Agenda - Executive Policy Committee – April 20, 2011

Report - Standing Policy Committee on Property and Development – April 5, 2011

Item No. 4 Rezoning – former CNR Oak Point Line ROW
South of Academy/North of Kingsway
(River Heights-Fort Garry Ward)
File DAZ 226/2010 [c/r SPA 3/2010, DAZ 225/2010 &
DAV 165924/2010D]

STANDING COMMITTEE RECOMMENDATION:

On April 5, 2011, the Standing Policy Committee on Property and Development concurred in the recommendation of the City Centre Community Committee and submits the following to Council:

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for File DAZ 226/2010 dated March 7, 2011 to an "RMF-S" Residential Multi-Family District, 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 February 23, 2011.

    B. 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, signage, and site lighting 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.

        ii. That the total density shall not exceed 30 units.

Report - Standing Policy Committee on Property and Development – April 5, 2011

iii. That the Developer and all successors in title to the lot shall register and maintain in perpetuity by way of caveat or master or declaratory easement against the titles to the lot, a clause stating that the property is located within the Winnipeg Airport Vicinity Protection Area and as such, the Developer and its successors in title may be exposed to nuisance levels of noise generated by the Winnipeg International Airport from time to time. The Developer acknowledges and saves harmless the Winnipeg International Airport and the City from any liability resulting from nuisance levels of noise which may interfere with the comfort, well-being, livelihood, and enjoyment of life by the Developer and its successor or successors in title. The Developer and its successors must submit the agreements or easements to the City Solicitor for approval prior to execution.

2. 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.

3. 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.

4. That the Director of Legal Services and City Solicitor be requested to prepare the necessary rezoning by-law and forward the same to Council for all three (3) readings.

5. That the zoning section of the by-law shall come into force and effect when 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 of the date the by-law is passed.

6. That Proper Officers of the City are hereby authorized to execute said zoning agreement.

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

Agenda - Executive Policy Committee – April 20, 2011

Report - Standing Policy Committee on Property and Development – April 5, 2011

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On April 5, 2011, the Standing Policy Committee on Property and Development concurred in the recommendation of the City Centre Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On March 7, 2011, the City Centre Community Committee concurred in the revised recommendation of the Winnipeg Public Service dated March 7, 2011 and forwarded the matter to the Standing Policy Committee on Property and Development.

RE : **Rezoning - former CNR Oak Point Line ROW**
South of Academy/North of Kingsway
File DAZ 226/2010

For submission to: **Executive Policy Committee**
The Standing Policy Committee on Property and Development

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

Report date: **March 8, 2011**

COMMUNITY COMMITTEE RECOMMENDATION:

On March 7, 2011, the City Centre Community Committee concurred in the revised recommendation of the Winnipeg Public Service dated March 7, 2011 and recommends to the Standing Policy Committee on Property and Development:

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for File DAZ 226/2010 dated March 7, 2011 to an "RMF-S" Residential Multi-Family District, 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 February 23, 2011.

    B. 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, signage, and site lighting 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.

        ii. That the total density shall not exceed 30 units.

        iii. That the Developer and all successors in title to the lot shall register and maintain in perpetuity by way of caveat or master or declaratory easement against the titles to the lot, a clause stating that the property is located within the Winnipeg Airport Vicinity Protection Area and as such, the Developer and its successors in title may be exposed to nuisance levels of

noise generated by the Winnipeg International Airport from time to time. The Developer acknowledges and saves harmless the Winnipeg International Airport and the City from any liability resulting from nuisance levels of noise which may interfere with the comfort, well-being, livelihood, and enjoyment of life by the Developer and its successor or successors in title. The Developer and its successors must submit the agreements or easements to the City Solicitor for approval prior to execution.

2. 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.

3. 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.

4. That the Director of Legal Services and City Solicitor be requested to prepare the necessary rezoning by-law and forward the same to Council for all three (3) readings.

5. That the zoning section of the by-law shall come into force and effect when 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 of the date the by-law is passed.

6. That Proper Officers of the City are hereby authorized to execute said zoning agreement.

7. That the Director of Legal Services and City Solicitor 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. This phase of the development does not access onto Academy Road, the lane should only be used by the area residents, therefore limiting traffic issues

2. There is a huge demand for people wanting to live in the area.

3. The development is the best infill we can have.

PUBLIC HEARING SUMMARY

File: DAZ 226/2010

Before: City Centre Community Committee
Councillor Gerbasi, Chairperson
Councillor Orlikow
Councillor Smith

Public Hearing: March 7, 2011
Council Chamber
Council Building, 510 Main Street

Applicant: 5785261 Manitoba Ltd. (Marc Kipnes)

Subject:



Premises Affected: former CNR Oak Point Line ROW South of Academy/North of Kingsway

Exhibits Filed:

1. Application dated October 26, 2010
2. Notification of Public Hearing dated January 26, 2011
3. Manitoba Status of Title 2343912
4. Drawing of subject property
5. Plans (7 pages)
6. Report from the Planning and Land Use Division dated March 3, 2011
7. Inspection Report
8. Revised Report from the Planning and Land Use Division dated March 7, 2011
9. Audio Recording of representations of public hearing held on March 7, 2011

REPRESENTATIONS:

In support:

Myles Kraut
Nicole Rexer
Ernie Walter
Yaron Walter

In Opposition:

Andrea Bacler
Kerry Pihulak
Juan Sumoza

For Information:

Kevin Howard

For the City:

Mr. K. Raban, Land Development Administrator, Planning, Property and Development Department
Mr. M. Robinson, Senior Planner, Planning, Property and Development Department

Exhibit "7" referred to in File DAZ 226/2010

ADMINISTRATIVE REPORT

Revised

Title: DAZ 226/2010 – Subdivision and Rezoning
Former CNR Oak Point Line ROW
South of Academy/North of Kingsway

Issue: For consideration at the public hearing for a Rezoning for DAZ 226/2010 – Former CNR Oak Point Line ROW South of Academy/North of Kingsway

Critical Path: City Centre Community Committee → Standing Policy Committee on Property and Development → Executive Policy Committee → Council

AUTHORIZATION

Author	Department Head	CFO	CAO
P. Regan	n/a	n/a	

RECOMMENDATIONS

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for File DAZ 226/2010 dated March 7, 2011 to an "RMF-S" Residential Multi-Family District, 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 February 23, 2011.

   B. 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, signage, and site lighting 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;

ii. That the total density shall not exceed 30 units

iii. The Developer and all successors in title to the lot shall register and maintain in perpetuity by way of caveat or master or declaratory easement against the titles to the lot, a clause stating that the property is located within the Winnipeg Airport Vicinity Protection Area and as such, the Developer and its successors in title may be exposed to nuisance levels of noise generated by the Winnipeg International Airport from time to time. The Developer acknowledges and saves harmless the Winnipeg International Airport and the City from any liability resulting from nuisance levels of noise which may interfere with the comfort, well-being, livelihood, and enjoyment of life by the Developer and its successor or successors in title. The Developer and its successors must submit the agreements or easements to the City Solicitor for approval prior to execution;

2. 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.

