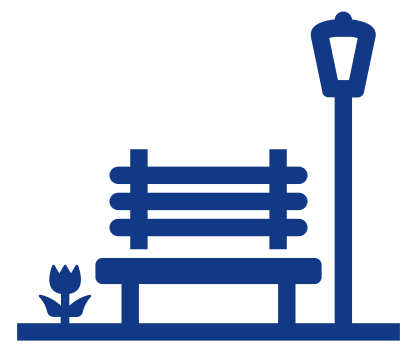




Building Downtown

We want to build a Downtown that is comfortable and liveable for everyone.



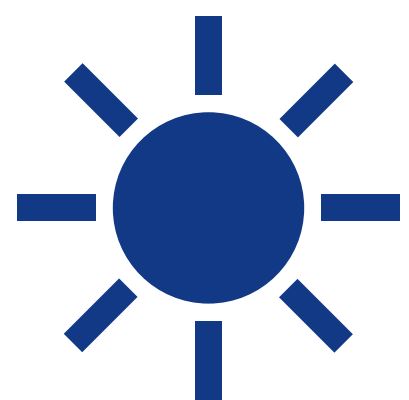
Design public spaces for people to enjoy and gather



Design buildings that fit the character of the neighbourhood they are in



Design better parking structures



Minimize the impacts of wind and heat and protect access to sunlight



Improve the quality of life of residents

Related plans & strategies



OurWinnipeg 2045

25-year vision for the entire city.



Complete Communities 2.0

Guides growth, development, and land use in Winnipeg.

Downtown Winnipeg Zoning By-Law

Controls and regulates the use of real property and development in Downtown Winnipeg.



Building Downtown

The design of our buildings shapes how we experience Downtown and helps build a Downtown that people want to spend time in. The way we design buildings and open spaces can help us make downtown more vibrant and improve the quality of life of residents.

We are creating **Urban Design Guidelines** that will:

- Help designers, developers, and residents understand the City's expectations for good design
- Help City staff evaluate proposals for new development
- Consider our unique streets, character areas and districts downtown including the Exchange District
- Provide specific guidance on the design of new buildings, additions to existing buildings, and public spaces
- Integrate with the Streetscape Design Standards Manual
- Inform future changes to the Zoning By-law

