 800 square feet of forecourt area, with a minimum of one tree provided;

(b) required trees may be clustered in accordance with the City’s tree spacing guidelines; and

(c) landscaped areas of a non-enclosed forecourt must be raised at least 18 inches.

32(5) Projections into a forecourt frontage are permitted in accordance with the following:

(a) display windows are permitted projections to a maximum projection of 4 feet;

(b) bay windows and balconies are permitted projections to a maximum projection of 6 feet;

(c) entry coverings and porches are permitted projections to a maximum projection of 8 feet;

(d) awnings and canopies are permitted projections to a maximum projection of 14 feet;

(e) awnings and canopies must be at least 6 feet deep with a clearance of at least 8 feet; and

(f) a forecourt frontage may be fully covered.

32(6) Provided the use does not encroach into the sidewalk, a forecourt frontage may be used for:

(a) access to building entries;

(b) outdoor seating;

(c) outdoor dining;

(d) merchandise display; or

(e) amenity space.

Vehicle Areas Within Frontages

33(1) Subject to this section, driveways may only access off-street parking and loading areas.

33(2) Drive-throughs and queuing lanes must not be located within primary or secondary frontages.

33(3) Surface parking must not be located within primary or secondary frontages, unless:

(a) the parking is located along a driveway separating civic space from buildings; and

(b) the driveway is designed to the standards of a Framework Street.

33(4) Ground floor parking in buildings is permitted along primary or secondary frontages where:

(a) the parking is set back at least 20 feet from the building façade; and

(b) the building area between the parking and the frontage is lined by active interior spaces.

33(5) Below grade parking is permitted and may extend into the frontage setback area where:

(a) the parking is not visible from the frontage; and

(b) parking ventilation within the frontage is located at least 12 feet above the sidewalk level.

33(6) Parking above ground level is permitted along primary or secondary frontages where:

(a) the parking is set back at least 20 feet from building façades and is lined by other uses; or

(b) building facades along the parking continues the appearance of the building façade as follows:

(i) openings must be no larger than the average opening of other upper storeys;

(ii) opening proportions must be equivalent to the average proportion of openings of other upper storeys;

(iii) openings must not be spaced more than 12 feet apart or the average of the spacing of other upper-storey openings, whichever is greater; and

(iv) openings along each storey and façade must meet the minimum percentage requirement for glazing.

33(7) Parking areas located within 25 feet of primary or secondary frontage lines must be screened by:

(a) a hard-surfaced wall between 36 and 48 inches tall and set back between 2 and 6 feet from the frontage line;

(b) landscaping in a raised planter that is at least 18 inches tall and located between the wall and the sidewalk;

(c) a planting bed that is at least 8 feet deep and is located between the wall and the parking area; and

(d) large shade trees within the required planting bed, spaced no more than 40 feet apart on centre along the frontage.

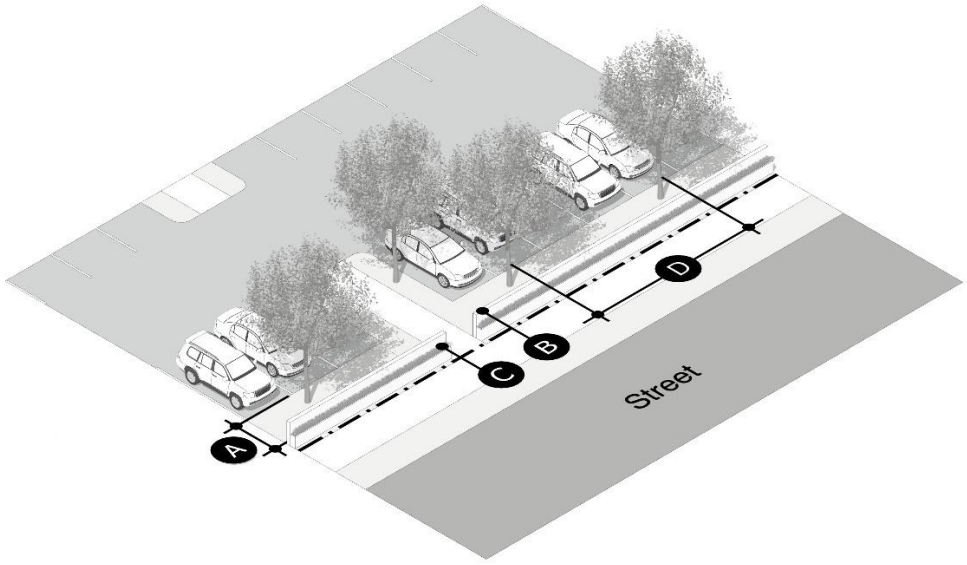


Figure 20 – Illustrated Screening Standards for Parking Areas

Building Setbacks

34(1) Buildings must be set back from the lot lines of a site or Framework Block in accordance with this section.

