Minutes – Executive Policy Committee – January 6, 2010

REPORTS

Minute No. 92 Subdivision and Rezoning – 221 Stradbrook Avenue (Fort Rouge-East Fort Garry Ward) File DASZ 30/2009

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the City Centre Community Committee and recommends to Council:

1. That the plan of subdivision proposed under File DASZ 30/2009 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 30/2009 dated November 25, 2009, for registration in the Winnipeg Land Titles Office subject to the following:

    A. That the Developer be required to enter into a Servicing Agreement with the City containing all the conditions outlined in Schedule 'B' the report of the Administrative Coordinating Group dated November 27, 2009.

2. That The Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 30/2009 dated November 25, 2009 to a "RMU" Residential Mixed-Use District, subject to the following:

    A. That the applicant enter into a Zoning Agreement with the City pursuant to Section 240 (1) of The City of Winnipeg Charter to include the following conditions:

        i. That final plans showing the location and design of all buildings, private approaches, parking areas, fencing, landscaping, pathways, seating, bicycle parking, signage, site lighting, as well as a building shadowing study shall be submitted to and approved by the City Centre Community Committee and the Director of Planning, Property and Development prior to the issuance of any building or development permit, and thereafter all to be maintained to the satisfaction of the Director of Planning, Property and Development;

3. That a ten percent (10%) dedication be made by a payment of a sum of money to the City in lieu of the requirement for land dedication based on the increase in market value of the land and the creation of additional lots.

4. That the Director of Planning, Property and Development be authorized to certify any documents in connection therewith.

5. That in the event the application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of the report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of this twenty-four (24) month period and the extension is subsequently approved by Council.

6. That the City Solicitor/Manager of Legal Services be requested to prepare the necessary by-law in accordance with the above.

7. That the subdivision section of the by-law shall come into force and effect upon execution by the City of Winnipeg of the Servicing Agreement.

8. That the zoning section of the by-law comes into force when the plan of subdivision is registered in the Winnipeg Land Titles Office and the Zoning Agreement is registered in the Winnipeg Land Titles Office by caveat against the subject lands, provided that the said effective date occurs within one year from the date the by-law is passed.

9. That the plan of subdivision shall be approved and signed by the Director of Planning, Property and Development within two (2) years from the date the by-law is passed, failing which the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

10. That in the event the necessary City of Winnipeg mylar approval signatures have not been secured within twenty-four (24) months after adoption of the by-law, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

11. That the City Solicitor/Manager of Legal Services be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Charter.

DECISION MAKING HISTORY:

Moved by Councillor Steeves,

That the recommendation of the City Centre Community Committee be concurred in and forwarded to Council.

Carried

COMMUNITY COMMITTEE RECOMMENDATION:

On December 8, 2009, the City Centre Community Committee concurred in the recommendation of the Winnipeg Public Service and, via the Priority Rezoning Process, submitted its recommendation to the Executive Policy Committee.

RE: **Subdivision and Rezoning – 221 Stradbrook Avenue**
File DASZ 30/2009 [c/r DAV 153068/2009D]

For submission to: **Executive Policy Committee**

Prepared by: **Josie Marques, Senior Committee Clerk**
City Centre Community Committee

Report date: **December 9, 2009**

COMMUNITY COMMITTEE RECOMMENDATION:

On December 8, 2009, the City Centre Community Committee concurred in the recommendation of the Winnipeg Public Service and, via the Priority Rezoning Process, recommends to the Executive Policy Committee:

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11. That the City Solicitor/Manager of Legal Services be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Charter.

The City Centre Community Committee provided the following supporting reason(s) for its recommendation:

1. The project is in keeping with transit oriented development

PUBLIC HEARING SUMMARY

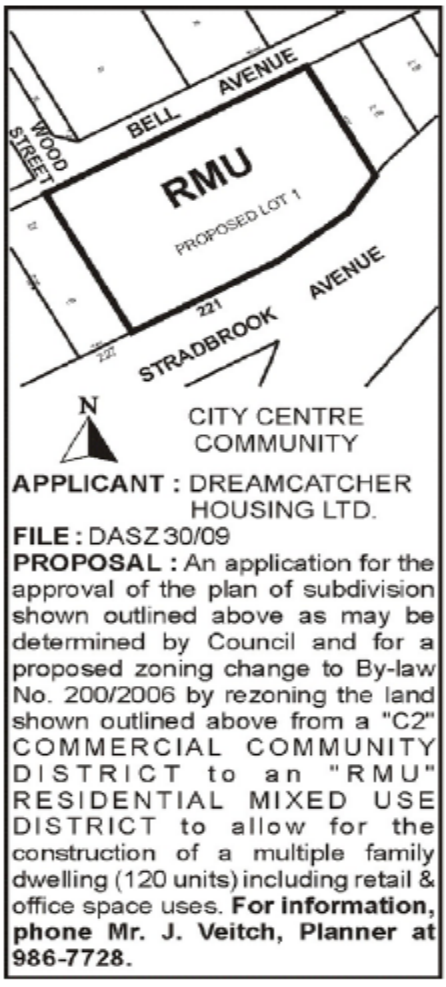
File: DASZ 30/2009 [c/r DAV 153068/2009D]