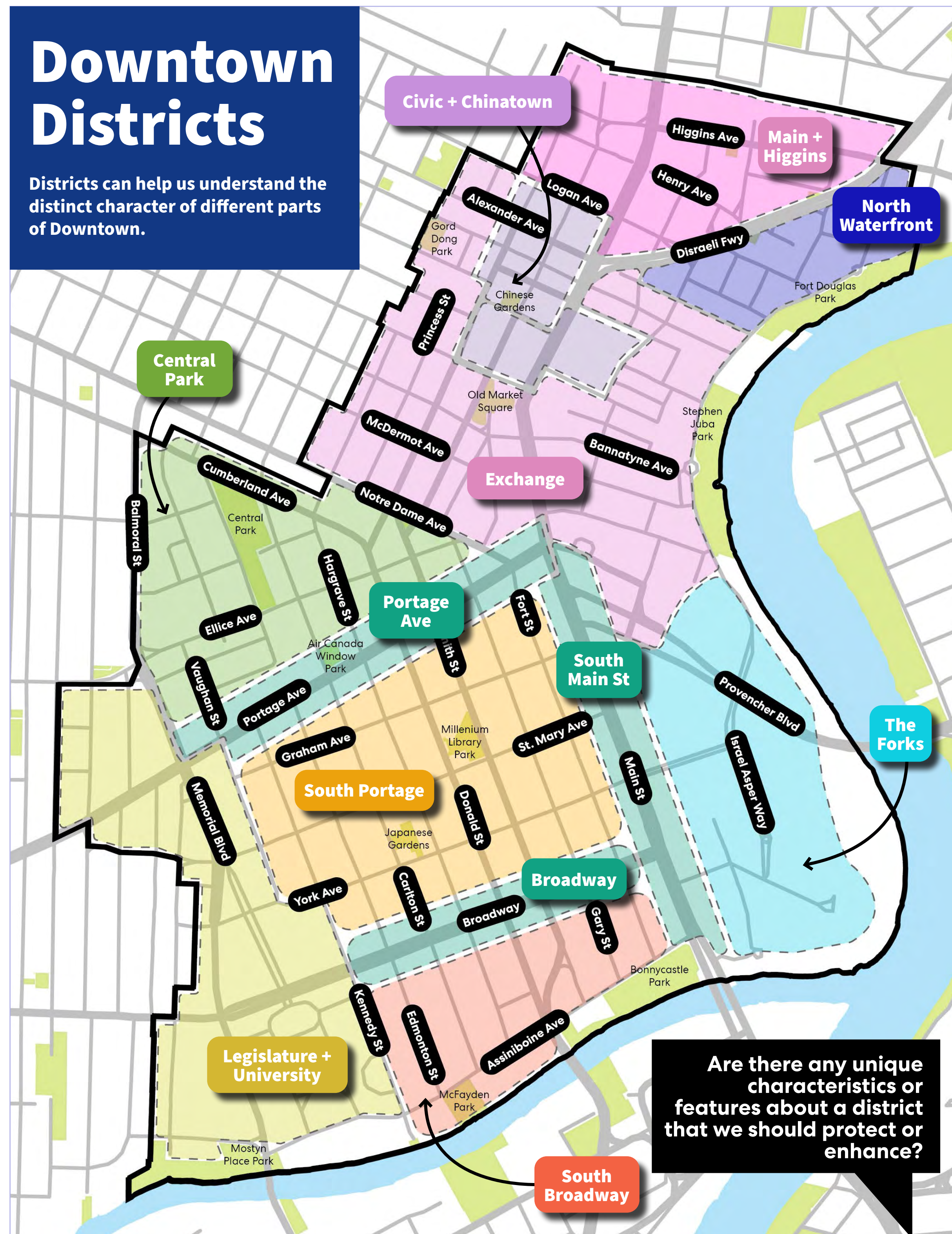




Building Downtown

Downtown Districts

Districts can help us understand the distinct character of different parts of Downtown.



The Districts Today

Portage Avenue



Historically, Winnipeg's main retail street, Portage Avenue, is a regional corridor with a mix of heritage and new development.

Central Park



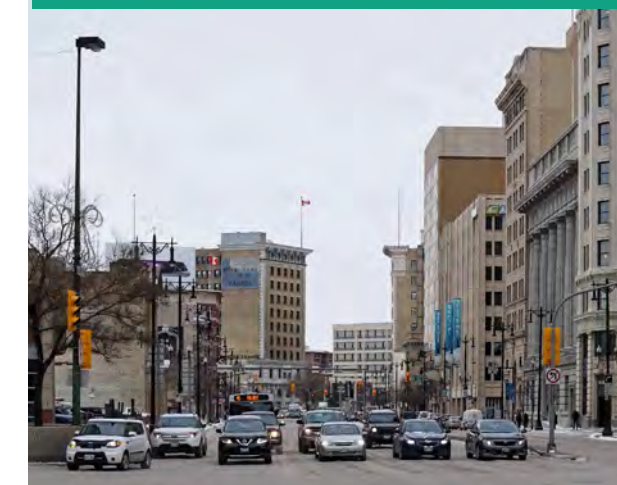
A community around the park, Central Park is home to many of Winnipeg's newest residents, largely in a mix of slab type and older mid-rise apartment buildings.

Civic + Chinatown



The Civic District includes City Hall and many arts and cultural institutions. Winnipeg's historic Chinatown remains an important cultural hub in Downtown.

South Main Street



South Main Street is a gateway into Winnipeg by car and train. The many surface parking lots north of Union Station make it feel like a one-sided street.

Exchange



Winnipeg's historic warehouse district of national significance, the Exchange is Downtown's most unique district. It has a mix of reused historic buildings and modern infill and additions.

North Waterfront



The North Waterfront District is an emerging residential district with unique architectural designs.

Broadway



The generous width and tree canopy along Broadway offers a park-like setting in the Downtown. The street has a diverse mix of commercial, institutional, and residential uses.

South Portage



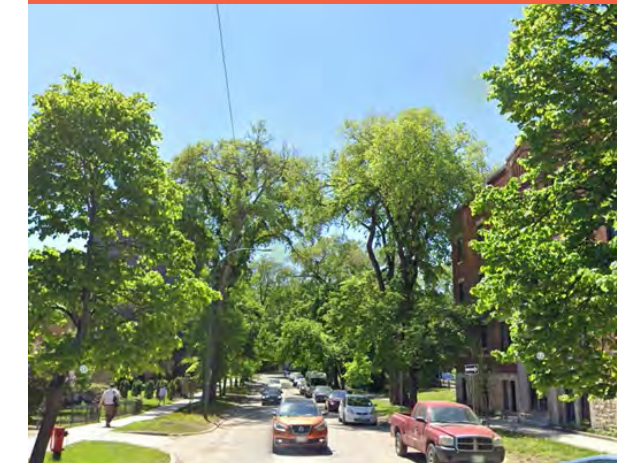
A mix of high-rise office, residential uses, and entertainment destinations, the Mixed-Use Downtown also has many surface parking lots awaiting redevelopment.

Main + Higgins



Main and Higgins is identified as a geographic area of higher poverty. The area has a mix of institutions and community facilities to serve the population.

South Broadway



A quiet residential neighbourhood with a wide variety of building types, South Broadway has wide green setbacks that are distinct in the Downtown.

