


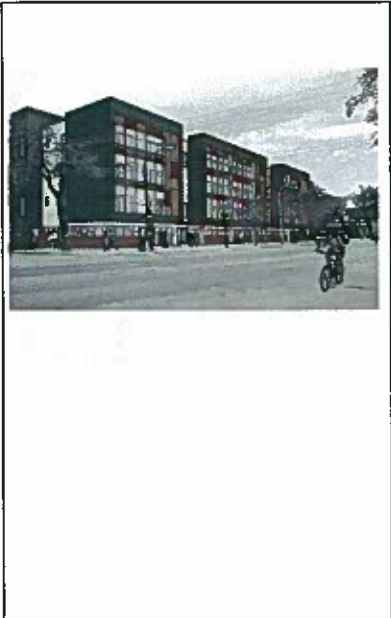

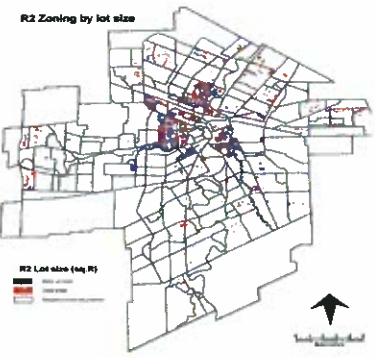



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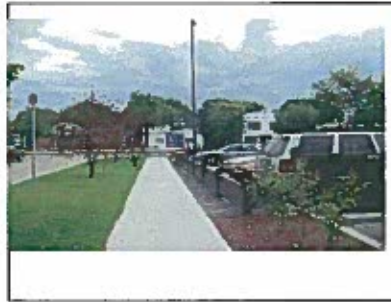
Winnipeg Zoning By-Law						
General Proposed Change	Policy Supports from OWCC	Rationale	Areas of City affected	Current By-Law regulations	Details of Proposed Change	
	1 Reduce minimum parking requirements in some areas	COMPLETE COMMUNITIES POLICY SECTION 04 : "ACCOMMODATE DEVELOPMENT THAT IS COMPATIBLE WITH THE EXISTING BUILT FORM"	CC policies support pedestrian friendly built form and multiple modes of transportation in many parts of the urban structure. Reduced parking requirements also provide more flexibility for developers, especially those operating within mature communities, which is often characterized by smaller than average lots sizes where it is difficult to accommodate the minimum car parking requirements currently in the by-law. There have been 58 variances for parking reductions in Mature Communities outside the current Urban Infill Area since 2008 and all were approved.	Mature Communities. Applies to multifamily, commercial, institutional, cultural and entertainment, and industrial uses.	Section 171 (2): Within the Urban Infill Areas designated on Maps 1 and 2 in Schedule C, the number of required off-street parking spaces for the following types of uses designated in Table 4-1 are reduced to 80 percent of the minimum number shown in Table 5-9, provided that (i) the property currently does not meet the minimum standards for accessory off-street parking set forth in Table 5-9 above, or (ii) the property is located with frontage on a public transit route with regular daily service: (a) "multi-family" uses; (b) "commercial sales and service" uses; (c) "public and institutional" uses; (d) "cultural and entertainment" uses; or (e) "industrial" uses.	Provide a 20% optional parking reduction in Mature Communities outside the current Urban Infill Area, using the same parking conditions as in current Urban Infill Area policies.
	2 Include car share programs and enhanced bike parking as available means of offsetting minimum parking requirements	COMPLETE COMMUNITIES POLICY SECTION 04 : "ACCOMMODATE DEVELOPMENT THAT IS COMPATIBLE WITH THE EXISTING BUILT FORM"	Complete Communities supports pedestrian friendly built form and multiple modes of transportation. New options for offsetting car parking helps meet these goals and also provides more flexibility for developers who are working with limited space for parking.	All areas	Current wording: (4) An applicant may propose to the Director a parking management plan prepared by a professional traffic engineer or parking consultant, documenting that a lower amount of automobile parking is adequate to meet the needs of the proposed use or combination of uses and to prevent traffic or parking congestion on surrounding streets or public lanes: because of unique patterns of peak hour use, the proximity of other public parking areas, proximity to major public transportation routes or other factors, without the imposition of additional parking management tools. Also update Urban Infill Area maps to include "Public and Institutional" uses located in R1 and R2 districts.	Revise parking management plan section (171[4]) to include car share program and enhanced bike parking as one of the means of offsetting required parking. Suggested wording: (4) An applicant may propose to the Director a parking management plan prepared by a professional traffic engineer or parking consultant, documenting that a lower amount of automobile parking is adequate to meet the needs of the proposed use or combination of uses and to prevent traffic or parking congestion on surrounding streets or public lanes: because of unique patterns of peak hour use, the proximity of other public parking areas, proximity to major public transportation routes, the provision of enhanced bike parking, the provision/use of a car share program or other factors , without the imposition of additional parking management tools.