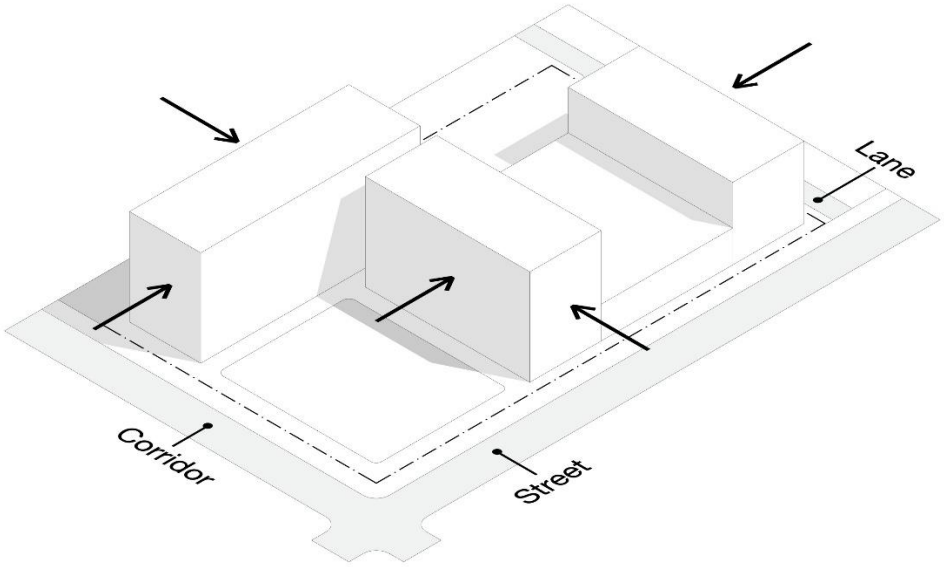


Figure 21 – Building Setback Standards within a Street

34(2) A front yard setback of at least 2 feet must be provided along primary and secondary frontages.

34(3) Buildings must be set back from lanes as follows:

(a) at least 2 feet;

(b) at least 12 feet for any storey containing a residential use where windows to the living space or a bedroom within a dwelling unit faces the lot line; or

(c) such setback as required by a 45-degree angular plane, where applicable.

34(4) A side yard setback must be provided as follows:

(a) no setback is required in respect of zero lot line buildings;

(b) at least 4 feet; or

(c) at least 12 feet for any storey containing a residential use where windows to the living space or a bedroom within a dwelling unit faces the lot line.

34(5) A rear yard setback must be provided as follows:

(a) at least 10 feet;

(b) at least 12 feet for any storey containing a residential use where windows to the living space or a bedroom within a dwelling unit faces the lot line; or

(c) such setback as required by a 45-degree analysis, where applicable.

34(6) Subject to subsection 34(7), in order to maintain adequate sightlines for vehicles entering a major street, no fence, wall, structure, building, statue, hedge, shrub or planter between 2.5 and 8 feet in height must be located within the areas denoted as clear sight triangles in Figure 22 adjacent to stop controlled streets and public lanes.

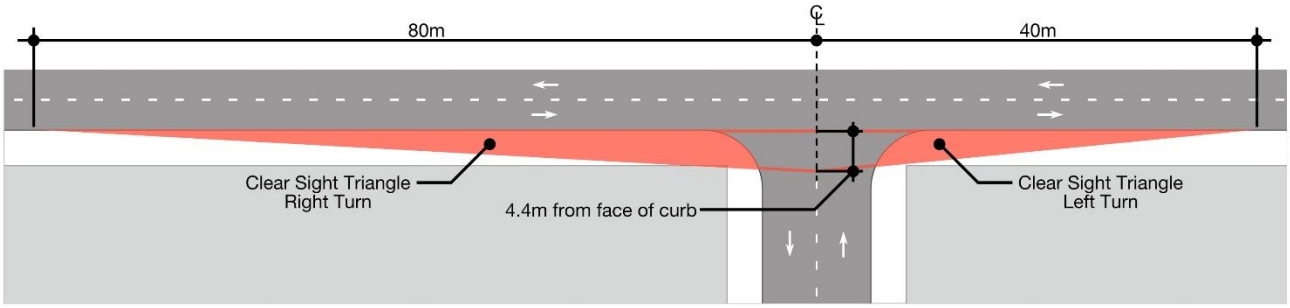


Figure 22 - Sightline Requirements At Intersections

34(7) The Clear Sight Triangle Left Turn sightline requirement does not apply where left turns and through vehicular movements are prohibited, and the Clear Sight Triangle Right

Development In Proximity To Rail Operations

35(1) Where required under subsection 6(1), a Development Viability Assessment must be completed by a professional engineer to the satisfaction of the Director and must:

(a) provide a comprehensive assessment of the site conditions of the site, including an evaluation of any potential conflicts with the proposed development that may result from its proximity to a railway or rail yard;

(b) evaluate any potential impacts on the operation of the railway as a result of the proposed development, both during the construction phase and afterwards;

(c) identify potential hazards and risks associated with the proposed development on the site; and

(d) include:

(i) details of the site, including topography, soil conditions, and proximity to the railway corridor;

(ii) details of the railway corridor, including track geometry or alignment, the existence of junctions, and track speed;

(iii) details of the proposed development, including the number of potential residents, proposed collision protection in the event of a train derailment; and

(iv) construction details.

35(2) Development authorized by a development permit to which a Development Viability Assessment applies must comply with the recommendations of the Development Viability Assessment.

Noise Attenuation

36(1) The exterior wall of buildings within 50 feet of the following streets must have a sound transmission class rating of 50 or above:

(a) Kenaston Boulevard;

(b) Sterling Lyon Parkway; and

(c) Lagimodiere Boulevard.

Projections Permitted

37(1) Projections into setbacks are permitted in accordance with this By-law, subject to the restrictions in this PDO.

37(2) Setbacks must be landscaped as follows:

(a) for any site or Framework Block that abuts an R1, R2 or RMF-S zoning district:

(i) one tree must be provided for every 35 linear feet of lot line, to be located within 10 feet of the lot line; and

(ii) a 6-foot tall fence must be installed within the site or Framework Block along the entirety of the lot line;

(b) where the setback, other than a front yard setback, is 6 feet or greater, at least one tree must be provided for every 35 linear feet of lot line, to be located within 10 feet of the lot line;

(c) front yard setbacks must be landscaped in accordance with the frontage design provisions of this PDO;

(d) required trees may be clustered.

