CITY OF CHARLOTTETOWN
SPECIAL MEETING OF COUNCIL
COUNCIL CHAMBERS, CITY HALL, 199 QUEEN STREET
WEDNESDAY, MARCH 4, 2026 AT 5:00 PM

Meeting Live Stream Available @ www.charlottetown.ca/video
Meeting Package posted to the City's website by 9:00 am on Wednesday, March 4th

- ❖ Land Acknowledgement

1) Call to Order

2) Declarations of Conflict of Interest

3) Approval of Agenda

4) Presentation/Resolution

   a) Draft City of Charlottetown Zoning & Development Bylaw Presentation

   b) One (1) Planning & Heritage Resolution Anticipated
      - o Request to got to Public Consultation re: Rezone 68 Queen Street from Downtown Mainstreet (DMS) Zone to Downtown Mixed-Use Neighbourhood (DMUN) Zone

5) Adjournment

City of Charlottetown	**Report No: Report No:** **Date: February** 24, 2026
Directed to Council through the following Committee: Planning and Heritage Committee **Department:** Planning and Heritage Department **Prepared by:** Donna Miller-Ayton (Manager - Policy and Heritage)	**Attachments:** • **Overview of Zoning and Development Bylaw**

Report Title:
Update on the Zoning and Development Bylaw

Report Purpose:
To update Council on the work undertaken by the City's consultants (Fathom) to advance the Zoning and Development Bylaw update, and to highlight the major proposed changes.

Recommendation:
That Council receive this report and the accompanying documentation for information purposes.

Report Details:

The City of Charlottetown initiated a comprehensive review of the Zoning and Development Bylaw in 2025 by retaining Fathom to lead the work. This review is intended to produce a modern regulatory framework that aligns with Council's adopted Official Plan (currently awaiting Ministerial sign-off).

In addition to this Council information session, stakeholder consultations will be held across the city to provide residents with opportunities to review and comment on the draft document in advance of the legislatively required Public Meeting of Council, which will occur prior to Council's consideration of adoption.

Residents and stakeholders can also visit the City's Charlottetown Hall webpage to track project progress and submit feedback on the draft Zoning and Development Bylaw: https://www.charlottetownhall.ca/zoning-and-development-bylaw-review

Council or Committee History:

Financial Implications:

Public Engagement and Communication:
In-Person & Online Stakeholder Engagements, Social Media Postings, Website Postings, Public Service Announcements

Legislative Authority:
Planning Act of PEI

Strategic Alignment:
All Pillars of the Strategic Plan

Reviewed By:

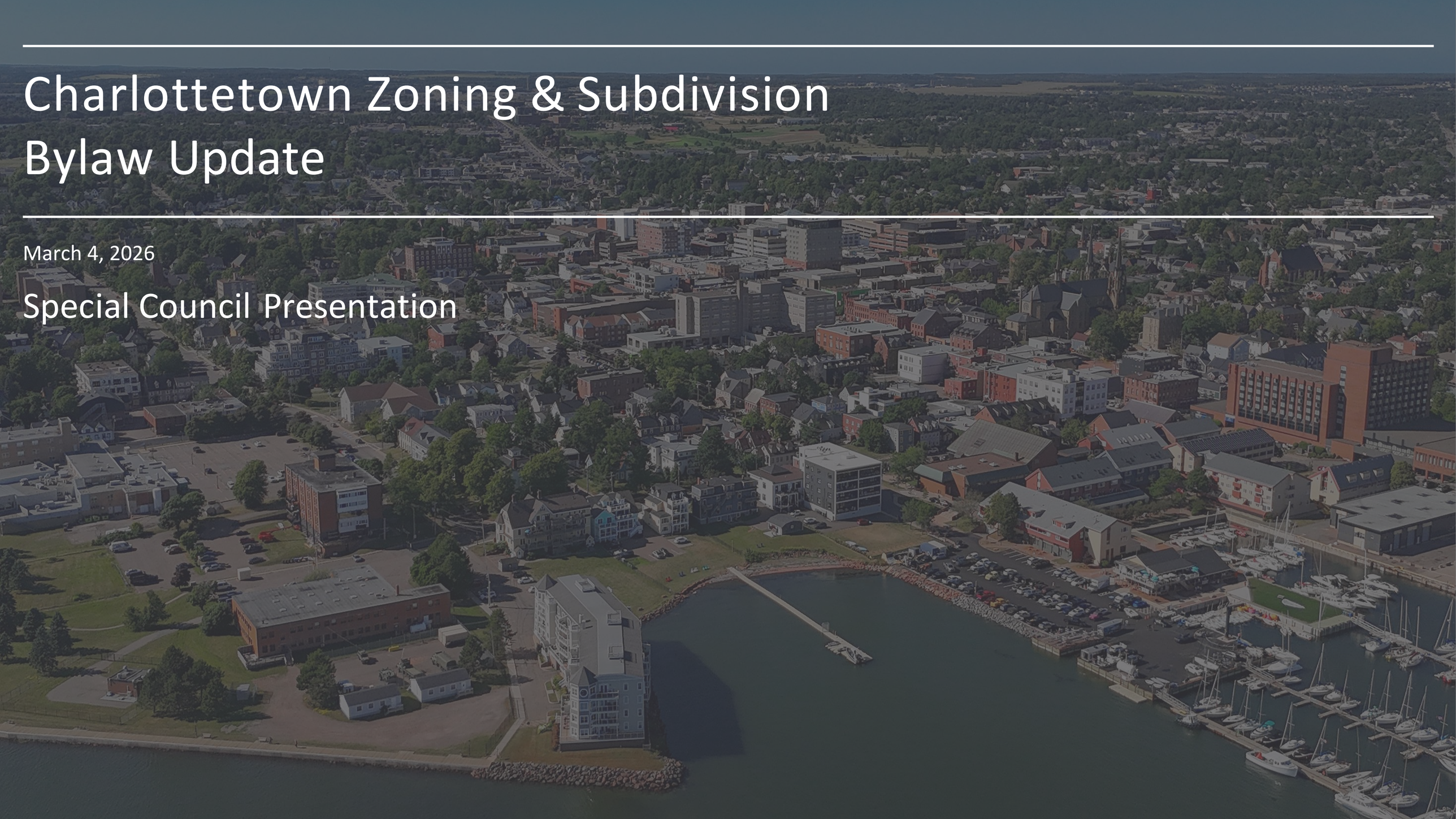
Manager	**Director**
Original document signed by Donna Miller-Ayton	Original document signed by Michael Ruus

Committee Recommendation: (if differing from staff)

Charlottetown Zoning & Subdivision Bylaw Update

March 4, 2026

Special Council Presentation



Tonight’s Presentation

An update on the work with City of Charlottetown staff through 2025 to create the Draft Zoning & Development Bylaw.

Overview of Changes in the Draft

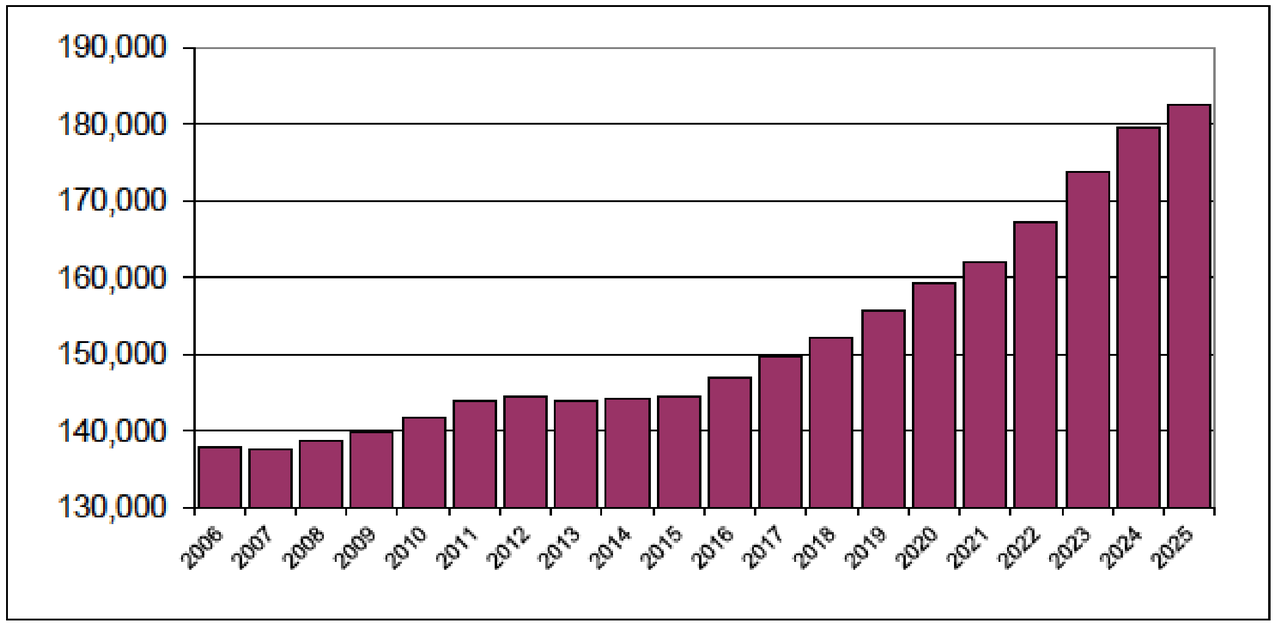
- Part 1: Context
- Part 2: Structural Changes
- Part 3: Streamlining Process
- Part 4: Technical Provisions
- Part 5: Form & Environment

Wrap & Next Steps

Part 1: Context

Population Imperative

DIAGRAM 1: PRINCE EDWARD ISLAND POPULATION, AS OF JULY 1, 2006 – 2025



Source: PEI Statistics Bureau, 2025 Demographic Estimates

The Capital region (Charlottetown, Cornwall, Stratford) population was estimated to be 69,190 as of July 1, 2025, an increase of 1.7 percent over 2024, and accounted for 37.9 percent of the total provincial population.