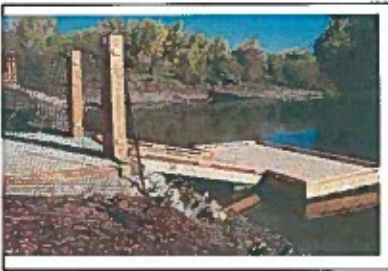
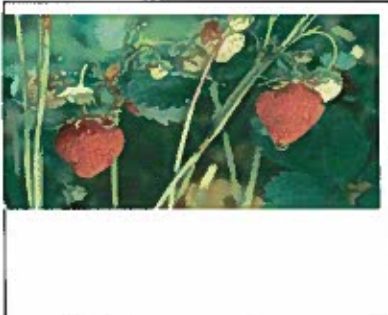
	<p>3 Relax parking regulations to make it easier to provide parking behind buildings</p>	<p>COMPLETE COMMUNITIES POLICY SECTION 04 : "ACCOMMODATE DEVELOPMENT THAT IS COMPATIBLE WITH THE EXISTING BUILT FORM"</p>	<p>Parking off the lane is a more efficient use of land than parking lots, and can reduce the amount of developable land used for parking.</p>	<p>multifamily development</p>	<p>Currently, only single and two-family residential are permitted to have parking directly off the lane. Section 172 (8)(b): a maximum of 2 vehicles may be parked on a driveway in the front yard leading to a parking space in the principal building or in a side or rear yard.</p>	<p>Allow parking stalls directly off the back lane for multifamily development. Include minimum stall dimensions (23' x 8') to provide for larger vehicles and snow clearing.</p>
	<p>4 Remove barriers to residential development above commercial buildings in many situations</p>	<p>COMPLETE COMMUNITIES POLICY SECTION 03-2: "DEVELOP CENTRES AND CORRIDORS AS FOCAL POINTS, CHARACTERIZED BY A MIX OF USES"</p>	<p>All the city's corridors (Regional, Community, Neighbourhood) are planned for mixed use. Most C1 and C2 is located along corridors. Permitted densities and heights in C1 and C2 would remain about the same but mixed use would be easier to achieve. Multiple family housing permitted above ground floor commercial uses in C1, C2 supports the two policy intents identified - pedestrian friendly environment and a mix of uses, higher density development, opportunities for social interaction and accessibility through multiple modes of transportation.</p>	<p>C1, C2</p>	<p>See Table 4-1: Principal Use Table</p>	<p>Permit multifamily housing above ground floor in C1, C2 districts, with standards. The applicant must provide a site plan with their application to the City, which must include the following: (i) the location and design of the building, including building elevations, floor plans, landscaping, garbage enclosures, fencing, vehicular approaches and lighting.</p>
	<p>5 New standards for bike parking including improved lighting and access</p>	<p>COMPLETE COMMUNITIES POLICY SECTION 03-2: "...HIGH-LEVEL OF ACCESSIBILITY THROUGH MULTIPLE MODES OF TRANSPORTATION</p>	<p>Increased bicycle accessibility is highly encouraged in Complete Communities.</p>	<p>All areas</p>	<p>Section 169: Required bicycle parking must be located with convenient access to major building entrances.</p>	<p>Require bicycle parking to be well lit, and located:</p> <ul style="list-style-type: none"> • with convenient access to major building entrances, • within a visible, high-traffic area, • outside of pedestrian paths of travel.



