REPORT OF THE COMMITTEE ON

PLANNING AND COMMUNITY SERVICES

DATED JUNE 4, 1993

On motion of Councillor Murray, the Report of the Committee on Planning and Community Services, dated June 4, 1993, was considered clause by clause.

Moved by Councillor Murray,
That the Consent Agenda items, Clauses 1,2,3,4,5,6,7,8,9 and 10 be adopted.

Councillor Golden requested that Clauses 1 and 9 be pulled from the Consent Agenda.

Councillor Clement requested that Clause 8 be pulled from the Consent Agenda.

The motion to adopt the Consent Agenda, Clauses 2,3,4,5,6,7 and 10 was put and declared carried.

Her Worship the Mayor and Councillors:

Amendments to the Residential Fire Safety By-law File No. EB-1(RBFS)

731 - 1. Your Committee on Planning and Community Services has been advised that By-law 4304/86 is a Fire Safety Upgrading By-law for Residential Buildings to establish minimum life safety requirements. The life safety features contained within this By-law can be summarized as follows:

1)Fire detection and early warning to occupants.

2)Occupant evacuation or escape.

3)Containment of fire, smoke and hot gases.

4)Fire suppression/extinguishment.

5)Fire Prevention.

In addition to the technical requirements found in Schedules "A" through "E" of the By-law, Schedule "F" requirements apply to high-rise buildings only (i.e. buildings exceeding six (6) storeys in height). The additional requirements found in Schedule "F" are to provide safe conditions for occupants of high buildings who may have to remain in the building during a fire and to assist the fire fighters by providing access to the fire floor. Of the approximately 6000 buildings subject to this By-law, roughly 240 buildings are considered high rise.

Subsection F.4. Elevators

In high rise residential buildings, By-law 4304/86 requires that all elevators automatically return to the main floor upon activation of the building fire alarm system. The reasons for this were as follows:

1)To prevent building occupants from using the elevators for evacuation during a fire alarm;

2)To prevent building occupants from being exposed to fire, smoke, and hot gases by inadvertently travelling to the fire floor; and

3)To provide the Fire Department with immediate access to the fire fighters' elevator upon arrival at the building.

From 1987 to 1990, the Fire Department responded to three (3) major residential high-rise building fires which occurred in the main floor lobbies.

The Fire Department became concerned that had these elevators been connected to the fire alarm systems, the elevators would have returned to the main floor. Anyone who might be in the elevators at the time of the alarm would have been exposed to the main floor fire conditions, and most certainly have suffered serious injuries as a result.

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In 1991, the Fire Department recommended to the Winnipeg Building Commission that the By-law be amended so that if the fire alarm system detects that the fire is on the main floor, it will automatically return the elevators to the second floor, rather than the main floor. This is similar to the requirements of the Manitoba Building Code. After some investigation as to cost and feasibility, the Winnipeg Building Commission accepted this recommendation.

Subsection F.6. Standpipe and Hose Systems

Standpipe and hose systems are the apparatus used to provide fire fighters with a source of water on each floor to be used for suppressing and extinguishing fires in high rise buildings. Standpipe and hose systems are essential for life safety of occupants of high rise buildings since it is highly unlikely that these buildings will be (or can be) evacuated prior to the Fire Department commencing an attack on the fire.

Due to the amount of water (flow) and the water pressures required to successfully fight a serious fire in a high residential building, the water supply must be boosted or pumped above normal city water pressure. This can be accomplished by one of two ways:

1)An internal fire pump within the building; or

2)The external connection of a Fire Department pumper truck

When By-law 4304/86 was written, it was presumed that most high rise residential buildings would have existing standpipe systems which are quite close in design and capacity to current code requirements. For the most part, high rise residential buildings are relatively modern, and were built under relatively recent codes, which included requirements for large capacity fire pumps for the standpipe systems. Furthermore, it was thought that the Fire Department pumper trucks were capable of pumping an adequate water supply for fire fighting purposes throughout the height of residential buildings in Winnipeg. Both of these presumptions have proven incorrect.

Initial inspections by the Building Inspections Branch of some of the standpipe systems in 1989 raised concerns that many of the buildings which were presumed to have large capacity internal fire pumps had either undersized pumps or no fire pumps at all. A survey of all the residential high rise buildings (approx. 240 buildings) was conducted. This revealed that about one-half of the buildings over 11 storeys in height had either undersized fire pumps or no fire pumps.

Following the survey, the standard operating procedures and characteristics of the Fire Department pumper trucks, hoses, and nozzles were reviewed together with the water supplies and pressures which the Fire Department considers necessary to successfully fight a serious fire in a high rise residential building. The result is that the Fire Department pumper trucks are capable of supplying adequate water flows and pressures in buildings up to 30 to 36m, or roughly 11 to 13 storeys in height maximum. In buildings higher than this, the fire pumper trucks can only supply water at reduced flows and pressures, which could jeopardize the effectiveness of their fire fighting efforts, dependant on the size and development of the fire. This means the Fire Department could be in a position of being unable to gain control over a fire in a high rise building without a proper internal building fire pump. Occupants on floors located above a fire would very quickly be overcome by smoke unless the Fire Department is capable of quickly bringing the fire under control.

In 1985, Rolf Jensen & Associates, Fire Protection Engineers, were hired to review the proposed technical requirements for this upgrading by-law, including standpipe system requirements. At that time, Rolf Jensen & Associates supported the standpipe and hose system requirements which are found in the current By-law.

Rolf Jensen & Associates were hired again in 1992 to assess the adequacy of the current standpipe system requirements in view of our latest findings. Their report concluded that the current requirements are inadequate and amendments to the current requirements are necessary to provide a minimum level of life safety for building occupants and fire fighters.

The Rolf Jensen & Associates report made specific recommendations for amendments to the current standpipe and hose system requirements in By-law 4304/86. The Winnipeg Building Commission concurs with these recommendations, and considers the proposed amendments to represent a minimum standard necessary to achieve an acceptable degree of life safety for building occupants and fire fighters. These recommendations are considerably less onerous than the requirements found in the current Manitoba Building Code, which is in keeping with the spirit of By-law 4304/86 as an upgrading/retrofit by-law.

The proposed amendments include the following key measures to rectify the identified shortcomings:

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1)Large capacity internal building fire pumps for all buildings over 36m in height to ensure adequate water supplies and pressures;

2)Automatic fire pump controllers, pressure maintenance pumps, electrical supervision of fire pumps, and test devices for all buildings over 36m in height to ensure reliable, consistent fire pump operation in emergency conditions; and,

3)An acceptable emergency power supply or alternately a separate protected electrical service to all fire pumps in buildings over 36m in height to ensure uninterrupted power supply to the fire pump, even in the event of main building electrical power system failure.

Section 21 - Permit Fees

During the 1993 budget process, your Committee on Planning & Community Services requested that the Planning Department review its fee structure for services. Recommendations were to be brought forward to the Committee for new fees where services are currently performed free of charge and increase in fees where fees for services are currently under-assessed.

One of the Planning Department's recommendations to your Committee on Planning & Community Services at that time was to double the charge for building and electrical permit fees for work performed in conjunction with By-law 4304/86. This proposal was accepted by your Committee on Planning and Community Services.

When By-law 4304/86 was written, it was anticipated that building owners would prepare plans and specifications, either themselves or through consultants, to submit to the Plan Examination Branch for review prior to being issued permits. Building inspections would simply inspect the work indicated on the reviewed drawings for compliance. For the most part, this has not been the case. The majority of building owners have taken a "wait and see" attitude, requiring that the building and electrical inspectors inspect the buildings for deficiencies, prepare a detailed notice to the owners, and then inspect the upgrading work in accordance with the issued permits. This has substantially raised the cost of inspections per building, which is the basis for this recommendation.