The population of Charlottetown, totaling 48,118, increased by 1.7 percent, while Stratford (population 13,152) increased 1.6 percent and Cornwall (population 7,920) grew 1.7 per cent.

Housing, Development, and Revenue

Being able to build housing with clear intent and process in developed areas (near existing infrastructure and services) offers significant financial advantages for the City, and for residents.

1. Reduction in Infrastructure Costs
Building new roads and services is a massive upfront costs that must be paid by someone. By having a healthy portion of development in areas where established water, sewer, electrical, and road networks exist a community can avoid new costs, and take advantage of investments already made in infrastructure.

2. Enhanced Municipal Revenue and Tax Base
Importantly for Council, this form of development creates a more efficient "fiscal footprint" for your future. Vacant or underused parcels can begin to generate tax revenue.



Housing Accelerator Fund

1 Implement a new Official Plan and Zoning Bylaw

Charlottetown will adopt a new Official Plan and Zoning Bylaw to encourage higher-density housing along key corridors and nodes, allowing buildings of 6–8 stories. This approach creates certainty for developers, making it easier to build multi-unit buildings near existing infrastructure like roads, transit, and bike paths. Clear urban design standards, including urban greening measures, will ensure attractive, inclusive communities while mitigating the impacts of increased density.

2 Accessory Dwelling Unit (ADU) Program

Charlottetown will launch an incentive program to encourage homeowners to build accessory dwelling units (ADUs)—small secondary residences on existing single-unit lots. The program provides $10,000 incentives per ADU, capped at 150 units, and includes developing pre-approved designs to streamline approvals. These units will offer affordable housing options, reduce parking requirements to encourage public transit and cycling, and address neighborhood compatibility through clear design guidelines.

3 E-Permitting System

Charlottetown will implement a user-friendly electronic permitting system to streamline interdepartmental review and approval of development applications. This digital process will provide clarity, improve coordination between city departments, reduce approval times, and expedite the construction of approximately 150 new housing units over 10 years, significantly improving efficiency compared to the existing approval process.

4 Reduced Parking Requirements for Increased Density

Charlottetown will develop a parking strategy to reduce parking requirements for new housing projects located near transit, sidewalks, and cycling routes. Lower parking standards will free up space for approximately 150 additional housing units over 10 years, promote sustainable transportation choices, and support Charlottetown's climate goals by reducing reliance on private vehicles and greenhouse gas emissions.

5 Redevelopment for Higher-Density Apartments

Charlottetown will facilitate redevelopment of existing properties to allow multi-unit apartment buildings, including mixed-use developments and buildings taller than four stories. The city will establish clear design guidelines and growth-area maps to support redevelopments along existing infrastructure, potentially including brownfield sites or commercial property conversions. This initiative aims to create approximately 170 additional units over 10 years, indirectly supporting affordable housing opportunities.

6 Incentives for "Missing Middle" Housing

Charlottetown will offer incentives to encourage the construction of "missing middle" housing—small-scale, multi-unit buildings located near existing infrastructure and equipped with community-oriented amenities such as gardens, EV charging, and bike storage. Clear urban design standards will ensure compatibility within existing neighborhoods. The initiative targets approximately 100 units over 10 years, with 20% designated as affordable, and aligns with provincial housing affordability incentives.

7 Density Bonusing and Clear Design Standards

Charlottetown will introduce density bonusing, allowing developers additional building height (over five stories) in exchange for incorporating affordable housing units. Clear urban design standards will guide developers in creating buildings that fit well within neighborhoods. Density bonusing will expedite the development process, increase certainty for developers, encourage investment, and is projected to add over 80 housing units, including affordable options, within 10 years.

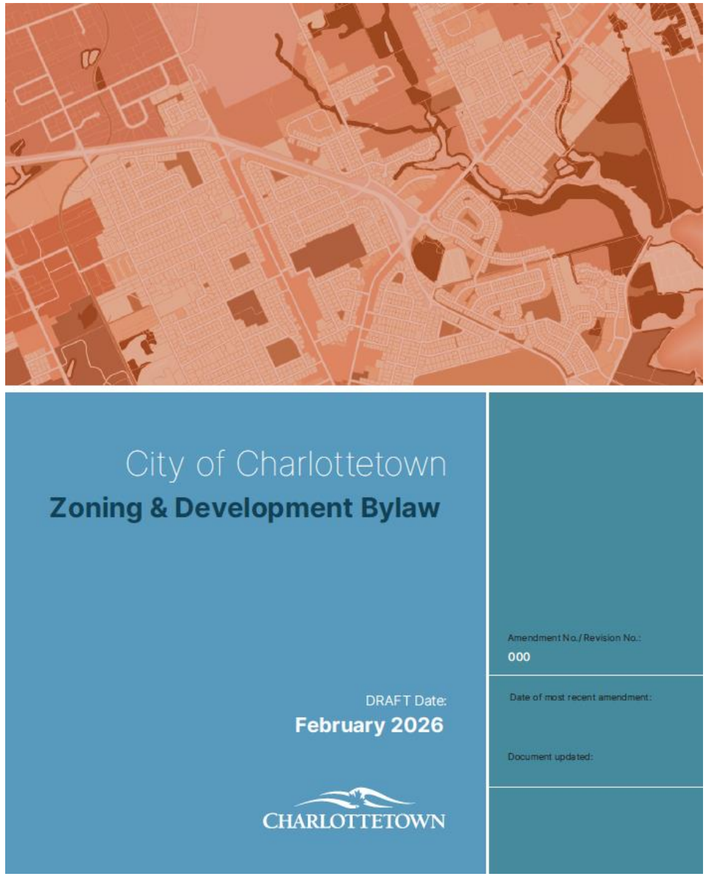
8 Remove Exclusionary Zoning and Promote Density

Charlottetown will revise zoning regulations to allow up to four units per lot as-of-right, particularly around UPEI, Holland College, and the Queen Elizabeth Hospital, and enable buildings of up to six stories along designated corridors. Removing subjective zoning criteria will provide clarity and certainty to builders. The city will also integrate updated floodplain mapping into the zoning bylaw to ensure new developments are safe, sustainable, and resilient against climate change impacts such as flooding and storm surges.