Before: City Centre Community Committee
Councillor Lazarenko, Chairperson
Councillor O'Shaughnessy
Councillor Pagtakhan

Public Hearing: December 8, 2009
North Committee Room
Council Building, 510 Main Street

Applicant: Dreamcatcher Housing Ltd. (Tom Jackson)

Subject:



Premises Affected: 221 Stradbrook Avenue

Exhibits Filed:

1. Application dated October 7, 2009
2. Notification of Public Hearing dated October 19, 2009
3. Manitoba Status of Title(s) 1236166, 1236168, 1776805, 2272768, 2272770 and 2272771
4. Letter of authorization dated January 9, 2009 from Patrick O'Conner, President, Winnipeg Winter Club to Dreamcatcher Housing Ltd.
5. Surveyor's Building Location Certificate and sketch dated September 4, 1998
6. Plans (7pages)
7. Revised Plans (11 pages)
8. Report from the Planning and Land Use Division dated November 25, 2009
9. Inspection Report
10. Communication dated December 7, 2009, from Daryl and Lori Benoit, with respect to the application
13. Audio Recording of representations of public hearing held on December 8, 2009

REPRESENTATIONS:

In Support:

Bob Mathieson
Carol Vandal

In Opposition:

Nil

For Information:

Daryl and Lori Benoit

For the City:

Mr. J. Veitch, Senior Planner, Planning, Property and Development Department

Exhibit "7" referred to in File DASZ 30/2009 [c/r DAV 153068/2009D]

ADMINISTRATIVE REPORT

ISSUE: **DASZ 30/2009** - 221 Stradbrook, Rezoning / Subdivision Public Hearing.

Critical Path: City Centre Community Committee – Standing Policy Committee on Property and Development – Executive Policy Committee - Council as per the *Development Procedures By-law* and *The City of Winnipeg Charter*.

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Himbeault	n/a	n/a	

RECOMMENDATIONS

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11. That the City Solicitor/Manager of Legal Services be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Charter.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Planning and Land Use Division are concurred in, this will facilitate the development of a 16-storey mixed-use residential / office / retail development at 221 Stradbrook Ave.

CONSULTATION

In preparing this Report there was consultation with:

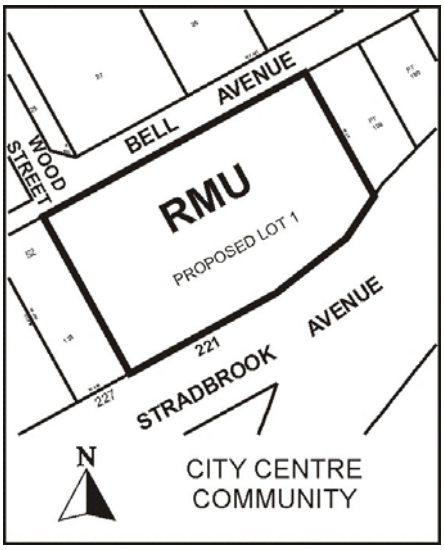
N/A

SUBMITTED BY

Department	Planning, Property and Development
Division	Planning and Land Use
Prepared by	James Veitch
Date:	November 25, 2009
File No.	DASZ 30/2009

APPENDIX 'A'

Date:	October 13, 2009
File:	**DASZ 30/09**
Related Files:	DAV 09-153068/D
Subject:	To create one (1) lot from six (6) lots and to rezone from 'C2' Commercial Community District to 'RMU' Residential Mixed-use District.
Location:	221 Stradbrook Avenue
Legal Description:	Lot 154, Plan 52; SP Lots 30 & 31 Pln 27846; PT Lots 156 v 157, Plan 52



Applicant:	Dreamcatcher Housing Ltd., (Tom Jackson)
Owner:	Winnipeg Winter Club, (Rob Guthrie)
Recommendation:	**Approve with Conditions**

Report Summary:
The Planning and Land Use Division is supportive of this application and the associated variances. The mixed-use concept of this proposal is exactly what the City of Winnipeg is looking for to be developed in concert with our new Rapid Transit Corridor and station sites.

