



IMPLEMENTATION PROCESS

Following these sessions, the administration will work to finalize the rules for new malls and corridors, after which a public hearing will be held in front of Winnipeg City Council. In the new year, another engagement process will be held to consider rules related to allowing for 4 units and up to 4 storeys on residential lots. A second public hearing will be held for this topic as well.

ROUND 1 OPEN HOUSE

PUBLIC HEARING

FINALIZE NEW MALLS & CORRIDOR RULES

JANUARY 2025

MARCH 2025 (ANTICIPATED)

OCTOBER 2024

NOVEMBER 2024 (ANTICIPATED)

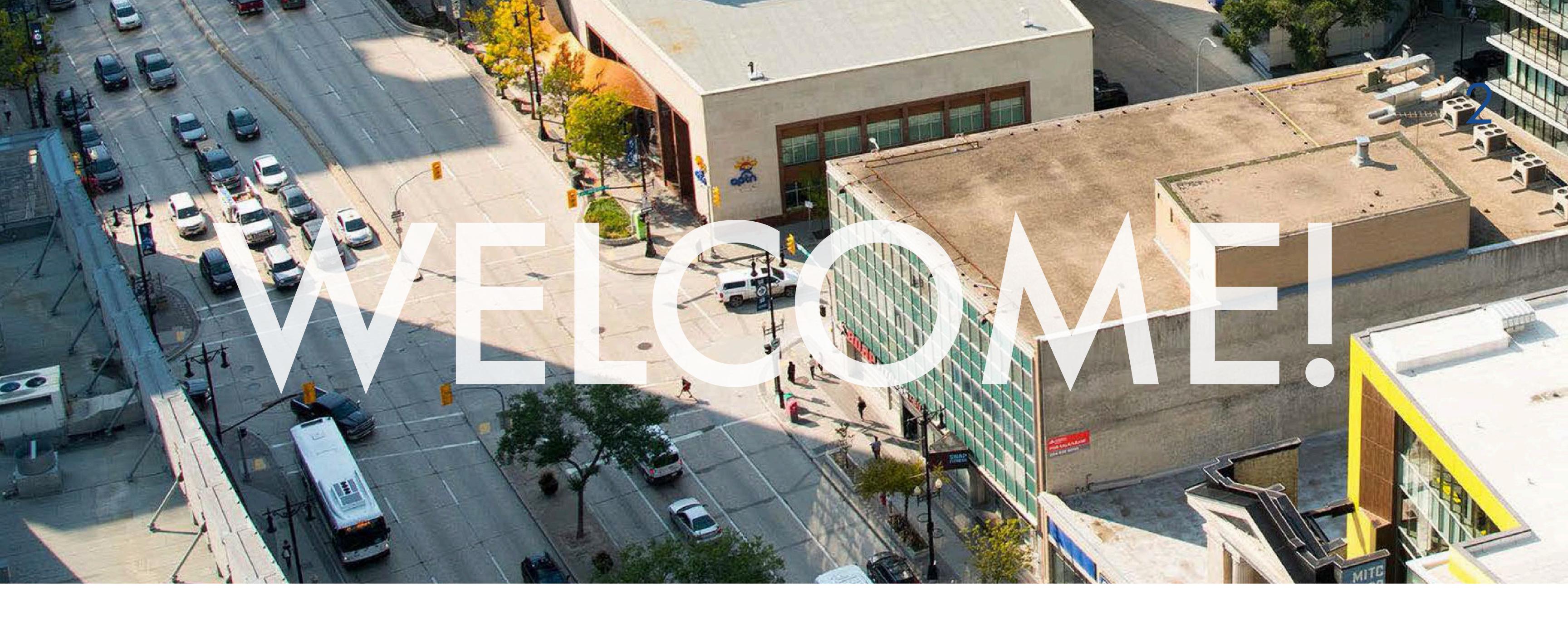
FINALIZE NEW 4 UNITS/4
STOREY RULES

ROUND 2 OPEN HOUSE PUBLIC HEARING

CITY OF WINNIPEG

Vinnipeg

HAF. 70NIN





The purpose of this event is to share potential Zoning By-law changes.

- We encourage you to review the materials presented.
- Project Team staff are available to answer any questions or receive your comments.

CONTEXT



The City of Winnipeg needs more housing to ensure everyone has a home they can afford. Housing availability has been a concern across Canada.

As Winnipeg continues to grow, we need more housing quickly to fill the gaps and keep up with the ongoing demand.

According to the OurWinnipeg 2045 vision the City needs:

- A variety of housing types, which include denser forms of urban housing;
- New neighbourhoods designed around a mix of land uses; and
- Housing that is adequate, safe, affordable, and accessible.

The Canada Mortgage and Housing Corporation (CMHC) estimates that Canada needs approximately

3.5 million additional housing units



FUNDING



To meet the increasing demand for housing, the City has acquired funding to:

- Modify zoning rules and local area plans;
- Expedite development and permit approvals; and
- Establish programs and provide grants to build more housing quickly.

As a part of the National Housing Strategy, CMHC has provided funding through the Housing Accelerator Fund (HAF).

This funding is intended to remove barriers and accelerate the growth of housing supply.

The City of Winnipeg has acquired

\$122 million in Housing Accelerator Funding

to create

14,000 housing units

over the next

3 years.

REQUIRED ZONING AMENDMENTS

The City of Winnipeg has developed eight targeted Action Plan Initiatives in order to establish more housing quickly:

- 1. Establish a Capital Grant Incentive Program
- 2. Execute proposed Rapid Zoning By-law amendments
- 3. Revise local area plans
- 4. Establish a Land Enhancement Office
- 5. Introduce a concierge for affordable housing service
- 6. Establish an infrastructure support program
- 7. Digitize and facilitate faster development and permit approvals
- 8. Conduct a Housing Needs Assessment



To maintain access to the federal HAF funding, the City of Winnipeg must complete these initiatives. The focus of this presentation is on 2: Rapid Zoning By-law Amendments.

These amendments include the following:

- 1. As-of-right residential development at mall sites and along commercial corridors
- 2. Four units of up to four storeys in height permitted as-of-right within 800 metres walking distance of high-frequency transit corridors
- 3. <u>Up to four dwelling units per residential lot permitted as-of-right city-wide</u>

CHANGES TO MALLS & CORRIDORS

New Zoning By-law Rules

- Malls and Corridors are ideal locations for infill residential development. However, Mall Sites are currently zoned either Commercial Corridor "C3" or Commercial Regional "C4." These zones currently do not permit multi-family dwelling.
- Many different zoning districts may be found along Commercial Corridors. While many portions of the corridors already permit multi-family dwellings, others do not.
- To accommodate 'as-of-right' residential development in Malls and Corridors, a new Planned Development Overlay (PDO) is required. A PDO is further described on Board 10.





CHANGES TO MALL SITES

New Zoning By-law Rules

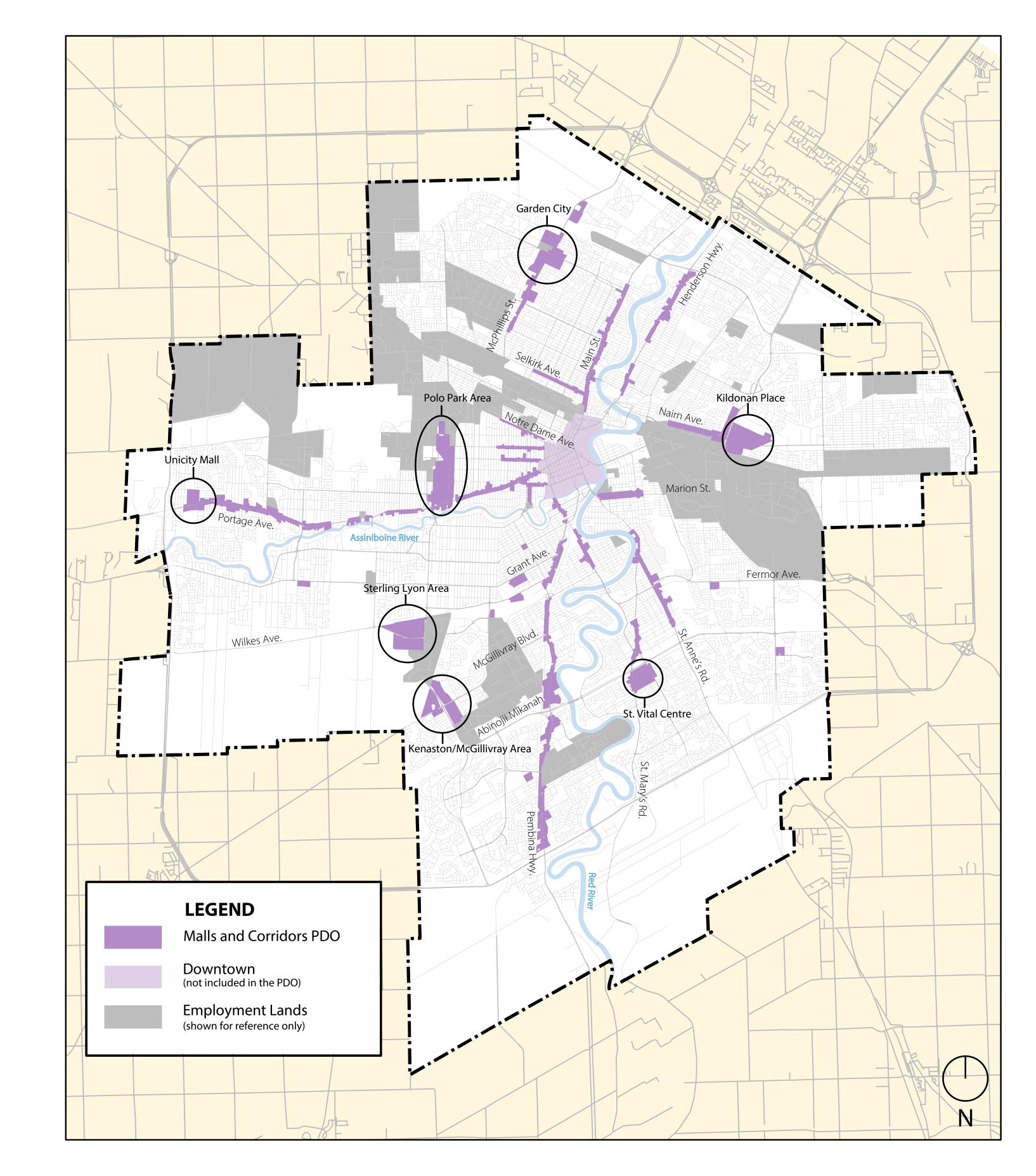
There are opportunities to create more housing at existing Mall Sites.

What are Mall Sites?

Mall Sites are sites that are located in the following areas as defined in OurWinnipeg 2045 and Complete Communities 2.0:

- 1. In Regional Mixed-Use Centres, which are "the most prominent retail destinations in the city, anchored by regional-scale Major Retail uses and supported by smaller-scale retail and service uses." (black circles on map)
- 2. In Community Mixed-Use Centres, which are "hubs for retail and service uses at a lesser, sub-regional scale, serving nearby neighbourhoods." These sites are approximately 10 acres or more in size, are zoned C3 and C4, and are generally smaller than Regional Mixed-Use Centres.

This map illustrates areas of the City (in purple) that would accommodate new multi-family buildings 'as-of-right,' without a public hearing.