Goals of the 2026 Bylaw

Not all aspects of the HAF project are addressed in the Zoning & Development Bylaw, but significant components are. The updates to the bylaw provide for:

1. Higher Density Housing Along Key Corridors
2. Clear Urban Design Standards
3. ADU Specificity
4. Updates to Parking Requirements
5. Missing Middle Housing Support
6. Density Bonusing Program



Part 2:
Structural Changes

Collapsing the Zones

Existing Land Use Zones	
Residential	R-1L
	R-1S
	R-1N
	MH
	MHR
	R-2
	R-2S
	R-3
	R-4
	R-4A
	R-4B
Mixed-Use	MUR
	ER-MUVC
	MUC
Commercial	C-1
	C-2
	C-3
Downtown + Waterfront	DN
	DMUN
	DMU
	DMS
	DC
	WF
Employment/ Industrial	M-1
	M-2
	M-3
	A
	PZ
	P
Institutional/Open Space	I
	PC
	OS
Water Lots	WLC
	WL-OS
Other	CDA

Figure 1.1 City of Charlottetown Zones

Official Plan Land Use Category	Zone Name	Symbol
Neighbourhoods	Neighbourhood	RN
	Medium Density Residential	RM
	Higher Order Residential	RH
Downtown (Core, Periphery and Waterfront)	Downtown Core	DC
	Downtown Main Street	DMS
	Downtown Mixed Use	DMU
	Downtown Neighbourhood	DN
	Downtown Waterfront	DW
Workscapes	Business Park	BP
	Airport Periphery	AP
	Heavy Industrial	HI
	Port	P
Corridors	Growth Corridor	GC
Nodes	Growth Node	GN
Institutional	Institutional	I
Parks and Public Spaces	Parks and Public Spaces	PPS
	Privately-owned Open Spaces	POS
Natural Areas	Conservation	C
Eastern Gateway	Eastern Gateway	EG
Urban Expansion	Urban Expansion	UE

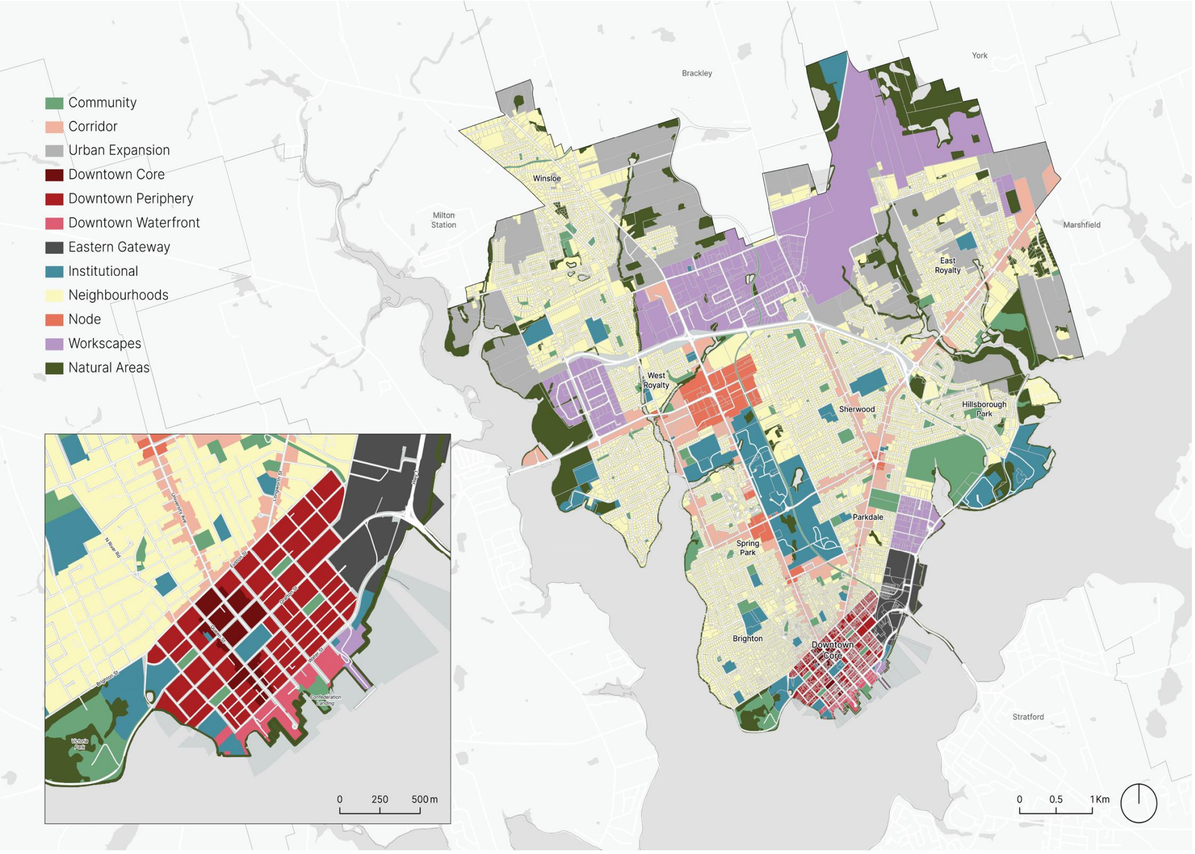
Collapsing 35 land use zones into 20 streamlines the development process by removing the administrative burden of managing overly specific "discretionary" zoning categories.

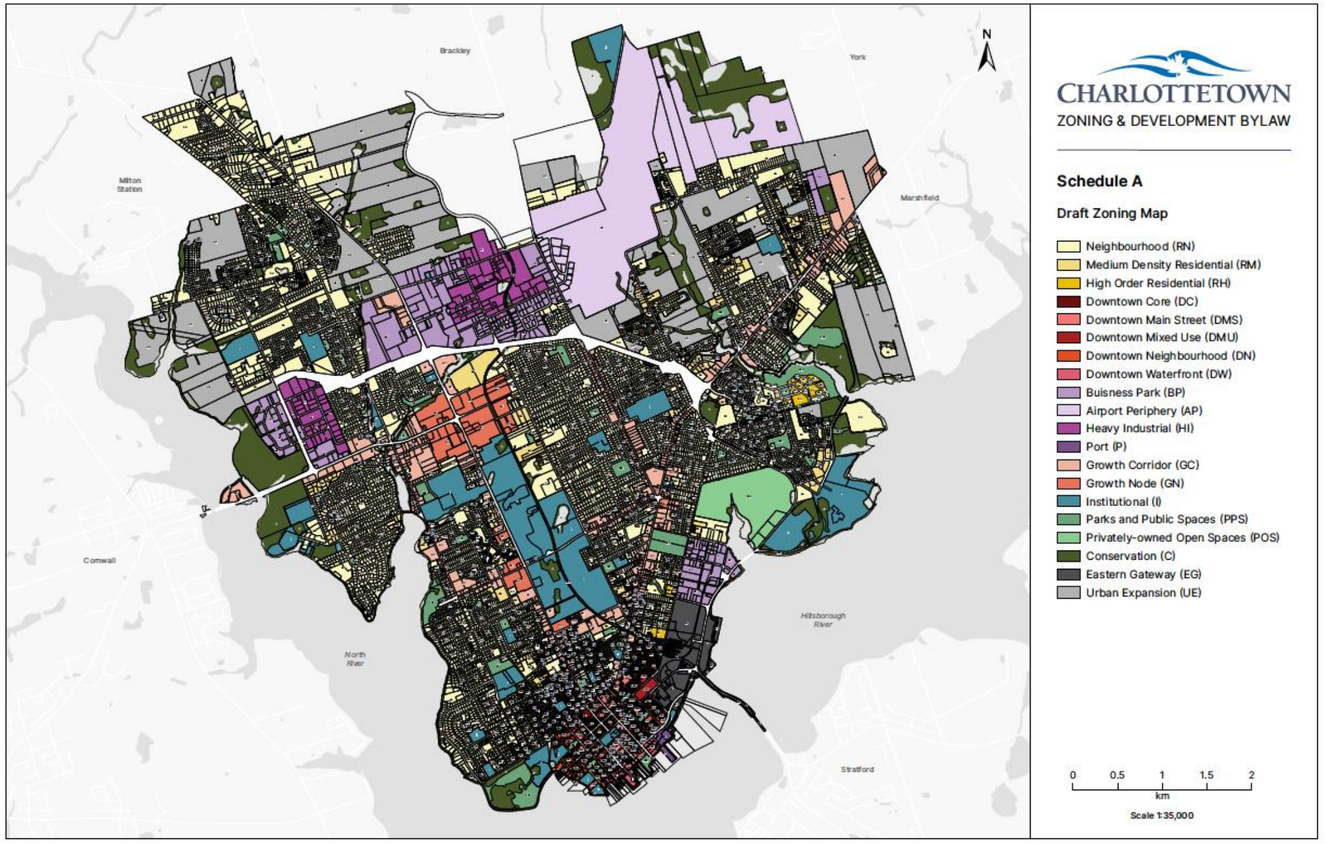
This consolidation provides much-needed clarity and certainty for builders, reducing the time and cost that has been associated with subjective approval steps.

By creating broader, more flexible designations, the city can more effectively direct growth toward key corridors and nodes as outlined in the new Official Plan.