However, the recommendation would allow permits for the proposed elevator and standpipe system amendments to be obtained for the regular permit fees if this work is performed prior to the proposed January 1, 1996 deadline.

Your Committee on Planning and Community Services recommends:

I.That the Residential Buildings Fire Safety By-law No. 4304/86 be amended as follows:

1.If the fire alarm system detects that the fire is on the main floor, it will automatically return the elevators to the second floor;

2.To provide for large capacity internal building fire pumps for all buildings over 36m in height to ensure adequate water supplies and pressures;

3.To provide automatic fire pump controllers, pressure maintenance pumps, electrical supervision of fire pumps, and test devices for all buildings over 36m in height to ensure reliable, consistent fire pump operation in emergency conditions;

4.To provide an acceptable emergency power supply or alternately a separate protected electrical service to all fire pumps in buildings over 36m in height to ensure uninterrupted power supply to the fire pump, even in the event of main building electrical power system failure; and

5.To provide that fees for permits for work necessitated by By-law No. 4304/86 that are obtained after the deadline dates as set forth in the by-law be doubled.

II That the City Solicitor be requested to prepare the necessary amending by-law and forward same to Council for all three readings.

III.That the City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act.

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Moved by Councillor Murray,
Adoption of the clause.

Moved by Councillor Golden,
That the clause be referred back to the Committee on Planning and Community Services.

The motion to refer the clause was put.

The Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Fraser, Golden, O'Shaughnessy, Prystanski, Clement and Angus. 6

Nay: Councillors Reese, Boychuk, Duguid, Hyman, Lazarenko, Murray, Silva and Thomas. 8

and the motion to refer the clause back to the Committee on Planning and Community Services was declared lost.

Moved by Councillor Clement,
That Rule 8.6 of the Procedure By-law be suspended to allow Councillors to remove their jackets.

Carried

The motion for the adoption of the clause was put.

The Speaker called for the yeas and nays, which were as follows:-

Yea: Councillors Reese, Boychuk, Duguid, Fraser, Hyman, Lazarenko, Murray, O'Shaughnessy, Prystanski, Silva, Thomas, Mayor Thompson and Councillor Angus. 13

Nay: Councillors Golden and Clement. 2

and the motion for the adoption of the clause was declared carried.

(Note:Attachments referred to in the above clause are on file in the office of the City Clerk)

Amendment to The Winnipeg Building By-law - expansion in membership of the Winnipeg Building Commission
Files EB-1.1 (Vol. 8) & EB-1.2 (Vol. 3)

732 - 2. Your Committee on Planning and Community Services has been advised that The Winnipeg Building By-law No. 4555/87 establishes a Winnipeg Building Commission comprising eight (8) members, appointed by Council - whose duties include:

a)Evaluating certain classes of existing buildings and determining if they meet reasonable safety standards. If not, the Commission determines the upgrading that is required;

b)Evaluating innovative methods or materials of construction to be used in new buildings and advising the Building Inspections Division of the City of Winnipeg, Planning Department, whether they meet the intent of building codes; and

c)Providing advice related to the Winnipeg Building By-law.

The Building By-laws lists composition of the Winnipeg Building Commission as follows:

a) Two practising members of the Association of Professional Engineers of the Province of Manitoba of which one (1) shall be a Civil or Structural Engineer and the other a Mechanical or a Fire Protection Engineer;

b) Two practising members of the Manitoba Association of Architects;

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c) One active member of the Manitoba Home Builders Association;

d) One active member of the Winnipeg Construction Association; and

e) One senior fire officer of the City of Winnipeg Fire Department.

The Building By-law does not state who the eighth member shall be. This member has evolved into being a Member at Large, who has experience in the building industry. The Building By-law should be amended to state this.

The main role of the Commission in recent years has been to oversee the operation of the Residential Buildings Fire Safety Program. Under this program multiple-family residential buildings are required to meet reasonable standards of life safety through the installation of various fire safety features. The program is expected to continue for another 8 - 10 years by which time all such buildings should have been upgraded to appropriate standards.

At present, there is no representation from owners or operators of multiple-family buildings on the Commission. Such representation would be valuable considering the Commission's role in facilitating the Fire Safety Upgrading Program.

The Planning Department is of the opinion that the Winnipeg Building Commission membership should be expanded to nine (9) members to include representation from owners of or operators of multiple-family buildings.

The terms of office of the present members of the Commission will expire on July 16, 1993.

Section 18.2 of By-law No. 4555/87, if amended to include 9 members, would read as follows:

"18.2.1(1) The Building Commission shall consist of nine (9) members, who are qualified by experience and training to consider matters pertaining to building design and construction.

(2) The following members, shall have at least ten years' experience in his occupation and shall be in active practice during the term of his appointment.

(a) two (2) practising members of the Association of Professional Engineers of Manitoba of which one (1) shall be a Civil or Structural Engineer and the other a Mechanical Engineer;
(b)two (2) practising members of the Manitoba Association of Architects;
(c)one (1) active member of the Winnipeg Construction Association:
(d)one (1) active member of the Manitoba Home Builders Association;
(e)one (1) senior Fire Officer of the City of Winnipeg Fire Department:
(f)one (1) member of an organization which represents owners or operators of multiple-family buildings; and
(g)one (1) member at large.

(3)The members appointed in Sentence 18.2.1(2) aforesaid, shall appoint by majority vote a deputy chairman.

(4)The term of each member appointed in Sentence 18.2.1(2) aforesaid shall be for a period of three (3) years measured from the date of appointment."

The various organizations referred to have been contacted and asked to recommend members of their organization who would be prepared to serve on the Commission.

The Association of Professional Engineers of Manitoba has recommended that Messrs. Easton Lexier and Jack Klein continue to serve.

The Manitoba Association of Architects has submitted four names, namely Messrs. Art Martin, Gordon McGarva, Stan Broda and Brian Tokar.

The Winnipeg Construction Association has recommended that Mr. Brian Akins continue to serve.

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The Manitoba Home Builders Association has recommended Mr. Lenard Sobie.

The Winnipeg Fire Department has recommended its representative be Chief Barry Lough.

Mr. Jim Hicks has served the Building Commission for the past five years as the member at large and is prepared to continue.

The Manitoba Property Managers' Association has recommended Mr. Louis Rosenberg.

Your Committee on Planning and Community Services concurs in the recommendations of the Planning Department and submits draft by-law and recommends:

I.That Winnipeg Building By-law No. 4555/87 be amended as follows:

(1)that sentence 18.2.1(1) be changed to allow for 9 members on the Building Commission;

(2)that sentence 18.2.1(2) be changed to list as members to the Building Commission the following persons:

(f)one (1) member of an organization which represents owner or operators of multiple-family buildings; and

(g)one (1) member at large.

Your Committee on Planning and Community Services further recommends:

I.That pursuant to Section 18 of By-law No. 4555/87, the following be appointed for a 3-year term effective July 16, 1993 to expire July 16, 1996:

Mr. B. E. Akins, P. Eng., Wallace and Akins Limited, 1247 Clarence Avenue, Winnipeg, R3T 1T4
Mr. B. Lough, Chief, Winnipeg Fire Department, 151 Princess Street, Winnipeg, R3B 1L1
Mr. J. Klein, P. Eng., Scouten Mitchell Sigurdson, Consulting Engineers, 770 Bradford Street, Winnipeg, R3H 0N3
Mr. E. Lexier, P. Eng., G.B.R. Architects, 1760 Ellice Avenue, Winnipeg, R3H 0B6
Mr. J. S. Hicks, P. Eng., 800 Centennial Street, Winnipeg, R3N 1R5
Mr. L. Sobie, President, Glenlea Homes, 41 Scurfield Boulevard, Winnipeg, R3Y 1G4
Mr. S. Rhoda, Stanley J. Rhoda Architect, 515 South Drive, Winnipeg, R3T 0B6
Mr. B. Tokar, Friesen Tokar Reynolds Architectural Partnership, 200 - 2033 Portage Avenue, Winnipeg, R3J 0K8
Mr. L. Rosenberg, Building Owner/Manager, Apex Realty, 100 - 207 Donald Street, Winnipeg, R3C 1M5.