Legislature + University



Home to many of Winnipeg's and Manitoba's most important institutions, the Legislature is also one of the Downtown's largest open spaces.

The Forks

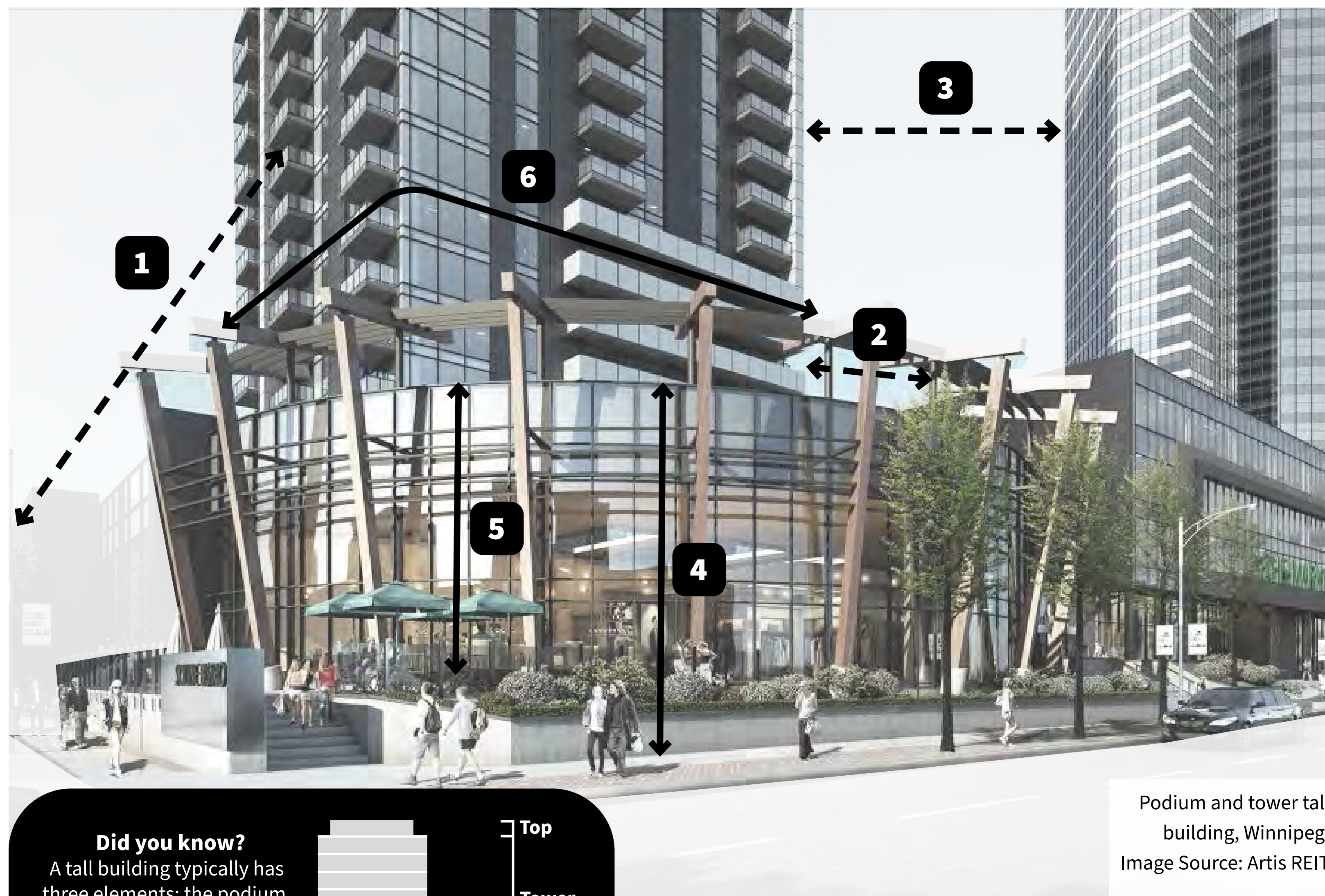


National Historic Site with recreation, culture, retail and open space that is active year round.



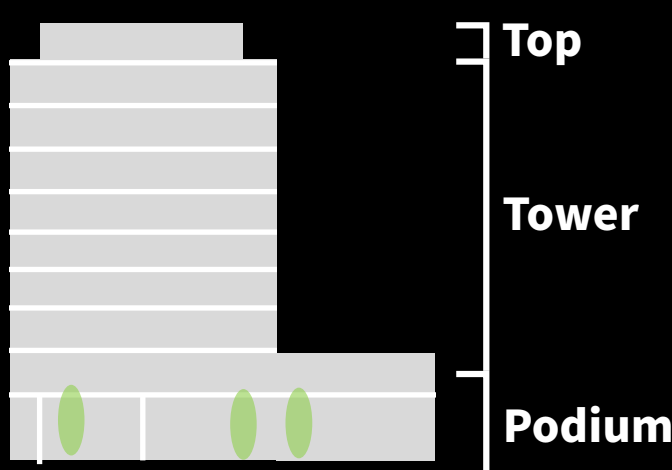
Building Downtown

Tall Buildings In appropriate locations, tall buildings can provide space for new homes, offices, retail and services in the Downtown. Good tall building design considers the experience of people inside and outside the buildings.