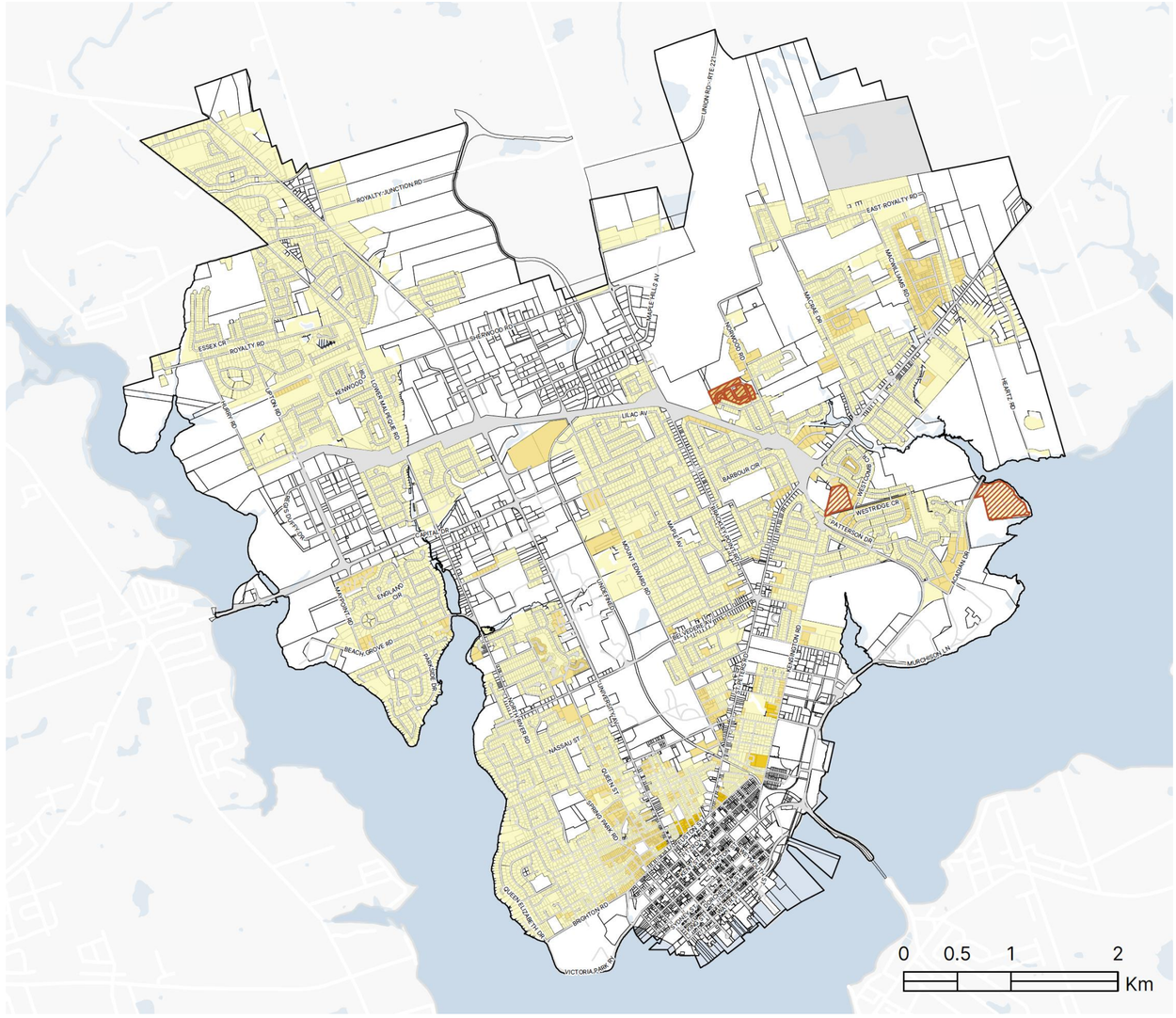
OP to Bylaw

OP Draft Generalized Future Land Use

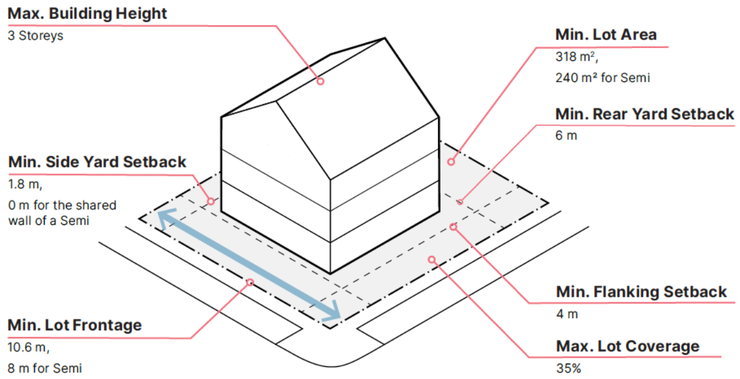




Residential Neighbourhood Framework



Permitted uses include single-detached, duplex and semi-detached dwellings, accessory dwelling unit (attached and detached) with conditions, home occupations, and home daycare.



Growth Corridors



What Works Well in these “Growth Corridors”?

Focus on mid-rise density and mixed-use functionality.

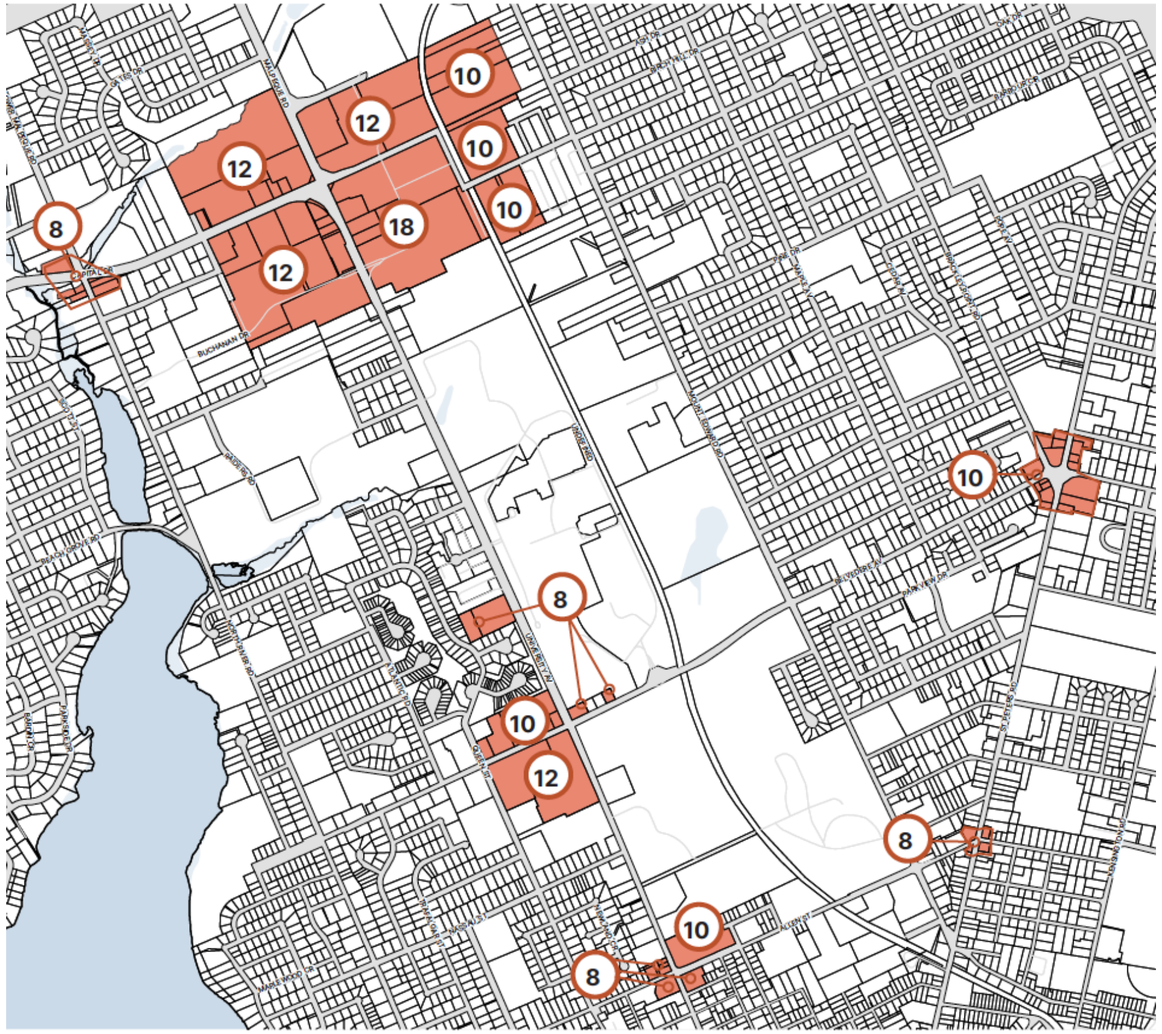
The bylaw permits high-density apartments of 6 storeys as-of-right along these designated corridors if conditions are met.

It enables redevelopment of existing properties to allow multi-unit apartment buildings that include mixed-use developments (commercial on the ground floor, residential above).

Density is prioritized specifically around major transportation corridors such as Brackley Point Road, St. Peters Road, Capital Drive, and University Avenue.

Clear urban design standards and greening measures to ensure inclusive communities and mitigate the visual impact of 6 storey buildings.