II.That three retiring members of the Winnipeg Building Commission be formally recognized for the services they have provided to the City:

Mr. D. Goodman, Quest Realty Limited, 255 Tache Avenue, Winnipeg, R2H 1Z8, representing the Manitoba Home Builders Association since July 1990.

Mr. W. D. Baldwin, 74 Ruttan Bay, Winnipeg, R3T 0H6, representing the Manitoba Association of Architects since July 1986.

Mr. M. Sokulski, Michael Sokulski, Architect, 423 Lyndale Drive, Winnipeg, R2H 1M7, representing the Manitoba Association of Architects since July 1986.

III.That the City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act.

Adopted by consent.

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Airport Vicinity Development Plan (A.V.D.P.) Process
File EP-1.1(PW 1/92)(c/r GG-1)

733 - 3. Your Committee on Planning and Community Services has been advised that the preparation of an Airport Vicinity Development Plan has been mandated in Plan Winnipeg. The process for the preparation and adoption of this plan requires political endorsation and direction.

The City's mandate to carry out and implement an Airport Vicinity Plan (A.V.D.P.) is based upon Plan Winnipeg...towards 2010, and direction from the Provincial Minister of Urban Affairs.

Events and actions leading up to this initiative include:

i)Winnipeg Economic Development Strategy

On February 14, 1990, Executive Policy Committee submitted the report to Council entitled "Winnipeg 2000-An Economic Development Strategy for Winnipeg (File GG-1). City Council endorsed the report and recommendations of "Winnipeg 2000" as prepared by the Ad Hoc Committee established by Council to formulate an economic development strategy for Winnipeg. A long-range airport strategy designed to enhance the city's capability as a major hub for handling cargo and passengers was a critical component of the Community Improvement Program of the report.

ii)On July 26, 1990 the report of the Advisory Committee for the Protection of the Winnipeg International Airport recommended:

·That all Governments and the business community of Winnipeg and Manitoba affirm their recognition of the need to protect the long-term economic viability of the Winnipeg International Airport.
·Plan Winnipeg Review '92 give serious consideration to the strengthening of policies, objectives and programs designed to ensure only compatible land uses in the vicinity of the Winnipeg International Airport.
·That the City of Winnipeg review its zoning by-laws in order to upgrade, if possible, any regulations and requirements designed to assure the maximum degree of compatibility and protection in flight approach zones and with existing or proposed developments in close proximity to the airport.

iii)Direction from the Minister of Urban Affairs, on October 29, 1990, The Honourable Gerry Ducharme, requested that the City adopt comprehensive airport protection policies.

"I look forward to the positive response of the City of Winnipeg as well as other governments, organizations, and agencies in order that the thrust of the Advisory Committee report and recommendations (for the protection of the Winnipeg International Airport) might be put in place and the future of the Winnipeg International Airport and neighbouring lands protected."

iv)On August 30, 1991, in a submission to the Development Plan - Review '92 Transport Canada recommended that the City of Winnipeg establish compatible land uses with airport operations in proximity to the Winnipeg International Airport.

v)Plan Winnipeg Review '92 (File EP-1.1 (PW 1/92)

On March 25, 1992, Council gave first reading to By-law 5915/92, being a by-law of the City of Winnipeg setting out long-term plans, policies and proposals of the City respecting land use, development, transportation and measures to improve the physical, social and economic environmental conditions in the City (Plan Winnipeg...toward 2010). Section 2F-02 of Plan Winnipeg...toward 2010 states that the City shall "prepare, implement and periodically review an A.V.D.P." On September 17, 1992 the Plan received second reading.

vi)On March 25, 1992, City Council approved the preparation of a by-law to control and regulate land uses in proximity to the Winnipeg International Airport to ensure the maximum degree of compatibility and protection in flight approach zones with existing or proposed developments in proximity to the Airport.

vii) Provincial Legislation dealing with the Airport Vicinity Protection will be presented in the spring of 1993.

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The intent of the legislation is as follows:

- To ensure that land uses in the vicinity of the airport do not limit or jeopardize the ability of the airport to function and expand.
- To ensure the airport continues to function as a 24 hour operation.
- To protect the airport as an economic asset and catalyst.
- To ensure development control measures are in place to limit or prohibit noise sensitive land uses or to mitigate aircraft noise impacts on new development in the airport's vicinity.

A. Plan Winnipeg's Airport Policy

Plan Winnipeg's economic development policy statement identifies that "the City seeks to provide leadership in economic development through planning, communication and support for specific initiatives" in which Winnipeg enjoys a competitive advantage. One such initiative promotes the Winnipeg International Airport (YWG) as a catalyst for economic development and supports strategies to further develop the Airport's economic potential (Plan Winnipeg...towards 2010, Section 2F-01).

Based upon its geography, the fact that it is located on major international flight routes and most importantly, has year round, unrestricted 24 hour operations, Plan Winnipeg and the City's economic development strategy have determined that Winnipeg International has a competitive advantage over other Canadian and American airports. To advance air transport related industrial growth in Winnipeg twenty-four hour protection of YWG operations and enhancement of the Airport's ability to provide passenger and cargo operations is vital.

Besides fostering on-site development at YWG, Plan Winnipeg states that "it is also important to recognize and support the Airport as a centre of industrial development". To accomplish this objective "the City shall prepare, implement and periodically review an Airport Vicinity Development Plan (2F-02), in co-operation with the other levels of government, business, and the R.M. of Rosser in order to properly address:

i)appropriate development, land use, and land use controls adjacent to the airport,

ii)servicing provisions, and

iii)the designation of transportation routes."

The primary objective of the A.V.D.P. is to protect the long-term unrestricted 24-hour operation of Winnipeg International Airport.

B. Proposed A.V.D.P. Boundary

As the airport vicinity identified within this study is a direct function of aircraft related "noise exposure" and its proximity to incompatible land uses, noise exposure forecast contours (NEF) contours must and do form the basis for the Plan's overall boundary. The Noise Exposure Forecast (NEF) is the methodology adopted by the Federal Government of Canada and the United States for predicting number ratings of the cumulative noise intruding into airport communities and is produced to encourage compatible land use planning in the vicinity of airports. This method determines contours of constant noise exposure value (NEF's) utilizing forecasts of the number of aircraft movements, mix of aircraft, and runway utilization. NEF's used in this study are official contours and Transport Canada supports their use in designing the City's A.V.D.P. boundary.

City of Winnipeg neighbourhood characterization boundaries, major rights-of-way and individual property lines are also to be considered in determining the exact location of the zone's outer limits. Neighbourhoods have been designed to reflect comparable land use and zoning within their boundaries. Consequently these land use "building blocks" appear suitable for the purpose of identifying and monitoring compatible/incompatible land use within a defined area surrounding the airport.

Whenever possible, clearly identifiable boundaries will be chosen to avoid confusion over where the boundary limits will be located. This will be done to avoid public concern, as the objective of the Plan is to protect airport operations without undue restrictions on landowners around the airport. As NEF contours do not readily follow major rights of way, a buffer zone has been designed to enable the City of Winnipeg to effectively monitor development within the A.V.D.P. zone, while allowing individual

property owners to be fully aware of land use regulations that may affect their land depending upon its location relative to the airport.