The conceptual drawings submitted with the application help to give a good overall perspective of the proposal and how it will fit on the site and within the context. The design details of the project require some flushing out / enhancement to take the proposal to the next level.

The Public Service will be recommending a Schedule 'A' Plan Approval condition as part of the rezoning approvals to ensure these details / issues are dealt with to the City Centre Community Committee's and Director of Planning, Property, and Development's satisfaction.

Site Description:
Existing Land Use and Zoning
The 35,616 square foot, (0.8 acre) subject site is located on the north side of Stradbrook Avenue east of Donald Street. The site was being used as outdoor tennis courts, it is zoned 'C2' Commercial Community and is designated Neighbourhood Policy in *Plan Winnipeg 2020.*

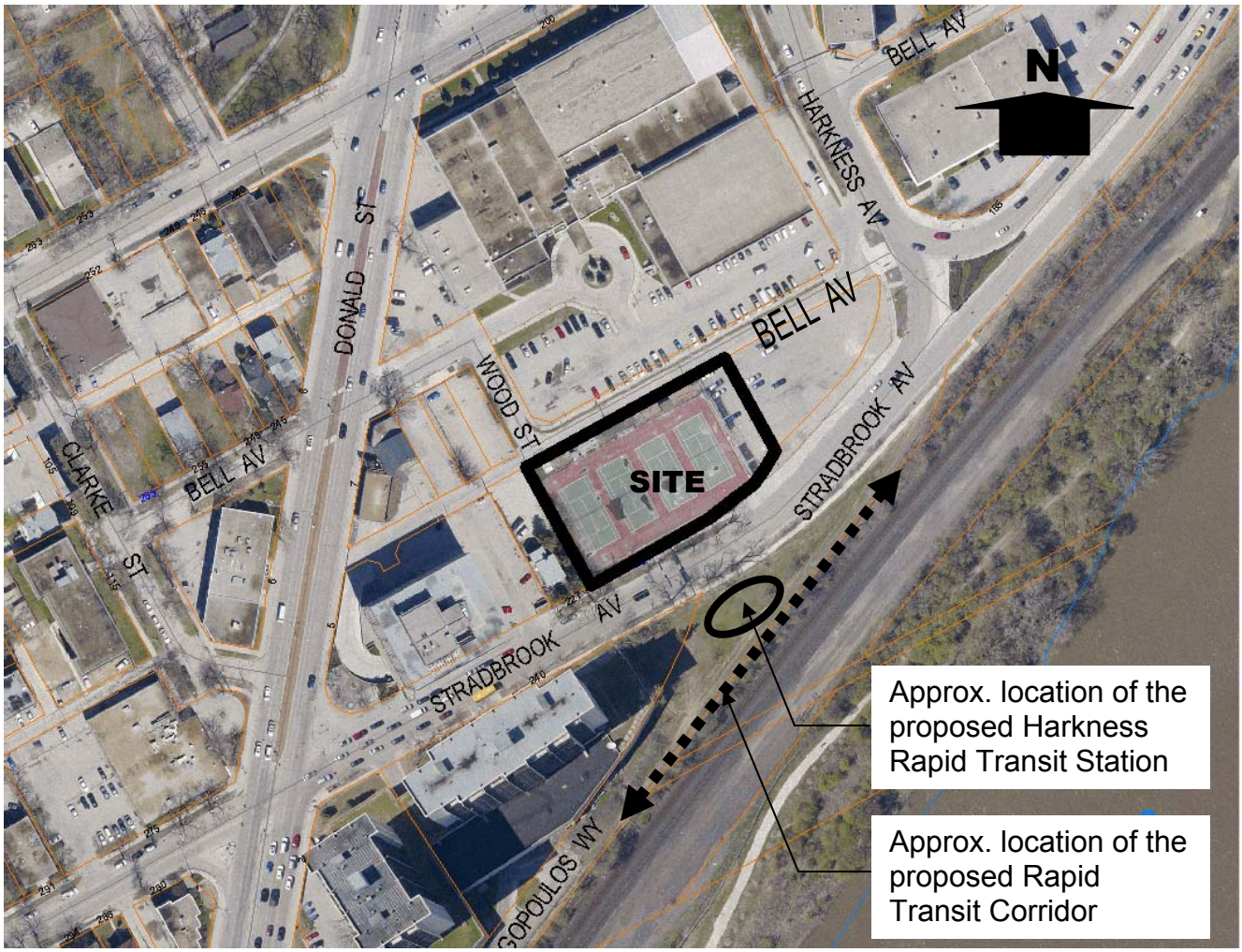


Figure 1: Subject Site (Aerial Flown 2009)