Growth Nodes



Schedule 24.1 GN Height Precinct - Numbers represent maximum storeys (m)

The Growth Node Zone is intended to accommodate mixed-use development in strategically identified areas of Charlottetown that can support higher density housing, commercial services, and community amenities.

These nodes are planned to concentrate growth in walkable, transit-supportive locations, reduce pressure on outlying areas, and create vibrant neighbourhood centres.

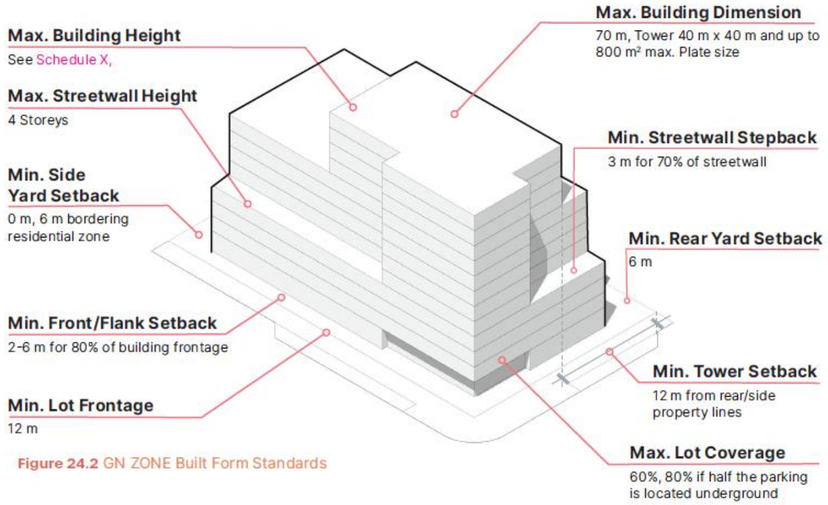
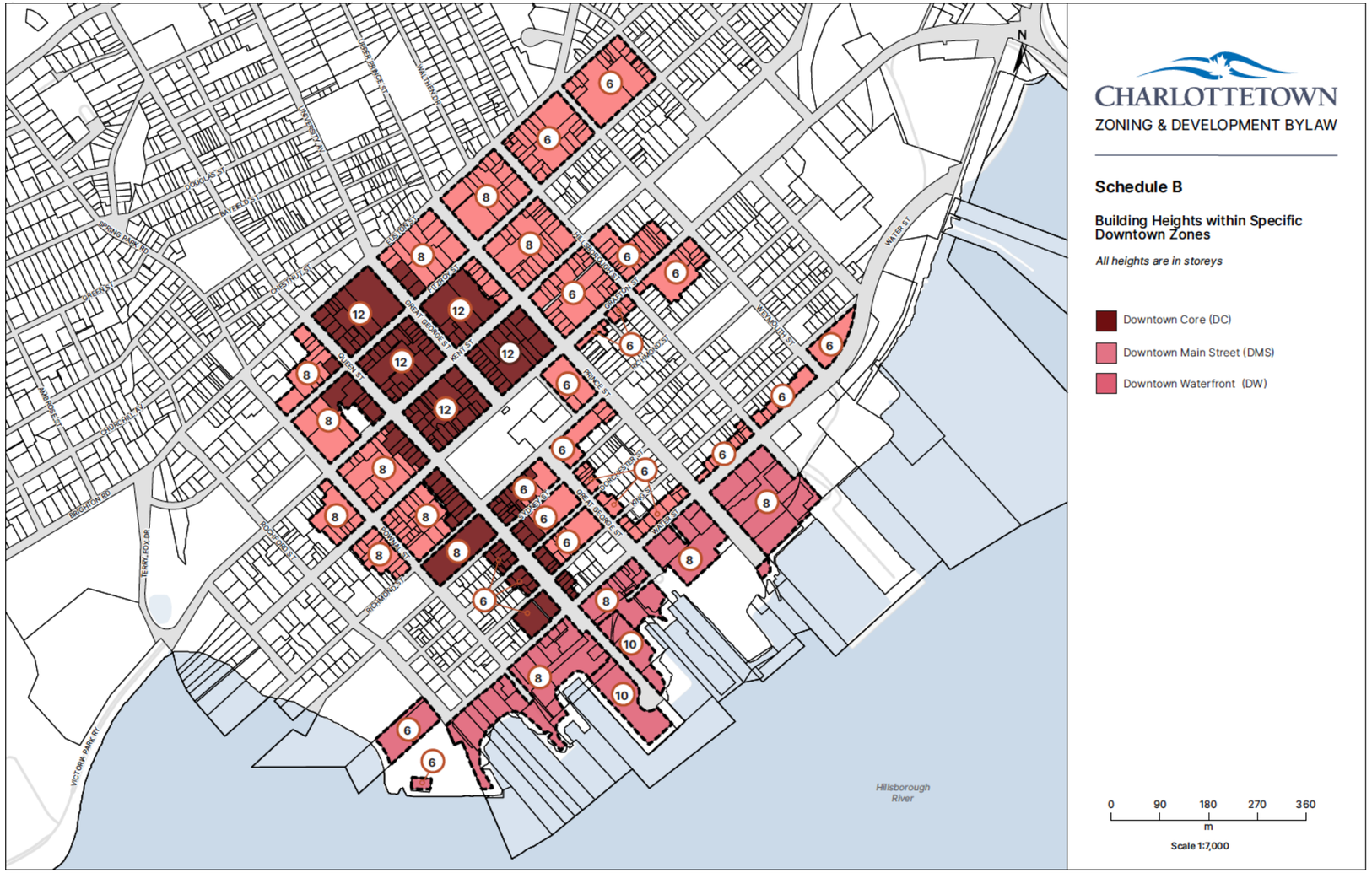


Figure 24.2 GN ZONE Built Form Standards

Downtown



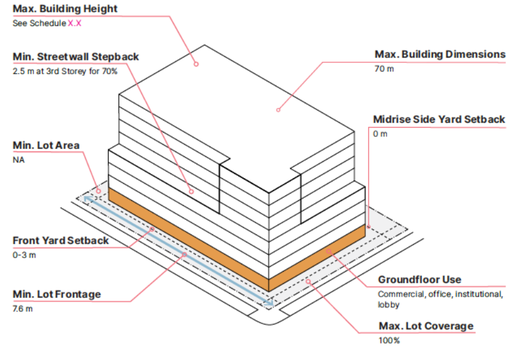


Figure 15.1 DMS ZONE Built Form Standards

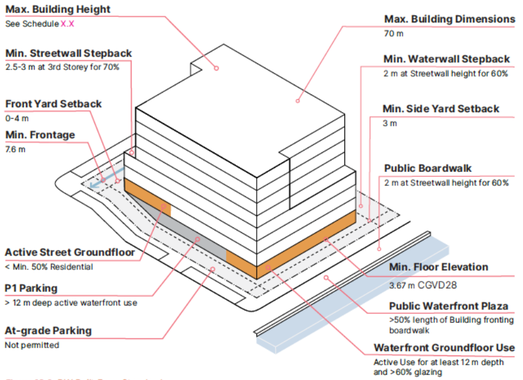


Figure 18.2 DW Built Form Standards

Part 3:
Streamlining Process

Building Permits & Development

Introduction of a two stage Building Permit review process that includes;

- Stage 1: Planning Review
- Stage 2: Building Code Review

Development Officers will be engaged to complete the Planning Review in Stage 1 before Building Officials pick up the review and (if building complies) issue the Building Permit.

Administrative Variances

Variances allow for a relaxation of specific standards when a building permit application does not meet the minimum regulations. These are administered by the Development Officer, providing a streamlined pathway for minor adjustments.

The Development Officer has the authority to approve or deny variances for specific dimensional requirements.

Threshold

- The Development Officer may reduce minimum regulations pertaining to lot area, coverage, parking counts, and lot frontage by up to 10%.
- A reduction of up to 10% is also permitted for streetwall width, maximum building dimensions, articulation requirements, and other built-form standards.
- Building height may be varied by up to 10%, provided the change is not intended to provide more floor area than otherwise permitted.
- The authority to vary setbacks is slightly higher; the officer may reduce minimum setback or stepback requirements for front, rear, side, and flankage yards by up to 15%.