Did you know?

A tall building typically has three elements: the podium, tower, and top. Each of these elements may be designed and scaled to make the pedestrian experience more comfortable.



URBAN DESIGN PRIORITIES

- 1 Gradual transition in scale between tall buildings and shorter buildings
- 2 Towers stepped back from podium to reduce the perception of height from the sidewalk
- 3 Appropriate separation distances between towers to allow for privacy, preserve views of the sky and reduce shadows
- 4 Podiums that frame the sidewalk at a “human-scale” height (generally around 3-6 storeys)
- 5 Ground floor heights that are appropriate for retail, restaurants, or services
- 6 Tower floorplate sizes that minimize shadows on sidewalks and parks

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LET US
KNOW!

Place a dot next to the top two priorities you think are most important for tall buildings in the Downtown



Building Downtown

All Season Design New development should minimize wind tunnels and shadowing and maximize sunlight on sidewalks, parks, and other public spaces. Together, these elements create comfortable spaces for people year-round.



Central Park. Image Source: Bryan Scott, Flickr



Wide boulevards. Image Source: City of Calgary



Overhangs and shade, Toronto. Image Source: Google Earth

URBAN DESIGN PRIORITIES

- 1 Buildings located and designed to minimize shadows on parks. Significant community greenspaces like Central Park should be protected from extensive shadowing
- 2 Buildings shaped to minimize harsh wind conditions at the ground level
- 3 Canopies and awnings provide shelter from sun and rain for pedestrians
- 4 Trees and landscaping provide shade, break the wind, and absorb water from melting snow and extreme weather events
- 5 Providing space for snow storage without impacting pedestrians or cyclists

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LET US
KNOW!

Place a dot next to the top two priorities you think are most important for creating comfortable environments year-round.



Building Downtown

Street Level Design The way buildings are designed at street level can create a positive or negative experience for people walking by them. Street level design should relate to the type and function of the street, the character of the district, and the use that is at ground level.



URBAN DESIGN PRIORITIES: residential at street level

- 1** A landscaped setback creates separation between the public street and the private residence
- 2** Create activity on the street with frequent entrances or windows into lobbies or common rooms

URBAN DESIGN PRIORITIES: non-residential at street level

- 1** Frequent entrances and large windows create visual and physical connections between inside and outside
- 2** Setbacks can be used as “spill out” space that brings activity inside the building to the outside (retail displays, patios)





Building Downtown

Heritage Downtown's heritage buildings are most concentrated in the historic Exchange District but can be found in other districts as well. Heritage buildings give an area a unique "sense of place." Well-designed new development enhances heritage areas but must respect the heritage context.