 <p>R2 Zoning by lot size</p> <p>R2 Lot size (sq. ft.)</p> <p>5,000 - 7,500 7,500 - 10,000</p>	<p>6 Further support two-family housing on some zoning lots</p>	<p>COMPLETE COMMUNITIES POLICY SECTION 04: "SUPPORT LOW TO MODERATE CHANGE IN LOW-DENSITY NEIGHBOURHOODS THROUGH DEVELOPMENT AND REDEVELOPMENT THAT IS COMPLEMENTARY TO THE EXISTING SCALE, CHARACTER AND BUILT FORM."</p>	<p>For 'R2', a minimum of 5,000 sq. ft. of lot area and 2,500 sq. ft. per dwelling unit is currently required. Many lots zoned 'R2' in the city cannot meet this requirement. Maximum lot coverage will help ensure that R2 lots are not overbuilt.</p>	<p>All "R2" lots</p>	<p>Table 5-2: 5,000 sq. ft. (2,500 per dwelling unit for two-family; 800 per dwelling unit for multi-family)</p>	<p>Reduce minimum lot area for development in "R2" to 2,500 sq. ft., and minimum lot area per dwelling unit to 1,250 sq. ft. Include a maximum lot coverage of 45% for single and two-family homes in 'R2'.</p>
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	<p>7 Improve pedestrian connections (walkways) to new developments</p>	<p>COMPLETE COMMUNITIES SECTION 3: "OURWINNIPEG SUPPORTS A PEDESTRIAN AND TRANSIT FRIENDLY ENVIRONMENT"</p>	<p>Age-friendly, accessible, pedestrian friendly development is highly encouraged in both OurWinnipeg and Complete Communities. Currently, pedestrian connections from the sidewalk are only required for large scale commercial and institutional developments.</p>	<p>All areas</p>	<p>Section 208(5)(e) each commercial or institutional development containing more than 100,000 square feet of gross floor area, whether in a single or multiple phases, and whether in a single or multiple principal buildings, must comply with the following standards, where applicable:</p> <p>Paths and Pathways</p> <p>(i) where applicable, pedestrian and bicycle paths and pathways must be developed where indicated in any plan adopted by the City Council and must be designed and developed to adopted City of Winnipeg Public Works Department standards;</p>	<p>For commercial, institutional and multifamily development in most zoning districts, the pedestrian connection(s) should be built in accordance with Standard 'A'. If commercial, institutional, multifamily or industrial development occurs in A, RR5, RR2, M1, M2, M3 districts, the pedestrian connection(s) should be built in accordance with Standard 'B'.</p> <p>Standard 'A' a universally accessible pedestrian route from a public sidewalk to the main entrance of at least one of the principal buildings of the development. If a transit stop exists in the public right of way adjacent to the subject property, this pedestrian route must provide a connection to the transit stop either directly or via a connecting public sidewalk; and a universally accessible pedestrian route that connects the main entrances of all of the principal buildings and the main outdoor entrances of units in these buildings to one another.</p> <p>Universally accessible pedestrian routes: • shall be built so that the route, or at minimum the longitudinal edges of the route, contrast highly with the appearance and texture of the surfaces adjacent to the route, regardless of whether it is crossing a vehicular route or area;</p>
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	<ul style="list-style-type: none"> • shall not exceed a longitudinal grade of 1:20 or a cross slope of 1:50; • shall be illuminated to at least 50 lux (4.6 ft.-candles); • that change direction in a location where the intended destination of the route is not evident, shall have directional signage. • crossing a vehicle route or area that is a different elevation than the universally accessible pedestrian route shall require <ul style="list-style-type: none"> - a ramp on the pedestrian route, abutting the edges of the vehicle route or area and oriented longitudinally to the pedestrian route or - a ramp on the vehicle route or area, abutting the edges of the pedestrian route and oriented perpendicular to the pedestrian route <p>Standard 'B' Same as Standard 'A' except :</p> <p>Universally accessible pedestrian routes:</p> <ul style="list-style-type: none"> • shall contrast highly with the appearance of the surfaces adjacent to the route, regardless of whether it is crossing a vehicular route or area.
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	<p>8 Upgrade requirements for landscaping</p>	<p>COMPLETE COMMUNITIES POLICY SECTION 06: "PROMOTE PRINCIPLES OF HIGH QUALITY DESIGN IN COMMERCIAL AREAS, SUCH AS... THE ADEQUACY OF LANDSCAPING"</p>	<p>Current ZBL landscaping standards are not comprehensive but are sufficient. The existing standards however are often not applied when a site is redeveloped, leading to sites with little or no landscaping. Existing standards should be met upon site redevelopment or alteration.</p>	<p>As per current landscaping regulations: all uses except single and two family homes and mobile homes</p>	<p>No requirement; discretion of Department Director.</p>	<ul style="list-style-type: none"> • Redevelopment less than 25% of lot area or building - no upgrades required • 25-50% - street edge only required • More than 50% - must meet the by-law standard in full <p><u>Option 1 - immediate</u></p> <p><u>Option 2 - deferral of work</u></p> <ul style="list-style-type: none"> • Mechanism to ensure completion on deferral is currently being determined.