CHANGES TO COMMERCIAL CORRIDORS

New Zoning By-law Rules

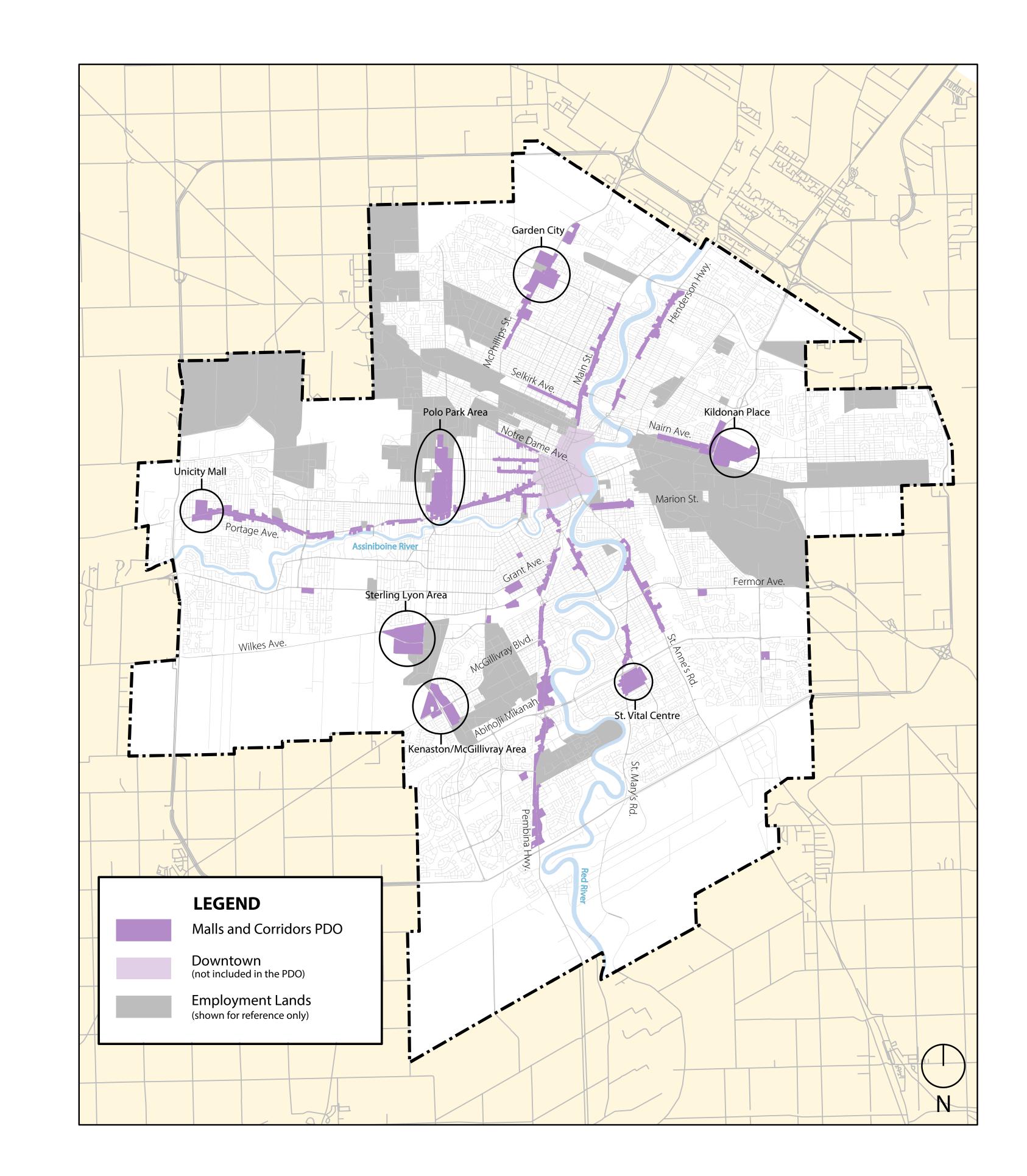
There are opportunities to create more housing along Commercial Corridors.

What are Commercial Corridors?

Commercial Corridor are areas that are described in OurWinnipeg 2045 and Complete Communities 2.0, as follows:

- 1. Regional Mixed-Use Corridors are major arterial roads that link Downtown and one or more Mixed Use Centres/major activity areas. These corridors are currently auto-oriented but will become more pedestrian-oriented in the future.
- 2. Urban Mixed-Use Corridors are pedestrian-oriented roadways that support moderate to high-volume commercial and retail uses.

This map illustrates areas of the City (in purple) that would accommodate new multi-family buildings 'as-of-right,' without a public hearing.





PLANNED DEVELOPMENT OVERLAY

New Zoning By-law Rules

A PDO will help ensure that development continues to follow important zoning rules regulating height, setbacks, and landscaping, for example, while not requiring a public hearing.

- Development Capacity
- Site Design
- Building DesignLandscaping

Project proponents can choose to use the PDO or not. They can still follow the existing re-zoning pathway towards development, which includes a public hearing.



PDO CONTENTS

New Zoning By-law Rules

As illustrated in the previous slide, the PDO standards will regulate the following areas:

1. DEVELOPMENT CAPACITY

These are general standards that guide the number of dwelling units and types of uses that may be developed on a site.

2. SITE DESIGN

These are standards that will regulate the locations of buildings, parking, landscaping, and site circulation.

3. BUILDING DESIGN

These are standards that will specify minimum standards for massing, glazing, building entries, and ground floor materials.

4. LANDSCAPING

These are standards that will specify landscape materials and planting.

5. OVERALL FRAMEWORK PLAN

These are standards for large sites that require long-term site design that breaks up the site into multiple blocks.

DEVELOPMENT CAPACITY

The PDO rules are intended to achieve the following outcomes related to Development Capacity.

INCREASE DENSITY

Ensure that development:

- Increases the number of housing units
- Provides for the greatest possible density appropriate for different types of development sites

INCREASE BIKE PARKING

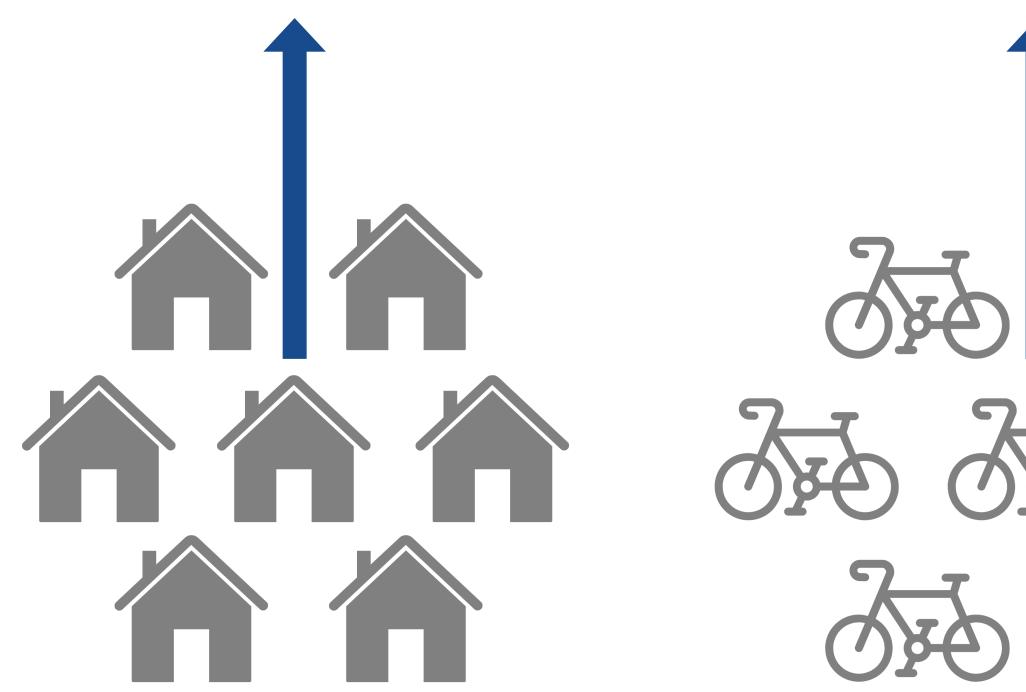
Increase the amount of required bicycle parking spaces for residential buildings

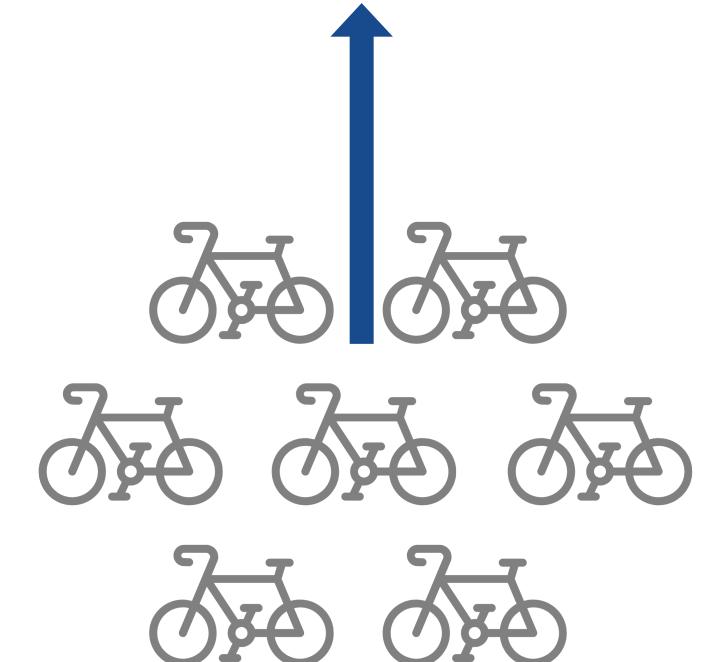
PUBLIC TRANSPORTATION

Create an environment conducive to transit service

VEHICULAR PARKING

Decrease parking minimums so the market can decide the amount of required vehicular parking spaces







CITY OF WINNIPEG

DEVELOPMENT CAPACITY

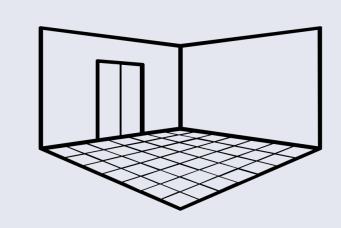
ACCOMMODATE MORE PERMITTED USES

Uses are permitted as specified in the By-law for underlying zones (e.g., C2, C3, C4, and RMF-M), except as modified:

Residential & Residential-Related Uses

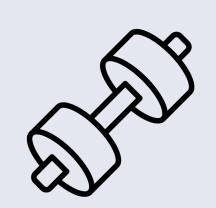
- The following Residential and Residential-Related uses are also permitted on sites where this PDO applies:
 - Live-work dwellings
 - Multi-family dwellings
 - Single-family detached dwellings
 - Two-family dwellings

- Assisted living facilities
- Care homes
- Dormitories
- Single room occupancy
- Residential and Residential-Related uses are subject to minimum density requirements
- Along Urban Mixed-Use Corridors, 70% of the ground floor must be non-residential uses where a non-residential use is located opposite the corridor
 - Non-residential ground-floor uses can include common areas, daycares, dentist offices, etc.