Warehouse 1885, Winnipeg.
Image Source: Perkins&Will

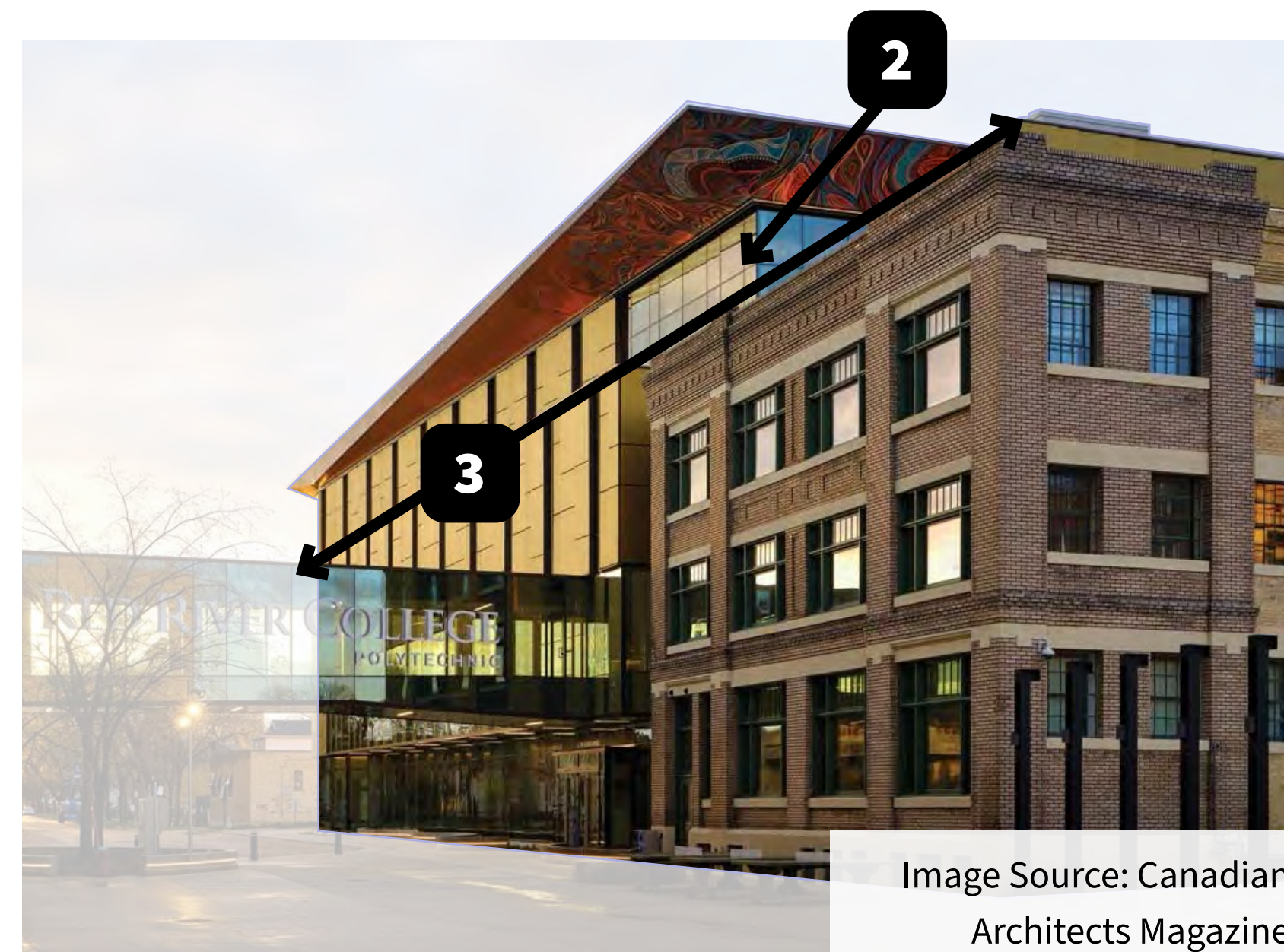
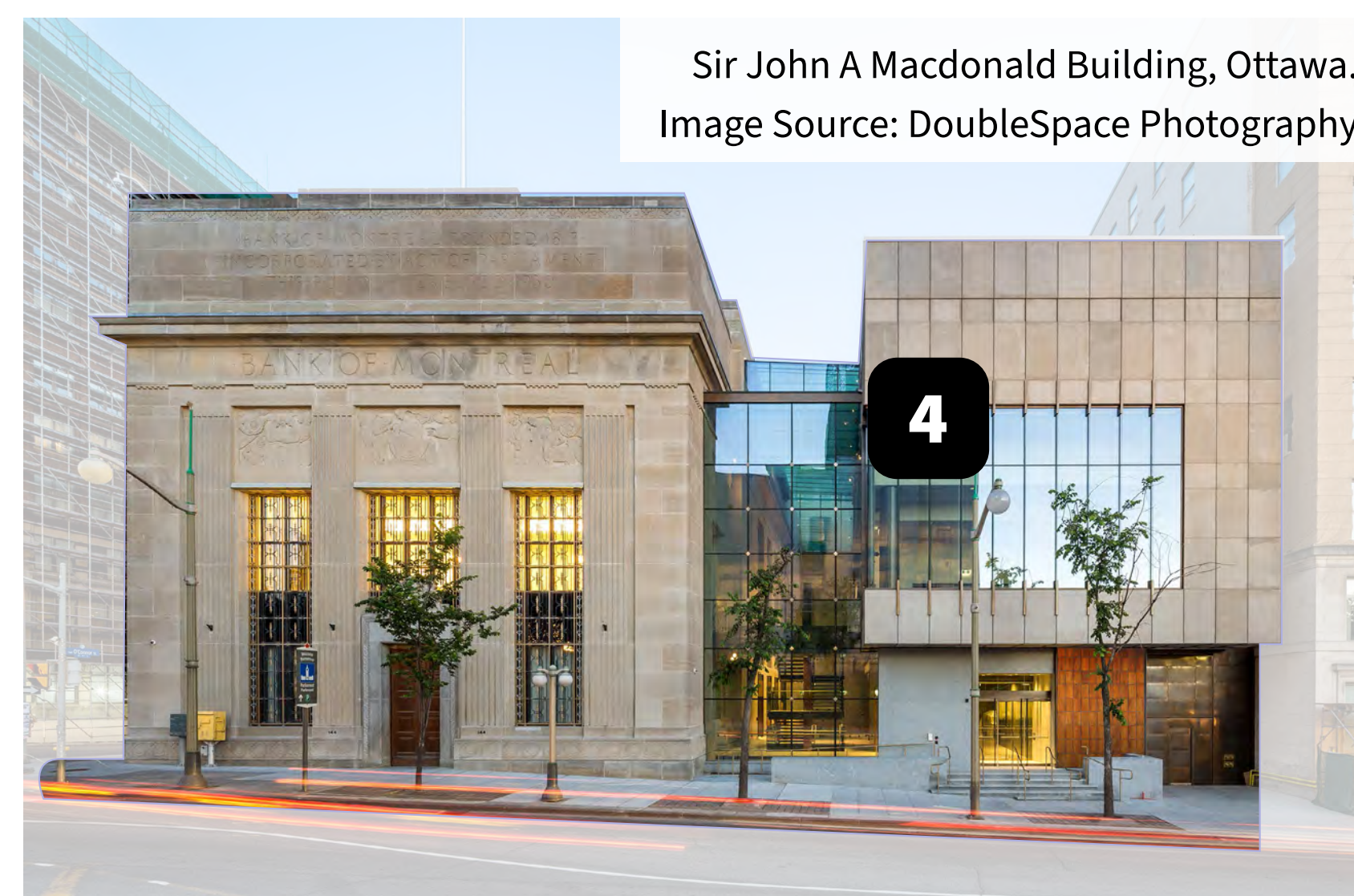