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	<p>9 More options for mixed use in some Manufacturing areas</p>	<p>COMPLETE COMMUNITIES POLICY SECTION 05: "FACILITATE A BROADER RANGE OF USES WITHIN EMPLOYMENT LANDS, PROVIDING FLEXIBILITY"</p>	<p>Personal Services are already permitted in light industrial areas. Complete Communities restricts them in M3 but supports them in M2. Size should be limited to 5,000 sq. ft. to ensure that Personal Services remain subordinate to the main intended use of these lands as part of our manufacturing land supply.</p>	<p>All "M2" districts</p>	<p>See Table 4-1: Principal Use Table</p>	<p>In M2 (General Manufacturing) districts, allow additional Personal Services (such as banks, salons) as a Conditional Use, up to 5,000 sq. ft. This is the same size standard as what currently applies for Personal Services in RMU and C1 districts.</p>
	<p>10 Add provisions for boat docks in small parks</p>	<p>COMPLETE COMMUNITIES POLICY SECTION 03: "ENSURE THAT THE RIVER SYSTEM CONTINUES TO BE INCORPORATED IN CONNECTIVITY OPTIONS WITHIN, TO AND FROM DOWNTOWN YEAR ROUND."</p>	<p>Boat docks are currently prohibited in PR1. Complete Communities promotes rivers as one of Winnipeg's transportation options. The Conditional Use process will allow for review to help ensure appropriateness of scale and context including parking provisions.</p>	<p>"PR1" districts</p>	<p>Boat docks are currently prohibited in PR1.</p>	<p>Change name of "Boat Dock/ Public Access" to "Public Boat Dock" for added clarity, and allow Boat Docks as a Conditional Use in PR1 districts (small public parks).</p>
	<p>11 Increase support for urban agriculture by limiting other land uses on agricultural lands</p>	<p>COMPLETE COMMUNITIES POLICY SECTION 08: "ENCOURAGE AGRICULTURAL USES AND RELATED SUPPORT FUNCTIONS AS THE PRINCIPAL USES FOR LANDS IN RURAL AND AGRICULTURAL AREAS."</p>	<p>Complete Communities identifies the need to support the continuance of agricultural uses on agricultural land. Most agricultural land does not contain water and sewer services, which also poses development constraints on these lands.</p>	<p>"A" districts</p>	<p>See Table 4-1: Principal Use Table</p>	<p>Remove libraries, hospitals, sports or entertainment arena/stadium outdoor, funeral chapel or mortuary from list of permitted uses in Agricultural districts. Continue to allow schools and places of worship as Conditional Uses in Agricultural districts but only up to 10,000 sq. ft. Continue to allow daycares Conditional Uses in Agricultural districts, but only up to 5,000 sq. ft. The size limits would apply to both new development and expansions of existing development.</p>

	12	<p>Allow the creation of new residential lots in more areas when compatible with existing properties</p>	<p>COMPLETE COMMUNITIES POLICY SECTION 05: "ACCOMMODATE DEVELOPMENT THAT IS COMPATIBLE WITH THE EXISTING BUILT FORM"</p>	<p>Currently, many subdivision of land parcels cannot proceed without a variance because the current calculation does not always reflect the typical lot size on that street. The current calculation limits infill opportunities. The new proposed measure will still provide that new lots fit the local context.</p>	"R1", "R2" districts	<p>Section 138(1): 138.(1) If an undeveloped parcel of land is located in the R1 or R2 zoning districts, or proposed for rezoning to the R1 or R2 zoning districts, and abuts an existing R1 or R2 zoning district by a street right-of-way, railroad right-of-way, or waterway, the undeveloped parcel must not be subdivided unless the width/square footage of the proposed lot(s) within 200 feet (measured from the edges of the proposed subdivision) of the adjacent R1 or R2 zoning district is not less than the average lot width/square footage of existing developed lots in residential use in the adjacent R1 or R2 areas along such shared boundary, but in no case may be less than 35 feet.</p>	<p>Special Boundary Conditions – The less restrictive of either of the following: at least one of the properties on the same street (within 200 ft.) must be equal to or smaller than the proposed lot, or the current calculation (average of all lots within 200 ft., regardless of the street) This new calculation would allow subdivisions to proceed about 60% of the time without a variance.</p>
	14	<p>Upgrade accessible parking standards</p>	<p>OurWinnipeg Section 3: "With guidance from Complete Communities, encourage age-friendly and accessible new development..."</p>	<p>Currently, parking spaces with room for vans for people with disabilities are not often provided, because they are only required when more than 500 regular car parking spaces are required. This zoning adjustment aligns with age-friendly and accessibility policies of OurWinnipeg and is guided by standards of the Canadian Standards Association, which have been adopted by the Federal government.</p>	All areas	<p>Section 167.(1) Out of the total number of required off-street parking spaces, the owner must provide a portion of those spaces so as to be accessible to persons with disabilities. Each such space: (a) the width of each required accessible space must be at least 10 feet, and for every 10 accessible parking spaces required to be provided, at least 1 space must be a minimum of 8 feet wide and must have an adjacent loading and maneuvering area at least 8 feet wide</p>	<p>Adjust the current standard for the provision of van-accessible parking spaces, to ensure they are provided more frequently. Number of Van Accessible Parking Spaces less than 25 regular parking spaces: 0 26-75 1 76-300 2 301-500 3 501-1000 4 1001 and over: 4 plus 1 for Each 100 over 1000</p> <p>All accessible spaces must include vertical and horizontal signage reserving the space for use by persons holding an approved parking permit displaying the international symbol of access.</p>

Winnipeg Zoning By-Law errors, omissions, other changes					
General Proposed Change	Policy Supports from OW/CC	Rationale	Areas of City affected	Current By-Law regulations	Details of Proposed Change
1 Allow drinking establishments as a Conditional Use in "C1" districts, up to 2,500 sq. ft.	Errors and omissions	Drinking establishments are currently not permitted, but the Neighbourhood Main Streets Overlay [Schedule G] allows for Drinking Establishments as a Conditional Use.	C1	See Table 4-1: Principal Use Table	Allow drinking establishments as a Conditional Use in "C1" Districts, with a Use Specific Standard of 2,500 square feet of floor area.