SITE DESIGN

PROVIDE OPEN SPACES

Ensure that privately-owned public spaces:

- Include open spaces designed for resident or building occupant use
- Contribute to urban forestry goals as appropriate to the size of the site

IMPROVE STREET FRONTAGE TREATMENT

Ensure that new development:

- Lines streets with uses and spaces that support pedestrians and cyclists
- Provides visual interest
- Avoid dangerous conditions
- Clearly delineate public and private space

IMPROVE BUILDING TO STREET CONNECTIVITY

Implement minimum window glazing requirements to:

- Ensure visibility into commercial spaces
- Enhance pedestrian comfort and safety
- Improve the aesthetic of buildings

IMPROVE BUILDING ENTRIES

Ensure that primary building entries:

- Are located along building frontages
- Are directly accessible from a public sidewalk
- Occur at appropriate intervals based on frontage length and number of ground-floor units

SITE DESIGN

ENHANCE WALKWAYS & BICYCLE ACCESS ROUTES

In order to create well-connected, safe and accessible pathways for pedestrians and cyclists, ensure walkways and bicycle routes connect sidewalks with:

- Building Entries
- Parking Lots
- Service Areas
- Site Amenities

REDUCE VISIBILITY OF PARKING LOTS

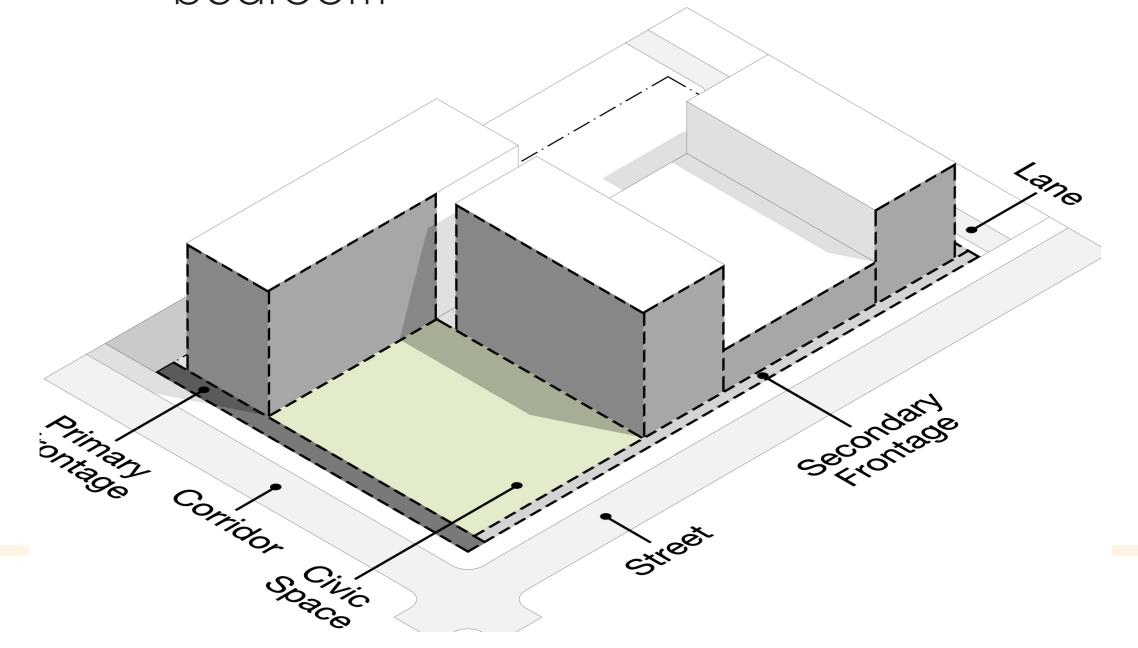
Reduce the visibility of surface parking lots and parkades by:

- Placing surface parking behind buildings
- Reducing parking setback requirements from a rear lane
- Adding landscaping

CHANGING BUILDING SETBACKS

In order to create a livelier streetscape: Decrease Setbacks:

- No minimum front setback is required
- If a front setback is proposed, there are standards related to the depth of the setback:
 - Deep setbacks must include usable and designed open space
 - Shallower setback standards differ by setback depth and ground floor use
 - Rear and side setbacks are reduced except when a window serves a living space or bedroom





CITY OF WINNIPEG

BUILDING DESIGN

ADDRESS BUILDING HEIGHT

- Ensure large sites are provided with additional height towards their interior
- Ensure residential properties receive adequate sunlight
- Ensure commercial ground floors are tall enough to create an open feel

ARTICULATE BUILDING MASS

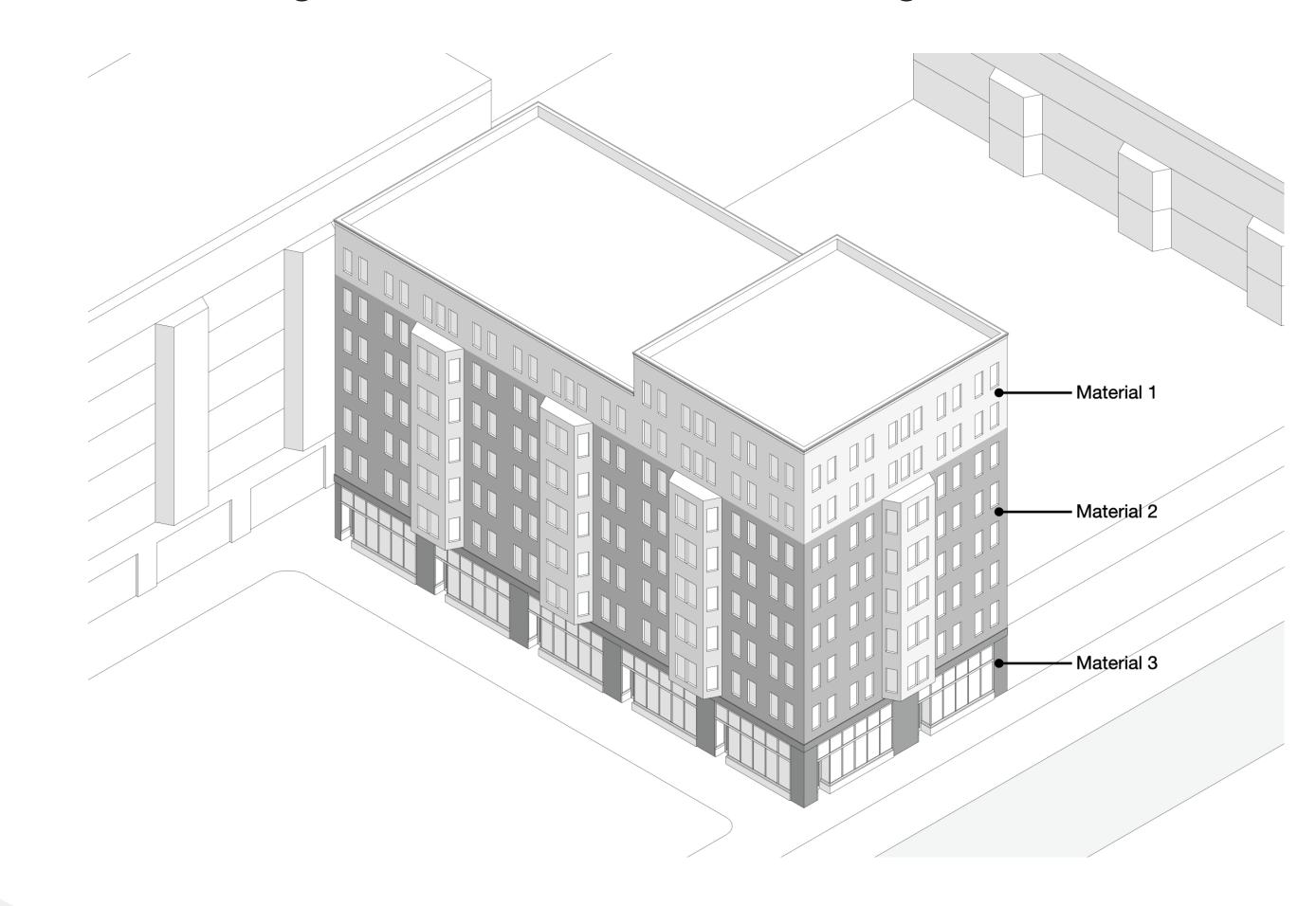
Ensure that long building frontages are articulated to:

- Increase visual interest
- Create a pedestrian-scale environment

MATERIALS

Ensure building facades are visually harmonious, durable, and cohesive in order to foster a high-quality and engaging streetscape by:

- Limiting number of building material types
- Transitioning materials horizontally
- Placing heavier materials below lighter materials



DETERMINE APPLICABILITY

Large sites require particular attention to ensure they fit with the character of the area and create a welcoming setting. A framework plan will help achieve this by including private streets and open spaces.

ESTABLISH FRAMEWORK SITE STRUCTURE

Ensure that large sites:

- Are divided into blocks to enhance site circulation
- Are connected to adjacent street networks,
 active transportation pathways, and transit stops
- Provide accessible pedestrian pathways within a development site
- Provide meaningful privately owned publiclyaccessible spaces.

ESTABLISH FRAMEWORK STREETS

Ensure Framework Streets have a consistent form and function by:

- Selecting among standardized street configurations
- Providing dedicated bicycle infrastructure along some Framework Streets
- Providing planting and furnishings

CREATE CIVIC SPACES

Ensure that large sites provide meaningful and appropriately sized privately owned publicly-accessible spaces. Civic space types include:

- Multi-purpose Field
- Park
- Green
- Square
- Plaza

- Greenway
- Pocket Park
- Community Garden
- Micro Forest

COMMUNITY BENEFITS AND IMPACTS

The proposed changes within mall and corridor sites builds on the higher levels of activity in these primarily commercial areas. It is important to note that development on mall and corridor sites will be subject to capacities for water and waste servicing.

The changing rules may have mixed effect on residents and businesses.

POTENTIAL BENEFITS INCLUDE:

- Faster and streamlined approval process for housing developments
- Increased housing, including affordable units
- Optimized land use and infrastructure
- Better pedestrian connectivity and more walkable neighbourhoods
- Preserved green spaces by building up rather than out
- Greater social interaction
- Improved access to public transit and cycling (reduced commute times)
- Other potential benefits raised through public and stakeholder engagement

POTENTIAL IMPACTS INCLUDE:

- Increased traffic
- Reduced privacy
- Some properties experiencing shadows cast by adjacent mid- and high-rise residential buildings
- Other potential impacts raised through public and stakeholder engagement

Potential impacts will be reduced through PDO regulations related to built form.



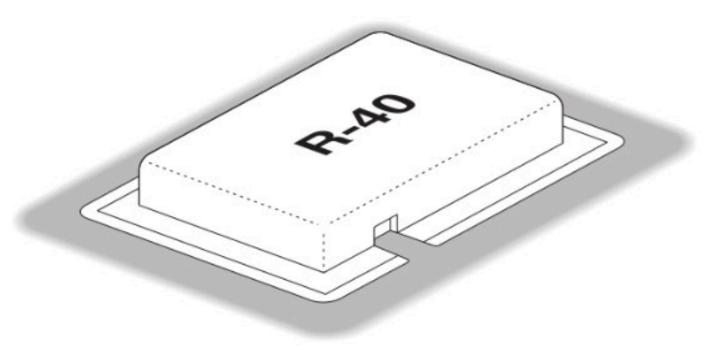
FORM-BASED CODES

Form-based codes are an alternative to conventional zoning regulations. Form-based codes foster more complete, highquality public realms by:

- Using the physical form of buildings (e.g., height, setbacks, etc.) and site features (e.g., landscaping, fencing, etc.) rather than the use of the building (e.g., residential, commercial, industrial, etc.)
- Considering the relationship between building façade, form and mass, with the type of street they front on

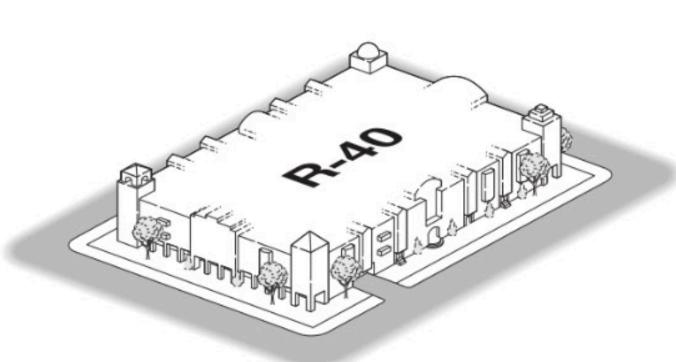
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