37(3) Where the setbacks set out in this PDO conflict with the Special Yard requirements of this By-law, the Special Yard requirements prevail.

Building Heights

38(1) Except for permitted vertical projections under s. 160 of this By-law, building heights are limited as follows:

(a) buildings located along streets with a right-of-way less than 80 feet wide must not exceed 75 feet in height;

(b) buildings located along streets with a right-of-way between 80 and 100 feet wide must not exceed 105 feet in height;

(c) buildings located along streets with a right-of-way more than 100 feet wide must not exceed:

(i) 150 feet in height; or

(ii) 200 feet where the building or portion thereof is located more than 75 feet from the lot line of any site or Framework Block; and

(d) for buildings to which a 45-degree analysis applies, buildings must not exceed the 45-degree angular plane.

38(2) Ground floor height for non-residential uses must provide a height of at least 14 feet measured from finished floor to finished ceiling.

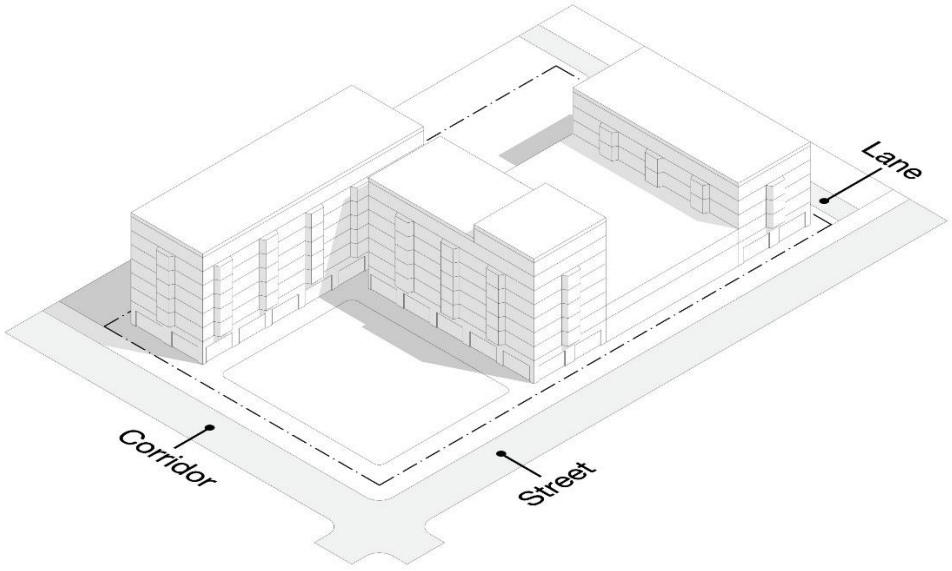


Figure 23 – Building Design Standards Within A Site

Building Massing

41 Buildings that are longer than 100 feet in length along frontages must provide at least one of the following articulation options, and buildings that are longer than 200 feet in length along frontages must provide at least 2 of the following articulation options:

(a) change in height:

(i) height of the building must vary by at least one storey; and

(ii) at least 25% of the length of the façade must be at a lower height than the rest of the façade;

(b) change in horizontal plane:

(i) at least 25% of the length of the façade must be set back further than the rest of the façade; and

(ii) the minimum depth of the setback is 2 feet;

(c) projecting bays:

(i) at least 25% of the length of the façade must include projecting bays, not including projecting balconies;

(ii) for buildings with 3 or more storeys, each projecting bay must vertically span at least 2 storeys; and

(iii) projecting bays must project at least 2 feet forward from the façade;

(d) embedded bays:

(i) at least 25% of the length of the façade must include embedded bays, including embedded balconies;

(ii) for buildings with 3 or more storeys, each embedded bay must vertically span at least 2 storeys; and

(iii) embedded bays must be embedded at least 6 feet in from the façade.

Building Materials

42(1) Façades must be comprised of no more than 3 materials.

42(2) Materials must transition horizontally, except projections may be a different material.

42(3) Heavier materials (such as stone or brick) must be below lighter materials (such as wood or composite).

42(4) First floor finish materials must be hard surfaced.

42(5) Materials used along frontages must continue for at least 3 feet along adjacent building facades that do not face frontages.

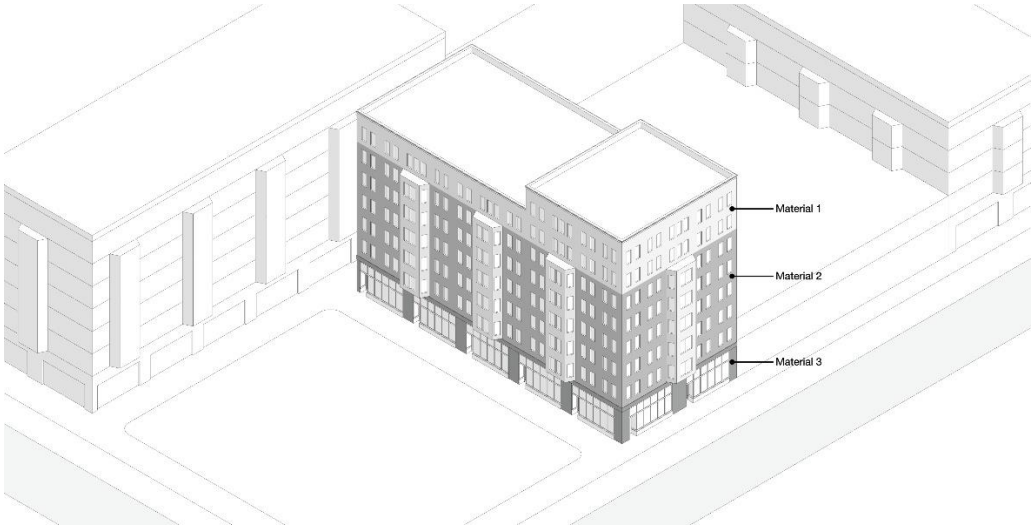


Figure 24 – Illustrated Material Standards for Building Facades

Bird Friendly Window Design

42.1 New buildings and building retrofits must be designed in accordance with the following standards:

(a) exterior window treatments must be applied to the exterior glass surface up to 16 metres above grade or to the top of the mature tree canopy, whichever is higher;