3. 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.

4. That the Director of Legal Services/City Solicitor be requested to prepare the necessary rezoning by-law and forward the same to Council for all three (3) readings.

5. That the zoning section of the by-law shall come into force and effect when 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 of the date the by-law is passed

6. That proper officers of the City are hereby authorized to execute said zoning agreement

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

REASON FOR THE REPORT

The Report is being submitted for the Committee's consideration of the development application at the Public Hearing.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Planning and Land Use Division are concurred in, the property will be rezoned.

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	Michael Robinson, AICP
Date:	March 7, 2011
File No.	DAZ 226/2010

Appendix A	Administrative Report
Appendix B	Schedule “A”
Appendix C	Schedule “B” – Report of the Administrative Coordinating Group
Appendix D	Minimum Densities
Appendix E	Design Guidelines
Appendix F	Aerial Photograph

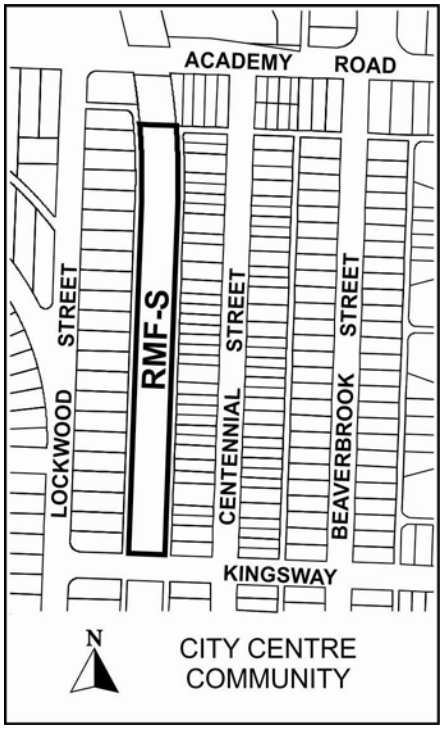
APPENDIX 'A'

DATE:	March 7, 2011
FILE:	DAZ 226/2010
RELATED FILES:	DAZ 225/10, DAV 10-165924/D, SPA 3/10
COMMUNITY:	City Centre Community
NEIGHBOURHOOD #:	1.626

SUBJECT: To rezone the subject land from an "R1-M" and "R1-L" Residential Single Family District, an "R2" Residential Two-Family District, and a "C1" Commercial District to an "RMF-S" Residential Multiple Family District to allow for the construction of five multiple-family buildings containing 30 dwelling units

LOCATION: Former CNR Oak Point Line ROW
South of Academy/North of Kingsway

LEGAL DESCRIPTION: Block 27 Plan 1538, excluding Plan 42703 (Row ID 243966)



APPLICANT: 5785261 Manitoba Ltd. (Marc Kipnes)

OWNER: Same as Above

RECOMMENDATION: Approval

SITE DESCRIPTION

The subject property, which is zoned "R1-L" Single-Family Residential District, "R1-M" Single-Family Residential District, "R2" Residential Two-Family Residential District, and "C1"

Commercial District is located north of Kingsway Avenue and south of Academy Road, between Centennial and Lockwood Streets in the River Heights neighbourhood of the River Heights-Fort Garry ward.

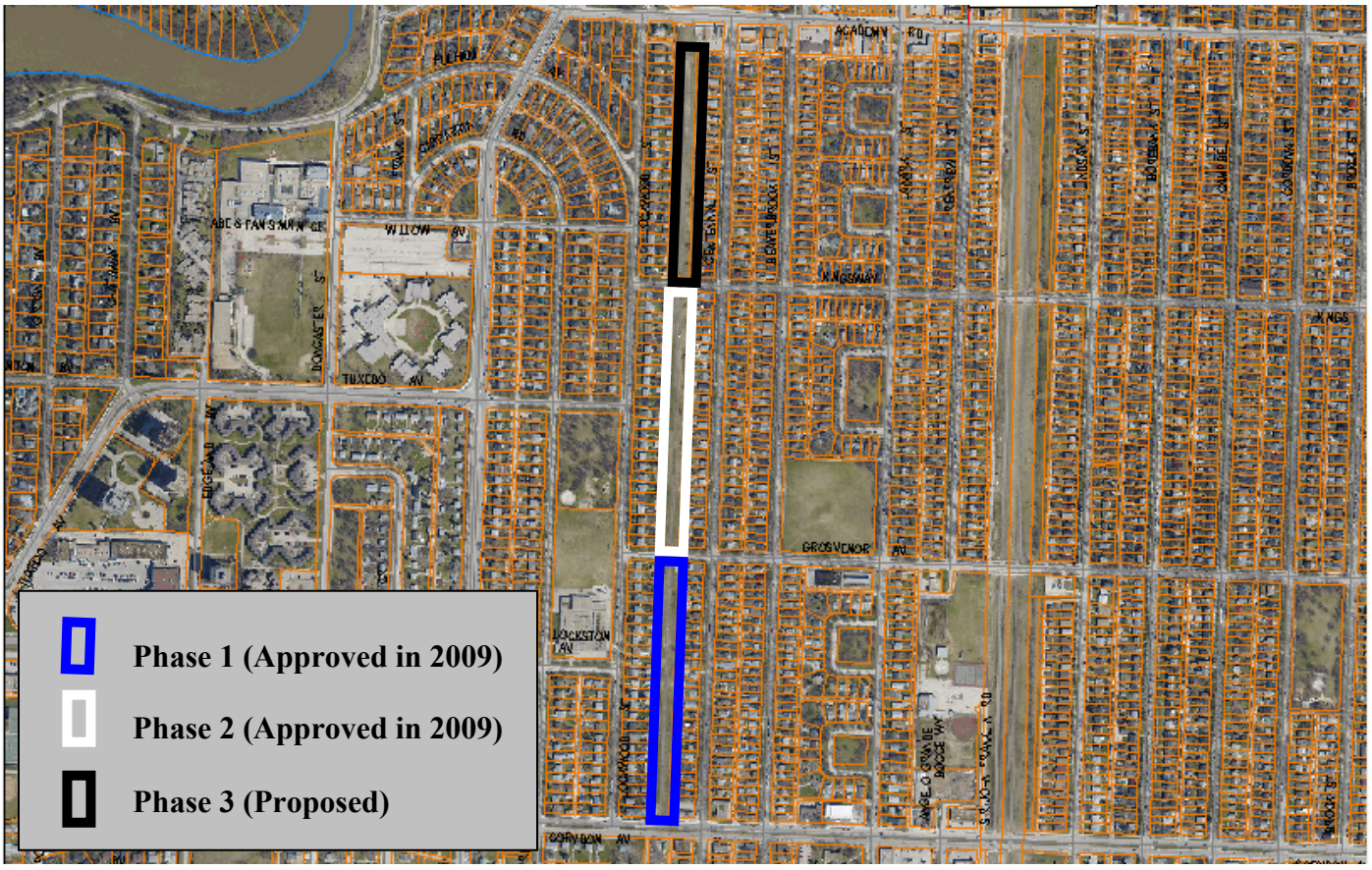
North: Undeveloped land zoned "C1" Commercial District
South: Undeveloped land which was rezoned "RMF-S" Multiple-Family District and approved for bungalow condominiums in 2009
East: Residences zoned "R1-M" Single-Family Residential District
West: Residences zoned "R1-L" Single-Family Residential District

BACKGROUND
See associated report for SPA 3/2010

DESCRIPTION OF THE PROPOSED DEVELOPMENT
Overview
The applicant seeks zoning approval to develop the former Oak Point Subdivision lands from Kingsway Avenue to ±123 feet south of Academy Road, as follows:

- 30 bungalow condominium units with alternating access on the public lanes behind Centennial and Lockwood Streets.