Surrounding Land Use and Zoning
North: Bell Ave. then 'C2' Commercial Community (Winnipeg Winter Club)
South: Stradbrook Ave. then future Rapid Transit Station & Corridor, 'RMF-L' Residential Multiple Family Large to the south west
East: 'C2' Commercial Community (occasional surface parking) then Harkness Ave.
West: 'C2' Commercial Community (single family dwelling)

Background:

- March of 2009 - Pre-application, (09-108414PA)
- March 18, 2009 - Development Review Committee Meeting
- October 22, 2009 – Public Open House: hosted by applicants
- November 5, 2009 – Design Review by City Departments

Description of the Proposed Development:

The applicants; Dreamcatcher Housing and Avenue Commercial intend to construct a 16-storey mixed-use tower. The project will include commercial / retail uses on the main floor, 2nd and 3rd floors of business office and the 120 apartment / rental units on the final 13 floors. Three levels of interior structured parking of 225 stalls will also be included.
The conceptual plans show an elevated interior walkway connecting the project and the proposed Harkness Rapid Transit Station on the south side of Stradbrook Avenue. At this point this connection is purely conceptual as future discussions regarding funding, access and construction details are required to take place between the proponents and the City of Winnipeg.

Analysis:

PLAN WINNIPEG
The proposed development complies with *Plan Winnipeg 2020*; the site is within the Neighbourhood Policy Area designation and is supported by several policies such as 3A-01 Promote Orderly Development, 3A-02 Promote Compact Form and 3A-03 Integrate Land Use, Urban Design, and Transportation Planning

SECONDARY PLANS
The subject site falls outside of the Osborne Village Neighbourhood Secondary Plan boundaries, therefore there are no secondary plans that effect this proposal.

ZONING

- **'RMU' Residential Mixed-use** (proposed)
  - Max. building height 100 feet
  - Side yard requirements are 5 feet plus 2 feet for each floor up to 20 feet max.
  - Front yard requirement is 20 feet
  - Rear yard requirement is 25 feet

Please note that the associated file; DAV 09-153068/D includes requested variances for;

- **Ø foot front yard** instead of 20 feet
- **Ø foot east side** yard instead of 20 feet
- **8.2 foot west side** yard instead of 20 feet
- **3.9 foot rear yard** instead of 25 feet
- **169 foot height** instead of 100 feet
- **278 square feet per dwelling unit** instead of 500 square feet

COMPATIBILITY

The proposed rezoning and consolidation of lots to allow the construction of the 16-storey residential mixed-use project fits well within the immediate context. The area is characterized by a mix of residential, office and fitness / recreational uses many of which are at a large scale. Two large apartment towers exist to the southwest; 3 Donald Street is 17-storeys in height with152 apartments while 240 Stradbrook is 14-storeys with 168 apartments. The subject site is within a ten minute walk of Downtown as well as Osborne Village offering future resident's a wide range of employment and service opportunities. The construction of the Rapid Transit Corridor currently underway includes the development of the Harkness Rapid Transit Station to be located directly across the street from the subject site. Transit Oriented Development principles strongly promote significantly increased density targets and mixed-use projects adjacent to Rapid Transit routes and stations.

TRANSPORTATION AND SITE ACCESS

The subject site, 221 Stradbrook Avenue is located on the north side approximately mid block. Stradbrook is characterized as a regional arterial street with three lanes of eastbound one way traffic. Generally the heaviest traffic occurs during the morning rush hour, street parking along the northernmost lane immediately adjacent to the site is available during off-peak hours.

Currently there is no approach onto the site off Stradbrook Avenue, however the applicant's drawings illustrate their desire for an approximately 10 metre, (33 foot) width approach at the east end of the side allowing access into their proposed structured parking.

The submitted drawings also illustrates 5 parallel parking stalls along the north side of Stradbrook Avenue within a large proposed boulevard cut-out beginning at the west side of the site.

INFRASTRUCTURE IMPACTS

The developer's obligations regarding infrastructure are outlined in the ACG report attached at the back of this report as Schedule 'B'. At this point the project appears to have no significant impacts to the existing infrastructure in the vicinity.