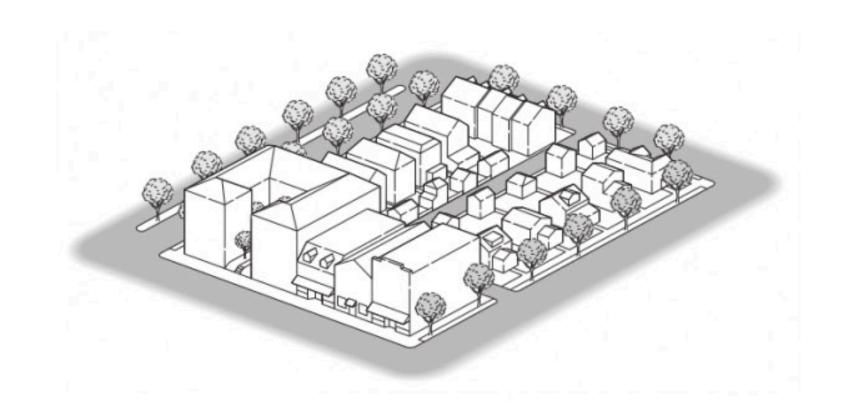
Zoning Design Guidelines

Conventional zoning requirements, plus specified



Form-Based Codes

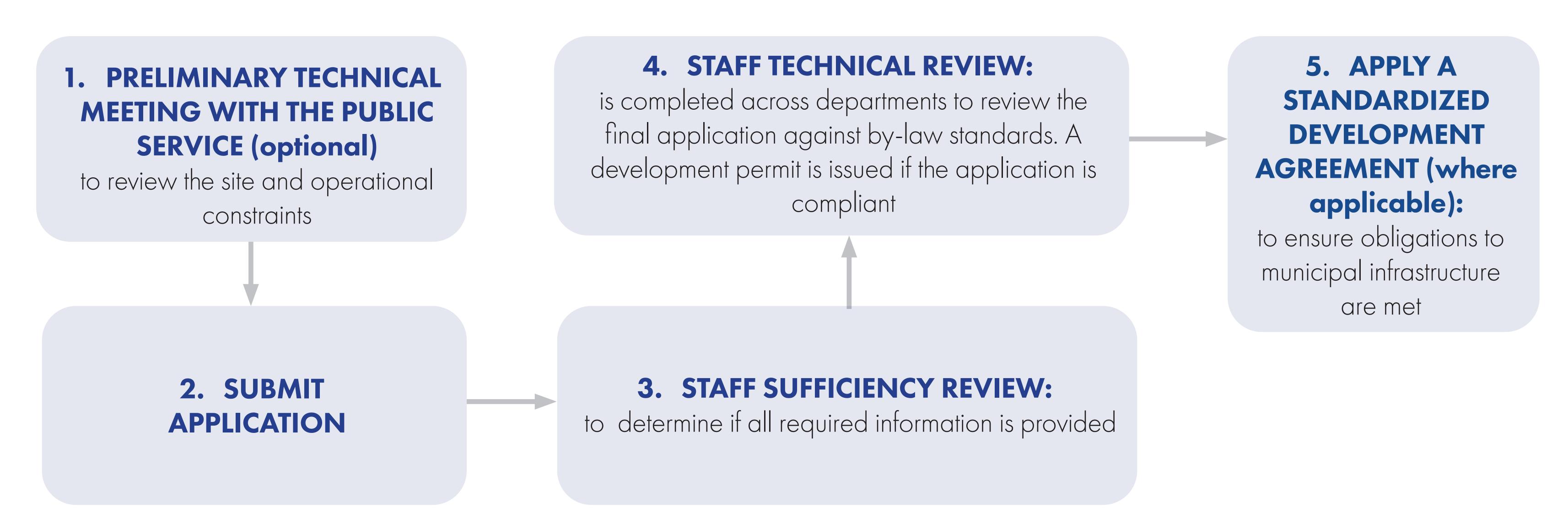
Street and building types (or mix of types), frequency of openings and surface articulation build-to lines, number of floors, and percentage of built site frontage specified.



SOURCE: FORM-BASED CODE INSTITUTE

WHAT DOES 'AS-OF-RIGHT' MEAN?

The new zoning rules will accomodate new development without a public hearing in order to allow for a quicker residential development in specific areas. This is known as, 'as-of-right' zoning. As-of-right zoning does not mean a landowner can develop whatever they want. The City of Winnipeg will continue to regulate development through a specific process that ensures the new rules are followed. The diagram below illustrates this process.



THANK YOU!



YOUR INPUT IS IMPORTANT.

Please take a few minutes to fill out a comment sheet.

If you have any further questions or comments, please contact: mallsandcorridors@winnipeg.ca

REFERENCE SLIDES

Council Motion:

Minutes – Council – November 23, 2023

Minute No. 19

Report – Executive Policy Committee – November 14, 2023

Item No. 16 Housing Accelerator Fund

COUNCIL DECISION:

Council adopted the following:

- 1. That Council affirm its support for the Housing Accelerator Fund (HAF) application.
- 2. That the HAF application be amended to legalize four dwelling units per residential lot be permitted as-of-right city-wide.
- 3. That the HAF application be amended to legalize four units of up to four storeys as-of-right within 800 metres of high-frequency transit corridors as outlined in the City's HAF application and informed by the initial network changes in phase one of the Winnipeg Master Transit Plan.
- 4. That the HAF application be amended to ensure that new housing zoning reforms targeted for mall sites and commercial corridors as proposed in City Council's Strategic Priorities Action Plan allow for as-of-right development to facilitate quick approvals and construction of new housing.

Council Motion:

- 5. That as-of-right approvals specified in Recommendations 2, 3 and 4 be contingent upon applicable zoning and by-law changes that are subject to a public hearing prior to enactment, and upon reasonable standards for construction, servicing and design, consistent with standards adopted or projected in other cities with completed HAF agreements, including:
 - A. Lot size specifications, requiring that four units as-of-right be limited to a standard lot size or greater, with dimensions to be determined by Council after consideration of recommendations by the City Public Service, with total dimensions sufficient to support four housing units.
 - B. Building form standards broadly consistent with existing Infill Guidelines, modified where necessary to meet the spirit of Recommendations 2 and 3.
 - C. Height limits for developments under Recommendation 3, so four-storey as-of-right allowances are no greater than 48' and apply only to developments of four units. (Permitted heights for zones covered by Recommendation 2 alone would remain consistent with existing Infill Guidelines requirements).
 - D. Urban servicing capacity requirements (including land drainage, water service, paved roadway and laneway service, and sufficient wastewater and flood protection capacity to meet existing provincial and federal regulations).
 - E. Environmental standards, including the application of a tree protection and replacement by-law if City Council adopts such a by-law in future;

Council Motion:

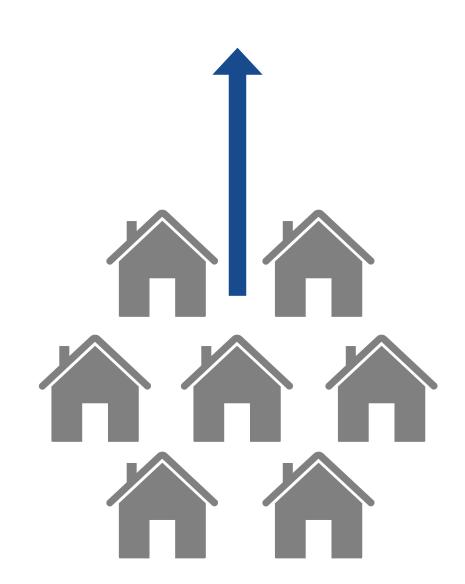
- F. Retention of the City's right to require consent to standardized development agreements where these would already typically be applied to new for-profit multi-residential developments to recover direct infrastructure costs to taxpayers, especially for those developments contemplated under Recommendation 4.
- 6. That all five Community Committees engage in consultation on the proposals, as outlined in Recommendations 2-5 above, no later than year-end 2024.
- 7. That the Public Service be directed to schedule public hearings and report back to the appropriate committee of Council, with the required by-law amendments to implement the intent of the foregoing. Winnipeg Zoning By-law and Downtown Zoning By-law amendments should be brought forward, if possible, as part of the Rapid Zoning By-law Amendments process, targeted for spring 2025 as noted in the HAF application.
- 8. That the Development Procedures By-law No. 104/2020 be amended to designate Council as the hearing body for the required zoning by-law amendments.
- 9. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

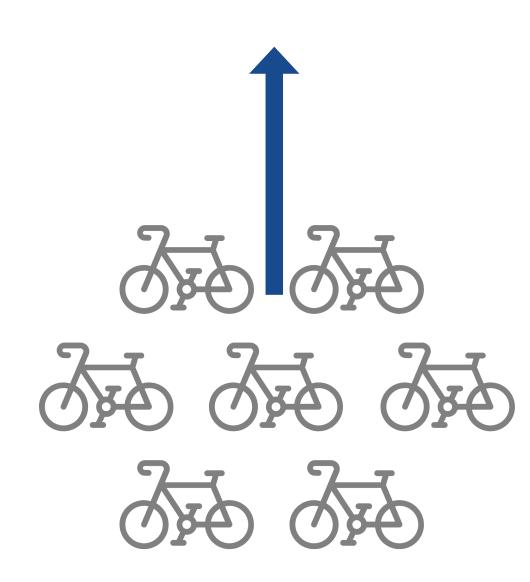
DEVELOPMENT CAPACITY

The PDO rules will include the following:

DENSITY

- A minimum density of 14 housing units per acre is required to use this PDO
- There is no minimum lot area per dwelling unit or minimum lot size





BIKE PARKING

Bicycle parking must be provided as follows:

- 1 lockable bicycle parking space is required for every 2 dwelling units
- Bicycle parking requirements for other uses are as specified in the Zoning By-Law

VEHICULAR PARKING

Minimum required vehicle parking:

- 50% of the Zoning By-law requirement for Restaurants and Drinking Establishments
- 0.5 parking space is required for each dwelling unit
- There are no minimum parking requirements along Pembina and Portage in Mature Communities

SITE DESIGN

LOT COVERAGE

Urban Mixed-Use Corridors:

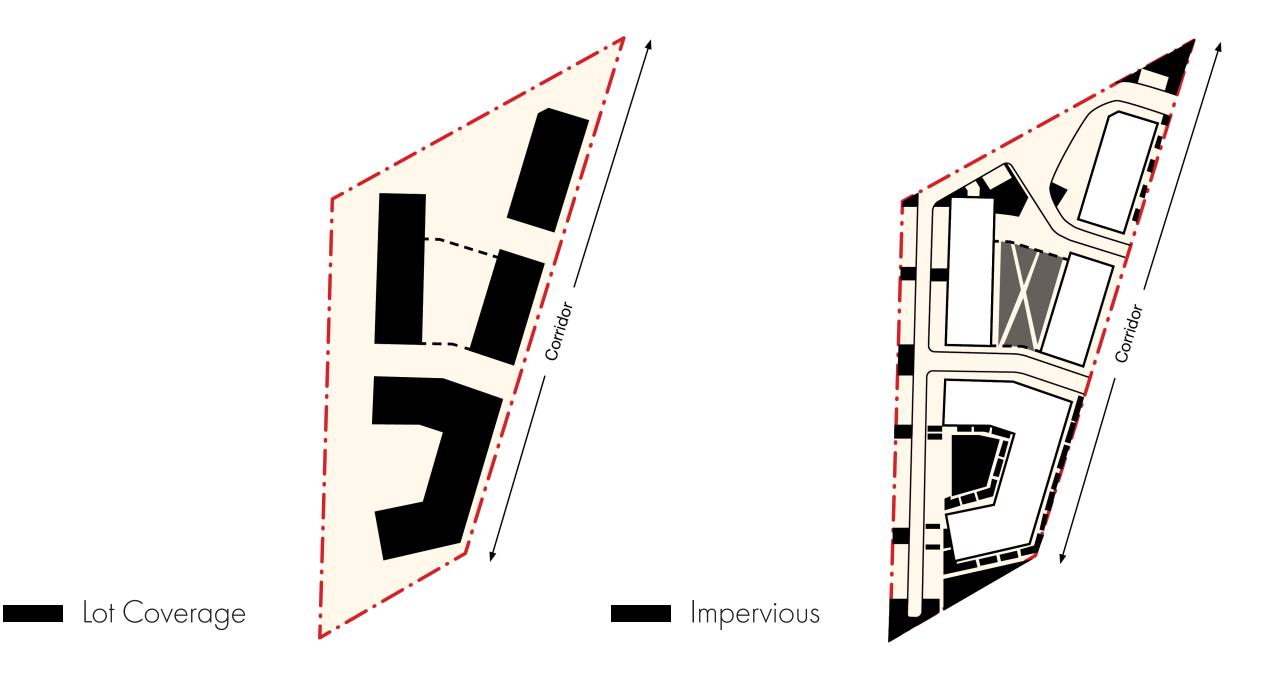
- Buildings must not cover more than 80% of a site
- Sites must include 5% pervious surfaces