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Transport Canada has identified the NEF contours for Winnipeg International will likely change by the year 2000, and will continue to reflect the potential for an additional parallel runway to the north-east of existing runway 13-31 and/or additional air traffic volume. The NEF contours used in designing the proposed A.V.D.P. boundary have taken this factor into consideration.

The NEF configuration to be used in designing the A.V.D.P. boundary will ensure the long term protection of Winnipeg International's ultimate traffic volume. As Transport Canada revises its YWG Master Plan noise exposure forecast, the A.V.D.P. boundary will be amended to reflect these changes. The City of Winnipeg proposes to regularly review the airport vicinity boundary with Transport Canada to ensure the appropriate NEF configuration is being used.

C.Issues Summary

To ensure the Winnipeg International Airport's competitive advantage over the long run and promote the Airport as an economic development catalyst, five issues related to protection, enhancement and development on site and adjacent to the Airport must be addressed:

UNRESTRICTED OPERATIONS 1.Protect the Airport's unrestricted 24 hour operating status.

COMPATIBLE LAND USE 2. Ensure compatible land use while restricting incompatible land use within the A.V.D.P. zone.

ECONOMIC DEVELOPMENT 3. Encourage economic development adjacent to the Airport at strategic locations identified within the A.V.D.P. zone.

IMAGE4.Image enhancement.
- "Winnipeg Ever/Green"
- "High Tec" business park adjacent to the airport

COMMUNICATIONS5.Communications:

a)Community Alliance - co-ordination of all players in the community working together towards the common objective of supporting existing and new air services.

b)Public Consultation - educate Winnipeggers regarding the A.V.D.P. purpose and meet with land owners to identify the impact of the plan's regulations and objectives.

D.Process

PROJECT ORGANIZATION

The Airport Vicinity Development Plan (A.V.D.P.) will be driven by an Executive Steering Committee that will be responsible for overall policy direction and decision making related to the plan. This committee is comprised of senior political representatives from the City of Winnipeg, the Province of Manitoba, the rural municipalities and possibly the federal government. Councillor George Fraser will chair this committee, which in turn will report to the Committee on Planning and Community Services.

STEERING COMMITTEE:

Chairperson: · Councillor George Fraser (City of Winnipeg)

- Councillor Glen Murray (City of Winnipeg)
- Provincial Ministerial representation
- Possible federal representation
- Mayor Dave Lethbridge (Chairperson: South Interlake Planning Board/Mayor of Stonewall)
- Councillor Jack Oatway (R.M. of Rosser)

A Management Advisory Board will provide the Steering Committee with input and advice on direction and recommended actions to be taken in order to protect the unrestricted 24-hour operation of YWG and promote Winnipeg International as an economic development catalyst for the City of Winnipeg and Province of Manitoba.

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This Advisory Board includes public and private sector representatives. It will be chaired by Commissioner Tom Yauk, City of Winnipeg. The vice-chair will be Mr. Lynn Bishop, General Manager, Winnipeg International Airport.

MANAGEMENT ADVISORY BOARD:

Chairperson:·Mr. Tom Yauk (Commissioner of Planning and Community Services, City of Winnipeg)

Vice-Chair:·Mr. Lynn Bishop (General Manager, Winnipeg International Airport)

·Honourable Otto Lang (Chairperson: Transport Institute, University of Manitoba)

·Mr. Collin Taylor (Chairperson: Transportation Forum, Winnipeg Chamber of Commerce)

An Administrative Support Group comprised of City, Provincial and Federal Government Staff will provide support to the Management Board and co-ordinate all resources from the public sector, the Winnipeg Chamber of Commerce, the University of Manitoba Transport Institute, and various Airport Vicinity Development Plan Workshops and Open Houses. Project Manager for the A.V.D.P. is Mr. Larry Loreth of the City of Winnipeg Planning Department.

Your Committee on Planning and Community Services recommends that Council endorse the A.V.D.P. process and confirm the participation of Councillor Glen Murray and Councillor George Fraser on the Steering Committee, with Councillor Fraser as Chairperson, and the Commissioner of Planning and Community Services as the City of Winnipeg representative and chair of the A.V.D.P. Management Advisory Board.

Adopted by consent.

Proposed Street Name Changes - south side Warde Avenue between Dakota Street and Ashworth Street, Riel Community
File SC-3.14(35) (Vol. 1)

734 - 4. Your Committee on Planning and Community Services has been advised that the plan of subdivision was approved by Council on July 29, 1987 under File No. DASZ 53/86 and the survey mylar was registered in the Winnipeg Land Titles Office on December 6, 1990 under Plan No. 25943.

Qualico Developments (Winnipeg) Ltd. is planning to develop the area south of Warde Avenue this summer. There are however, four streets located in the south-west quadrant of the subdivision that Qualico wishes to change before work begins on the streets. The changes are being requested in order to recognize the contributions of some members of the community rather than the names originally chosen by Qualico.

On May 19, 1993, the Riel Community Committee concurred with the following proposed street name changes:

Old Existing Street Name	New Proposed Street Name
Janus Lane	Draho Crescent
Aberfoyle Crescent	Baisinger Drive
Quipperfield Crescent	Coombs Drive
Lyric Lane	Croft Circle

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For the information of Council the names selected for the new street names are the family names of the people who were involved in the original steering committee to establish the Dakota Community Centre and who have subsequently maintained an active role in the club.

> Lorraine Baisinger was involved in the steering committee and was the first president of the Community Club (she was also the third president of the Community Club).
>
> Oswald Coombs was on the original steering committee and from the inception of the club has been very active in the planning of the club. He is probably best known for his leadership in the soccer program within Dakota Community Centre and now beyond.
>
> Larry Draho was a member of the original steering committee and served as first treasurer of the club. Suzanne Draho established a pre-school program which operates out of the community centre facility.
>
> Jim Ashcroft, another steering committee member, served as second president. It was during his presidency that the first building of Dakota Community Centre was constructed. Since then, he has maintained an active role in the community centre with duties varying from facilities planning and maintenance to coaching and management of teams.

None of the names are presently on the Riel Community Committee Street Name Reserve List.

It should be noted that the full name "Ashcroft" cannot be used because it would be a duplication of an existing street in the Assiniboia Community and for that reason Qualico shortened the name to "Croft".

The Subdivision Branch has no objection to any of the four names proposed by Qualico because they do not duplicate or sound like any existing or reserved street name.

Your Committee on Planning and Community Services concurs in the proposed street name changes of the Riel Community Committee and recommends:

I.The currently registered name "Janus Lane" be changed to "Draho Crescent".

The currently registered name "Aberfoyle Crescent" be changed to "Baisinger Drive".

The currently registered name "Quipperfield Crescent" be changed to "Coombs Drive".

The currently registered name "Lyric Lane" be changed to "Croft Circle".

II.That the Director of Land Surveys and Real Estate be requested to provide the necessary legal description to the City Solicitor for the purpose of preparing a by-law.

III.That the City Solicitor be requested to prepare the necessary by-law for approval by Council for registration in the Winnipeg Land Titles Office and that the name change become effective upon third reading.

IV.That the City Solicitor, upon passage and adoption of the by-law by Council, be authorized to publish the street name change in two daily newspapers having a general circulation throughout the City of Winnipeg.

V.That the City Clerk be requested, upon passage of the by-law, to provide the relevant Community Clerk with a copy of the by-law and this report for the purpose of changing all pertinent records and notifying all persons affected by the by-law.

Adopted by consent.