2 Provide the Water and Waste Department discretion to approve yard setbacks for lots adjacent to storm water retention basins.	Errors and omissions	Water and waste routinely agrees to a reduced setback based on engineering criteria, for things like pools and decks, but a variance is still required. This change will allow for a reduction to be approved administratively.		See Schedule "H"	Section 155, Lots Adjacent to Storm Water Retention Basins. Add a new sub-section (3) to give the Director with Water and Waste's concurrence, discretion to reduce the minimum yard requirements.
3 Permit minor residential infill in the Airport Vicinity Protection Area provided not more than 1 lot is created from an existing lot in an R1 district and provided the lot is in an established residential area with municipal services.	Errors and omissions	This is to allow for minor residential infill without the requirement for a Conditional Use approval process. The Winnipeg Airport Authority was consulted and supports the amendment.	Airport Vicinity	See Schedule "D"	Amend Section 3 (1)(b) to add the following "with the exception that Conditional Use Approval is not required when:" i. No more than one additional residential lot is created from an existing zoning lot in any R1 zoning district; and ii. The newly created lot is located on a street in an established residential area where a full range of municipal infrastructure exists.
Require landscape buffers where a manufacturing zoning district abuts a major street	Other minor change	Currently, a landscaped buffer must be installed where a side or rear yard in a commercial, institutional or manufacturing district abuts R1, R2, RMF. Front yard is not dealt with, and front yards of industrial developments have an impact on the street. Buffering should be included when industrial yards (side, rear, and front) abut a major street.	Industrial Developments	Section 190 (7) (a) a landscaped buffer must be installed where a side or rear lot line of a lot in a commercial or institutional or manufacturing zoning district abuts a lot in a single, two-family or multi-family residential zoning district.	

4	Make "contractor's establishment" not permitted in C1 districts.	Other minor change	Contractors establishments (construction or storage of vehicles, tools, materials, equipment) can be taken out of C1 districts because office uses are sufficient to serve the needs of contractors who don't have outdoor storage. Outdoor storage is not permitted in C1 . Office uses accommodate "business, profession, service, industry", etc.	C1	See Table 4-1: Principal Use Table	
5	Revising the "General Purposes" of the Zoning By-Law to reflect OurWinnipeg and the Complete Communities Direction Strategy	Complete Communities Policy Section 14: "Establish an enabling framework for growth and development that is aligned with the policy intent of Complete Communities..."	Aligning the General Purposes of the Winnipeg Zoning By-Law will increase consistency between Complete Communities and the Winnipeg Zoning By-Law.	All areas	See Part 3.	Change the "General Purposes" in the Zoning By-Law to reflect OurWinnipeg, Complete Communities and the Urban Structure, and to highlight convenient pedestrian access to development from the public street.