(b) exterior window treatments must be designed to withstand exposure to the elements and window cleaning; and

(c) visual markers must:

(i) be spaced no further than 5 x 5 cm (2 x 2 inches) apart;

(ii) be no smaller than 0.25 inches in diameter; and

(iii) stand out in contrast to the transparent or reflective glass surface under varying daylight conditions, with duotone markers used where possible.

Fencing

43(1) The fencing standards in section 194 of this By-law apply.

43(2) Fencing located within the setback area of a frontage must meet the applicable frontage design standards under this PDO.

43(3) Civic Space may be fenced in accordance with the following:

(a) fence openings must be provided for every 20 feet of fencing length; and

(b) fences located along the edge of the civic space must not be taller than 3 feet in height.

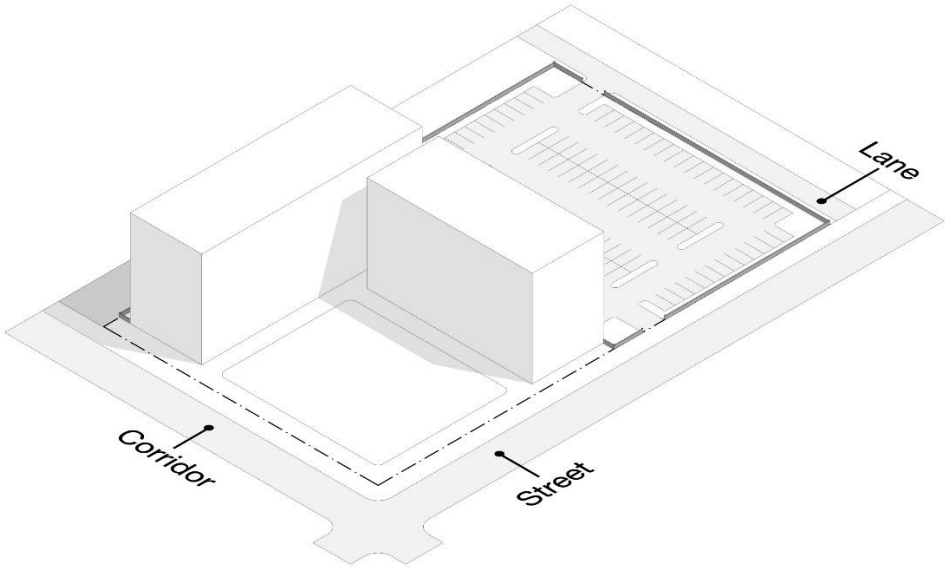


Figure 25 – Fencing Location Standards Within A Site

Vehicle Parking Locations

44(1) Subject to subsection (2), surface parking areas must be set back at least 5 feet from side or rear lot lines.

44(2) The setback required under subsection (1) is not required where the surface parking area is connected to a surface parking area on an abutting site or Framework Block.

44(3) Above-ground structured parking must be

(a) set back at least 10 feet from side or rear lot lines; and

(b) buffered by canopy trees, spaced no more than 30 feet on centre along shared lot lines.

44(4) Parking areas are not required to be set back from lanes.

Parking Lot Design

45 Section 172 of this By-law applies, except that berming is not permitted as a buffering option for parking areas.

Loading, Service and Storage Areas

46(1) Loading spaces are required in accordance with section 173 of this By-law.

46(2) Loading, service and storage areas are not permitted within front or side yards along primary or secondary frontages and must be set back at least 5 feet from side or rear lot lines.

46(3) Loading, service and storage areas must be screened as follows:

(a) screening required for parking along frontages is sufficient to screen loading, service and outdoor storage areas along those frontages;

(b) screening along side and rear lot lines must consist of a 6-foot tall opaque fence or wall and be located

(i) along the lot line; or

(ii) between the loading, service or outdoor storage area and the lot line; and

(c) indoor storage within buildings does not require screening.

Pedestrian and Bicycle Access

47(1) Pedestrian walkways must be provided between public sidewalks and:

(a) all building entrances and points of egress;

(b) parking areas;

(c) service areas;

(d) ground floor amenity spaces; and

(e) paths and pathways where required by the City's pedestrian and cycling strategies.

47(2) Within surface parking areas with more than 50 parking spaces, pedestrian walkways must be:

(a) located between every 3 parking rows;

(b) located perpendicular to parking rows every 30 spaces; and

(c) accompanied by landscape strips at least 5 feet wide on both sides of the walkway.

47(3) Pedestrian walkways must be:

(a) at least 5 feet wide; and

(b) paved in a contrasting color from the surrounding area to define the intended path of travel.

47(4) Bicycle access routes must be provided as follows:

(a) between on-site bicycle parking areas, active transportation paths, and public streets;

(b) bicycle access must be provided through the site if it is more than 2 acres and has access to active transportation paths on multiple sides; and

(c) constructed as paths and pathways where indicated in the City's adopted path and pathway plan and policies.

47(5) Pedestrian walkways and bicycle access routes must be built in accordance with the following:

(a) for pedestrian walkways, the Private Development Requirements for Pedestrian Routes identified in the City of Winnipeg Accessibility Design Standards; and

(b) for paths and pathways, the City of Winnipeg Public Works Department standards.