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Zoning Agreement Amendment - 1775
Corydon Avenue, City Centre Community File DAZ 249/81(ZAA 1/93)

735 - 5. Your Committee on Planning and Community Services has been advised that an application has been received from Mr. Greg Gershman, 3 Bardsley Place to amend the zoning agreement affecting the land at 1775 Corydon Avenue to allow for all "C1" Local Commercial District uses.

The subject property was rezoned from an "R1" One-Family District to a "C1" Commercial District in 1981 under file DAZ 249/81. The zoning agreement enacted as a condition of this rezoning, among other things, restricted the use of the land to the following uses:

a) One-family dwelling
b) Group foster home
c) A business office for use only as a travel agency
d) Accessory uses to the above noted permitted uses.

The applicant is now requesting an amendment to the zoning agreement to delete the use restrictions, thereby making it possible to establish any "C1" uses on the land.

Plans submitted with the application indicate a proposal to occupy the building with a dental office/clinic.

Three of the four corners of Beaverbrook Street and Corydon Avenue are presently zoned "C1", with use restrictions.

The north-east corner is restricted to:

- Any residential use permitted in an "R1" One-Family District
- Book or stationery store
- Dressmaking shop
- Dry goods store
- Furrier
- Offices, business or professional
- Photographer
- Shoe store
- Tailor and clothing shop
- Accessory uses, to the above noted permitted uses.

The property at the south-east corner of Beaverbrook Street and Corydon Avenue has use restrictions similar to those affecting the north-east corner, however two additional uses are permitted, those being:

- Florist shop
- Jewellery store or watch repair shop

An additional restriction allowing no more than two (2) permitted uses to be operated on the land at any time is also attached to this site.

The applicant's request to permit any "C1" Commercial Uses on the subject site is of some concern. This lot directly abuts single-family housing. Intensification of commercial activity on this site has the potential to negatively impact the adjoining residential area.

A limited expansion of the use list to permit the same commercial uses as presently allowed on the other two commercial corners at this intersection is considered appropriate. The proposed dental office falls under the use listing "medical offices, clinics and group medical centres". Depending upon how the clinic is operated, the intensity of commercial activity may be acceptable to the neighbourhood.

A Public Hearing was held before the City Centre Community Committee on April 27, 1993.

The following persons appeared and/or registered in support to the application:

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Barry Gorlick, 800 - 444 St. Mary Avenue, Winnipeg, R3C 3T7,
Greg Gershman, 3 Bardsley Place, Winnipeg, R3P 2B8,
Dr. C. J. Cottick, 1775 Corydon Avenue, Winnipeg, R3N 0J9.

The following persons appeared and/or registered in opposition thereto:

Marg Rose, 517 Beaverbrook Street, Winnipeg, R3N 1N2,
Robb Mitchell and Eileen O'Donnell, 513 Beaverbrook Street, Winnipeg, R3N 1N2,
Gary and Diane McKague, 511 Beaverbrook Street, Winnipeg, R3N 1N2,
Eileen O'Donnell, 513 Beaverbrook Street, Winnipeg, R3N 1N2,
Francis E. Whitwell, 499 Beaverbrook Street, Winnipeg, R3N 1N2,
Gladiola R. Smith, 500 Beaverbrook Street, Winnipeg, R3N 1N3,
Alana C. and Paul J. Jamieson, 504 Beaverbrook Street, Winnipeg, R3N 1N3,
Ian B. Campbell, 459 Beaverbrook Street, Winnipeg, R3N 1N2,
H. E. and Mary Sanger, 495 Beaverbrook Street, Winnipeg, R3N 1N2,
Roberta Dunlop, 471 Beaverbrook Street, Winnipeg, R3N 1N2,
Beatrice and Rod Mackenzie, 475 Beaverbrook Street, Winnipeg, R3N 1N2,
Betty P. and Robert Simmons, 467 Beaverbrook Street, Winnipeg, R3N 1N2,
Douglas and Effie A. Anderson, 507 Beaverbrook Street, Winnipeg, R3N 1N2,
Lana and Richard Sydor, 515 Beaverbrook Street, Winnipeg, R3N 1N2.

The City Centre Community Committee recommended that Zoning Agreement DAZ 249/81 be amended as outlined in the following recommendation for the following reasons:

1.Any commercial venture that wants to do business so close to a residential area has to live with and respect the residents' wishes.

2.There is a large difference between the areas east and west of Stafford Street, with the residents respecting where they live and expressing concern about parking problems and restrictions.

3.There was a fair amount of opposition expressed by the residents of the area.

Your Committee on Planning and Community Services concurs in the recommendations of the City Centre Community Committee and recommends:

I.That uses in Clause 2 of Zoning Agreement DAZ 249/81 dated October 6, 1981 be deleted and the following substituted:

(i)That the land and any building or structure thereon shall not be used for, and no building or structure shall be erected, altered or enlarged on the land for any use except the following:

(a)a dental office limited to two dentists with hours of operation restricted to 8:00 a.m. to 6:00 p.m., except for emergencies.

II.That the City Solicitor be requested to prepare the necessary Rezoning By-law and forward same to Council for all three readings.

III.That the Proper Officers of the City are hereby authorized to execute said Zoning Agreement.

IV.That the City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act.

Adopted by consent.

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Rezoning - 1240 Portage Avenue, City Centre Community
File No. DAZ 248/92

736 - 6. Your Committee on Planning and Community Services has considered Clause 8 of its report dated April 6, 1993, which was referred back to it by Council at its meeting held on April 28, 1993, namely:-

"8. Your Committee on Planning and Community Services has been advised that an application has been received from the Winnipeg Real Estate Board, 1240 Portage Avenue to amend By-Law No. 16502 by rezoning the land at 1240 Portage Avenue from an "R2" Two-Family District to a "C1" Limited Commercial District to allow for the establishment of an accessory parking area shown on Schedule "A" dated March 4, 1993.

A related application for temporary variance to permit the establishment of proposed parking prior to completion of rezoning, also variances for yards, fencing and screening was granted under related File DAV 736/92.

The applicant is proposing to establish a ten (10) car accessory off-street parking area to serve the existing office building at 1240 Portage Avenue.

While in general, the Planning Department has not supported the establishment of commercial parking areas across the rear lane from the commercial lands on Portage Avenue, it is considered that the establishment of the proposed parking area would not adversely affect the abutting residential area.

The subject site is a residual piece of land which has no frontage on a public street and consequently would not qualify as a residential building lot.

The parking area is intended to serve the office building at 1240 Portage Avenue. Use of this land as a commercial parking area or as an accessory lot for a retail development on Portage Avenue is not appropriate. Consequently, a zoning agreement, with conditions to ensure that this parking area remains accessory to the office use at 1240 Portage Avenue, is considered important.

A Public Hearing was held before the City Centre Community Committee on January 12 and February 2, 1993.

Wayne Pruden and Gary Simonsen, Winnipeg Real Estate Board, 1240 Portage Avenue, Winnipeg, R3G 0T6 appeared in support of the application.

The following persons appeared and or registered in opposition thereto:

Tom Johnston, 2-544 Clifton Street, Winnipeg, R3G 2X2
Denis Mager, Wolseley Resident's Association, 96 Home Street, Winnipeg, R3G 1W9.

The City Centre Community Committee recommended that the proposed zoning change be approved for the following reasons:

1.While in general, the Planning Department has not supported the establishment of commercial parking areas across the rear lane from the commercial lands on Portage Avenue, it is considered that the establishment of the proposed parking area would not adversely affect the abutting residential area.

2.The subject site is a residual piece of land which has no frontage on a public street and consequently would not qualify as a residential building lot.

3.The parking area is intended to serve the office building at 1240 Portage Avenue.