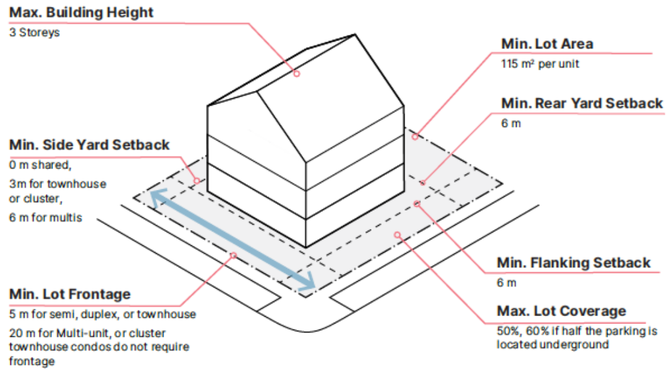


Figure 12.1 RM ZONE Built Form Standards

As of Right Design Standards

The 2026 bylaw shifts from subjective, discretionary reviews to clear, objective standards to provide developers with certainty and a streamlined approval process. This is fully administered by the Development Officer without requiring a Council vote, provided all technical and design conditions set out in the zones are met.

Standards are designed to move away from "flat" architecture by mandating specific articulation and modulation for all new residential and commercial buildings.



Examples:

- Street-facing facades must include horizontal or vertical modulation of at least 150 mm in depth across at least 20% of the facade area.
- Attached or detached garages cannot project closer to the streetline than the longest wall of the main dwelling.
- Buildings must maintain a 2.5 m streetwall stepback for 70% of the streetwall length, typically occurring above the 3rd or 4th storey.

Part 4:
Technical Provisions

Parking Updates - Residential

Table 9.1 Residential Parking Requirements per lot outside of the 500 Lot Area

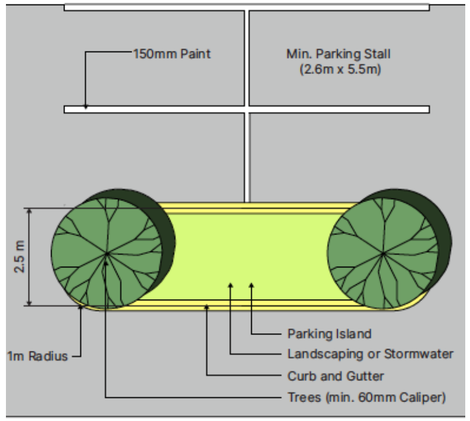
Type of Use	Minimum Parking Requirement
Single dwelling unit, semi, duplex, townhouse, or garden suite.	1 parking space per dwelling unit
Detached or detached accessory dwelling unit (ADU)	As noted in section 4.5 and 4.6
Affordable Housing	0.5 space per Dwelling Unit; If the affordable unit(s) is within 400m of a bus stop, 0 spaces per unit are required.
Short term rentals	1 space per rental for the first 2 units, 0.5 spaces per unit for the additional units.
Home Occupation	A minimum of 1 parking space per working employee; plus 1 visitor space. If the home occupation is within 400m of a bus stop, the parking space requirements may be reduced to one space.
RM, RH, GN, GC Zone parking requirements	0.5 parking spaces per unit.

Parking Updates - Commercial

Table 9.2 Commercial, Office & Industrial Parking Requirements

Type of Use	Minimum Parking Requirement
Clubs, Educational Facilities, Places of Entertainment, Places of Worship, Theatres, Churches, Auditorium, Academic Research and Administration Buildings, Theatres, Arenas, Halls, Stadium, and other places of assembly.	1 parking space per 30 m² of gross floor area.
Eating and Drinking Establishment, Cocktail lounge, tavern or Club, restaurant or drive-through	1 space per 30 m² of gross floor area; plus queuing space for drive-through as required
Day-Care Facilities	1 space for each working employee plus a drop-off area or 2 parking spaces for the parents
Laundromat	1 space for every 10 Washing machines
Animal Shelter	1 space for every 28 m² of floor space.
Funeral Establishment	A minimum of 15 spaces plus 1 space for each 5 seats
Office, Retail Store, Retail Service Shop	1 space per 25 m² of gross floor area; 0 spaces required for the 500 Lot area
Convenience Store	1 space per 25 m² of gross floor area; 0 spaces required for the 500 Lot area
Shopping Centre and Retail Store	1 space per 25 m² gross floor area
Hotel	1 space for every 25 m² of commercial or Office space in the hotel; plus 1 space per room. 1 tour bus space may be substituted for vehicle parking for every 18 rooms or suites up to a maximum of 36 rooms or suites.
Industrial or warehousing Establishment Manufacturing	1 space for each 23 m² of Office space plus 1 space for each additional 30 m² of Floor Area of Manufacturing area plus 1 space for each 93 m² of warehousing area (exclusive of Loading Spaces, truck parking, and Landscaped Areas) or 1 space for each working employee, whichever is greater
Marina	1 space per every 3 boat berths and mooring areas
Storage Facility	1 space for each 23 m² of Office space plus 1 space per 300 m² of Gross Floor Area dedicated to storage or 1 parking space per twenty (20) storage units, whichever is lesser
Marijuana Production Facility	1 space per 200 m² of Floor area or 1 space per working employee, whichever is greater.
Any use not specified above.	1 parking space per 30 m² of gross floor area.

Figure 9.1 Parking Island Requirements



ADUs Where Appropriate

4.5 ACCESSORY DWELLING UNITS (ATTACHED)

.1 Attached Accessory Dwelling Units are permitted in RN, RM, DN, and DMU Zones only.

.2 One (1) attached ADU is permitted in a Single-detached dwelling, semi-detached or duplex subject to the following conditions:

(a) The lot size is no less than 500 m²;
(b) The zone requirements and building code requirements must be met;
(c) The attached ADU has no more than two (2) bedrooms;
(d) One (1) additional parking space shall be provided on the same lot;
(e) The main dwelling unit on the subject property is a principle residence unit for the owner; and
(f) The unit can be used as a short-term rental as long as the operator/host is present in the principal dwelling unit during the time of stay.

.3 Two (2) attached ADU units are permitted in a single-detached dwelling subject to the following conditions:

(a) The lot size is no less than 1,130 m²;
(b) The zone requirements and building Code requirements must be met;
(c) Each attached ADU has no more than two (2) bedrooms;
(d) Two (2) additional parking spaces shall be provided on the same lot, unless the unit is within 400 m of a bus stop, in which case, only one (1) is required;
(e) The additional parking space(s) are not located in the front yard;
(f) The main dwelling unit on the subject property is a principle residence unit for the owner;
(g) One of the units, but not both, can be used as a short-term rental as long as the operator/host is present in the principal dwelling unit during the time of stay.

.4 No additional secondary suites (as defined in the National Building Code) shall be permitted.

.5 The addition of any external staircase taller than 2 m shall address the following design controls:

(a) External staircases shall not be located on any façade facing a public street.
(b) External staircases shall be constructed of materials that are visually compatible with the principal dwelling and shall be designed as a subordinate architectural element.
(c) The staircase shall not project into any yard setbacks.

.6 Exterior entry ways for accessory dwelling units shall face side or rear yards. No more than no more than two entry ways can face the street frontage.

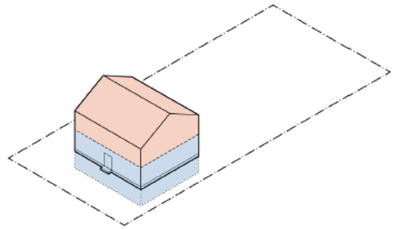


Figure 4.1 2-unit Attached ADU Example

Example 1 - One Attached ADU

- Min. lot area - 500 m²
- One unit is the principal residence unit of the owner
- Meets zone requirements for coverage and setbacks
- Can be used as short-term rental
- One additional parking space provided

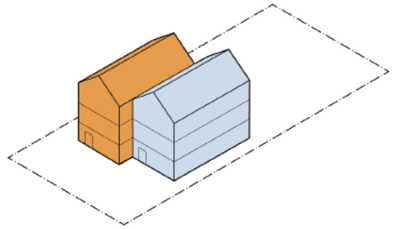


Figure 4.2 2-unit Attached ADU Example

Example 2 - One Attached ADU

- Min. lot area - 500 m²
- One unit is the principal residence unit of the owner
- Meets zone requirements for coverage and setbacks
- Can be used as short-term rental
- One additional parking space provided

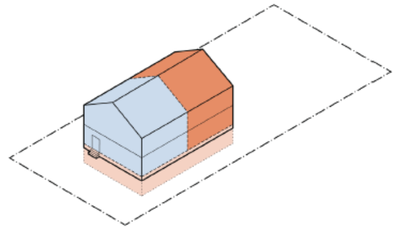


Figure 4.3 3-unit Attached ADU Example

Example 3 - Two Attached ADUs

- Min. lot area - 1130 m²
- One unit is the principal residence unit of the owner
- Meets zone requirements for coverage and setbacks
- One unit can be used as short-term rental
- Two additional parking spaces provided

ADUs Where Appropriate

4.6 ACCESSORY DWELLING UNITS (DETACHED)

.1 Detached Accessory Dwelling Units (ADU) are permitted in RN, RM, DN, and DMU Zones only.