This development is the third phase of the Centennial Park development. The first two phases, which are to be developed between Corydon and Kingsway Avenues, contain a total of 62 dwelling units. (see DASZ 14/2009 for more information).



Development Description

Units

The bungalow condos are attached in rows of 6 units. They are all one-storey units, ranging in size from ±1,000 sq ft up to ±1,202 sq ft

Pathway

The development includes a pathway which meanders through the development, from Corydon Avenue to the northern terminus of the property. The pathway will be hard surfaced and designed to the City of Winnipeg's Accessibility Design Standards, and will provide a way for people to move through the development without having to walk on the public lane. The pathway will be open to the public, although it is not a public sidewalk – meaning that the City of Winnipeg is not responsible for maintaining it.

Public Lanes

The developer will be responsible for widening both public lanes by ± 8 feet, from the existing 16 feet to 24 feet.. In addition, Public Works has recommended that reconstruction of the lanes may be required, in the event that the existing lane is not in a condition suitable to accommodate the widening (TBD at a later date by Public Works). The land for the widening will come from the applicant's property, and will be dedicated to the City as public right of way.

Building Design

The applicant has indicated that there will be a variety of facade treatments (colours, finishing materials) and there will be variation in exterior features such as the porches, rooflines, and windows in order to provide visual interest. Detailed elevations of the facades will be required as a condition of final plan approval.

Parking

Each unit will have 1-2 parking stalls at the rear of their property. In addition, there is guest parking provided off the back lane. The development will provide 1.86 parking stalls per unit, on average, which is higher than the Zoning By-law requirement of 1.5 parking stalls per unit, for multi-family development.

Fencing

There will be no fencing in the proposed development. It will be completely open and integrated into the River Heights community.

Landscaping

The applicant has indicated that they will be planting the equivalent of 8-10 trees per door in the development. A detailed landscape plan, prepared by a landscape architect, showing the landscaping of all residential buildings, open spaces, and commercial areas, will be required as a condition of final plan approval.

Servicing

The development will connect to City water and sewer services. All storm water will be collected in underground catch basins and will be recycled for irrigation and other use.

ANALYSIS AND ISSUES

Residential Development

Overview

The subject land has been vacant for some time and is in private ownership. Consequently, as it stands, residential development, in the eyes of the Planning and Land Use Division, is the best and most sustainable use of the land.

Further to that, given the site constraints (access, width of land) and servicing that will be required for this land, a row home style condominium development appears to be an appropriate development response.

The Division believes that this proposal addresses also addresses most planning issues which were raised by residents at earlier public open houses. Some of the key concerns were as follows:

Access and traffic

There were concerns about the new development adding an excessive amount of additional traffic onto the existing narrow lane and hindering the ability of people to back out of their driveways safely.

The applicant has agreed to widen both public lanes from 16 feet to 24 feet wide. This would allow for a pavement width of 20 feet and 4 feet of additional ROW.

In addition, the units split rear access between the Centennial and Lockwood back lanes, by alternating the orientation of each building, so that traffic is equally distributed to both sides.

Lockwood	
North of Kingsway	22 garages
Proposed Development	**12 garages**
Centennial	
North of Kingsway	28 garages
Proposed Development	**18 garages**

The result will be fewer garages per back lane than a typical back lane in River Heights, where there is an equal distribution of homes on both sides of the lane.

Consequently, the widened lane and split rear access are measures which are intended to address the concerns about traffic and circulation in the lane.

Height

Many homes on Centennial and Lockwood are bungalows and many residents feel that two-storey and higher buildings would be out of scale with the area as well as negatively impact privacy and site lines. Consequently, the proposed units are all bungalows, in keeping with the character of the neighbourhood.

Fences

There was a concern about fences blocking site plans, becoming a target for graffiti, limiting space for snow storage, and becoming broken and unsightly from snow plows and cars backing

into them. As such, the development has been designed in a way that it is completely integrated into the neighbourhood – eliminating the need for any fencing in the front yards.

Parking

Spillover parking into adjacent residential neighbourhoods should be avoided. To that end, as previously mentioned, there will be 1.86 parking stalls per unit, on average, which is higher than the Zoning By-law requirement of 1.5 parking stalls per unit, for multi-family development.

Design

Design issues are very important and as previously mentioned, the developer has indicated that the units will have a variety of façade treatments (colours, finishing materials) and there will be variation in exterior features such as the porches, rooflines, and windows in order to provide visual interest. Also, a secondary benefit of alternating the orientation of the units is that the row house effect is diminished, creating more visual interest and allowing for more green space and a pathway through the development.

The Division is recommending that the applicant introduce a variety of new colours to the façade treatments in Phase 3, so that it does not precisely match the design of Phase 1 and 2. This is necessary to provide variation in design and to avoid monotony. Detailed elevations of the facades will be required as a condition of final plan approval.

Density

There is an objection to high density development occurring in this area.

The following is how the density compares to the prevailing densities for single-family homes on both Lockwood and Centennial Streets.

Lockwood	
North of Kingsway	22 homes
Proposed Development	**12 homes**
Centennial	
North of Kingsway	28 homes
Proposed Development	**18 homes**

The net density is 3,195 square feet per dwelling unit.[1] This density is much closer to a "R1-M" Single-Family District[2] (min 3,500 sq ft) than it is to a "RMF-S" Multiple-Family District (1,250 sq ft min). Consequently, this density is closer to matching a single-family zoning district than a multi-family zoning district and is not high density, by any measure of the zoning by-law. (see Appendix E)

Other

Plan Winnipeg

Under Plan Winnipeg 2020, the subject area is, in its entirety, within a Neighbourhood Policy Area. Neighbourhood Policy Areas are intended to include a residential mix together with a variety of educational, recreational, institutional, commercial and possibly industrial uses, at a scale and density compatible with each other. This development meets several key goals of Plan Winnipeg including *infilling of vacant lands* (3A-02 iv) and *supporting new development*

[1] Before dedication for the ROW

[2] This is the zoning of the homes on Centennial Street. The homes on Lockwood Street are zoned "R1-L"

which is adjacent to, and compatible with, existing development and designed to minimize the spatial use of land (3A-02v). There is a demonstrated need for a mix of residential housing types in the City and a growing recognition that infill lands, with existing services in place, are the best place to accommodate it.