4.Use of the land as a commercial parking area or as an accessory lot for a retail development on Portage Avenue would not be appropriate and a proposed zoning agreement with conditions will ensure that this parking area remains accessory to the office use at 1240 Portage Avenue.

5.Many of the concerns expressed by the residents and the Wolseley Residents' Association have been accommodated by the applicant.

6.Approval of the application will not be precedent setting due to the small size and location of the property.

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7.The subject land is a unique piece of property that is too small for any other commercial development.

On February 23, 1993, the City Centre Community Committee reconvened the adjourned public hearing on DAV 736/92 relating to this proposed parking lot. Whereas, Recommendation I.A.1. of the Community Committee's recommendation on this zoning change recommends that no refuse containers be located on the site, the Committee in considering the zoning variance heard representations from both residents and the applicants that this site was the preferred location for the refuse container serving 1240 Portage Avenue.

Your Committee on Planning and Community Services recommends that an amendment to Recommendation I.A.1 is required to permit a refuse container on the site and to Recommendation I.A.2 to ensure that the refuse container is appropriately located. Your Committee on Planning and Community Services concurs in part in the recommendation of the City Centre Community Committee and recommends:

I.That By-law No. 16502 be amended by rezoning the subject land as shown on Schedule "A" for File No. DAZ 248/92, dated March 4, 1993, to a "C1" Limited Commercial District subject to the following:

A.That the applicant enter into a Zoning Agreement with the City pursuant to Subsection 591(1) of The City of Winnipeg Act to provide for the following:

i)That the use of this land shall be restricted to an accessory parking lot in conjunction with office uses located on the adjacent land to the north, commonly known as 1240 Portage Avenue and a refuse container for 1240 Portage Avenue.

ii)That plans indicating the accessory parking area and the design, location and type of fencing, landscaping, signs and the refuse enclosure be subject to the approval of the Commissioner of Planning and Community Services, prior to the establishment of said parking area.

iii)That a 10 percent dedication be made by a payment of a sum of money to the City in lieu of the requirement for land based on the increase in the market value of the land.

II.That in the event this application is not proceeded with expeditiously and the zoning by-law is not enacted within 24 months after adoption of this report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

III.That the City Solicitor be requested to prepare the necessary rezoning by-law and forward same to Council for all three readings.

IV.That the rezoning by-law shall become effective when the Zoning Agreement has been registered by caveat as a first charge against the subject land at the Winnipeg Land Titles Office provided that the said effective date occurs within 12 months from the date that the said rezoning by-law is adopted by Council.

V.That the Proper Officers of the City are hereby authorized to execute said Zoning Agreement.

VI.That the City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act."

Your Committee on Planning and Community Services has given further consideration to the foregoing recommendations and reaffirms its recommendations as outlined above and again submits said Clause with a recommendation for its adoption.

Adopted by consent.

(Note:Attachments referred to in the above clause are on file in the office of the City Clerk)

Rezoning - 111 Regent Avenue West, north-east corner of Regent Avenue and

Report of the Committee on Planning and Community Services, dated June 4, 1993

Bradley Street, East Kildonan-Transcona Community File No. DAZ 251/92

737 - 7. Your Committee on Planning and Community Services has been advised that an application has been received from The Commissioner of Planning and Community Services to rezone the land at 1111 Regent Avenue West from an "M1" Industrial District to a "PR" Park and Recreational District (Bradley Street Tall Grass Prairie Site).

The subject site has 161.5 m (530.0 feet) frontage on Regent Avenue and extends northwards approximately 518.1 m (1,700 feet) to Ravelston Avenue. The site is approximately 8.296 hectares (20.5 acres) in area and is bounded on the west by Bradley Street and on the east by the site developed and used by Coldstream Products of Canada. The subject land is vacant except for a billboard sign, and in common with lands to the west and east is presently zoned "M1" Industrial under Zoning By-law 4440/86. The site is covered by a wet "Tall Grass Prairie" plant community.

This application has been initiated in response to Council's decision taken at their meeting held on October 14th, 1992. At that meeting, Council adopted the following recommendation of the Committee on Protection, Parks and Culture:

-That the 20.5 acre Bradley Street site be designated for park use and be preserved in it's natural condition as a Tall Grass Prairie Site, in its entirety and in perpetuity.

-That the proper officers of the City do all things necessary to implement the foregoing.

The rezoning proposal has been circulated to Civic Departments for comment. No objections have been received. However, the Streets and Transportation Department indicates that the subject land was previously intended to include the alignment of a north-south regional street, and also to facilitate access to the proposed Genstar subdivision north of Ravelston Avenue. The Streets and Transportation Department has noted that the rezoning appears to limit options to provide necessary north/south regional street access in the area. The Streets and Transportation Department is also reviewing alternatives for providing access to the proposed Genstar Subdivision north of Ravelston Avenue, without utilizing the subject Tall Grass Prairie Site. It should be noted that rezoning the subject site to "PR" will not preclude the opening of a public street through the land in the future should Council so decide.

The Planning Department has no objection to the rezoning since it is consistent with the previous decision of Council to preserve and protect the Tall Grass Prairie. If the existing Billboard sign on the site is not removed prior to the rezoning, then it would become a non-conforming use. Free-standing advertising signs (Billboards) are not a permitted use in Park and Recreational Districts under Zoning By-Law 4440/86.

A Public Hearing was held before the East Kildonan-Transcona Community Committee on March 16, 1993.

The following persons appeared and/or registered in support of the application:

Mr. D. Nelson, Planning Department, 395 Main Street, Winnipeg, R3B 3E1 (appearing on behalf of the Commissioner of Planning and Community Services)
Ms. M. Cerilli, MLA for Radisson, 549 Regent Avenue West, Winnipeg, R2C 1R9
Mrs. Louise Page, President, Transcona Horticultural Society, 114 Wynford Drive, Winnipeg, R2C 3V1.

No one appeared in opposition thereto.

The East Kildonan Community Committee recommended that the proposed zoning change be approved for the following reasons:

1.To preserve our heritage this land must be designated as park land.

2.Our environment must be preserved.

3.It is a valuable site for future generations.

4.There has been tremendous community support for the preservation of this site.

5.What was at one time ranging across the whole back prairie, there now remains only a very tiny portion, 1/20 of 1%.

6.This is the only "wet" tall grass prairie site in Winnipeg, and as such is very unique.

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7.This site is one of the best remaining examples of Tall Grass Prairie and is classified as a "Priority A", in terms of uniqueness and quality, and is one of only six sites so designated in Manitoba.

8.It is a very pristine site.

9.There has been overwhelming support from many delegations, in the past, to preserve this natural site, all documentation of which is on file.

Your Committee on Planning and Community Services concurs in the recommendations of the East Kildonan-Transcona Community Committee and recommends:

I.That By-law No. 4440/86 be amended by rezoning the subject land as shown on Schedule "A" for File No. DAZ 251/92, dated March 25, 1993, to a "PR" Park and Recreational District.

II.That the City Solicitor be authorized to prepare the necessary rezoning by-law and forward same to Council for all three readings.

III.That the City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act.

Adopted by consent.

(Note:Attachments referred to in the above clause are on file in the office of the City Clerk)

Zoning Text Amendment - Lands bounded by Bishop Grandin Boulevard on the north, the Canadian Pacific Railway on the east, John Bruce Road on the south, and the Seine River on the west (Royalwood Subdivision) Riel Community File No. DAZ 200/93

738 - 8. Your Committee on Planning and Community Services has been advised that an application has been received from Ladco Company Limited, 150-50 Lakewood Boulevard to amend the "R1-5" One-Family District regulations of The St. Boniface Town Planning Scheme 1957; which requires 25 foot front yards, to permit a 20-foot front yard alignment on all streets proposed under File DASZ 5/90 in the Royalwood Subdivision, lying south of Bishop Grandin Boulevard, north of John Bruce Road, east of the Seine River and west of Island Lakes.