Image Source: Canadian
Architects Magazine

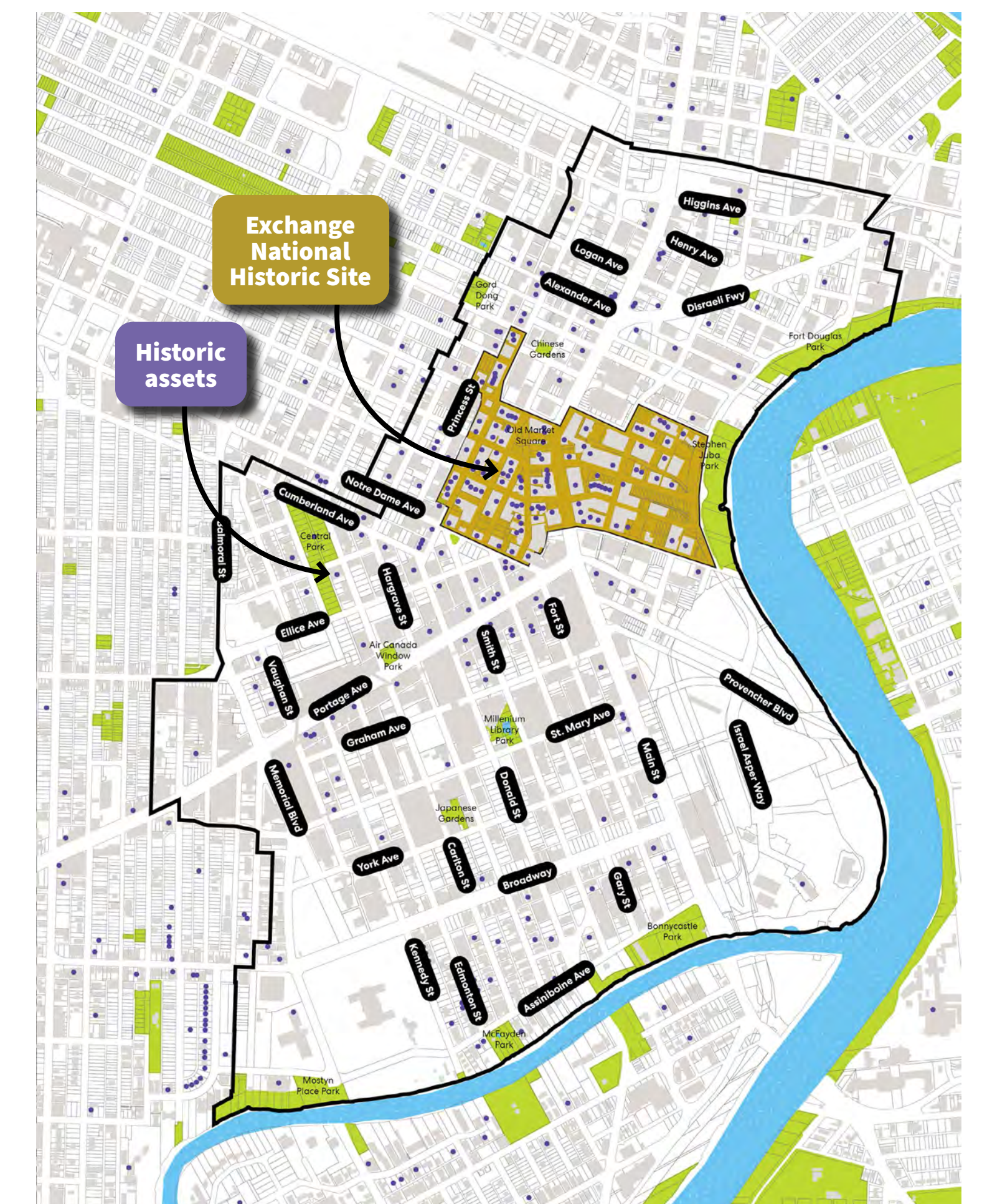


Sir John A Macdonald Building, Ottawa.
Image Source: DoubleSpace Photography

URBAN DESIGN PRIORITIES

- 1 Conserve heritage buildings through adaptive re-use
- 2 New development maintains views to heritage buildings
- 3 New development is compatible in scale with existing heritage context
- 4 Visually compatible and subordinate additions so that heritage buildings remain visually distinct
- 5 New development takes cues from rhythm, proportions, materials, and colour palettes of surrounding heritage buildings