SITE DESIGN ISSUES

The overall design is the most critical aspect of this project and will determine its success or failure over the rest of its lifespan. Infill projects must respect and fit with the existing integrity of the context and at the end of the day enhance the character of the neighbourhood. An added degree of complexity for this urban infill project is its immediate adjacency to Winnipeg's new Rapid Transit Corridor and the future Harkness Station. The opportunities created by this proximity to rapid transit and the multi-modal pathway also heighten the responsibilities of the developer and the Public Service to ensure the building design and site layout rise to this complex design challenge. To this end, the Public Service has provided significant detailed input to the developer regarding the design and function of the proposal to help them take this project to the next level – ultimately serving as the show piece for all future Transit Oriented Design in Winnipeg. Here is an overview of the Public Service comments regarding the design and layout of the site and building since the initial pre-application in March 2009.
(See Appendix "B" - Design Review Comments)

Site Layout

A mixed-use development with main floor retail / commercial uses, especially in a transit oriented context must take full advantage of the front pedestrian realm and maximize the walking, shopping, gathering, seating and display opportunities. The proposed curb cuts for the structured parking entrance and the parallel parking significantly reduce the available sidewalk width and interrupt pedestrian circulation to and from the site.

Access to the structured parking should be located off the rear 'lane' not the front street. The 30-foot wide lane is nearly twice as wide as a typical back lane and can be accessed from both the west off Donald Street and the east off Harkness Avenue. The relocation of the structured parking entrance accomplishes two key improvements and opens up significant opportunities; improving not only the south facing public gathering space and pedestrian safety but also increased leasing and marketing potential for additional retail / commercial square footage that can now span the entire south face of the building.

Pedestrian access north and south should be accommodated on both sides of the site. The transit users, local pedestrians, shoppers, visitors and tenants are going to naturally want to head north towards the downtown or south towards the Harkness Station. Animating these walkways with seating, landscaping, canopies, etc. will provide much needed pedestrian scale the project is currently lacking and greatly enhance the outdoor experience of this development. Bicycle parking, both short term for visitors and long term for employees and residents is also required and will be expected at the Plan Approval stage of the project. A comprehensive landscape plan will be required at the Plan Approval stage including details on planting, site furniture, lighting, fencing, paving, plant list, etc.

Architecture

In our opinion, the massing of the building should be shifted to the northeast corner of the site from its present position on the south west. This change will open up and improve the views from the residential component of the project while at the same time allowing the provision of a buffer to the adjacent residential lot, (227 Stradbrook Avenue).

The Public Service will expect that the architecture and the materials presented in the Plan Approval stage will be of a high standard. More specifically the building massing more provide a much more sympathetic pedestrian scale and dialogue with the street. Currently the facades are bulky and uninviting with no relationship to the outdoor public space and future users. A visual simulation illustrating the shadowing impacts at 4 separate times of year, and other supporting documentation will be requested to ensure the proposed building does not negatively impact the surrounding properties.

LAND DEDICATION

When a developer rezones and/or subdivides a parcel of land, they are required to put in an application with the City of Winnipeg. As a condition of rezoning or subdivision, a developer is required to contribute a portion of the land to be developed to the City for parks purposes. The amount of lands is not less than 10%. The developer will provide land or 'cash in lieu' as determined by the Planning, Property and Development Department. If dedication is 'cash in lieu' of land, then the developer is required to pay the City its share of the costs of landscaping and services that it would have expended had a dedication of the land been made, which will equal 10 %.

Recommendation:
The Planning and Land-Use Division supports the rezoning and subdivision of the property from 'C2' Commercial to 'RMU' Residential Mixed-use. The land consolidation and new zoning designation will allow this exciting project to be developed at this key location adjacent to Winnipeg's new Rapid Transit Corridor. We expect this development to be the 'flagship' in Winnipeg's Transit Oriented Development setting the bar for future proposals to achieve.

This Report Submitted by:
Planning, Property and Development Department
Planning and Land Use Division
Report Prepared by: James Veitch
PPD File # DASZ 30/09

APPENDIX 'B'- Design Review Comments

James Veitch, M.Land.Arch.
(204) 986-7728
Fax / Téléc. : (204) 986-7524

November 17, 2009

Mr. Tom Jackson
Dreamcatcher Housing Ltd.

Re: DASZ 30/09 - 221 Stradbrook Avenue Residential Mixed-Use Project

Dear Mr. Jackson:

As you are aware, your rezoning application, DASZ 30/09 for the property known as 221 Stradbrook Avenue is scheduled for a public hearing at the City Centre Community Committee meeting on December 8th, 2009, 6:00 p.m. At that meeting the Councillors that make up the City Centre Community Committee will review the Public Service planning report, listen to the applicant's presentation and hear from anyone registered in opposition. Then the Community Committee will make a decision on your application(s) or adjourn the hearing to a later date if required.

In preparation for that public hearing and our planning report, the Winnipeg Public Service has completed a detailed review of your proposed 120 unit, 16-storey mixed-use development to be located at 221 Stradbrook Avenue. Representatives from Public Works, Transit, Parks & Open Spaces, Universal Design and Planning reviewed the conceptual design drawings dated September 14, 2009 submitted with your rezoning application DASZ 30/09.