Regional Mixed-Use Corridors/Activity Centres:

- Buildings must not cover more than 70% of a site
- Sites must include 10% pervious surfaces

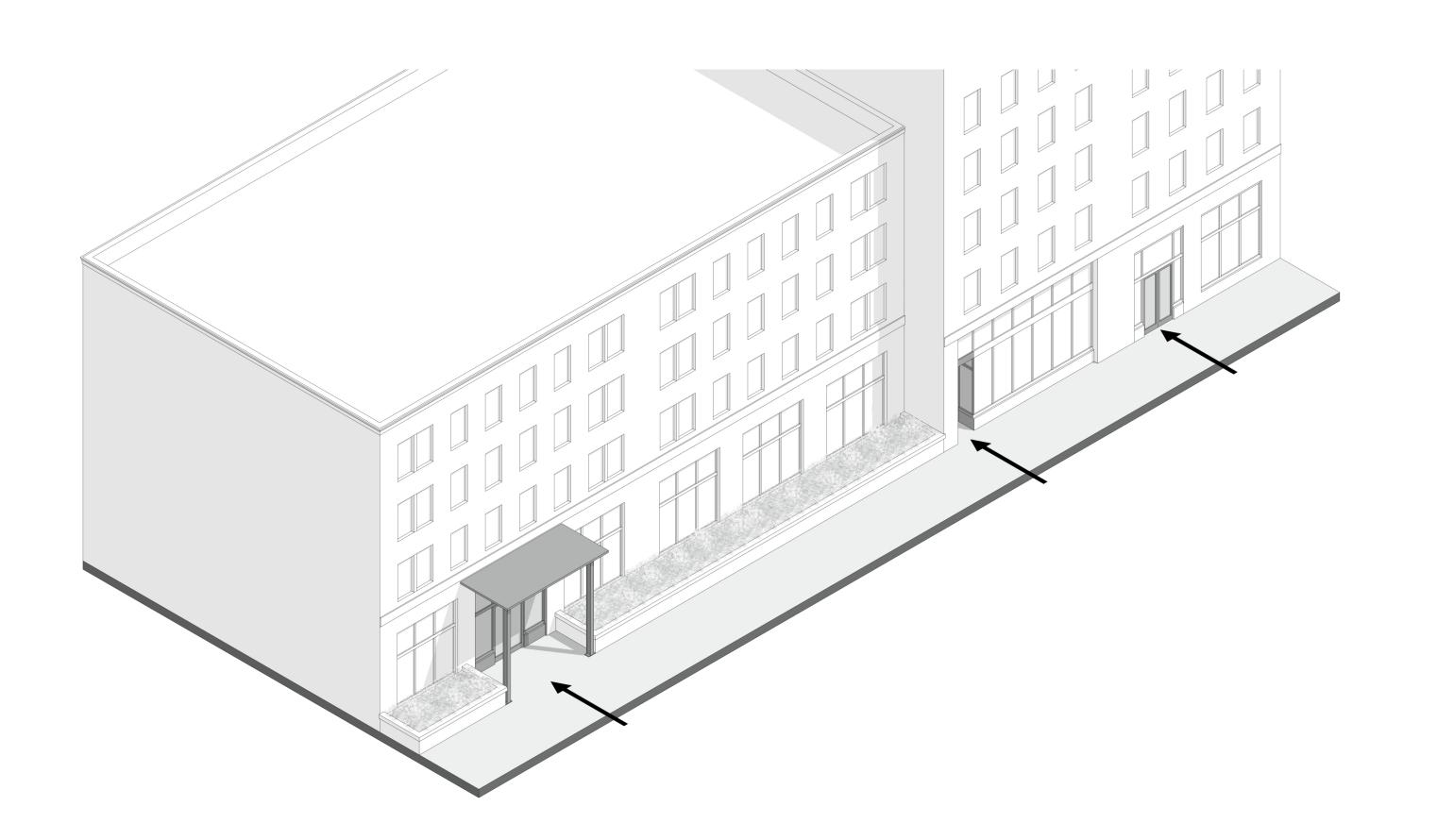
BUILDING ENTRIES

- Buildings and separate ground floor tenant spaces must have their primary entry from the frontage
- Buildings that exceed 150 ft. along the frontage must have a second entry





CITY OF WINNIPEG



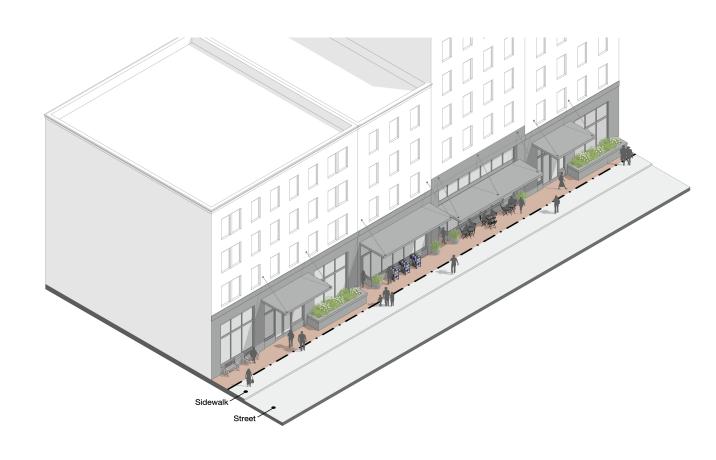


STREET FRONTAGE TREATMENT

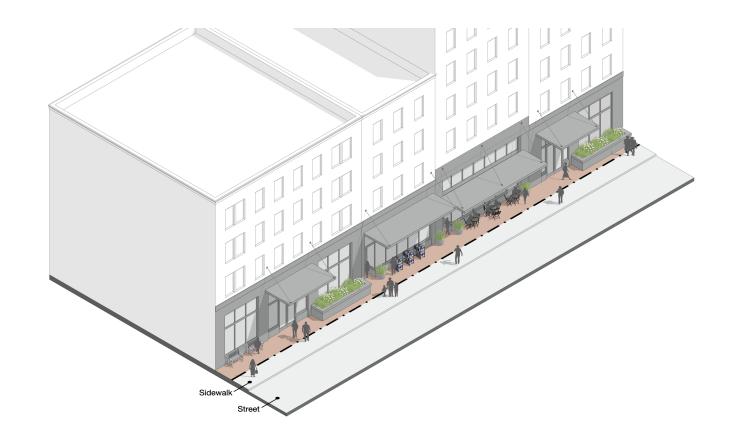
Setback treatments differ by ground floor use and setback depth:

- Paving
- Landscaping
- Building Facade
- Public / private interface
- Screening
- Entries

Sidewalk Extension / Public Frontage



Fenced Terrace



Common Entry



Urban Stoop



Embedded Porch



Door Yard



Fenced Yard



CITY OF WINNIPEG

Winnipeg



SITE DESIGN

CIVIC AND AMENITY SPACE

Urban Mixed-Use Corridors

No outdoor amenity space is required

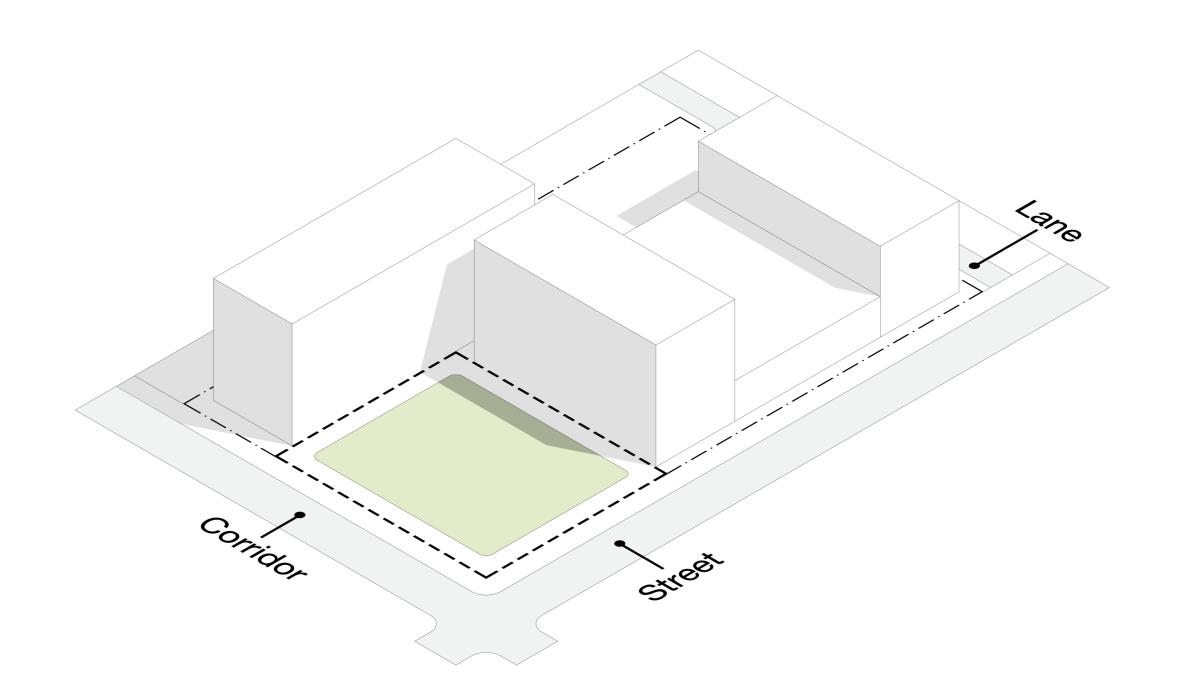
Regional Mixed-Use Corridors:

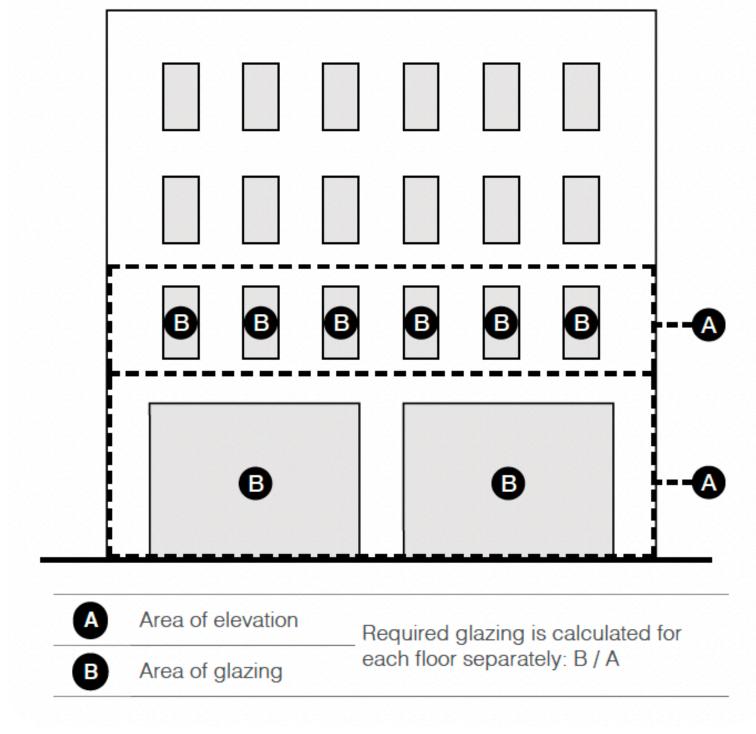
- A minimum of 2% of a lot must be programmed as shared amenity space
- Outdoor amenity spaces must be a minimum of 20 ft. in any dimension
- Sites above 2 acres must provide 4% of the site areas in Civic Space
- Amenity Space Landscape:
 - A minimum of 50% of outdoor amenity spaces must be covered by tree canopy