To that point, the Conference Board of Canada has projected a substantial shift in the share of new units, away from single-family, and towards apartment/condo multiple-family units, over the next 20+ years. As per the Conference Board forecast from 2009 to 2031

- Single-family is projected to decrease from a 71% share to a 35% share of housing starts
- Multiple-family is projected to rise from a 29% share to a 65% share of housing starts.

A key assumption in the Conference Board projections is that, as the 'boomer' generation ages, they will generally leave their single-family homes and move into condos or apartments.

By providing a variety of different housing types in each neighbourhood, people have an opportunity to "age in place" – staying in familiar surroundings and keeping the same networks of friends.
The proposed development helps to meet this growing trend in the City.

ii. OurWinnipeg (Complete Communities Direction Strategy)
This portion of the River Heights neighbourhood is designated as an Area of Stability. Policies which are relevant to this application are as follows:

1) Support low to moderate change in low-density neighbourhoods through development and redevelopment that is complimentary to the existing scale, character, and built form

2) Promote the form of buildings and spaces that are sensitive to the community context and address the transition between new and existing developments

3) In order to meet the full life cycle of housing needs within the community, promote a mix of housing type and tenure, such as duplexes, low rise apartments, secondary suites, semi-detached homes, and townhouses.

4) Provide clarity and promote compatibility between existing developments and new developments through design and development standards, such as creation of *Infill Development Guidelines for Multiple-Family Developments in Low Density Neighbourhoods.*

The proposed development is consistent with these policies.

Public Input
The applicant held an open house for residents backing on to the proposed development on Tuesday February 22, 2011, from 5-8pm at their presentation studio, which is located at 1700 Corydon Avenue.

It should be noted that residents abutting the subject property were also included in the three open houses with the community that occurred in 2008/2009 prior to the public hearing for DASZ 14/2009.

Servicing

All servicing requirements for the development are identified in the attached ACG report (Appendix C*)*

RECOMMENDATIONS
The Planning and Land Use Division recommends approval for the following reasons:

- Residential development is the best and most sustainable use of the land
- The proposed development is a thoughtful, creative solution for an irregular piece of land
- Extensive effort was made to make the development compatible with the existing neighbourhood

This Report Submitted by:
Planning, Property and Development Department
Planning and Land Use Division

Report Prepared by: Michael Robinson, AICP
PPD File # DAZ 226/2010

APPENDIX "B"

Schedule "A" for File No. DAZ 226/2010, City Centre Community Committee, dated March 7, 2011

By-Law No. _____

File No. **DAZ 226/10 c/r DAZ 225/10 & SPA 3/10**

Atlas Sheet No.

N

AD20
CITY CENTRE
COMMUNITY

Explanation

A proposed zoning change to By-law No. 200/2006 by rezoning the land located on part of the former railway track north of Kingsway, south of Academy Road from an "R1-M" & "R1-L" RESIDENTIAL SINGLE-FAMILY DISTRICTS, "R2" RESIDENTIAL TWO-FAMILY DISTRICT and a "C1" COMMERCIAL NEIGHBOURHOOD DISTRICT to an "RMF-S" RESIDENTIAL MULTI-FAMILY DISTRICT to allow for the construction of multiple family dwellings as shown outlined below.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

APPENDIX 'C'

SCHEDULE B - REPORT OF THE ADMINISTRATIVE CO-ORDINATING GROUP

RE: PROPOSED SUBDIVISION AND REZONING OF FORMER C.N.R. RAILWAY R.O.W. NORTH OF KINGSWAY AVENUE AND SOUTH OF ACADEMY ROAD - DAZ 226/10

Karma Development (5785261 Manitoba Ltd.) has submitted an application to re-zone the former C.N.R. railway right-of-way between the two public lanes east of Lockwood Street and west of Centennial Street, from Kingsway Avenue to the south of Academy Road, to enable the establishment of a multi-family residential development.

It is recommended that the approval of DAZ 226/10 be subject to the following:

A. Plan Considerations

1. The Developer shall, at no expense to the City and to the satisfaction of the Director of Public Works, make a Development Application (DAO) to legally open and register;

    a. 2.373 metre widenings to the rights-of-way of the two Public Lanes abutting both the east and west sides of the Planned Area and;

    b. right of way required at the north end of the Planned Area to interconnect the two Public Lanes abutting both the east and west sides of the Planned Area.

2. The proposed 1.829m pathway, and appurtenances, including bollards etc., which meanders through and adjacent to the proposed development is to be entirely located within the proposed development; no portion of the pathway is to be located within any portion of the Public Lane rights of way to the satisfaction of the Director of Public Works.

B. Engineering Servicing Report

The provision of a servicing report, prepared by a municipal engineer to the satisfaction of the Director of Water & Waste, which includes a fire-flow analysis, addresses land-drainage storage requirements, and predicts wastewater flows.

C. Servicing Agreement

The applicant entering into a Servicing Agreement with the City of Winnipeg, containing the following conditions:

1. The Developer shall install all watermains and sewers required to service the Planned Area, as indicated by the Engineering Servicing Report prepared by the municipal engineer.

2. The Developer shall pay to the City the Developer's share of the costs of the watermains (currently $80/ft) and combined sewers (currently $22/ft) in Kingsway Avenue based on local improvement rates prevailing at time of payment.

3. The Developer shall, at no expense to the City, construct, a 1.5 metre in width by 100mm in thickness portland cement concrete sidewalk along the north side of Kingsway Avenue from Centennial Street to Lockwood Street, as determined by and to the satisfaction of the Director of Public Works.

4. The developer shall, at no expense to the City, construct paraplegic curbs and ramps in Kingsway Avenue, where the proposed 1.829m pathway intersects the Kingsway Avenue pavement, all as determined by and to the satisfaction of the Director of Public Works.

5. The Developer shall construct, at no expense to the City, and to the satisfaction of the Director of Public Works;

    a. a 6.0 metre in width by 150mm in thickness portland cement concrete pavement in the right-of-way being legally opened at the north end of the Planned Area to interconnect the two Public Lanes abutting both the east and west sides of the Planned Area, with a minimum centerline radius of 12.0 metres and;

    b. portland cement concrete pavement widenings to the two Public Lanes abutting both the east and west sides of the Planned Area to result in a paved lane width of 6.0 metres in both of the Public Lanes, as determined by and to the satisfaction of the Director of Public Works.

       Should the existing portland cement concrete pavement in one or both Public Lanes not be in a condition suitable to accommodate a widening of the existing portland cement concrete pavement the Developer shall, at no expense to the City, construct, in portland cement concrete pavement a new 6.0 metre in width portland cement concrete pavement in the Public Lane(s), all as determined by and to the satisfaction of the Director of Public Works.