Under File DASZ 5/90 these lands are proposed to be zoned "R1-5" and "R1-4" One-family Districts.

The area is a proposed one-family neighbourhood, with minor commercial and multiple-family sites at the intersection of Bishop Grandin Boulevard and Shorehill Drive.

Front yard alignments are intended to be consistent, for the establishment and protection of neighbourhood character. If all alignments within a neighbourhood are established at 20 feet, rather than 25 feet, the intent of the alignment is preserved. Modern development of one-family dwellings includes emphasis on rear yard depth for private use, and reduction of front yards to the minimum necessary to ensure parking on private lands, rather than public rights-of-way.

Because of the reduced depths of certain lots on bays and cul-de-sacs caused by street geometry, zoning by-laws include a general provision of "Yards on Curves" that allows front yards on those lots to be reduced by 5 feet in order to maintain alignments. Another general provision allows parking on driveways leading to attached garages or parking spaces. With a general reduction of front yard requirements, it is necessary to stipulate that any such reduction from the proposed 20 foot alignment will apply only to dwellings, and not to garages or other parking spaces. This will ensure that the minimum 20 foot depth for any parking space is maintained in front of a garage or other parking.

A Public Hearing was held before the Riel Community Committee on February 17 and March 17, 1993.

David Borger, Ladco Company Limited, 150 - 50 Lakewood Boulevard, Winnipeg, R2J 2M7 appeared in support of

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the application.

Glen Hewitt, Chairperson, Riel Residents' Advisory Group, c/o 604 St. Mary's Road, Winnipeg, R2M 4W2 appeared in opposition thereto.

Allen Abraham, 740 John Bruce Road, Winnipeg, R2M 4W2 appeared for information purposes only.

The Riel Community Committee recommended that the proposed zoning change be approved for the following reasons:

1.Front yard alignments are intended to be consistent for the establishment and protection of neighbourhood character, and therefore if all alignments within a neighbourhood area established at 20 feet, rather than 25 feet, the intent of the alignment is preserved.

2.Modern development of one-family dwellings includes emphasis on rear yard depth for private use, and reduction of front yards to the minimum necessary to ensure parking on private lands, rather than public rights-of-way.

3.With a general reduction of front yard requirements, it is necessary to stipulate that any such reduction from the proposed 20 foot alignment will apply only to dwellings, and not to garages or other parking spaces. This will ensure that the minimum 20 foot depth for any parking space is maintained in front of a garage or other parking.

Your Committee on Planning and Community Services concurs in the recommendations of the Riel Community Committee and recommends:

I.That The St. Boniface Town Planning Scheme 1957 be amended by establishing a front yard of 20 feet on the following streets which are shown on Schedule "A" for File No. DAZ 200/93 dated April 29, 1993:

(a) Aubin Drive;
(b) Beaufort Bay;
(c) Bedard Crescent
(d) Braswell Bay;
(e) Breland Bay;
(f) Bridgeway Crescent;
(g) Bunton Court;
(h) Callander Crescent;
(i) Harbinger Bay;
(j) High Ridge Road;
(k) the north side of John Bruce Road;
(l) Landen Court;
(m) Norcross Crescent;
(n) Orchard Hill Drive;
(o) Pambrun Place;
(p) Picton Court;
(q) Shorehill Drive.

(NOTE:For the information of Council, the above street names shown on Schedule "A" have been referred to the Riel Community Committee for further consideration and discussion with the developer.)

II.That the amendment establishing those alignments specify that no reduction of front yards as provided under the "R1" District regulations for "Yards on Curves" will apply to garages or other parking spaces, except as may be approved by variance.

III.That the City Solicitor be requested to prepare the necessary rezoning by-law and forward same to Council for all three readings.

IV.That the City Solicitor be requested to do all things necessary for implementation of the above in accordance with the terms of The City of Winnipeg Act.

Your Executive Policy Committee concurs with the recommendation of the Committee on Planning and Community Services and further recommends that the Riel Community Committee and Administration ensure all street names

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shown on Schedule "A", dated April 29, 1993, do not have existing duplicate street names within the City of Winnipeg in order to alleviate any confusion for all emergency services.

Moved by Councillor Murray,
Adoption of the clause.

In amendment,

Moved by Mayor Thompson,
That the recommendation of Executive Policy Committee be adopted.

In amendment to the amendment,

Moved by Councillor Murray,
Seconded by Councillor Reese,
WHEREAS Clause 8 of the Report of the Committee on Planning and Community Services dated June 4, 1993 relative to Zoning Text Amendment for lands bounded by Bishop Grandin Boulevard on the north, the Canadian Pacific Railway on the east, John Bruce Road on the south, and the Seine River on the west (Royalwood Subdivision) in the Riel Community outlines in recommendation I. (a) to (q) street names previously approved by Council outlined on Schedule "A" for File DAZ 200/93 dated April 29, 1993;

AND WHEREAS the Administration has advised these names have already been registered in the Winnipeg Land Titles Office as (b) Beaudry Bay and (I) Landon Court;

THEREFORE BE IT RESOLVED that recommendation I. (b) of Clause 8 of the Report of the Committee on Planning and Community Services dated June 4, 1993 be amended to read "Beaudry Bay" and recommendation I. (I) be amended to read "Landon Court".

With the concurrence of the seconder, Councillor Reese, and with the permission of Council, Councillor Murray amended the motion by adding the following:

That recommendation I. (n) Orchard Hill Drive be deleted.

The amendment to the amendment was put and declared carried.

The motion for the adoption of the Executive Policy Committee recommendation, as amended, was put and declared carried.

The motion for the adoption of the clause, as amended, was put and declared carried.

(Note:Attachments referred to in the above clause are on file in the office of the City Clerk)

Rezoning - 400 rue Des Meurons at the north-east corner at Bertrand Street, Riel Community File No. DAZ 202/93 (c/r DAV 156/93D & DCU 43/93D)

739 - 9. Your Committee on Planning and Community Services has been advised that an application has been received from Villa Tache Inc., c/o P.M. Associates Ltd., 65 Dewdney Street to amend the St. Boniface Town Planning Scheme 1957 by rezoning the land at 400 rue Des Meurons, at the north-east corner at Bertrand Street, from an "M1" Light Industrial District and an "M2" Light Industrial District to a "C3-B" Commercial Planned Building Group District to allow for the following:

1) the construction of a multiple-family dwelling, and
2) for supporting commercial development.

A related Conditional use to permit the establishment of a restaurant was granted under File DCU 43/93D. A related zoning variance to vary the parking spaces and establishment of recreational space below the commercial portion was granted under File DAV 156/93D.

The proposal conforms to the development concept adopted by The Riel Community Committee for the area between

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Hamel Avenue and Goulet Street, between rue Des Meurons and the Seine River. Although a proposal for otherwise isolated low-density housing to the east is contingent upon relocation of certain industries on rue Youville, the subject site fronts rue Des Meurons and is adjacent to housing, and such residential redevelopment need not be contingent upon industrial relocation. The development of a multiple-family dwelling with commercial at grade on rue Des Meurons frontage does not create a land use conflict. The proposed height of 7 storeys is not typical, but has been determined as suitable on that frontage by the neighbourhood.

The proposal includes the reservation of land for the possible establishment of Place Georges Forest, illustrated in the adopted development concept. The actual establishment of that street remains dependant upon industrial relocation. A land exchange between Villa Tache and C.P. Holdings has been arranged which would transfer the most easterly 48 feet out of the subject site. If a subdivision application is approved future R.O.W. (50 ft) should remain under existing industrial zoning. Final zoning approval by Council should occur after approval of the proposed subdivision for land exchange, and because a plan of subdivision is required to widen Bertrand Street, no delay would result.