GLAZING

Glazing Along Building Frontages

- The base minimum glazing is 25% per floor
- The maximum distance between glazed opening or doors along frontages is 20 ft.
- Ground floor facades must have a minimum of 50% glazing
- Ground floor minimum glazing is measured between 2 ft. and 10 ft. above grade
- Ground floors may have additional glazing required for commercial uses
- Glazing is calculated independently for each building storey
- The glazing area includes muntins and frames









BUILDING PLACEMENT

Front Setbacks

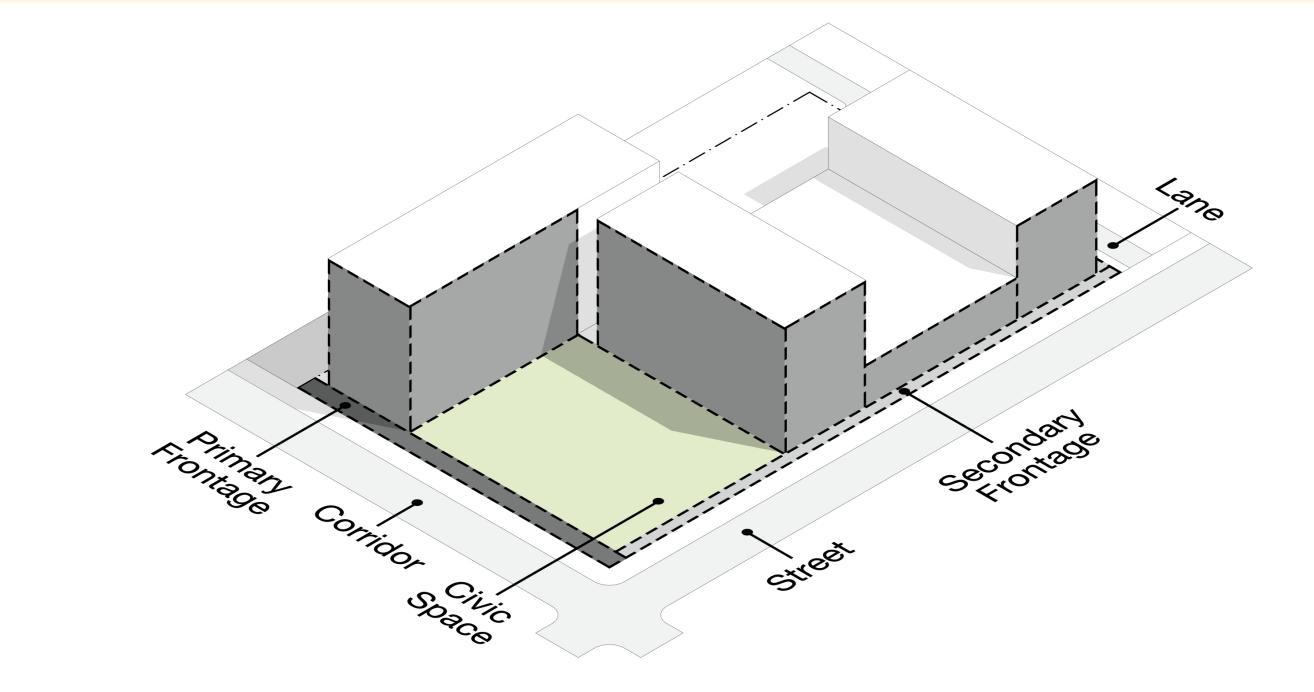
- No minimum front setback is required
- If a setback is proposed, there are standards related to the depth of the setback:
 - Deep setbacks must include usable and designed open space
 - Shallower setback standards differ by setback depth and ground floor use

Side Setbacks

• A zero or 4 ft. minimum side setback is required except when a windows serves a living space or bedroom, which requires 12 ft. minimum

Rear Setbacks

- A 2 ft. minimum rear setback is required where a back lane exists, otherwise the rear setback is 10 ft.
- When a windows serves a living space or bedroom, the rear setback is 12 ft.
- The 45 degree angular plane, where applicable, may require additional rear setbacks for upper floors.





CITY OF WINNIPEG

PARKING & SERVICE LOCATION

Surface Parking

- Surface parking must be set back behind buildings relative to the building frontage or a minimum of 20 ft.
- Where there are shared lot lines, surface
 parking setbacks must be a minimum of 5
 ft., or a shared parking lot may be permitted
 with abutting properties
- Where there is a rear lane, there is no setback requirement for surface parking

Structures / Parkades

- Parkades must be set back a minimum of 20 ft. from building facades
- The building area between parkades and frontages must be lined by active uses
- Parkades must be set back a minimum of 10
 ft. from side or rear lot lines and buffered with
 canopy trees spaced no more than 30 ft.

WALKWAYS

SITE DESIGN

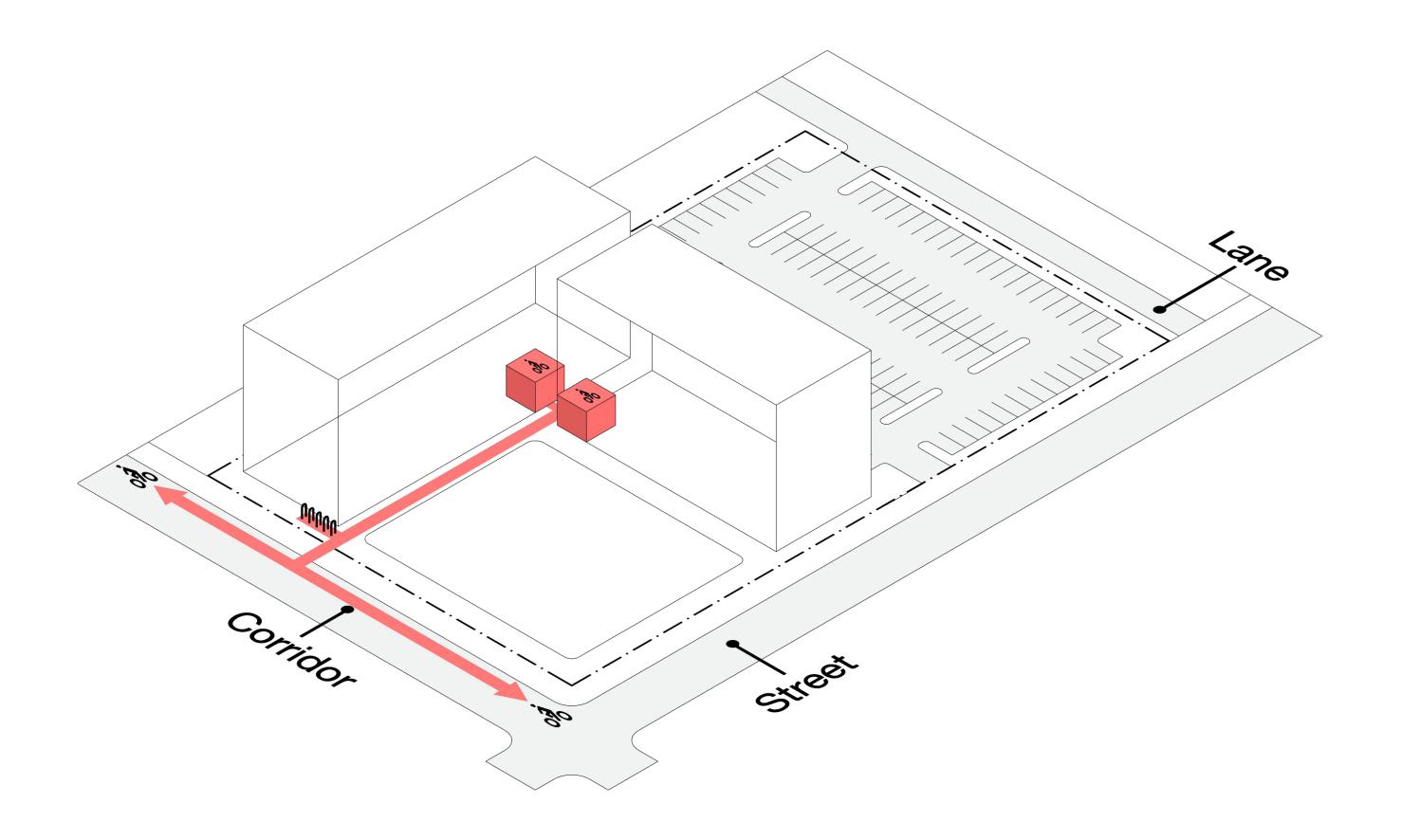
Accessible walkways within a site must be a minimum width of 5 ft. and connect sidewalks with:

- Building entries
- Parking lots and service areas
- Ground floor amenity spaces

BICYCLE ACCESS ROUTES

Bicycle access routes must be provided as follows:

- Between bicycle
 parking areas, active
 transportation paths, and
 streets
- Separated bicycle access must be provided if the site is more than 2 acres





BUILDING DESIGN

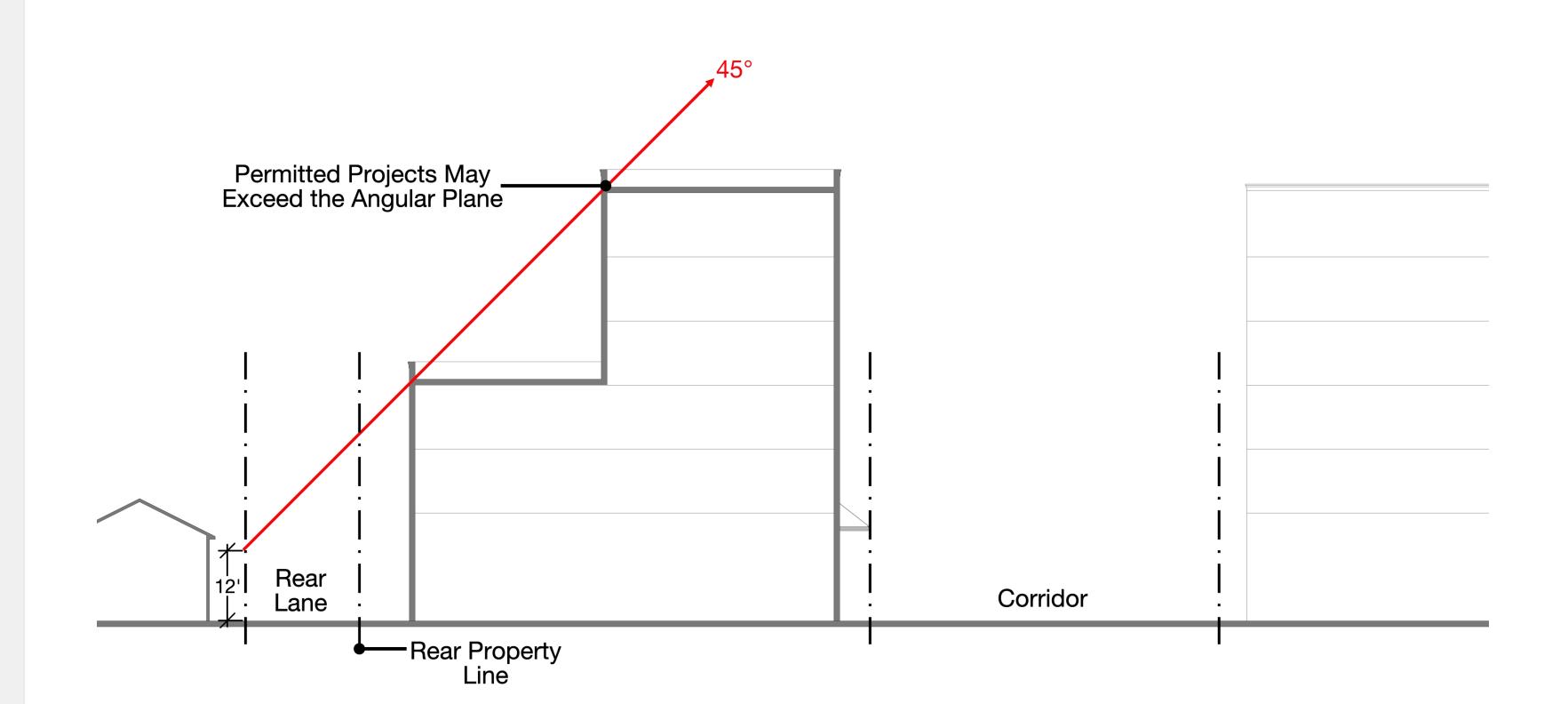
BUILDING HEIGHT

Building height is limited to the following:

- 75 ft. along corridors with a right-of-way less than 80 ft.
- 105 ft. along corridors with a right-of-way between 80 and 100 ft.
- 150 ft. along corridors with a right-of-way more than 100 ft.
- Ground floor height for non-residential uses must be a minimum of 14 ft.