6	A nubmer of small / clerical erros and omissions will also be incorporated. If you'd like to hear about these, please email Martin Grady at mgrady@winnipeg.ca	Errors and omissions				

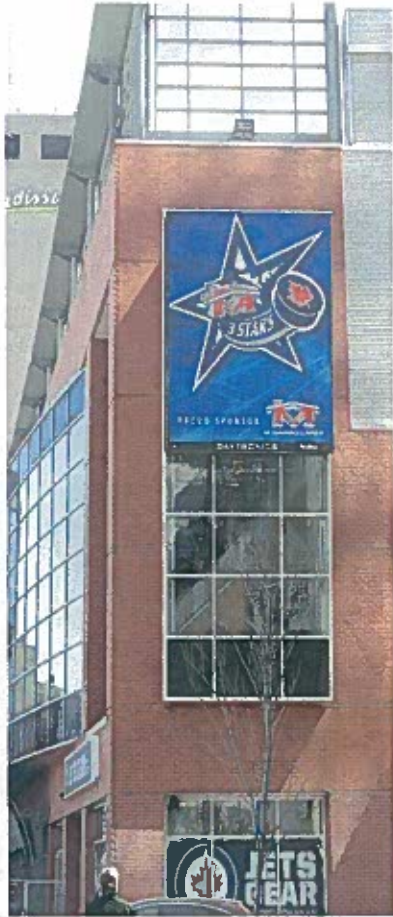
Downtown Zoning By-Law				
Downtown Residential				
General Proposed Change	Policy Supports from OW/CC	Rationale	Areas of City affected	Details of Proposed Change and current by-law regulations
	<p>Complete Communities Policy Section 03-1 : Ensure that streamlined regulatory processes are in place to support residential development goals in defined Downtown areas.</p>	<p>Residential infill Downtown is a key theme of Complete Communities. These changes will make it easier to achieve residential infill in more Downtown locations. On Portage Ave., Main St. and the Graham Ave., the City will continue to encourage an active commercial frontage on the main floor.</p>	<p>"C" and "M" Sectors</p>	<p>1 Permit residential above the ground floor in all Downtown areas</p> <p>Currently, any new residential development on Portage Avenue, Main Street, Graham Avenue, Osborne Street, Memorial Boulevard and Broadway is subject to discretionary review (a conditional use application).</p>
				<p>2 Permit residential on the ground floor in all Downtown areas except along Main St., Graham Ave. and Portage Ave., where this would be a Conditional Use</p> <p>Currently, residential on the ground floor is only permitted within the Downtown Living Sectors. In other areas, a residential building without ground floor commercial is subject to discretionary review (a conditional use application).</p>
				<p>3 Eliminate yard setback requirements for residential conversions.</p> <p>Historical buildings rarely meet current yard setback standards, yet repurposing historical buildings for residential uses is strongly supported by the Complete Communities Direction Strategy.</p> <p>Residential development requires a 20 foot rear setback and a 20 foot side yard setback for buildings over four storeys. In order to convert a commercial building to residential use, it must either comply with these dimensions or apply for a variance.</p>
Downtown Vacant Land				
	<p>4 Provide more scrutiny around the creation of vacant land by demolition.</p> <p>Complete Communities Policy Section 03-1 : Promote the completeness of established neighbourhoods while supporting intensification and densification where appropriate.</p>	<p>Similar to the process for heritage buildings, oversight may be warranted in cases where non-heritage buildings are proposed for demolition without firm plans for any new development. Vacant land creates pressures for use as surface parking and can detract from the character of its surroundings. Where vacant land is approved, clear standards will ensure that it cannot be used for surface parking and that it will be landscaped in a way that enhances its surroundings.</p>	<p>All Downtown sectors</p>	<ul style="list-style-type: none"> • Provide criteria around when demolitions may be approved. • Provide clear landscape standards for interim site treatment when demolition is supported. • Currently, these requirements are determined on a case-by-case basis through Urban Design Review. This proposed amendment would lay out the minimum expectations so it is clear and transparent.



Downtown Building Heights					
5	Require a minimum building height for Downtown development.	Complete Communities Policy Section 03-1 : Define appropriate goals and targets for redevelopment and intensification.	Minimum buildings heights help discourage template chain store buildings and other pre-fab architecture. They encourage a scale of development appropriate to a downtown with existing services and infrastructure.	All Downtown sectors	There is currently no minimum building height in the Downtown. The proposed amendment would require that some portion of any new building on Portage Avenue, Main Street and Broadway be at 35 feet in height (equivalent to about three storeys), and on all other streets, 25 feet in height (equivalent to about two storeys).
6	Reduce maximum building heights South of Broadway, west of Donald Street		The existing 8 FAR (Floor Area Ratio) size limit is intended to accommodate high-rise buildings, however, a blanket zoning approach to some neighbourhoods does not respect the unique character of different streets.	South Broadway "D" Sector	The current 8 F.A.R. size limit can accommodate buildings over 20 storeys. The proposed amendment would affect properties south of Broadway fronting on Kennedy Street, Edmonton Street, Carlton Street, Hargrave Street, and the south side of Assiniboine Avenue west of Donald Street. Revised maximum building height would be 60 feet except on corner lots where the maximum height would be 100 feet. (Throughout the Downtown Winnipeg Zoning By-Law, it is recommended that heights be expressed in feet instead of by number of storeys.)
Downtown Commercial					
7	Increase the maximum size for restaurants in the Character Sector.	Further define and enhance the identity and character of downtown's unique districts, destinations and clusters.	The Warehouse Character Sector has been rapidly evolving into a vibrant neighbourhood in recent years. The addition of new restaurants has enhanced this neighbourhood development, despite the fact that all have been larger than 3000 square feet.	"C" Sectors	Current size limit is 3000 square feet. Proposed amendment would increase this to 10,000 square feet.