The purpose of this multi-disciplinary review is to provide you and your team with written detailed feedback on your proposed mixed-use project in terms of neighbourhood context, traffic, transit, circulation, site development, built form and landscaping. Many of the issues listed below, organized by general categories of Context, Site, Street and Building will likely appear as conditions of approval in the planner's report going to the City Centre Community Committee.

These comments stem from our professional expertise as well as our extensive background in dealing with similar urban design and infill projects. They are meant to assist you and your design team to elevate this exciting project to the next level, enhancing it's fit with the context and it's relationship with the local community, future residents, tenants and visitors to the site.

It is also important to note that the City of Winnipeg is nearing the completion of the Draft Transit Oriented Development Handbook. This project at 221 Stradbrook Avenue, as with all future projects adjacent to Winnipeg's Rapid Transit Corridor will be evaluated using the TOD Handbook criteria and principles.

Context
The project is to be located in the River Osborne Neighbourhood, one of Winnipeg's most vibrant mixed-use areas. The neighbourhood has a strong pedestrian atmosphere characterized by a variety of small shops, coffee houses and restaurants. With the addition of the Rapid Transit Corridor to the area this pedestrian emphasis will probably increase ten-fold.

The immediate context surrounding the subject site at 221 Stradbrook Avenue will likely see the most significant change over the coming years due to its proximity to the proposed Harkness Avenue Rapid Transit Station. This change will be characterized by a sizeable increase in the local residential densities as well as the development of a variety of new commercial / retail / personal service establishments to support the increase in population and area activity.

Your proposal is at the forefront of this neighbourhood resurgence, leading the way and setting the bar for future projects to attain.

Site

The 35,616 square foot (0.8 acre) subject site is currently zoned 'C2' Commercial and occupied by outdoor tennis courts. The site is generally bounded by Stradbrook Avenue to the south, a 30-foot wide rear lane to the north, a 48-foot wide residential property to the west and a surface parking lot to the east.

The development and the proposed uses will be governed by the City of Winnipeg Zoning By-law and the bulk development requirements for the proposed zone; RMU - Residential Mixed-use:

> **Residential Mixed Use (RMU)**
> (7) The Residential Mixed Use (RMU) district is intended to facilitate the development of primarily medium- to higher-density residential development, though it also may contain limited small-scale commercial, institutional, recreational, and service facilities needed to support residential development. The area, site, or building should retain a predominantly residential character. Development in the RMU district should facilitate and encourage pedestrian travel between residential and nonresidential uses. This district is often adjacent and incidental to a town centre, neighbourhood commercial centre, or other type of mixed use or major employment centre.

http://winnipeg.ca/ppd/zoning_bylaw200.stm

Design Review Comments - Site

- As indicated in the Pre-application letter sent to the applicant, (March 18th, 2009) and further discussed at the project's Open House, (October 22, 2009), the applicant was encouraged to investigate the potential purchase of the small (7, 351 square foot) lot, on the west side of the subject site in the hopes of incorporating it into the Dreamcatcher development;
- An outdoor pedestrian walkway on both the east and west sides of the subject site, allowing people the ability to pass north south through the site should be accommodated;
- The existing mature trees on the site and in the immediate context should be protected and retained;
- Bicycle parking is required; both high visibility short term as well as long term bike lockers for staff and residents
- Relaxation to the Zoning By-law's onsite parking requirements would likely be supported due to the proximity to Rapid Transit and Downtown
- Shared parking agreements with adjacent properties are also encouraged to reduce the amount of surface parking in the immediate context - opening more land up for future infill development.

Street

The site is located mid-block on the north side of Stradbrook Avenue, between Donald Street to the west and Harkness Avenue to the east. Stradbrook Avenue is a high volume regional street, consisting of 3 eastbound lanes allowing traffic to feed north onto Queen Elizabeth Way then north onto Main Street into Downtown or south over the Norwood Bridge into St. Boniface.

On street parking adjacent to the subject site in the northernmost lane is currently available during off-peak hours. Pedestrian crossings are located at the two signalized intersections; Donald Street to the west and Harkness Avenue to the east.

