

SCHEDULE E

amended 95/2014

BOULEVARD PROVENCHER PLANNED DEVELOPMENT OVERLAY 1 (PDO-1 BOULEVARD PROVENCHER)

Purpose

1. The purpose of this overlay is to encourage the protection of Provencher Boulevard with its cultural and historic significance to the French community as the neighbourhood main street for St. Boniface.

Applicability

2. This overlay shall apply to the lands fronting Boulevard Provencher, between avenue Tache and rue Langevin, as shown on the attached map (the Map).

Permitted Use Restrictions

3. Notwithstanding other provisions of this By-law, permitted, conditional, accessory and temporary uses are modified from those permitted in the underlying zoning district as follows:
 - (1) No more than 2 amusement devices may be permitted on any property;
 - (2) No drive-in or drive through – principal or accessory;
 - (2.1) Notwithstanding subsection 3(2), a drive-in or drive-through may be permitted as a conditional use within the Boulevard Provencher overlay district, provided that there is no direct access from Provencher Boulevard to the drive-in or drive-through, and the drive-in or drive-through services a financial institution.
added 154/2009
 - (3) No car washes.

Dimensional Standards

4. Development in the Boulevard Provencher overlay district must comply with the maximum building height and required yard standards below. In the event of a conflict between these provisions and any provisions applicable in the underlying zoning district, these standards apply. Except as modified by the following standards, all standards of the Zoning By-law continue to apply in the PDO1-Boulevard Provencher overlay district.

Maximum Building Height

- (1) The maximum height of any building or structure, or an enlargement of any building or structure, must not exceed:
 - (a) 30 feet on the south side of Provencher Boulevard;
 - (b) 80 feet on the north side of Provencher Boulevard.

Required Yards

- (2) The following yard requirements apply to all properties within the overlay district:
 - (a) minimum 50 feet between the street right-of-way and any parking area;

- (b) maximum 15 feet between the street right-of-way and the front building façade;
and
- (c) no required side or rear yard.

Design Review

- 5. (1) Subject to subsections (2), (3) and (4) within the District, all development, redevelopment, expansion, demolition, or exterior alteration visible from public rights-of-way is subject to urban design review and must be approved by the Director prior to commencement. Urban design approval as set out herein is required whether or not the proposal requires a building permit, development permit, Variance Order, Conditional Use Order, or other approval.
- (2) Notwithstanding subsection (1), temporary structures (for events not exceeding 14 days) do not require urban design review and approval.
- (3) In addition to the requirements in subsection (1), urban design approval is required for development within public roads, public lanes, public walkways, and public rights-of-way.
- (4) Notwithstanding subsection (1), interior building elements will be considered in urban design review only when their arrangement impacts on exterior pedestrian circulation and safety aspects.

Urban Design Considerations

- 6. (1) Review of development, redevelopment, expansion, demolition, or exterior alteration proposals is primarily intended to ensure the thoughtful integration of such proposals into their local context and consistency with the standards articulated in *OurWinnipeg*. For the purposes of this by-law, urban design review will focus on the quality of the public environment and be predicated on the understanding that the quality of that environment is formed as a result of many independent creative decisions.
amended 95/2014
- (2) In making a decision concerning the approval or denial of approval of proposed development and redevelopment in the Boulevard Provencher overlay district pursuant to subsection 5(1), the Director must consider the extent to which the proposed development or redevelopment is consistent with the guidelines set out in this section and by the Standing Policy Committee on Property and Development, Heritage and Downtown Development pursuant to section 7 in respect of the following Key Considerations.
amended 95/2014; 113/2015
 - (a) building placement;
 - (b) façade treatment & building entrances;
 - (c) driveways & building services; and
 - (d) signs.
- (3) In addition to serving as the basis for the Director's decision-making, the guidelines set out in this section:

- (a) are provided to assist property owners, design professionals, administrators, decision-makers, advisory committee members, and other parties involved in preparing, reviewing, or approving new developments, redevelopments, expansions, and exterior alterations;
- (b) provide a bridge between current policy desires and any detailed urban design guidelines, standards, or criteria that may be generated and which would then supplant the Key Considerations;
- (c) are not intended to stifle or discourage creativity; instead, they provide a framework within which to exercise creative design approaches.