8	Require discretionary approval for drinking establishment patios over 1000 square feet in the Character Sector.		Drinking establishments, while part of a complete community, have occasionally been a source of contention for residents. Better oversight and limitations of large outdoor drinking areas could help address this issue.		Although areas outside the Downtown limit patios to 100 square feet, there has never been a similar limit within the Downtown. The proposed 1000 square foot size limit will provide oversight to large drinking establishment patios. This amendment would not affect restaurant patios or patios situated on the public sidewalk.
9	Increase oversight of the establishment of new payday loans stores and cheque-cashing facilities.		Some parts of the Downtown have seen a concentration of cheque-cashing facilities, impacting the overall character of the neighbourhood or district.	All Downtown sectors	Currently, these establishments are part of the Personal Services group of uses. The proposed amendment would involve listing and regulating cheque-cashing establishments separately to provide the opportunity for discretionary review. Regulations could include a minimum separation between them (as is the requirement outside of Downtown).



Downtown Parking					
10	New parking must include a proportion of accessible spaces.	Complete Communities Policy Section 03-1 : Support viable alternatives to Downtown surface parking as recommended through the city's Sustainable Transportation Direction Strategy and through the development of a Downtown Parking Strategy, in order to reduce the amount of surface parking Downtown.	The provision of accessible parking spaces ensures that we have an age-friendly and accessible Downtown.	All Downtown sectors	Currently, there is no requirement for the provision of parking Downtown. However, where surface or structured parking is being constructed, the proposed amendment would require that 4% of parking stalls meet universal accessibility standards and be signed accordingly. A minimum of one accessible parking space would be required for any parking area with over two spaces.
11	Require surface parking areas to meet minimum standards for fencing, lighting, paving and landscape planting.	Discourage the introduction of any new surface parking or stand alone auto oriented services, such as drive-throughs or gas stations.	Surface parking occupies a vast amount of land in our Downtown. The quality of these parking facilities reflects on the image of our Downtown and our city. The City's recently adopted Downtown Parking Strategy sets higher expectations for the design of surface parking with the acknowledgement that most of them will continue to be part of our transportation infrastructure for many years to come.		Currently, these requirements are determined on a case-by-case basis through Urban Design Review. The proposed amendments would include landscape planting specifications similar to those applied outside the Downtown. Fencing must be of a robust and attractive construction (decorative metal or brick). Grading plans must clearly demonstrate that accessibility is being achieved. Existing Downtown parking lots lacking paving, lighting, landscaping or fencing would be required to submit a proposal to meet the new standards within five years.
12	Prohibit parking at grade fronting on Portage Avenue, Main Street or Graham Avenue.		As development occurs, there will be the need to develop new parking facilities to support it. Where those are located in relation to buildings, streets and sidewalks is extremely important. The proposed zoning changes further emphasize the expectation that the majority of new parking being created Downtown should be either below grade, behind buildings, or in mixed-use structures.		The proposed amendments would require parking on these three streets to be located behind the building such that it is not visible from the street. For interior parking and structured parking, there would need to be a commercial component on the main floor across the whole frontage. Currently up to 40% of the site (25% in the Exchange District) can be used as parking.
13	Limit surface parking on other streets to 10% of the lot area or behind a building.				Currently up to 40% of a site (25% in the Exchange District) can be used as parking. For all Downtown areas other than the streets listed above, only 10% of the site could be used for parking at grade under the proposed recommendations. If surface parking is behind a building and not visible from the public sidewalk, the 10% limit would not apply. Similarly for parking structures, only 10% of the main floor may be used for parking, unless there are other building uses that occupy the frontage.



Downtown Digital Signs				
14	Establish operational standards for brightness, dimming, etc.	per Council motion	Digital signs can be part of a dynamic urban environment provided their placement respects traffic and pedestrian safety, residential livability and the character of the location in which they are situated.	All Downtown sectors Per the recently adopted amendments to the Winnipeg Zoning By-Law, digital signs: a) must not display graphics which imitate or resemble any traffic control device; b) must not exceed a brightness level of 0.3 foot-candles above ambient light conditions; and c) must utilize automatic dimming. No such standards currently exist in the Downtown Winnipeg Zoning By-Law. Where there is potential for visual interference with traffic control devices, these will be reviewed on a case-by-case basis.
15	Allow digital signs (digital static copy and digital moving copy) in most Downtown areas, but prohibit them in residential areas, riverbank areas, on heritage buildings and along Broadway. In Character Sectors, limit their use to Event Signs.		Digital signs can be part of a dynamic urban environment provided their placement respects traffic and pedestrian safety, residential livability and the character of the location in which they are situated.	See Details. Currently, approvals for digital signs are determined on a case-by-case basis through Urban Design Review. The practice has been effectively the same as what is proposed to be written into the zoning by-law. Digital signs would not be permitted on buildings on the Historical Buildings Conservation List or the Historical Buildings Inventory List. They would also not be permitted within Riverbank Sectors, Downtown Living Sectors or on properties fronting on Broadway. Digital signs could not be erected adjacent to residential properties where it would shine directly into windows. In the Character Sectors, they would be limited to Event Signs (See below).