Building height is further limited by a 45-degree analysis along the rear property line:

- New buildings must fall below a 45 degree plane from adjacent properties zoned R1, R2, and RMF-S
- Permitted vertical projections may exceed the 45-degree height limit



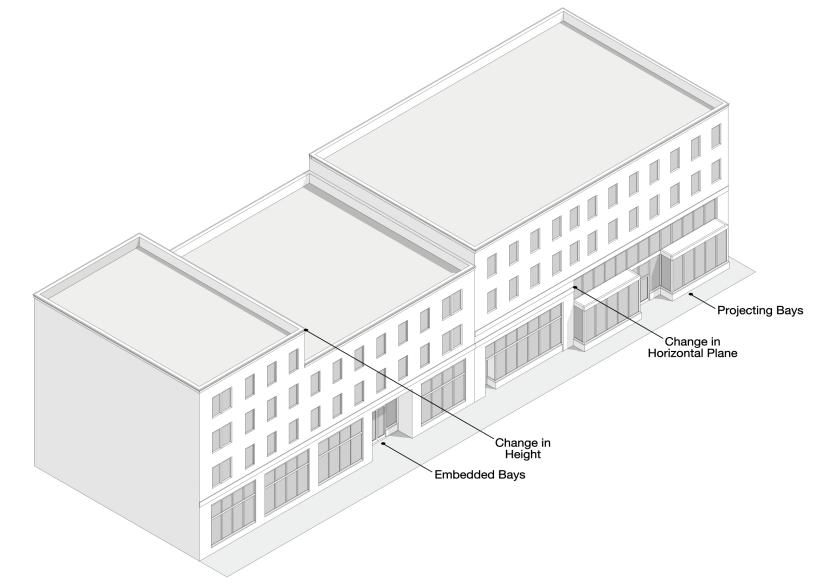
BUILDING DESIGN

MASSING

- Long buildings must be articulated using the following options:
 - Change in height
 - Change in horizontal plane
 - Projecting bays
 - Embedded bays
- Buildings exceeding 100 ft. in length along frontages must be articulated using one or more of the above options
- Buildings exceeding 200 ft. in length along frontages must be articulated using two or more of the above options

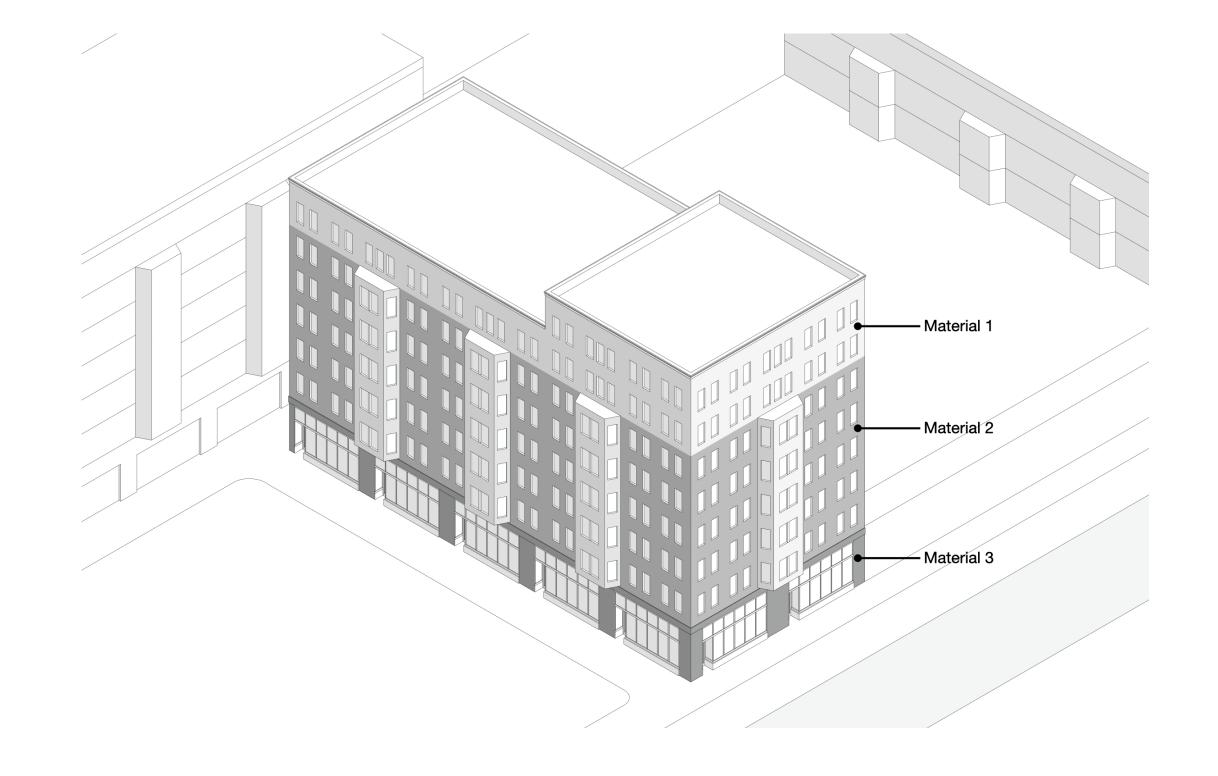
MATERIALS

- No more than 3 facade materials should be used on a single building
- Materials must be transitioned horizontally, except projections like bay windows which may be a different material
- Heavier materials (e.g. stone, brick) must be below lighter materials (e.g. wood / composite)
- First floor finish materials must be hard surfaced
- Materials used along frontages must continue for a minimum of 3 ft. along adjacent building facades that do not face frontages



CITY OF WINNIPEG

Winnipeg



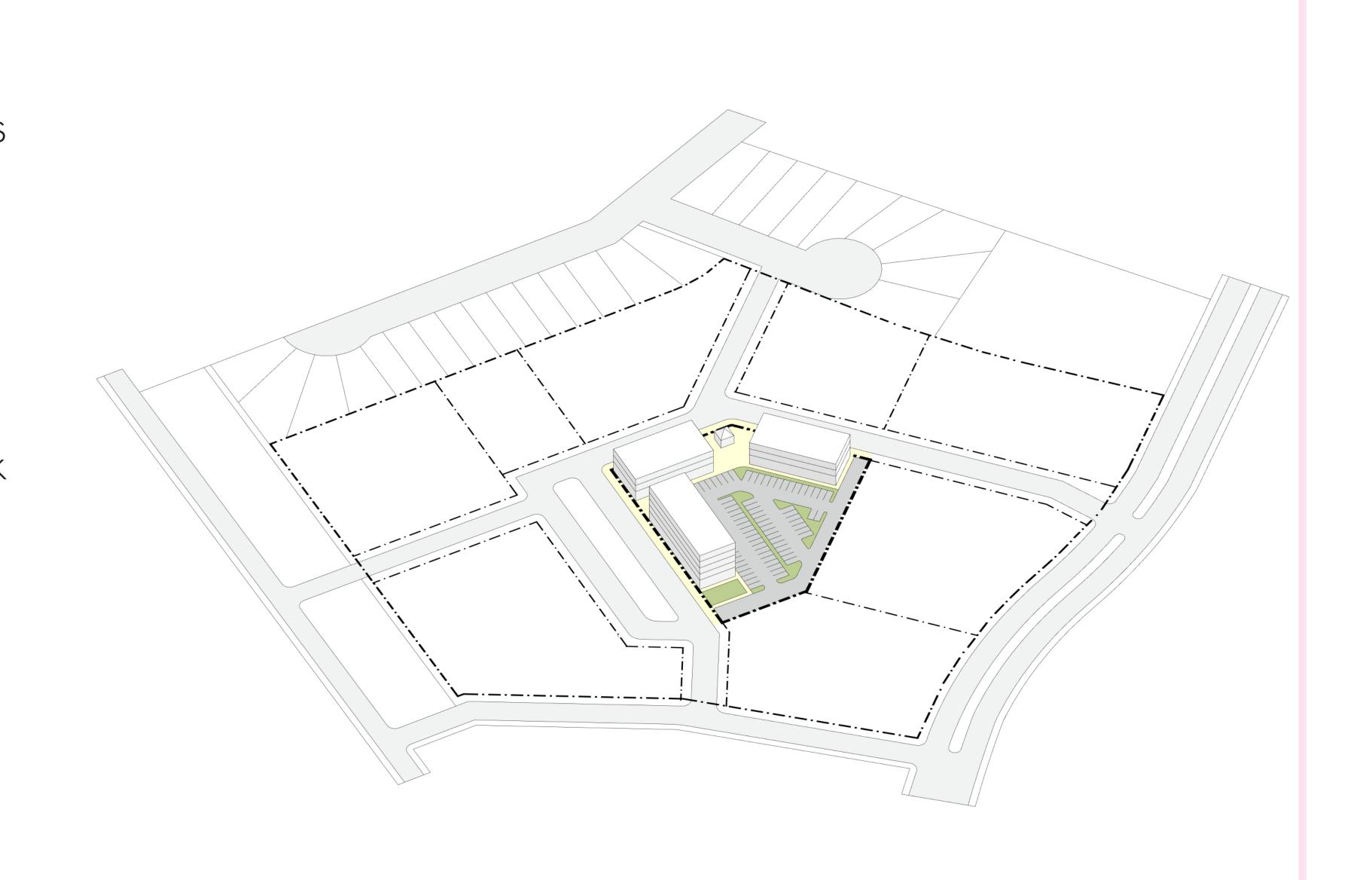
OVERALL FRAMEWORK PLAN

APPLICABILITY

- Framework Plans must be provided by development sites that are larger than 10 acres
- Framework Plans must include all abutting properties under common ownership, referred to as the "Framework Site"

Framework Plan Design Standards

- New buildings are required to adhere to the Framework Plan and align buildings with Framework Streets
- To facilitate incremental development, sites within a Framework Plan are delineated to resemble subdivided properties which may be developed