6. The Developer shall be responsible to control and to initiate the clean up of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until substantial completion of all construction. The clean up of litter and refuse shall be done on a regular basis as determined by the Director of Public Works. This shall include initiating action and assuming any costs in remedying the situation to the satisfaction of the Director of Public Works.

7. The Developer shall ensure that construction traffic uses access routes as determined by the Director of Public Works. The Developer shall maintain, at no

expense to the City, the access routes in a clean, dust free and safe condition, free of dropped and tracked-on mud, and shall undertake regular scraping and sweeping of streets until building construction, including landscaping is complete, all as determined by and to the satisfaction of the Director of Public Works.

8. The Developer is to pay all costs associated with the installation and/or relocation of street lights and other utilities made necessary as a result of or required to accommodate works, which are required by the Developer to serve the proposed subdivision, as determined by and to the satisfaction of the Director of Public Works.

9. 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 by March 31 of the year following substantial performance showing, the services required to serve the Planned Area.

10. 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. DAZ 226/10
February 23, 2011

"original signed by K.T. Raban"
[for] 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.C.Mazur"
F. C. Mazur, P. Eng.
Water & Waste Department

"original signed by D. Beaton"
D. Beaton, MLArch
Parks, Riverbanks, & Community Initiatives Branch

Appendix 'D'

Minimum Densities

Multi-family Districts

Multi-family Low Density	1,250 sq ft per unit
Multi-family Medium Density	800 sq ft per unit
Multi-family High Density	400 sq ft per unit

Single-family Districts

Single-family Small Lot	2,500 sq ft per lot
Single-family Medium Lot	3,500 sq ft per lot
Single-family Large Lot	5,500 sq ft per lot

Proposed Density	**3,195 sq ft per unit**

Appendix E
Design Guidelines for Final Plan Approval for DASZ 226/2010

Residential
Landscaping and pathway

Landscaping, which is a visible indicator of quality development, should be an integral part of the development, and not merely located in leftover portions of the site.

a) That landscaping shall be provided to enhance the overall development in key areas such as the development perimeter, corners, common areas, and entryways.
b) That a minimum 5 foot wide hard surface pathway be provided through the entirety of the development
c) That seating areas be provided to enhance the common open space

Building Design and Orientation
The site layout, building orientation, and design should ensure that the buildings relate appropriately to surrounding developments and the street and create a cohesive visual identity for the neighbourhood

a) The units shall be one storey in height
b) Each building shall alternate their frontage
c) That no building shall have more than six (6) units in a row
d) Each unit will have a unique façade treatment (colours, finishing materials) and there will be variation in exterior features such as the porches, rooflines, and windows in order to provide visual interest. There should also be some variation from what was approved for DASZ 14/2009
e) That windows be included on the sides of units facing open space areas

Lighting
That pedestrian level lighting be installed to light the pathway and that this lighting be kept at a reasonable level and deflected in such a way that it does not spill over onto adjacent properties.

Fencing
That no fencing be permitted in the front or side yards

Appendix F



Figure 1: Aerial Photo (Flown in 2009)

Exhibit "6" referred to in File DAZ 226/2010

ADMINISTRATIVE REPORT

Revised

Title: DAZ 226/2010 – Subdivision and Rezoning
Former CNR Oak Point Line ROW
South of Academy/North of Kingsway

Issue: For consideration at the public hearing for a Rezoning for DAZ 226/2010 – Former CNR Oak Point Line ROW South of Academy/North of Kingsway

Critical Path: City Centre Community Committee → Standing Policy Committee on Property and Development → Executive Policy Committee → Council

AUTHORIZATION

Author	Department Head	CFO	CAO
P. Regan	n/a	n/a	

RECOMMENDATIONS

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for File DAZ 226/2010 dated March 3, 2011 to an "RMF-S" Residential Multi-Family District, 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 February 23, 2011.

   B. 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, signage, and site lighting 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;

ii. That the total density shall not exceed 30 units

2. 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.

3. 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.

4. That the Director of Legal Services/City Solicitor be requested to prepare the necessary rezoning by-law and forward the same to Council for all three (3) readings.

5. That the zoning section of the by-law shall come into force and effect when 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 of the date the by-law is passed

6. That proper officers of the City are hereby authorized to execute said zoning agreement

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

REASON FOR THE REPORT

The Report is being submitted for the Committee's consideration of the development application at the Public Hearing.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Planning and Land Use Division are concurred in, the property will be rezoned.

CONSULTATION

In preparing this Report there was consultation with:
N/A

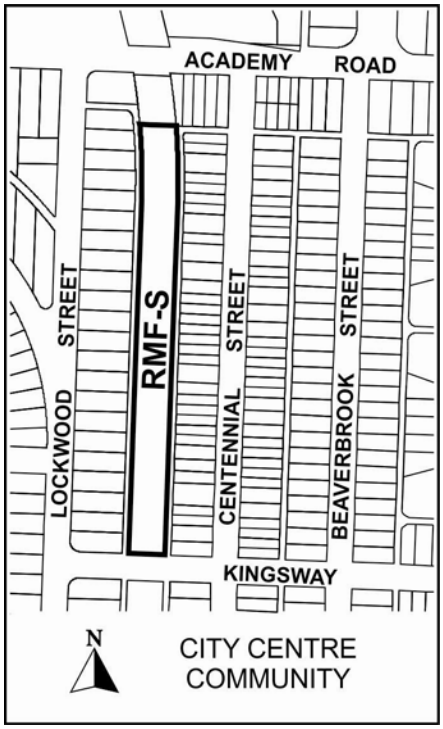
SUBMITTED BY

Department	*Planning, Property and Development*
Division	*Planning and Land Use*
Prepared by	Michael Robinson, AICP
Date:	March 3, 2011
File No.	DAZ 226/2010

Appendix A	Administrative Report
Appendix B	Schedule “A”
Appendix C	Schedule “B” – Report of the Administrative Coordinating Group
Appendix D	Minimum Densities
Appendix E	Design Guidelines
Appendix F	Aerial Photograph

APPENDIX 'A'

DATE:	March 3, 2011
FILE:	DAZ 226/2010
RELATED FILES:	DAZ 225/10, DAV 10-165924/D, SPA 3/10
COMMUNITY:	City Centre Community
NEIGHBOURHOOD #:	1.626
SUBJECT:	To rezone the subject land from an "R1-M" and "R1-L" Residential Single Family District, an "R2" Residential Two-Family District, and a "C1" Commercial District to an "RMF-S" Residential Multiple Family District to allow for the construction of five multiple-family buildings containing 30 dwelling units
LOCATION:	Former CNR Oak Point Line ROW South of Academy/North of Kingsway
LEGAL DESCRIPTION:	Block 27 Plan 1538, excluding Plan 42703 (Row ID 243966)



APPLICANT:	5785261 Manitoba Ltd. (Marc Kipnes)
OWNER:	Same as Above
RECOMMENDATION:	Approval

SITE DESCRIPTION

The subject property, which is zoned "R1-L" Single-Family Residential District, "R1-M" Single-Family Residential District, "R2" Residential Two-Family Residential District, and "C1"

Commercial District is located north of Kingsway Avenue and south of Academy Road, between Centennial and Lockwood Streets in the River Heights neighbourhood of the River Heights-Fort Garry ward.