16	Revise Event Sign definition and allow for third party sponsor's content		Although advertising billboards are not permitted Downtown, there has been strong interest in being able to recognize donors and sponsors at our cultural and entertainment venues. These establishments are important to the vitality of our Downtown and sponsors are key to their success.	All Downtown sectors The current definition of Event Signs is, "a sign that indicates the time, date, or type of event or events scheduled for a venue located on the same property. May include readerboard, changeable copy, electronic message, or combination. Event signs are associated with "Public & Institutional" and "Cultural & Entertainment" use categories and "restaurant" and "drinking establishment" uses. The recommendation is to simplify and broaden this definition so that it is not limited to just showing time and date of events, but may also be used to display cultural content or promote the venue generally. However, the types of properties entitled to have an Event Sign will be limited to Cultural & Entertainment venues.
Downtown Freestanding Signs and Window Signs				



<p>17 Prohibit new freestanding signs except for ground-oriented signs.</p>	<p>Promote walking as a mode of preference within the Downtown by focusing investment in pedestrian improvements along routes that... Contribute to the continuity of pedestrian-oriented, street-level activity</p>	<p>Large pylon signs are typically suburban in character and are not suited to a street with large buildings that come right up to the sidewalk.</p>	<p>All Downtown sectors</p>	<p>The Downtown Winnipeg Zoning By-Law currently allows freestanding signs up to 25 feet tall in the Multiple Use Sectors, as well as in the Forks Character Sector and on Waterfront Drive in the Downtown Living Sector. Elsewhere, "Ground-oriented" is permitted up to 10 feet in height. The proposed recommendations would reduce all freestanding sign heights to 4 feet. Signs attached to building surfaces are not restricted to these sign heights.</p>
<p>18 Require signs in a window covering over 50% of the window surface area to comply with zoning standards.</p>		<p>Large window signs significantly affect the overall appearance of buildings and reduce the transparency between the interior of building and the street, reducing vibrancy and potentially increasing safety concerns.</p>		<p>Currently signs affixed to the interior or exterior of windows are exempt from Urban Design Review and the dimensional standards of the zoning by-law. The proposed recommendation would require a permit for windows signs that result in 50% coverage of any window pane. This would apply to any sign situated to be seen primarily from outside the window even if not affixed directly to the window. Where there may be concerns about loss of transparency at grade with a window sign proposal, the City may suggest an alternate configuration.</p>

Other Downtown Fascia Signs				
19	Incorporate projection signs into the zoning by-law.	Errors and omissions	Projection signs use a projector to display images on a wall, primarily for night time viewing. These were not contemplated when the by-law was written and it is unclear how they would be regulated.	See Details. It is proposed that these be included in the Definitions section of the Downtown Winnipeg Zoning By-Law and be regulated the same as digital signs (See above.)
20	Eliminate the ability to transfer and combine allowable sign area across frontages/facades.	Errors and omissions	Sign area limits were intended to relate to the width of a building façade. A loop hole allowed for the erection of one mega-sign by transferring sign area entitlements from other sides of the buildings.	All Downtown sectors Signs will continue to be allowed on the sides of buildings without frontage by transferring sign area entitlements from an adjacent frontage. However, sign area entitlements would not be able to be combined to increase the amount of signage applied along any one frontage.
Downtown Temporary Signs				
21	Limit vinyl fascia banner signs to a shortened timeframe.	Develop distinct identity and design elements that reflect the development goals of each defined Downtown district.	Vinyl banners are typically used for special events or to promote a new business because they are inexpensive to produce and install. However they tend to not be of a lasting quality and often are applied to buildings without architectural consideration.	All Downtown sectors Vinyl fascia banners are currently regulated just like other fascia signs. It is recommended that fascia banners be added to the list of definitions. It is recommended that these types of banners be approved for 120 days only, after which time they must be removed. An exemption of up to two years may be applied to signs associated with new construction or site redevelopment, as well as for banners of a non-commercial nature (art murals or civic campaigns).
22	Increase size allowance for construction signs, but limit them to the duration of the construction project.		Many construction sites line the fencing with project and contractor information. While it amounts to a greater total surface area than the by-law has permitted, it simply makes use of an existing temporary surface. However, construction signs would not be permitted to be erected in advance of any construction activity.	Construction signs do not require permits if they are under 80 square feet per frontage in area. The recommendation is to increase this to 200 square feet, but to allow them only for the duration of construction activity on the site.