Building Placement Considerations

(4) The following guidelines are to be used in evaluating the placement of buildings:

- (a) in general, buildings are expected to provide no or minimal yards to public road rights-of-way (front and corner side yards);
- (b) building setbacks for Active Uses (e.g. sidewalk cafés, newsstands, retailer displays) can be accommodated;
- (c) building setbacks to hotel, public & institutional, and cultural & entertainment uses can be accommodated;
- (d) where residential uses are located at street level, building setbacks are encouraged (front and corner side yards);
- (e) where a consistent building alignment exists along a block, buildings are expected to respect this alignment (front and corner side yards);
- (f) shape, size and alignment of buildings and spaces should reflect the existing horizontal and vertical rhythm and urban form;
- (g) new buildings or additions should acknowledge existing buildings in height and form;
- (h) the form and appearance of a building should consider views along the Boulevard to landmark buildings such as the St. Boniface Cathedral, Hotel de Ville, and vistas such as the Esplanade Riel;
- (i) landscaped spaces, streetscapes and architectural qualities of the Boulevard should be respected, including the preservation of Boulevard trees; and
- (j) development should respect adjacent heritage buildings.

Façade Treatment and Building Entrance Considerations

(5) The following guidelines are to be used in evaluating the treatment of front facades and building entrances:

- (a) open and inviting building facades are encouraged at street level and 2nd storey, in order to enhance the convenience, comfort, and enjoyment of pedestrian experiences and enhance interactions between the public realm and business operations on private property;

- (b) long, undifferentiated blank walls located at street level and along public roads are discouraged; instead, they should be enhanced by combinations of transparent windows (not reflective or spandrel), window displays, active uses, vertical architectural features (e.g. columns, bays, fenestration, pilasters), and contrasting building materials/textures/colours/ shades;
- (c) opaque window signs, storage of materials blocking windows, permanently closed blinds, and other measures or operations that hamper transparent street level pedestrian/business interactions are discouraged;
- (d) direct access to retailers, service providers, and customer service areas from street level is encouraged;
- (e) multiple front entrances from street level to large developments are encouraged;
- (f) measures to enhance visibility and accessibility of building front entrances (e.g. setbacks or projections from building wall, architectural features, contrasting materials, ornamentation) are encouraged.
- (g) principal entrances to buildings should be on Provencher.
- (h) doorways should replicate the existing rhythm of entrances on the Boulevard
- (i) new buildings should use similarly sized and shaped windows and doors, creating a consistent rhythm.

Driveways & Building Service Considerations

- (6) The following guidelines are to be used in evaluating the treatment of driveways and building services:
 - (a) in order to encourage an uninterrupted pedestrian boulevard, numbers and dimensions of motor vehicle driveways, private approaches, and other intrusions into the boulevard should be minimized;
 - (b) access to off street parking facilities, delivery loading spaces, refuse storage areas, and other building services is encouraged to be via public lane (or from secondary street, when public lane is not available);
 - (c) off street parking facilities, delivery loading spaces, refuse storage areas, and other building services are encouraged to be located internal to buildings;
 - (d) off street parking facilities, delivery loading spaces, refuse storage areas, and other building services located adjacent to public roads and residential uses are encouraged to be screened via landscaping, fencing, building wing walls, or combinations, ensuring pedestrian access and motor vehicle sight lines are maintained;
 - (e) off street parking facilities, delivery loading spaces, refuse storage areas, and other building services located between building walls and boulevard Provencher are discouraged.

Signs

- (7) The following guidelines are to be used in evaluating signs:

- (a) signs are expected to: enhance visibility; be helpful in identifying a building or use; have legible, clear, ordered copy/logo/symbol; be visible (primarily to pedestrians, secondarily to motorists); not obscure neighbouring signs; not limit individual tenant opportunities at multiple-tenant sites;
- (b) signs are expected to enable orientation and to be helpful in finding a building or use, from a distance or up close;
- (c) signs must not negatively impact personal safety or motor vehicle safety located and anchored safely and out of the way of pedestrians; not obscuring or mimicking traffic signs/signals;
- (d) signs are expected to respect historic areas and important sites; protect valued views and vistas; and complement other notable features;
- (e) all signage must be attached to a building;
- (f) signs should be lit by external sources and not internally; and
- (g) signage should be bilingual and feature at least the same size and quantity of lettering in French and English.

Urban Design Review Process

7. (1) The Standing Policy Committee on Property and Development, Heritage and Downtown Development may approve urban design guidelines, standards or criteria, not inconsistent with the guidelines set out in this section, which are to be considered by the Director in urban design review of development proposals.
amended 113/2015
- (2) The Standing Policy Committee on Property and Development, Heritage and Downtown Development may appoint an advisory committee (or committees) for the purpose of providing recommendations to the Director regarding (i) urban design guidelines, standards, or criteria, and/or (ii) whether or not to grant urban design approval for a particular development, redevelopment, expansion, demolition, or exterior alteration. The advisory committee may establish its own procedures, subject to approval by the Standing Policy Committee on Property and Development, Heritage and Downtown Development.
amended 113/2015
- (3) The Director may not deny an urban design review application without first giving the applicant notice of the date, time, and location of a meeting to hear representation from the applicant concerning the application.



**BOULEVARD PROVENCHER PLANNED
DEVELOPMENT OVERLAY MAP**