OVERALL FRAMEWORK PLAN

FRAMEWORK SITE STRUCTURE

Blocks

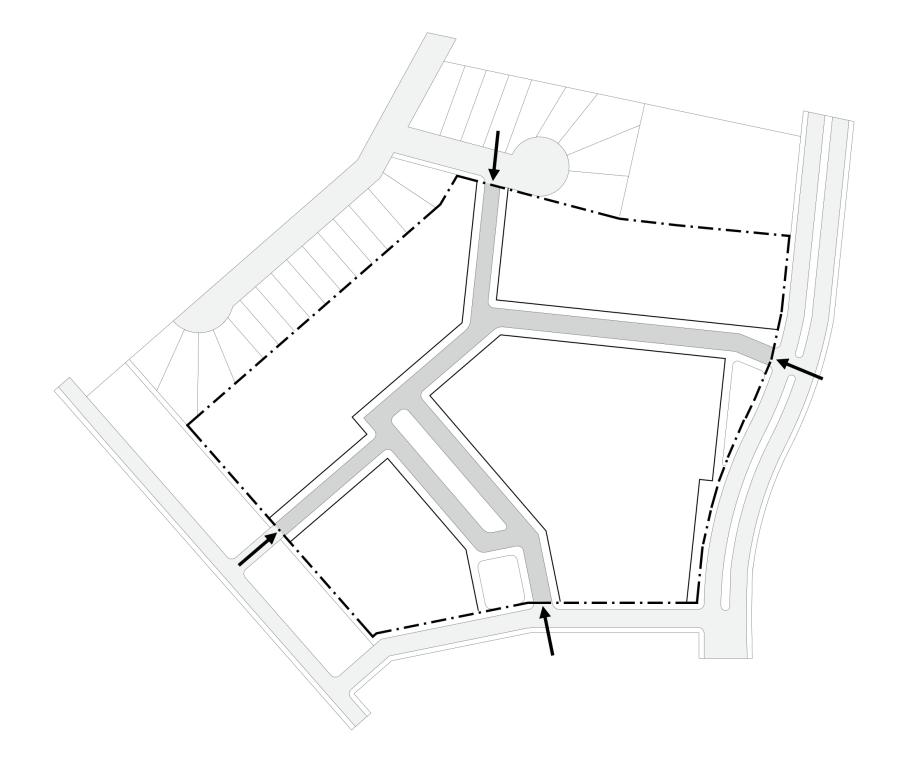
- The framework site must be divided into 2 or more blocks subject to a perimeter of 1,800 ft.
- Blocks may be separated by public streets, framework streets, active transportation ways, or pedestrian ways

External Connections

- External connections must align with adjacent connections and connect to abutting properties at a minimum spacing of 660 ft.
- Pedestrian walkways and active transportation paths must connect transit stops with the nearest public street

Framework Street Network

- The street network must provide pedestrian access to all residential and non-residential uses, transit stops, and existing and planned active transportation ways
- The street network may be constructed incrementally and is required only between development sites and the nearest public street
- At least 50% of the street network must provide vehicle access, while the remaining percentage may be dedicated to pedestrian and bicycle access
- All Framework Streets are private streets



OVERALL FRAMEWORK PLAN

FRAMEWORK SITE STRUCTURE

A Streets

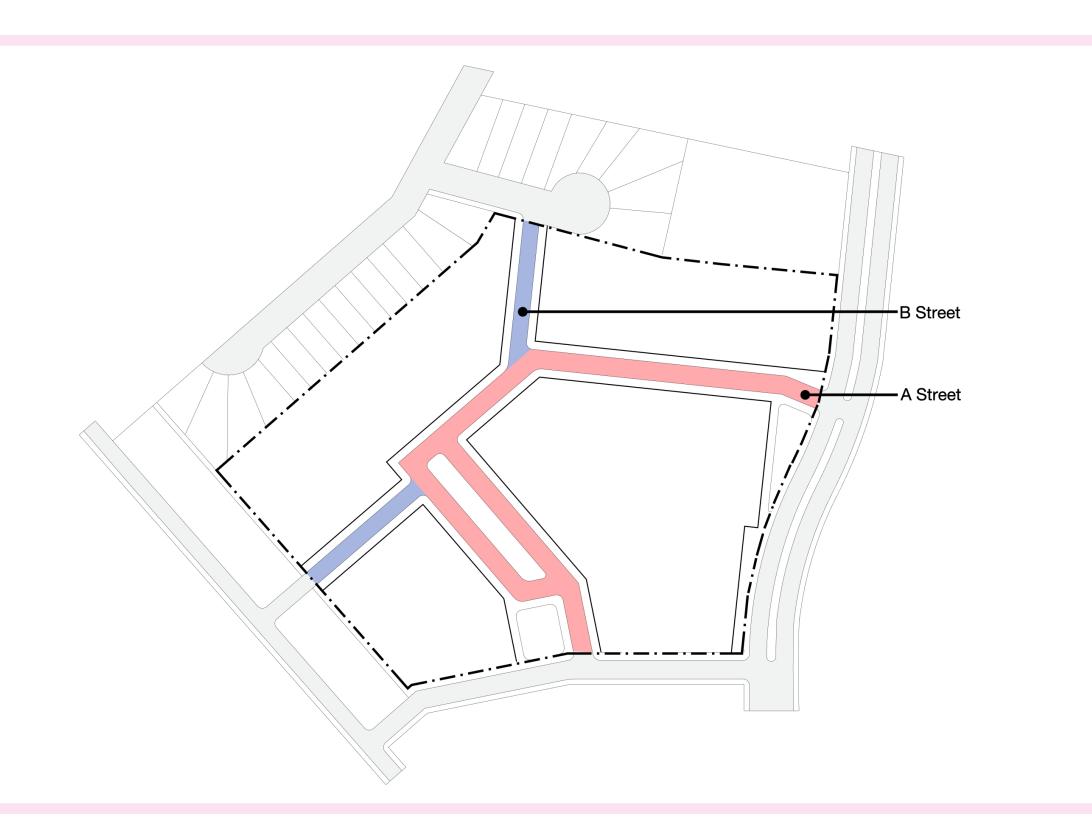
 A Streets are Framework Streets designated, in coordination with B Street designations, as a way of greater pedestrian importance than associated B Streets. This PDO ensures buildings are located along A Streets and that parking and service areas are minimized.

B Streets

 B Streets are Framework Streets designated, in coordination with A Street designations, as a way of lesser pedestrian importance, prioritized for vehicle access and service. This PDO allows for parking and service areas to be located near sidewalks along B Streets.

A and B Streets

- A-and B-streets may be assigned in the Framework Plan
- A maximum of 40% of Framework Streets may be designated as B-streets
- A minimum of 50% of Framework Streets may be Designated as A-streets
- Streets along Civic Spaces must be A-streets
- A-streets may only transition to B-streets at the intersection of another A-street



OVERALL FRAMEWORK PLAN

FRAMEWORK STREETS

Standard Framework Streets

- Commercial and Residential
 Framework Street models are
 approved for use within Framework
 Plans
- Framework Street models are differentiated by the number of driving and parking lanes

Active Transportation

- Dedicated bicycle infrastructure must be provided along some framework streets
- The largest Civic Space in the Framework Plan must be able to be accessed from dedicated bicycle infrastructure

Horizontal Alignment

• The minimum centreline radius for framework streets is 75 ft.

Planting and Furnishing Areas

- Framework Streets must provide minimum 2.6 metre planting and furnishing areas on both sides
- Street trees must be provided at an average spacing of 12 metres or less
- One U-shaped or artistic bicycle rack must be provided for every 150 ft. of Framework Street

Sidewalks

- Framework Streets must be provided with minimum 2 metre wide sidewalks on both sides
- Accessible corner ramps must be provided at all corners and intersection segments, along pedestrian desire lines
- Mid-block pedestrian crossings must be provided along framework street segments greater than 500 ft.







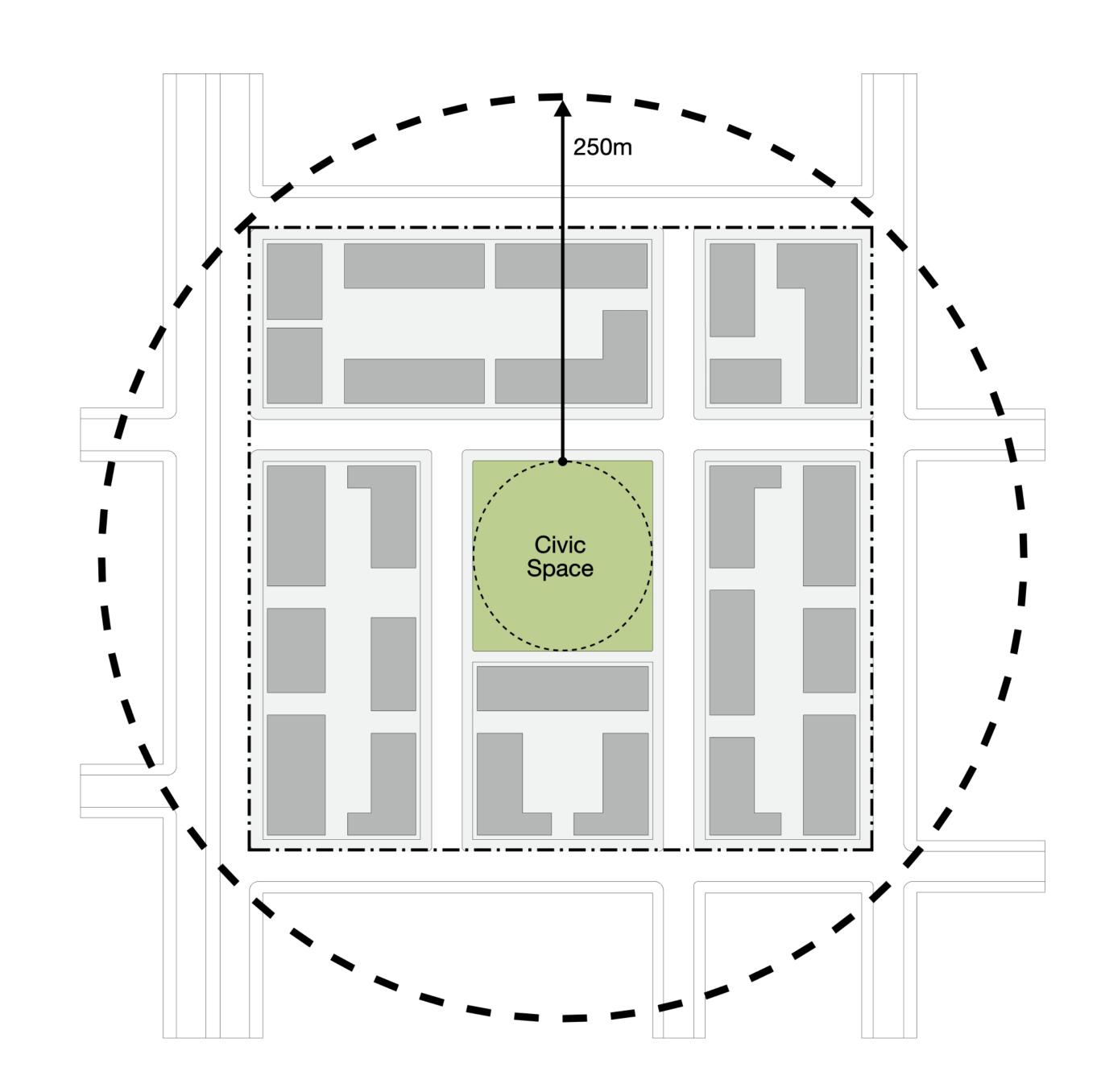
CITY OF WINNIPEG

OVERALL FRAMEWORK PLAN

CIVIC SPACES

- Framework Plans must dedicate a minimum of 8% of the Framework Site to private Civic Space
- Civic Space types include standards for minimum and maximum size, proportions, impervious surfaces, buildings, and landscaping by type:
 - Multipurpose Field
 - Park
 - Green
 - Square
 - Plaza

- Greenway
- Pocket Park
- Community Garden
- Micro Forest
- Civic Spaces must be provided within 250 metres of dwelling units within Framework Sites
- Stormwater detention and treatment may be incorporated into Civic Spaces as follows:
 - Non-enclosed dual-use stormwater detention may be incorporated into Civic Spaces without limit
 - Stormwater treatment best-management practices may occupy up to 20% of any Civic Space





CITY OF WINNIPEG