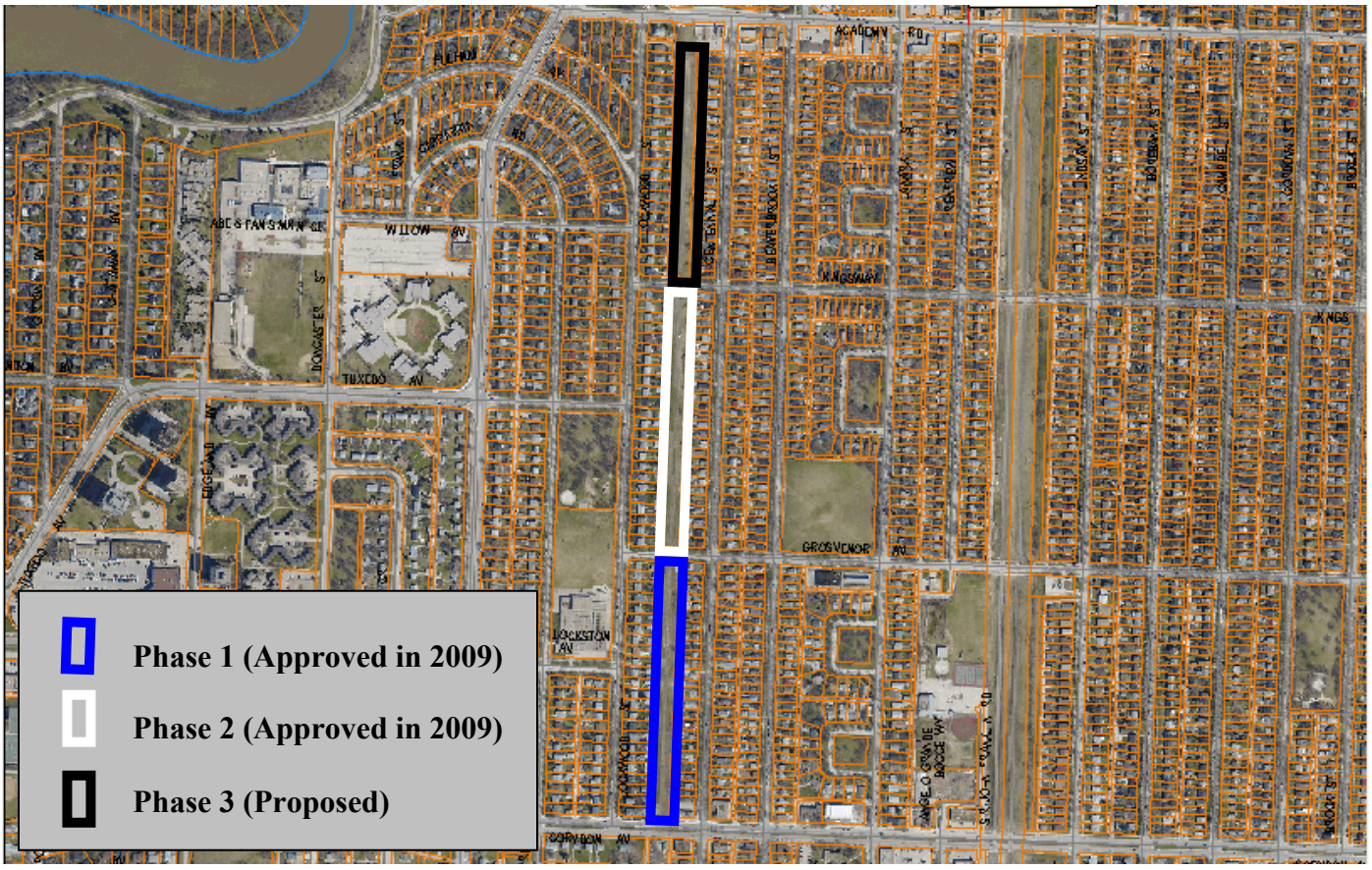
North: Undeveloped land zoned "C1" Commercial District
South: Undeveloped land which was rezoned "RMF-S" Multiple-Family District and approved for bungalow condominiums in 2009
East: Residences zoned "R1-M" Single-Family Residential District
West: Residences zoned "R1-L" Single-Family Residential District

BACKGROUND
See associated report for SPA 3/2010

DESCRIPTION OF THE PROPOSED DEVELOPMENT
Overview
The applicant seeks zoning approval to develop the former Oak Point Subdivision lands from Kingsway Avenue to ±123 feet south of Academy Road, as follows:

- 30 bungalow condominium units with alternating access on the public lanes behind Centennial and Lockwood Streets.

This development is the third phase of the Centennial Park development. The first two phases, which are to be developed between Corydon and Kingsway Avenues, contain a total of 62 dwelling units. (see DASZ 14/2009 for more information).



Development Description

Units

The bungalow condos are attached in rows of 6 units. They are all one-storey units, ranging in size from ±1,000 sq ft up to ±1,202 sq ft

Pathway

The development includes a pathway which meanders through the development, from Corydon Avenue to the northern terminus of the property. The pathway will be hard surfaced and designed to the City of Winnipeg's Accessibility Design Standards, and will provide a way for people to move through the development without having to walk on the public lane. The pathway will be open to the public, although it is not a public sidewalk – meaning that the City of Winnipeg is not responsible for maintaining it.

Public Lanes

The developer will be responsible for widening both public lanes by ± 8 feet, from the existing 16 feet to 24 feet.. In addition, Public Works has recommended that reconstruction of the lanes may be required, in the event that the existing lane is not in a condition suitable to accommodate the widening (TBD at a later date by Public Works). The land for the widening will come from the applicant's property, and will be dedicated to the City as public right of way.

Building Design

The applicant has indicated that there will be a variety of facade treatments (colours, finishing materials) and there will be variation in exterior features such as the porches, rooflines, and windows in order to provide visual interest. Detailed elevations of the facades will be required as a condition of final plan approval.

Parking

Each unit will have 1-2 parking stalls at the rear of their property. In addition, there is guest parking provided off the back lane. The development will provide 1.86 parking stalls per unit, on average, which is higher than the Zoning By-law requirement of 1.5 parking stalls per unit, for multi-family development.

Fencing

There will be no fencing in the proposed development. It will be completely open and integrated into the River Heights community.

Landscaping

The applicant has indicated that they will be planting the equivalent of 8-10 trees per door in the development. A detailed landscape plan, prepared by a landscape architect, showing the landscaping of all residential buildings, open spaces, and commercial areas, will be required as a condition of final plan approval.