Design Review Comments - Street

- The pedestrian area in front of the building should be generous, in the range of 10 -12 feet in width where possible, (including the public sidewalk) as per the draft TOD Design Guidelines. This width will allow ease of circulation, outdoor seating, outdoor display areas, café and patio opportunities animating the building façade and the public space along Stradbrook Avenue;
- The sidewalk area should not be broken up with approaches, drop-off zones, etc. Uninterrupted pedestrian travel and gathering opportunities are paramount;
- Access to the structured parking should be taken off the back of the building, leaving the entire south facing front façade and sidewalk strictly pedestrian;
- The proposed drop-off on Stradbrook Avenue should be relocated to the back of the building. The drop-off area as illustrated will negatively effect the Stradbrook Avenue through traffic and public safety, as well as eliminate the existing boulevard trees and reducing the available area for key public sidewalk and gathering;
- It is anticipated that the majority of the clientele will be of the local, walk-up variety. The proposed main floor commercial and retail uses will not be based on attracting drive by traffic, but more on accommodating the needs of the existing residents, local community and transit users;
- Existing street trees should be protected and retained;
- Design elements / amenities should be considered along the Stradbrook Avenue sidewalk to provide separation of the vehicular traffic from the sidewalk improving pedestrian comfort.

Building

The conceptual design submitted with the rezoning application, (DASZ 30/09) illustrates a 16-storey vertical mixed-use, residential / office / commercial building including multi-levelled structured parking. The bulk of the massing of the structure is illustrated on the south west of the site, with the entrance to the structured parking shown at the south east corner off Stradbrook Avenue. Short term parking is illustrated in the north east corner of the site on the concept plans. The concept design shows an additional 5 parallel parking spaces in front of the building, cut into the boulevard of the public right-of-way.

A potential elevated walkway has also been identified on the plans, connecting the proposed development to the future Harkness Avenue Rapid Transit Station to be located on the south side of Stradbrook Avenue directly across from the subject site.

Design Review Comments - Building

- The massing of the building should be shifted to the north east corner of the site, flipping the short term surface parking to the west side of the site;
- The relocated surface parking on the west side of the site should also facilitate pedestrian access to the rear of the site with vehicular access gained off the rear lane only;
- Locating the bulk of the building to the north and east of the site will provide improved views from the proposed apartments while at the same time allowing room and exposure for more usable green space with southern exposure;
- With this shift of the building mass and moving the location of the entrance to the structured parking at the rear, opportunities will now be open for more retail, outdoor café, restaurant seating, display along the entire front façade as well as at both the south east and south west corners;
- Currently the existing greenspace at grade labelled on the plan as ‘Landscaped Park’ has no function. The recommended shift in massing will allow this outdoor area to be incorporated into a meaningful, usable space;
- Locate the main building entrance closer to the east, nearer the Harkness / Stradbrook intersection allowing pedestrians to readily cross the street at the intersection to the proposed transit station on the south side of Stradbrook Avenue

- Both the east and west sides of the site should provide clear outdoor pedestrian linkage to the rear
- The entire front façade, main entrance and commercial uses should incorporate a more pedestrian scale and feel. For example, reducing the sheer bulk of the first floor, increased architectural articulation, storefront windows, awnings, canopies, seating, landscaping, lighting, etc.
- All the south facing commercial / retail units should provide separate easily accessible store access from the street
- The building architecture and materials should be of a high standard, quality and design

We do not expect these changes to be made prior to the December 8th, 2009 public hearing; we are comfortable going forward with the drawings submitted at this time as we were informed by the applicant team that they intend to enlist the services of a registered Architect to complete the detailed design of the project. Therefore, during the project's detailed design development these recommended changes and any direction coming out of the public hearing process can be incorporated into the final design drawings.

To ensure this takes place, one of the conditions contemplated as part of the proposed Zoning Agreement will be a complete 'Schedule A' Plan Approval. The Plan Approval process will require the applicant and their architects to attain final design approval from the City Centre Community Committee and the Director of Planning, Property and Development prior to the issuance of any building or development permits. The timing for this approval process, the submission of final drawings, etc. is up to the applicant with typically an outside deadline of 2 years from the date of the original public hearing.

(Please note that we are still waiting your written response to our Pre-application feedback letter as requested last month, October 13, 2009.)

Please call if you have any questions.

Sincerely,

James Veitch

James Veitch, M.Land.Arch.
Senior Planner, Plan Winnipeg
cc/ Steven Butt, Avenue Commercial
Scott Mills, Avenue Commercial

Schedule "A" for File No. DASZ 30/09, City Centre Community Committee, dated November 25, 2009