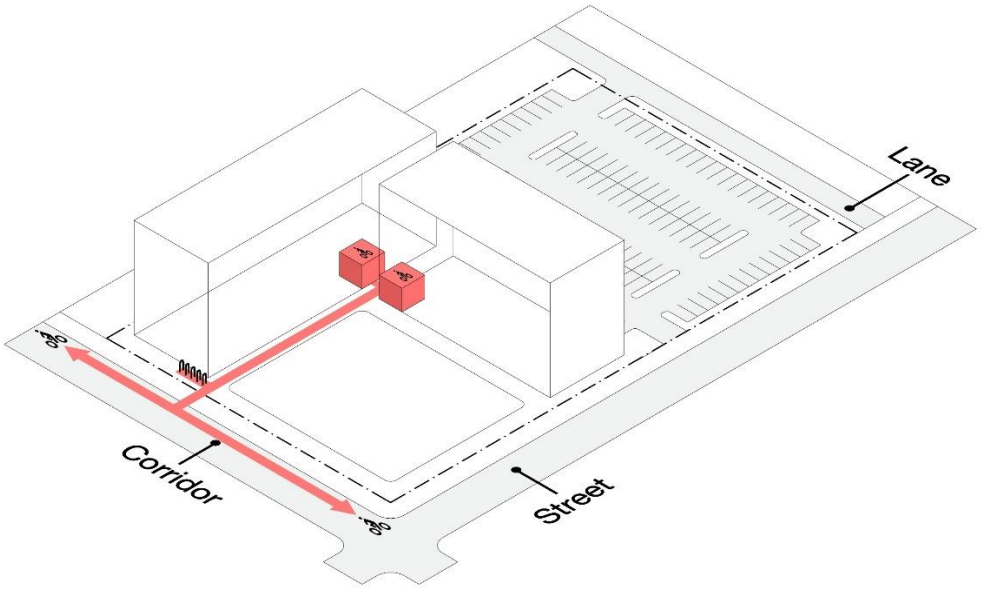


Figure 26 – Bicycle Access and Storage Locations Within A Site

Framework Plan Required

48 A Framework Plan is required for any site that is greater than 10 acres in area.

Framework Plan Structure

49(1) A Framework Plan must divide the affected site into 2 or more Framework Blocks.

49(2) Framework Blocks may be separated by Framework Streets, active transportation routes or pedestrian routes.

49(3) Subject to subsection (4), the perimeter of a Framework Block must not be longer than 1,800 feet.

49(4) Where the Framework Plan Area abuts another property, partial blocks may be provided along abutting properties, limited to a maximum perimeter of 1,200 feet, including the shared property line in the perimeter calculation.

External Connections to a Framework Plan

50(1) Framework Streets must align with:

(a) street stubs along abutting properties;

(b) Framework Streets within adjacent Framework Plans;

(c) streets opposite rights-of-way along the Framework Plan perimeter; and

(d) primary vehicle entries as identified by the Director of Public Works.

50(2) Framework Streets, active transportation routes and pedestrian routes must connect to abutting properties at least every 660 feet except where:

(a) obstructed by a highway, railway, waterway or other similar linear barrier;

(b) obstructed by a grade over 15%; or

(c) where the adjacent property has been platted with individual lots that do not accommodate connections.

50(3) Pedestrian walkways and active transportation routes must connect transit stops with the nearest public street.

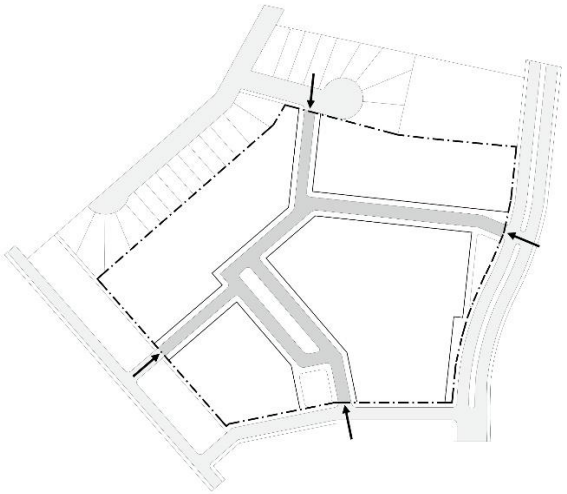


Figure 27 – External Connections Within Framework Plan

Framework Street Network

51(1) A Framework Plan must set out a network of Framework Streets that provides accessible pedestrian access to:

(a) all residential uses;

(b) all new non-residential uses;

(c) transit stops; and

(d) existing and planned active transportation routes.

51(2) The network of Framework Streets may be constructed incrementally and is only required between Framework Plan Effective Areas and adjacent public streets.

51(3) At least 50% of the network of Framework Streets must provide vehicle access, measured by centerline length.

51(4) The entire network of Framework Streets must provide pedestrian access.

51(5) A Framework Plan must include dedicated bicycle infrastructure traversing the Framework Plan area in perpendicular directions.

51(6) The largest civic space in the Framework Plan must have access from dedicated bicycle infrastructure.

51(7) The network of Framework Streets must provide at least 1 sign that indicates the owner of the Framework Streets and a contact number for maintenance.

A Streets and B Streets

52(1) A Framework Plan may designate A Streets and B Streets.

52(2) B-Streets must not exceed 40% of the Framework Streets, measured by centerline length.

52(3) At lease 50% of Framework Streets connecting to public streets must be A Streets.

52(4) All Framework Streets along a civic space must be A Streets.

52(5) A-Streets may only transition to B Streets at the intersection of another A Street.