.2 One (1) detached ADU may be permitted one a single detached lot, semi lot, duplex lot, or townhouse lot if the subject property meets the following requirements:

(a) Has a minimum lot area of 500 m²;
(b) The combined footprint of the ADU and principle dwelling does not exceed the lot coverage requirements of the zone plus 10%;
(c) The ADU is located in the side or rear yard and not the front or flankage yard;
(d) Provides one (1) additional parking space on the same lot unless the lot is within 800 m of a transit stop;
(e) The additional parking space is not located in the front yard;
(f) The ADU is connected to municipal services.

.3 The detached ADU shall be subject to the following design requirements:

(a) Meets the requirements in Table 4.1
(b) Basements or any below grade construction is not permitted except where the slopes permit a walk-out unit.
(c) Can be used as a short-term rental under the condition that the operator/ host must be present in the principal dwelling unit during the time of stay.

.4 No secondary suite (as defined in the National Building Code) shall be permitted as a detached structure.

Table 4.1 Detached ADU Requirements

Requirement	Condition
Rear Setback	min. 1.5 m
Side Setback	min. 1.5 m
Floor Area	max. 80 m²
Height	max. 7 m
Distance between Buildings	min. 2 m

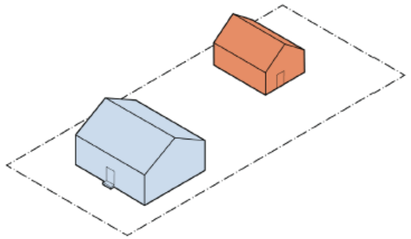


Figure 4.5 2-unit Example (Principle res + ADU)

Example 1 - One detached ADU

- Min. lot area - 500 m²
- Max. ADU Floor Plate - 80 m²
- One unit is the principal residence of the owner
- Meets zone requirements for coverage (+10%) and setbacks
- Can be used as short-term rental
- One additional parking space provided, not in rear yard.

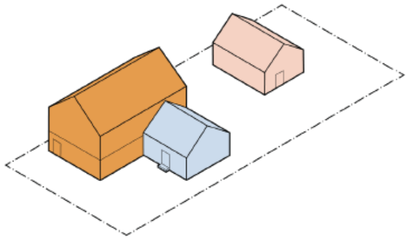


Figure 4.4 3-unit Example (Principle res + detached ADU + Attached ADU)

Example 2 - One detached ADU, plus one attached ADU

- Min. lot area - 500 m²
- Max. ADU Floor Plate - 80 m²
- One unit is the principal residence of the owner
- Meets zone requirements for coverage (+10%) and setbacks
- Can be used as short-term rental
- One additional parking space provided, not in rear yard.

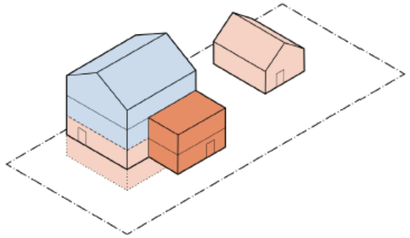


Figure 4.6 2-unit Example (Principle res + detached ADU + 2 Attached ADU's)

Example 2 - One ADU, plus 2 Attached ADU's

- Min. lot area - 1130 m²
- Max. ADU Floor Plate - 80 m²
- One unit is the principal residence of the owner
- Meets zone requirements for coverage (+10%) and setbacks
- Can be used as short-term rental
- One additional parking space provided, not in rear yard.

Missing Middle Allowances

- The new RM (Medium Density) and RH (High Order) zones specifically permit a variety of multi-unit forms, including townhouses, duplexes, and small-scale apartment buildings up to 4 storeys.
- A provision allows multiple buildings on a single lot (e.g., small cottages or "tiny homes") with minimal separation requirements and shared garden spaces, facilitating diverse housing layouts.
- The RN (Residential Neighbourhood) zone now allows second units on many properties, and up to 4 units per lot where the lot size can accommodate, significantly lowering the barrier for converting or building small multi-unit dwellings in traditional residential areas where appropriate.
- To make small-scale projects more viable, the bylaw reduces parking requirements to 0.5 spaces per unit in medium/high-density zones and offers exemptions for units located near transit.



Table 12.4 Townhouse Configuration Perpendicular to the Street

Density Bonusing

2.10 BONUS HEIGHT APPLICATIONS

The purpose of this section is to permit additional building height, beyond the maximum height otherwise permitted in the applicable zone, where a development proposal demonstrably provides public benefits that advance municipal objectives.

.1 Bonus height shall not be granted as-of-right, but shall be subject to review and approval by the Design Review Board as outlined in section 2.12 and following the eligible public benefits criteria in section 2.11;

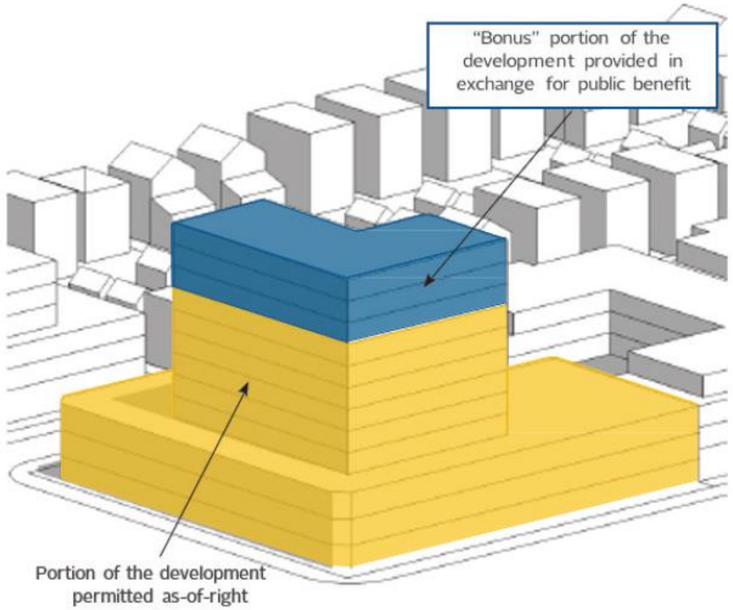
.2 Notwithstanding the maximum building height permitted in the applicable zone, a development may be permitted a maximum bonus of two (2) additional storeys, in the following zones:

(a) Downtown Core (DC),
(b) Downtown Waterfront (DW), and
(c) Growth Node zones (GN).

.3 An application for a Bonus height shall be submitted with sufficient information as may be required by the Development Officer for the purpose of adequately assessing the proposal, including:

(a) A legal description and a plot plan, or a survey plan, accurately showing the location of the property and building(s) or structure(s) on the property in question;
(b) The name and address of the owner(s) of the property and, if the applicant is not the owner, a statement as to the applicant's interest in the property;
(c) Design drawings, as required to proceed through the design review process;
(d) The drawings must show the affordable units being proposed and their total Gross Floor Area; and
(e) Such additional information as deemed necessary by the Development Officer, including studies or analyses to ensure that the proposed Bonus Height and/or its massing meet the desired performance standards with respect to mitigating visual, shadow, wind, and traffic impacts.

.4 Any additional height granted through this section shall be proportional and commensurate with the value of the public benefit provided as set out in section 2.11.2;