By-Law No. _____

File No. **DASZ 30/09**

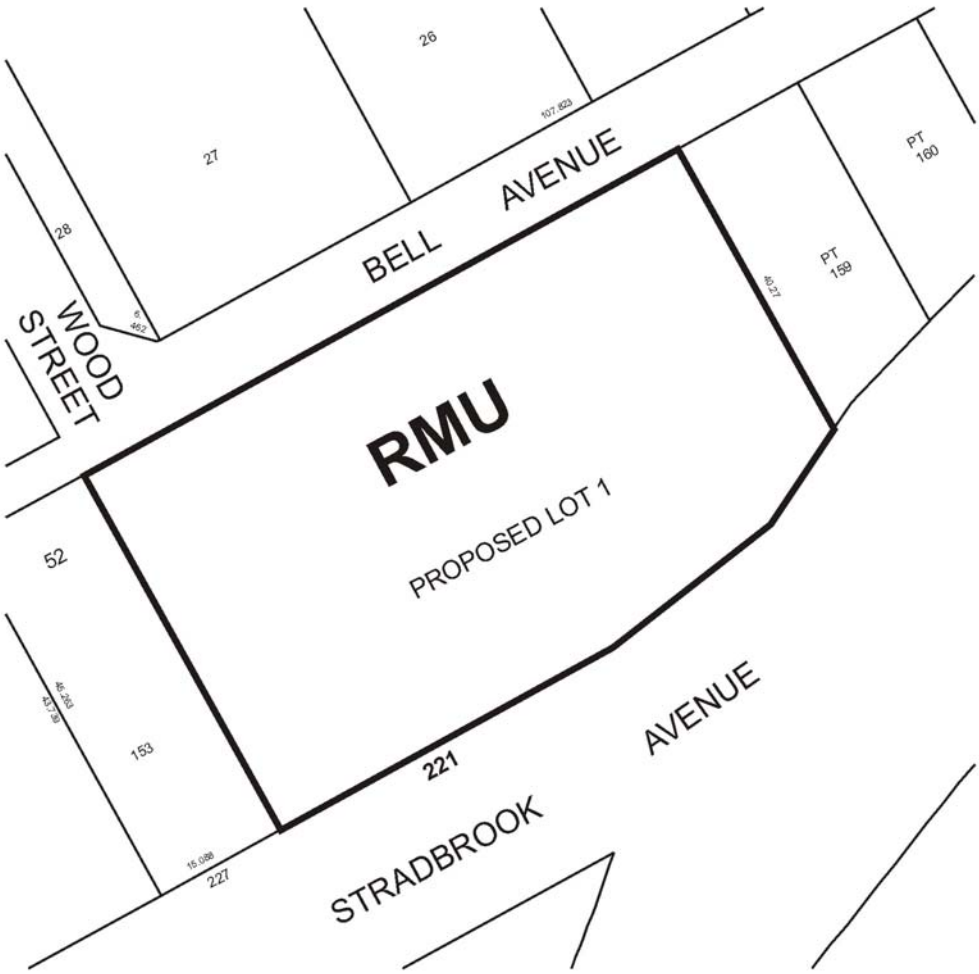
Atlas Sheet No.

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AB25
CITY CENTRE
COMMUNITY

Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 200/2006 by rezoning the land located at 221 Stradbrook Avenue from a "C2" COMMERCIAL COMMUNITY DISTRICT to an "RMU" RESIDENTIAL MIXED USE DISTRICT to allow for the construction of a multiple family dwelling (120 units) including retail & office space uses as shown outlined below.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

SCHEDULE "B" - REPORT OF THE ADMINISTRATIVE CO-ORDINATING GROUP

RE: PROPOSED SUBDIVISION AND REZONING OF LAND AT 221 STRADBROOK AVENUE - DASZ 30/09

It is recommended that the approval of DASZ 30/09 be subject to the Applicant entering into a **Servicing Agreement** with the City of Winnipeg, containing the following conditions:

1. The Developer shall, at no expense to the City, construct a land drainage sewer in Stradbrook Avenue, from the site of the proposed development to the terminus of the storm-relief sewer to the west.

2. The Developer shall restrict land-drainage run-off from the development to pre-development rates, as determined by the Director of Water & Waste.

3. The Developer shall pay the full cost of engineering services provided by or on behalf of the City in connection with the installation of, and provision of as-built drawings showing, all services required to serve the Planned Area.

4. The Developer shall pay to the City, prior to the release of the subdivision mylars for registration in the Land Titles Office, $1,200.00 per acre of Planned Area (minimum $1,650.00) plus GST to defray the City's administration and related costs associated with the preparation and implementation of the Servicing Agreement.

THIS REPORT SUBMITTED BY:

Administrative Co-ordinating Group
File No. DASZ 30/09
November 27, 2009

"original signed by S.M. Matile"
S. M. Matile, P. Eng., Chair
Land Development Branch

"original signed by R.J. Hartmann"
R. J. Hartmann, P. Eng.
Public Works Department, Transportation Division

"original signed by F. Mazur"
F. Mazur, P. Eng.
Water & Waste Department

/sm