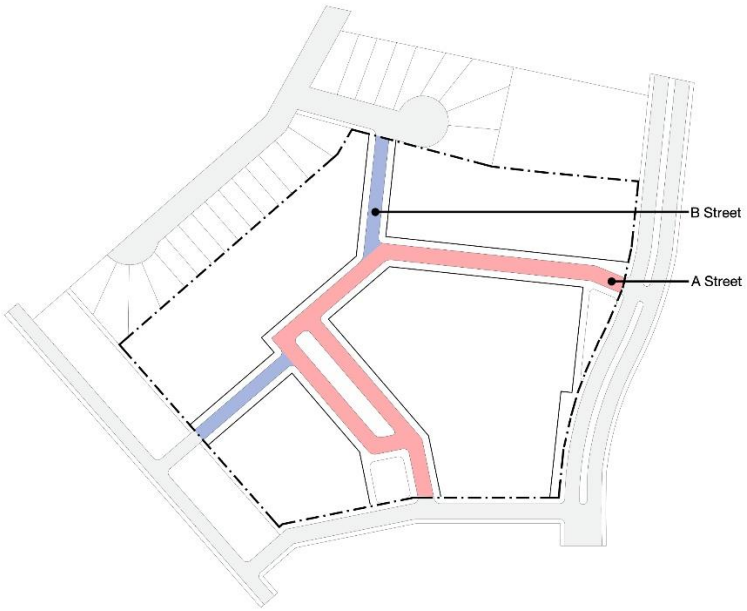


Figure 28 – Street Locations Within Framework Plan

Standard Framework Streets

53(1) The standard framework street models are approved for use within Framework Plans:

(a) Commercial streets:

(i) 2 lane, 2 angled parking lanes: A Streets;

(ii) 2 lane, 2 parallel parking lanes: A Streets, B Streets;

(iii) 2 lane, 1 parallel parking lane: A Streets, B Streets;

(iv) 2 lane, no on-street parking: B Streets; and

(b) Residential:

(i) 2 lane, 2 parallel parking lanes: A Streets, B Streets;

(ii) 2 lane, 1 parallel parking lane: A Streets, B Streets; and

(iii) 2 lane, no on-street parking: B Streets.

53(2) Custom Framework Streets must comply with this PDO.

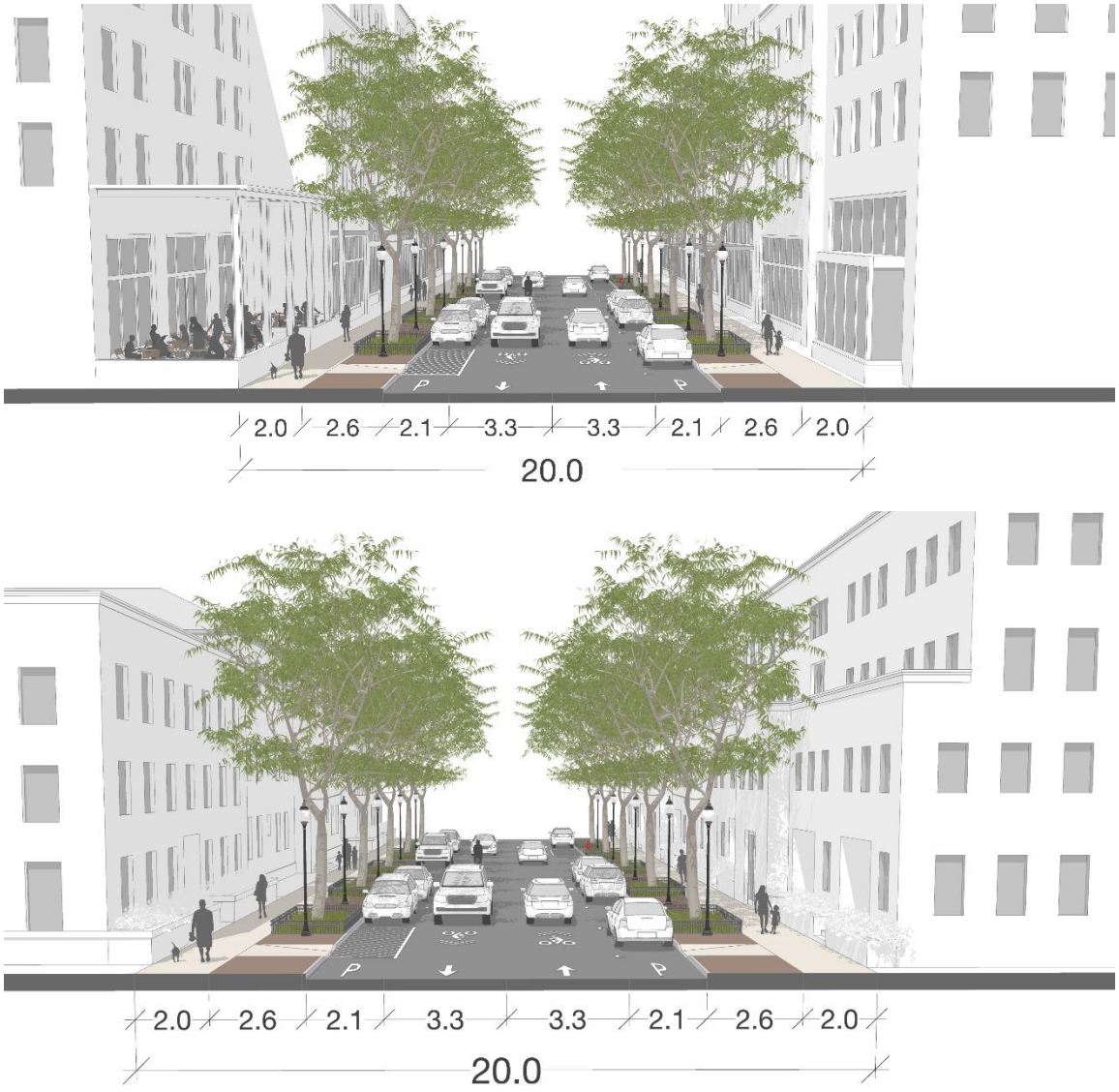


Figure 29 – Typical Framework Street Section

53(3) The minimum centerline radius for Framework Streets is:

(a) 100 feet for Framework Streets with vehicle access; and

(b) 30 feet for Framework Streets with only pedestrian and active transportation access.