Servicing

The development will connect to City water and sewer services. All storm water will be collected in underground catch basins and will be recycled for irrigation and other use.

ANALYSIS AND ISSUES

Residential Development

Overview

The subject land has been vacant for some time and is in private ownership. Consequently, as it stands, residential development, in the eyes of the Planning and Land Use Division, is the best and most sustainable use of the land.

Further to that, given the site constraints (access, width of land) and servicing that will be required for this land, a row home style condominium development appears to be an appropriate development response.

The Division believes that this proposal addresses also addresses most planning issues which were raised by residents at earlier public open houses. Some of the key concerns were as follows:

Access and traffic

There were concerns about the new development adding an excessive amount of additional traffic onto the existing narrow lane and hindering the ability of people to back out of their driveways safely.

The applicant has agreed to widen both public lanes from 16 feet to 24 feet wide. This would allow for a pavement width of 20 feet and 4 feet of additional ROW.

In addition, the units split rear access between the Centennial and Lockwood back lanes, by alternating the orientation of each building, so that traffic is equally distributed to both sides.

Lockwood	
North of Kingsway	22 garages
Proposed Development	**12 garages**
Centennial	
North of Kingsway	28 garages
Proposed Development	**18 garages**

The result will be fewer garages per back lane than a typical back lane in River Heights, where there is an equal distribution of homes on both sides of the lane.

Consequently, the widened lane and split rear access are measures which are intended to address the concerns about traffic and circulation in the lane.

Height

Many homes on Centennial and Lockwood are bungalows and many residents feel that two-storey and higher buildings would be out of scale with the area as well as negatively impact privacy and site lines. Consequently, the proposed units are all bungalows, in keeping with the character of the neighbourhood.

Fences

There was a concern about fences blocking site plans, becoming a target for graffiti, limiting space for snow storage, and becoming broken and unsightly from snow plows and cars backing

into them. As such, the development has been designed in a way that it is completely integrated into the neighbourhood – eliminating the need for any fencing in the front yards.

Parking
Spillover parking into adjacent residential neighbourhoods should be avoided. To that end, as previously mentioned, there will be 1.86 parking stalls per unit, on average, which is higher than the Zoning By-law requirement of 1.5 parking stalls per unit, for multi-family development.

Design
Design issues are very important and as previously mentioned, the developer has indicated that the units will have a variety of façade treatments (colours, finishing materials) and there will be variation in exterior features such as the porches, rooflines, and windows in order to provide visual interest. Also, a secondary benefit of alternating the orientation of the units is that the row house effect is diminished, creating more visual interest and allowing for more green space and a pathway through the development.

The Division is recommending that the applicant introduce a variety of new colours to the façade treatments in Phase 3, so that it does not precisely match the design of Phase 1 and 2. This is necessary to provide variation in design and to avoid monotony. Detailed elevations of the facades will be required as a condition of final plan approval.

Density
There is an objection to high density development occurring in this area.

The following is how the density compares to the prevailing densities for single-family homes on both Lockwood and Centennial Streets.

Lockwood	
North of Kingsway	22 homes
Proposed Development	**12 homes**
Centennial	
North of Kingsway	28 homes
Proposed Development	**18 homes**

The net density is 3,195 square feet per dwelling unit.[3] This density is much closer to a "R1-M" Single-Family District[4] (min 3,500 sq ft) than it is to a "RMF-S" Multiple-Family District (1,250 sq ft min). Consequently, this density is closer to matching a single-family zoning district than a multi-family zoning district and is not high density, by any measure of the zoning by-law. (see Appendix E)

Other
Plan Winnipeg
Under Plan Winnipeg 2020, the subject area is, in its entirety, within a Neighbourhood Policy Area. Neighbourhood Policy Areas are intended to include a residential mix together with a variety of educational, recreational, institutional, commercial and possibly industrial uses, at a

[3] Before dedication for the ROW
[4] This is the zoning of the homes on Centennial Street. The homes on Lockwood Street are zoned "R1-L"

scale and density compatible with each other. This development meets several key goals of Plan Winnipeg including *infilling of vacant lands* (3A-02 iv) and *supporting new development which is adjacent to, and compatible with, existing development and designed to minimize the spatial use of land* (3A-02v). There is a demonstrated need for a mix of residential housing types in the City and a growing recognition that infill lands, with existing services in place, are the best place to accommodate it.

To that point, the Conference Board of Canada has projected a substantial shift in the share of new units, away from single-family, and towards apartment/condo multiple-family units, over the next 20+ years. As per the Conference Board forecast from 2009 to 2031

- Single-family is projected to decrease from a 71% share to a 35% share of housing starts
- Multiple-family is projected to rise from a 29% share to a 65% share of housing starts.

A key assumption in the Conference Board projections is that, as the 'boomer' generation ages, they will generally leave their single-family homes and move into condos or apartments.

By providing a variety of different housing types in each neighbourhood, people have an opportunity to "age in place" – staying in familiar surroundings and keeping the same networks of friends.
The proposed development helps to meet this growing trend in the City.

iii. OurWinnipeg (Complete Communities Direction Strategy)
This portion of the River Heights neighbourhood is designated as an Area of Stability. Policies which are relevant to this application are as follows:

5) Support low to moderate change in low-density neighbourhoods through development and redevelopment that is complimentary to the existing scale, character, and built form

6) Promote the form of buildings and spaces that are sensitive to the community context and address the transition between new and existing developments

7) In order to meet the full life cycle of housing needs within the community, promote a mix of housing type and tenure, such as duplexes, low rise apartments, secondary suites, semi-detached homes, and townhouses.

8) Provide clarity and promote compatibility between existing developments and new developments through design and development standards, such as creation of *Infill Development Guidelines for Multiple-Family Developments in Low Density Neighbourhoods.*

The proposed development is consistent with these policies.

Public Input
The applicant held an open house for residents backing on to the proposed development on Tuesday February 22, 2011, from 5-8pm at their presentation studio, which is located at 1700 Corydon Avenue.

It should be noted that residents abutting the subject property were also included in the three open houses with the community that occurred in 2008/2009 prior to the public hearing for DASZ 14/2009.

Servicing
All servicing requirements for the development are identified in the attached ACG report (Appendix C*)*

RECOMMENDATIONS
The Planning and Land Use Division recommends approval for the following reasons:

- Residential development is the best and most sustainable use of the land
- The proposed development is a thoughtful, creative solution for an irregular piece of land
- Extensive effort was made to make the development compatible with the existing neighbourhood

This Report Submitted by:
Planning, Property and Development Department
Planning and Land Use Division

Report Prepared by: Michael Robinson, AICP
PPD File # DAZ 226/2010

APPENDIX "B"

Schedule "A" for File No. DAZ 226/2010, City Centre Community Committee, dated March 3, 2011

By-Law No. _____

File No. **DAZ 226/10 c/r DAZ 225/10 & SPA 3/10**

Atlas Sheet No.