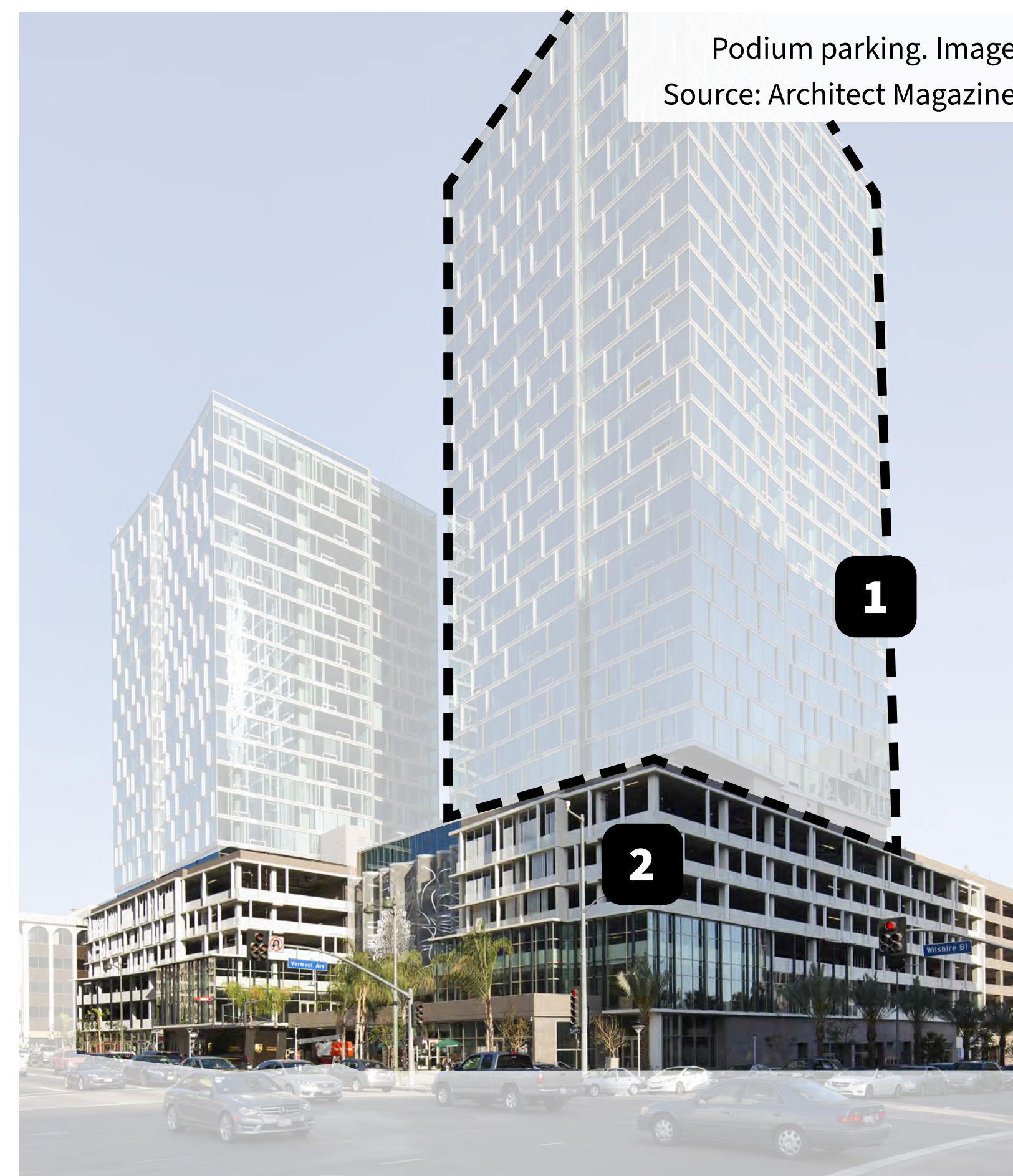
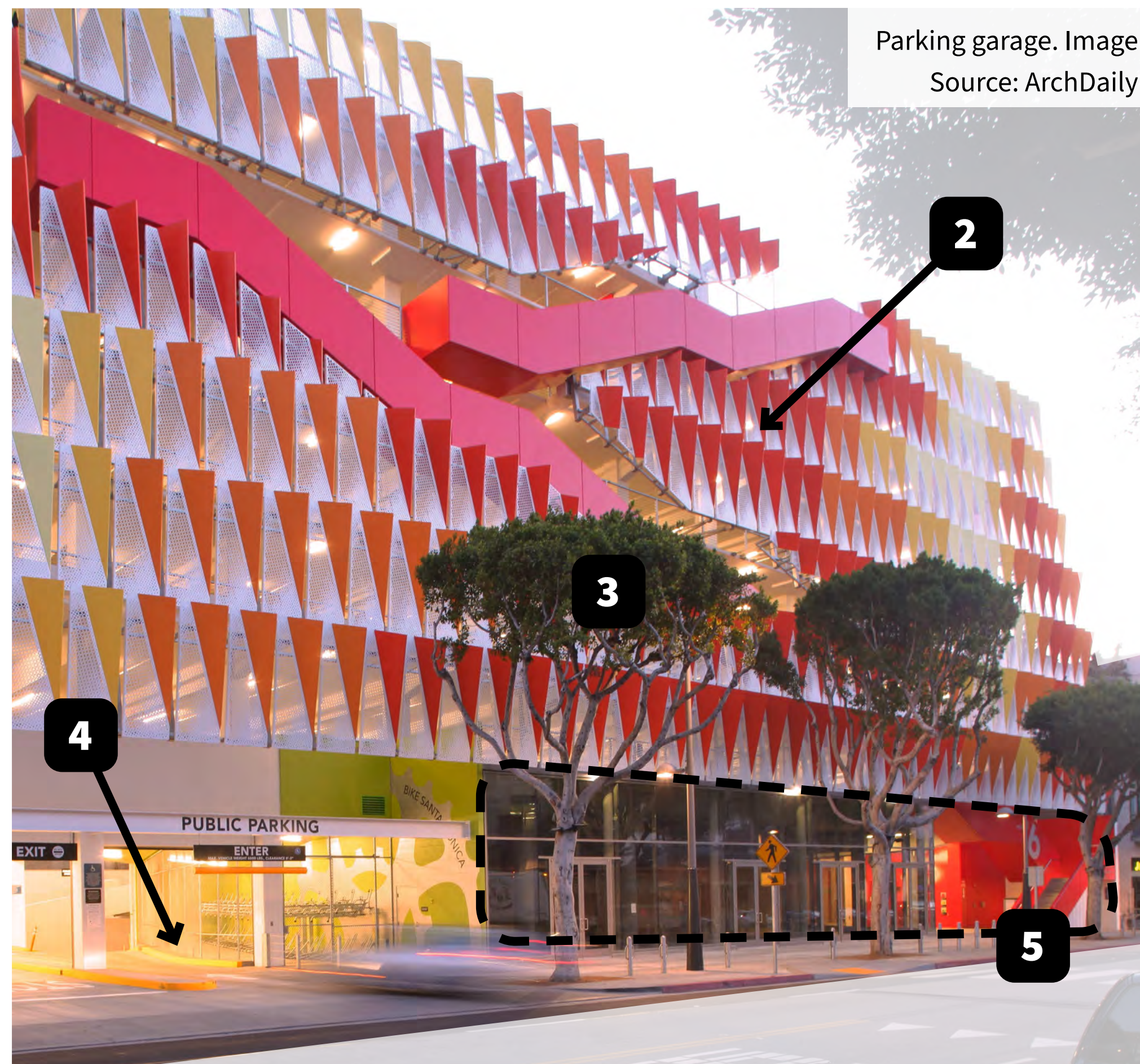
The Exchange District is a national historic site, but there are also heritage buildings all over the Downtown:





Building Downtown

Parking Having places to park in the Downtown is important, but parking structures need to be carefully designed to contribute positively to the experience of people using and walking by them.



URBAN DESIGN PRIORITIES

- 1 Parking structures should be integrated with other development rather than being stand-alone structures
- 2 Parking structure facades (the part that faces the street) should be designed with high quality materials
- 3 Landscaping can help visually screen parking structures from people on the sidewalk
- 4 Curb cuts for entrances and exits to parking structures should be limited so that they do not interfere with the sidewalk
- 5 Parking structures should be “wrapped” with other uses at the ground level so that people walking by don’t realize there is parking behind

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LET US
KNOW!

Place a dot next to the top two priorities you think are most important for parking in the Downtown.