Framework Street Vehicle Travel Lanes

54(1) Framework Streets providing vehicle access must include 2 vehicle travel lanes;

54(2) Vehicle travel lanes must be at least

(a) 9.8 feet wide; or

(b) 10.8 feet wide where the vehicle travel lane is adjacent to a vehicle parking lane.

54(3) Vehicle movement along Framework Streets must be 2-way.

54(4) Where a Framework Street intersects with a public street, additional lanes may be required.

Framework Street Vehicle Parking Lanes

55 Framework Streets may include vehicle parking lanes as follows:

(a) parallel vehicle parking lanes at least 7.5 feet wide; and

(b) angled parking lanes in a 45-degree orientation with a minimum width of 18 feet.

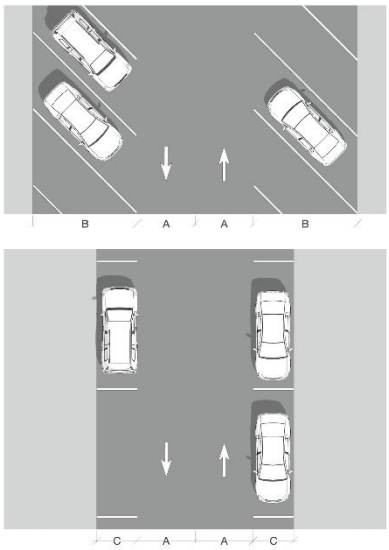


Figure 30 – Illustrated Parking Lane and Travel Lane Standards

Framework Plan Active Transportation

56(1) Dedicated bicycle infrastructure in a Framework Plan may include:

(a) on-street bicycle lanes;

(b) parking-protected bicycle lanes;

(c) sidewalk-adjacent bicycle lanes; or

(d) a dedicated and separated bicycle or shared-use trail.

56(2) Bicycle lanes must be at least:

(a) 5.9 feet wide for one-way configurations; and

(b) 11.8 feet wide for two-way configurations.

56(3) Shared-use trails must be at least:

(a) 7.9 feet wide for one-way configurations; and

(b) 14.4 feet wide for two-way configurations.

56(4) Active transportation routes must have a vertical clearance of at least 9.8 feet to support the vertical operating envelope of a bicycle.

Framework Plan Planting and Furnishing Areas

57(1) A Framework Street must provide planting and furnishing areas at least 8 feet wide on both sides of the Framework Street.

57(2) Trees must be provided within the planting and furnishing areas as follows:

(a) trees must be planted with an average spacing of 40 feet or less, excluding intersections, utilities and other obstructions;

(b) trees must be located in a long planter or open tree vault; and

(c) sufficient soil volume must be provided in accordance with subsection 18(3).

57(3) The planting and furnishing area may be paved with cobbles or other pervious material to achieve required soil volumes.

57(4) One U-shaped or artistic bicycle rack must be provided for every 150 feet of Framework Street length, which bicycle racks may be clustered.

57(5) Outdoor seating, directional signage, lighting and green stormwater infrastructure may be provided within the planting and furnishing area.



Figure 31 – Planting and Furnishing Area Conditions

Framework Sidewalks

58(1) A Framework Street must provide sidewalks at least 6.6 feet wide on both sides of the Framework Street.

58(2) Accessible curb ramps must be provided at all corners and intersection segments, along pedestrian desire lines, with yellow detectable panels must be installed in the curb ramps to provide highly visible and physically detectable cues for people with low or no vision.

58(3) Mid-block crossings must be provided along all Framework Street segments longer than 500 feet.

Pedestrian and Bicycle-Only Framework Streets

59(1) Framework Streets providing pedestrian-only access must:

(a) be at least 19.7 feet wide;

(b) include at least one tree for every 800 square feet of Framework Street; and

(c) provide a walkway of at least 9.8 feet wide.

59(2) Framework Streets providing pedestrian and bicycle-only access must:

(a) be at least 26.2 feet wide;

(b) include at least one tree for every 800 square feet of Framework Street; and

(c) provide the minimum amount of pavement specified under section 52.

Framework Plan Civic Space Requirements

60(1) Framework Plans must provide at least 8% of the Framework Plan area as civic space.

60(2) Civic space must be configured in accordance with a civic space type listed in section 16.

60(3) Where buildings are set back more than 20 feet from a public arterial street, a civic space must be provided between the building and the street in accordance with this PDO.

60(4) One civic space must be provided within 250 metres of all dwelling units within a Framework Plan area.

60(5) Existing off-site parks and playgrounds may be taken into account when determining the distance to a civic space under subsection (4).

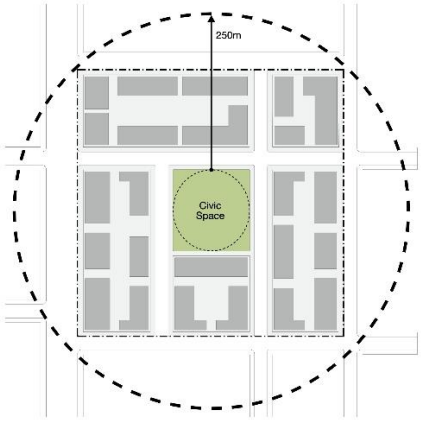


Figure 32 – Civic Space Locations Within Framework Plan Area

Framework Plan Stormwater Detention

61(1) Subject to subsection (2), Dual-Use Stormwater Detention may be incorporated into civic spaces without limit on the amount of civic space occupied.