N

AD20
CITY CENTRE
COMMUNITY

Explanation

A proposed zoning change to By-law No. 200/2006 by rezoning the land located on part of the former railway track north of Kingsway, south of Academy Road from an "R1-M" & "R1-L" RESIDENTIAL SINGLE-FAMILY DISTRICTS, "R2" RESIDENTIAL TWO-FAMILY DISTRICT and a "C1" COMMERCIAL NEIGHBOURHOOD DISTRICT to an "RMF-S" RESIDENTIAL MULTI-FAMILY DISTRICT to allow for the construction of multiple family dwellings as shown outlined below.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

APPENDIX 'C'

SCHEDULE B - REPORT OF THE ADMINISTRATIVE CO-ORDINATING GROUP

RE: PROPOSED SUBDIVISION AND REZONING OF FORMER C.N.R. RAILWAY R.O.W. NORTH OF KINGSWAY AVENUE AND SOUTH OF ACADEMY ROAD - DAZ 226/10

Karma Development (5785261 Manitoba Ltd.) has submitted an application to re-zone the former C.N.R. railway right-of-way between the two public lanes east of Lockwood Street and west of Centennial Street, from Kingsway Avenue to the south of Academy Road, to enable the establishment of a multi-family residential development.

It is recommended that the approval of DAZ 226/10 be subject to the following:

A. Plan Considerations

3. The Developer shall, at no expense to the City and to the satisfaction of the Director of Public Works, make a Development Application (DAO) to legally open and register;

    a. 2.373 metre widenings to the rights-of-way of the two Public Lanes abutting both the east and west sides of the Planned Area and;

    b. right of way required at the north end of the Planned Area to interconnect the two Public Lanes abutting both the east and west sides of the Planned Area.

4. The proposed 1.829m pathway, and appurtenances, including bollards etc., which meanders through and adjacent to the proposed development is to be entirely located within the proposed development; no portion of the pathway is to be located within any portion of the Public Lane rights of way to the satisfaction of the Director of Public Works.

B. Engineering Servicing Report

The provision of a servicing report, prepared by a municipal engineer to the satisfaction of the Director of Water & Waste, which includes a fire-flow analysis, addresses land-drainage storage requirements, and predicts wastewater flows.

C. Servicing Agreement

The applicant entering into a Servicing Agreement with the City of Winnipeg, containing the following conditions:

1. The Developer shall install all watermains and sewers required to service the Planned Area, as indicated by the Engineering Servicing Report prepared by the municipal engineer.

2. The Developer shall pay to the City the Developer's share of the costs of the watermains (currently $80/ft) and combined sewers (currently $22/ft) in Kingsway Avenue based on local improvement rates prevailing at time of payment.

3. The Developer shall, at no expense to the City, construct, a 1.5 metre in width by 100mm in thickness portland cement concrete sidewalk along the north side of Kingsway Avenue from Centennial Street to Lockwood Street, as determined by and to the satisfaction of the Director of Public Works.

4. The developer shall, at no expense to the City, construct paraplegic curbs and ramps in Kingsway Avenue, where the proposed 1.829m pathway intersects the Kingsway Avenue pavement, all as determined by and to the satisfaction of the Director of Public Works.

5. The Developer shall construct, at no expense to the City, and to the satisfaction of the Director of Public Works;

    a. a 6.0 metre in width by 150mm in thickness portland cement concrete pavement in the right-of-way being legally opened at the north end of the Planned Area to interconnect the two Public Lanes abutting both the east and west sides of the Planned Area, with a minimum centerline radius of 12.0 metres and;

    b. portland cement concrete pavement widenings to the two Public Lanes abutting both the east and west sides of the Planned Area to result in a paved lane width of 6.0 metres in both of the Public Lanes, as determined by and to the satisfaction of the Director of Public Works.

       Should the existing portland cement concrete pavement in one or both Public Lanes not be in a condition suitable to accommodate a widening of the existing portland cement concrete pavement the Developer shall, at no expense to the City, construct, in portland cement concrete pavement a new 6.0 metre in width portland cement concrete pavement in the Public Lane(s), all as determined by and to the satisfaction of the Director of Public Works.

6. The Developer shall be responsible to control and to initiate the clean up of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until substantial completion of all construction. The clean up of litter and refuse shall be done on a regular basis as determined by the Director of Public Works. This shall include initiating action and assuming any costs in remedying the situation to the satisfaction of the Director of Public Works.

7. The Developer shall ensure that construction traffic uses access routes as determined by the Director of Public Works. The Developer shall maintain, at no

expense to the City, the access routes in a clean, dust free and safe condition, free of dropped and tracked-on mud, and shall undertake regular scraping and sweeping of streets until building construction, including landscaping is complete, all as determined by and to the satisfaction of the Director of Public Works.

8. The Developer is to pay all costs associated with the installation and/or relocation of street lights and other utilities made necessary as a result of or required to accommodate works, which are required by the Developer to serve the proposed subdivision, as determined by and to the satisfaction of the Director of Public Works.

9. 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 by March 31 of the year following substantial performance showing, the services required to serve the Planned Area.

10. 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. DAZ 226/10
February 23, 2011

"original signed by K.T. Raban"
[for] 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

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D. Beaton, MLArch
Parks, Riverbanks, & Community Initiatives Branch

Appendix 'D'

Minimum Densities

Multi-family Districts

Multi-family Low Density	1,250 sq ft per unit
Multi-family Medium Density	800 sq ft per unit
Multi-family High Density	400 sq ft per unit

Single-family Districts

Single-family Small Lot	2,500 sq ft per lot
Single-family Medium Lot	3,500 sq ft per lot
Single-family Large Lot	5,500 sq ft per lot

Proposed Density	**3,195 sq ft per unit**

Appendix E
Design Guidelines for Final Plan Approval for DASZ 226/2010

Residential
Landscaping and pathway

Landscaping, which is a visible indicator of quality development, should be an integral part of the development, and not merely located in leftover portions of the site.

d) That landscaping shall be provided to enhance the overall development in key areas such as the development perimeter, corners, common areas, and entryways.
e) That a minimum 5 foot wide hard surface pathway be provided through the entirety of the development
f) That seating areas be provided to enhance the common open space

Building Design and Orientation
The site layout, building orientation, and design should ensure that the buildings relate appropriately to surrounding developments and the street and create a cohesive visual identity for the neighbourhood

f) The units shall be one storey in height
g) Each building shall alternate their frontage
h) That no building shall have more than six (6) units in a row
i) Each unit will have a unique façade treatment (colours, finishing materials) and there will be variation in exterior features such as the porches, rooflines, and windows in order to provide visual interest. There should also be some variation from what was approved for DASZ 14/2009
j) That windows be included on the sides of units facing open space areas

Lighting
That pedestrian level lighting be installed to light the pathway and that this lighting be kept at a reasonable level and deflected in such a way that it does not spill over onto adjacent properties.

Fencing
That no fencing be permitted in the front or side yards

Appendix F



Figure 1: Aerial Photo (Flown in 2009)