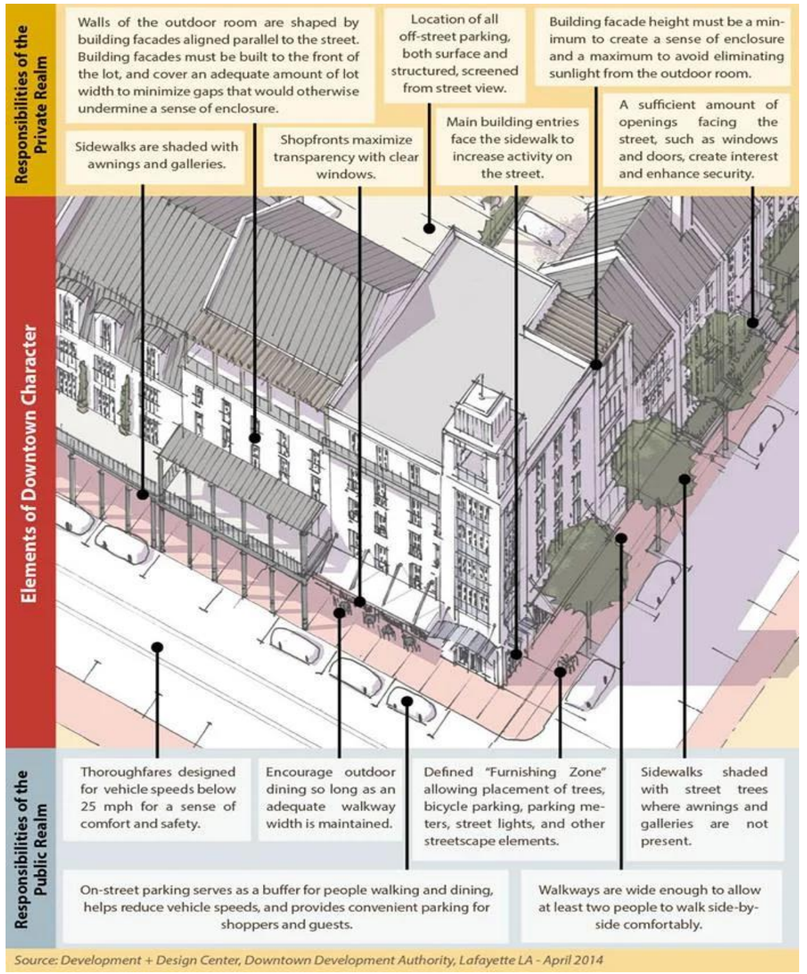


Part 5:
Form & Environment

Form Based Codes

The Draft bylaw utilizes many of core principles of Form Based Code by regulating the physical "envelope" and appearance of buildings rather than just their internal use. This is achieved through objective standards for streetwalls, mandatory stepbacks to protect sunlight, and specific ground-floor animation requirements that dictate how a building must interact with the sidewalk. Key form-based provisions in the Draft bylaw include:

1. Defined Streetwalls and Stepbacks
2. Precinct-Specific Height Schedules
3. Active Ground-Floor Requirements



Stepbacks & Massing

Streetwalls are defined as the front vertical face of a building that frames the sidewalk, established at a height that maintains a comfortable, human-scaled environment.

To prevent a "canyon effect" in fast growing areas, stepbacks of 2.5m to 3m are required above the third or fourth storey to push the upper mass of the building away from the street.

These standards ensure that even as the city grows, the physical form of new developments remains respectful of the pedestrian experience at the ground level.

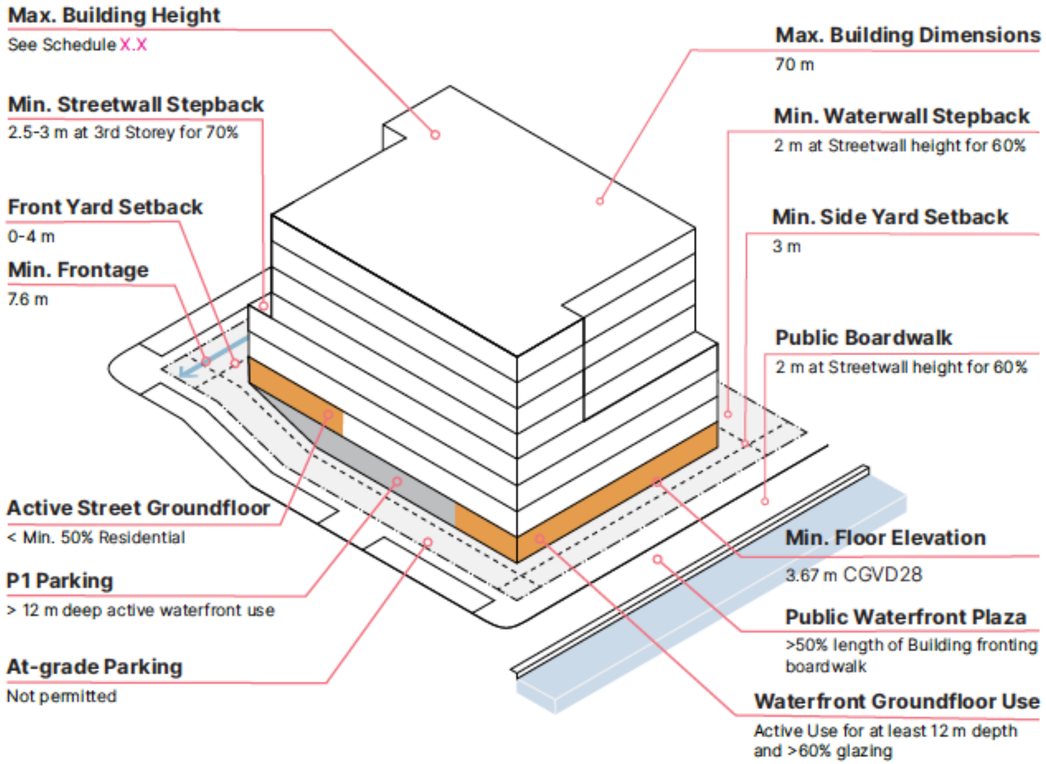


Figure 18.2 DW Built Form Standards

Ground Floor Animation

Ground floor animation ensures that the street level of a building is active and engaging by requiring a minimum depth of 12m for retail or lobby uses rather than "dead" space like storage or parking.

To foster a visual connection between the sidewalk and the building's interior, high-traffic zones mandate significant transparency with at least 60% glazing on storefronts.

Furthermore, the bylaw sets a minimum ground-floor height of up to 4m to ensure these spaces are functionally viable for commercial tenants and provide a high-quality pedestrian experience.

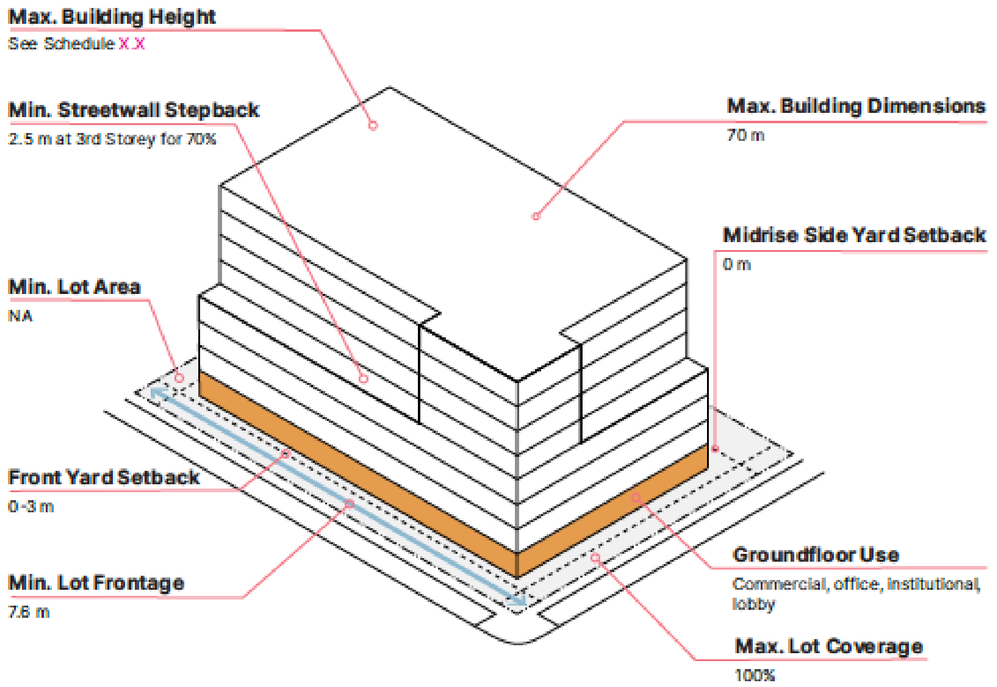


Figure 15.1 DMS ZONE Built Form Standards

Flood Resilience

The Draft Bylaw includes specific technical requirements to address flood resilience, primarily focusing on sea-level rise and storm surges along the waterfront.

- To protect buildings from coastal flooding, the bylaw mandates that all new development bordering the tidal waterfront must have a minimum finished floor elevation in an agreed vertical datum.

- For properties identified within sea-level rise hazard areas, the draft restricts the placement of critical infrastructure below the established flood level.

- Lower levels of buildings within these zones may be permitted below the flood elevation only if they are designed for non-habitable uses, such as parking or storage, and utilize flood-resistant construction materials.

Wrap

Status of the Draft & Next Steps

Consultation on the Draft Bylaw includes;

• *Internal Staff Reviews*	*December / January / February*
• Planners Pop-Up	Saturday February 21st, 2026
• Special Council Meeting	Tuesday February 24th, 2026
• Community Open House #1	Wednesday February 25th, 2026
• Community Open House #2	Thursday February 26th, 2026
• Online Engagement	Through February & March 2026

Thank You

Anticipated P&H Resolution to come from the Planning Board Meeting on Tuesday, March 3, 2026

Request to go to a Public Consultation re: Rezone 68 Queen Street from Downtown Mainstreet (DMS) Zone to Downtown Mixed-Use Neighbourhood (DMUN) Zone