61(2) Dual-Use Stormwater Detention must:

(a) not be enclosed with fencing or other barriers limiting their use;

(b) provide sufficient space for the landscaping required for the civic space type; and

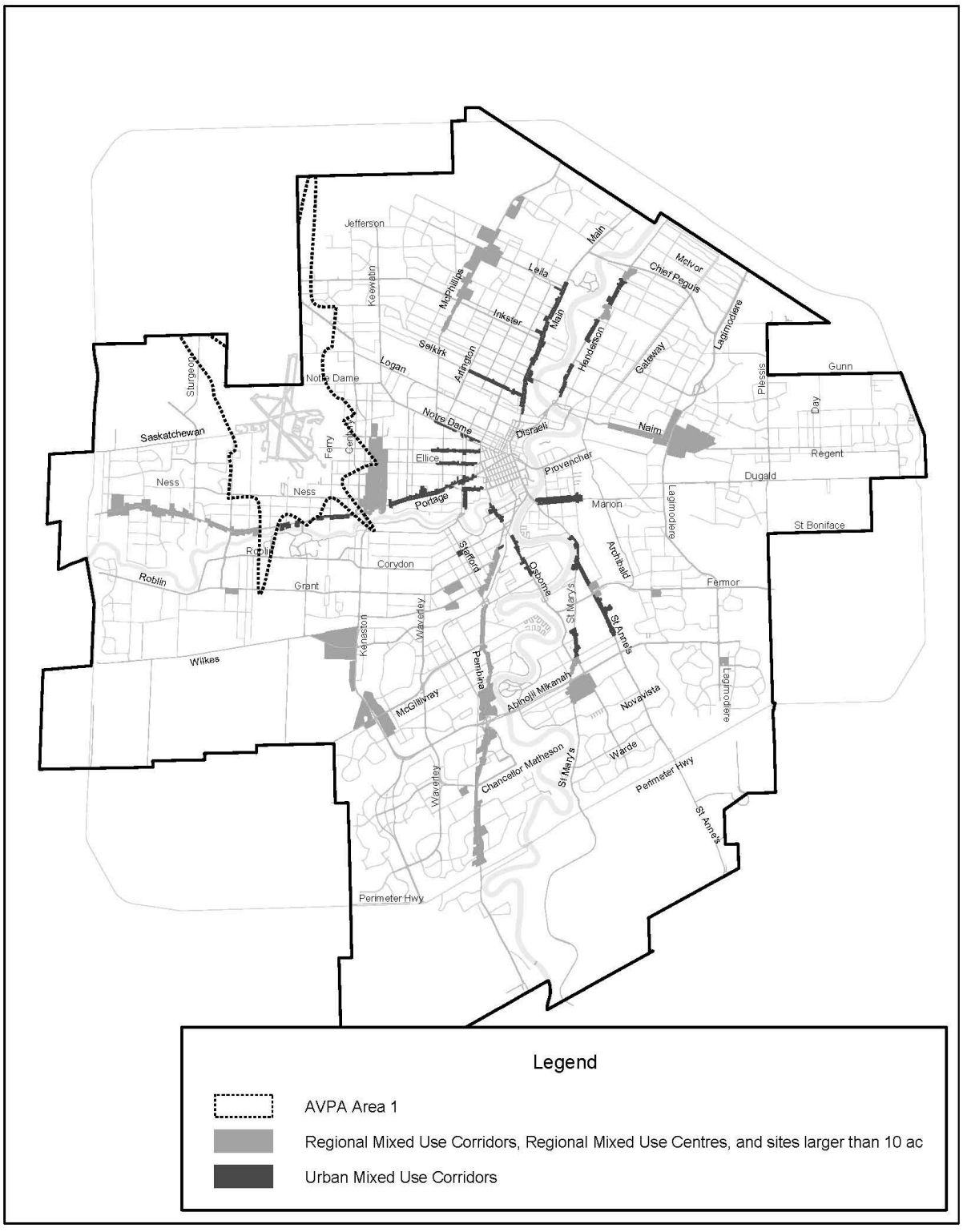
(c) be designed:

(i) to only be inundated during rainfall events; and

(ii) with consideration for public safety during both recreational use and rainfall events.

61(3) Stormwater best-management practices for water quality may occupy up to 20% of any civic space.

PDO Map


Jefferson
Keewatin
McPhillips
Lella
Main
McIvor
Chief Peguis
Inkster
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Henderson
Gateway
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Selkirk
Arlington
Logan
Notre Dame
Sturgeon
Plessis
Gunn
Day
Saskatchewan
Notre Dame
Disraeli
Nairn
Ferry
Ellice
Provencher
Regent
Ness
Ness
Portage
Marion
Dugald
Lagimodiere
St Boniface
Roblin
Corydon
Starford
Osborne
Archibald
Roblin
Grant
Fermor
Waverley
St Mary's
St Anne's
Kenaston
Wilkes
Pembina
Abinojii Mikanah
Novavista
Lagimodiere
McGillivray
Warde
Chancellor Matheson
St Mary's
Perimeter Hwy
Waverley
St Anne's
Perimeter Hwy
Legend
AVPA Area 1
Regional Mixed Use Corridors, Regional Mixed Use Centres, and sites larger than 10 ac
Urban Mixed Use Corridors