Consideration of a possible future personal care home should be deferred, for various reasons, until application is made for that use. Approval of that use by variance under File DAV 156/93D is pointless, if that approval must expire in 5 years. The use may be permitted or conditional when Phase II is proposed, under future zoning regulations.

A Public Hearing was held before the Riel Community Committee on May 19, 1993.

The following persons appeared and/or registered in support of the application:

Mr. O. Lamoureux, 176 Imperial Ave., Wpg. R2M OK8
Mr. J. Rollier, P.M. Associates Ltd., 65 Dewdney St., Wpg. R3B OE1
Mr. C. Brunet, 405 Bertrand Ave., Wpg. R2H OP4
Mr. L. Remillard, 50 Alpine Ave., Wpg., R2M OY5
Mr. D. Dandeneau, 311 rue Dumoulin, Wpg., R2H OE7
Mr. R. Weidenbacher, 420 rue Des Meurons, Wpg., R2H 2P2
Ms. M. Mulaire, 378 Place Gaboury, Wpg., R2H OL4
Mr. B.R. Newmam, President, Newman Millwork Ltd., 400 rue Des Meurons, Wpg., R2H 2P1.

Willquest Holdings Ltd., P.O. Box 144, St. Boniface Postal Station, Wpg, R2H 3B4 appeared in opposition thereto.

The Riel Community Committee recommended that the proposed zoning change be approved for the following reason:

1. The subject site fronts rue Des Meurons and the proposal conforms to the development concept adopted by the Community Committee for the area between Hamel Avenue and Goulet Street, between rue Des Meurons and the Seine River, and does not create a land use conflict.

Your Committee on Planning and Community Services concurs in the recommendations of the Riel Community Committee and recommends:

I. That The St. Boniface Town Planning Scheme 1957 be amended by rezoning the subject land as shown on Schedule "A" for File No. DAZ 202/93, dated May 27, 1993, to a "C3-B" Commercial Planning Building Group District subject to the following:

A. That the applicant enter into a Zoning Agreement with the City pursuant to Subsection 591(1) of The City of Winnipeg Act to provide for the following:

(1) that the use of the "C3-B" land be restricted to the following uses:
- (a) multiple-family dwelling;
- (b) grocery store;
- (c) medical and dental professional offices;
- (d) restaurant;
- (e) travel bureau;
- (f) conditional uses;
- (g) accessory uses.

(2) that dwelling units erected or located on the "C3-B" land not exceed a density of one unit per 800 ft² of site area;

(3) that no building or structure, parking area, fencing, landscaping or sign structure be erected or located on the "C3-B" land except in accordance with plans approved by the Riel Community Committee and the Commissioner of Planning and Community Services;

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(4)that no building on the westerly 85 metres of the "C3-B" land exceed 7 storeys in height, and that no building on the remainder of the "C3-B" land exceed 3 storeys in height;

(5)that commercial uses established on the "C3-B" land be located at grade;

(6)that a landscaped set-back be provided and maintained to any building or structure other than a fence from the easterly lot limit of the entire site, not less than 50 feet in depth;

(7)that a 10% dedication be made by payment of a sum of money to the City in lieu of the requirement for land for open space, park and recreational use based on the increase in market value of the land.

II.That the applicant enter into a Servicing Agreement with the City containing therein all the conditions outlined in the report of the Administrative Co-ordinating Group contained within Schedule "B" for File No. DAZ 202/93 and dated April 26, 1993, with the following additions to Clause No. 2., namely:

"2.(c)That the sidewalk and boulevard improvements described in (a) and (b) above, be constructed following the installation of a new watermain and on Bertrand Street or three years after third reading has been given to the zoning by-law, whichever shall first occur.

III.That in the event this application is not proceeded with expeditiously and the by-law is not enacted within 24 months after adoption of this report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

IV.That the City Solicitor be requested to prepare the necessary rezoning by-law and forward same to Council for all three readings.

V.That the rezoning by-law shall become effective when the Zoning Agreement has been registered by caveat as a first charge against the subject land at Winnipeg Land Titles Office provided that the said effective date occurs within 12 months from the date that the said rezoning by-law is adopted by Council.

VI.That the Proper Officers of the City are hereby authorized to execute said Zoning Agreement.

VII.That the City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act.

Moved by Councillor Murray,
Adoption of the clause.
Carried.

(Note:Attachments referred to in the above clause are on file in the office of the City Clerk)

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Rezoning - Lands to the south of 1617-1625 Henderson Highway, East side of Henderson Highway, between Stuart and Douglas Avenues, East Kildonan-Transcona Community File DAZ 203/93

740 - 10. Your Committee on Planning and Community Services has been advised that an application has been received from Gilmore Construction, 377 Henderson Highway to amend By-law No. 4440/86 by rezoning the land south of 1617-1625 Henderson Highway on the east side of Henderson Highway, between Stuart and Douglas Avenues, from an "R1-5.5" Single-Family District to a "C1" Local Commercial District to allow for commercial development.

The subject site is 13.433 m (44.07 ft) in perpendicular width and 28.735 m (94.27 ft) in depth. The site has an area of 386 m² (4155 ft²) and is presently vacant.

The site is serviced by a 6.096 m (20 ft) in width public lane at the rear. Lands to the north are developed with a multi-tenant one-storey strip commercial development and there is a recently constructed 9-storey apartment building on the site to the south. Development at the rear of the site (east of the public lane) consists of a 3-storey apartment building.

The subject City-owned lands are proposed to be transferred to the ownership of Gilmore Construction (owners of the site abutting to the north) as part of a land exchange and sale. The City of Winnipeg Land Survey and Real Estate Department has negotiated to acquire part of the frontage of the Gilmore Construction lands to the north for Streets and Transportation purposes, which lands will subsequently be opened as public street. The City acquisition of The Gilmore Construction frontage lands is part of a future widening on the east side of Henderson Highway between Stuart Avenue and Gilmore Avenue.

The site is presently zoned R1-5.5 single-family residential district. The rezoning will permit the use of the subject lands for development consistent with development on the site to the north, with which it will be consolidated, and which is also zoned "C1".

No objections to the rezoning have been received from Civic Departments or affected agencies.

A Public Hearing was held before the East Kildonan-Transcona Community Committee on April 20, 1993.

Mr. Gary Gilmore, Gilmore Construction, 377 Henderson Highway, Winnipeg, R2K 2H2 appeared in support of the application.

No one appeared in opposition thereto.

The East Kildonan-Transcona Community Committee recommended that the proposed zoning change be approved for the following reasons:

1.The rezoning will permit the use of the subject lands for development consistent with development on the site to the north, with which it will be consolidated, and which is also zoned "C1"; and

2.No objections to the rezoning have been received from Civic Departments or affected agencies.

Your Committee on Planning and Community Services concurs in the recommendations of the East Kildonan-Transcona Community Committee and recommends:

I.That By-law No. 4440/86 be amended by rezoning the subject land as shown on Schedule "A" for File No. DAZ 203/93, dated April 30, 1993, to a "C1" Local Commercial District subject to the following:

A.That the applicant enter into a Zoning Agreement with the City pursuant to Subsection 591(1) of The City of Winnipeg Act to provide for the following:

(1)That a 10 per cent 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 the market value of the land.

II.That in the event this application is not proceeded with expeditiously and the by-law is not enacted within

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12 months after adoption of this report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless Council extends that time.

III. That the City Solicitor be authorized to prepare the necessary rezoning by-law and forward same to Council for all three readings.

IV. That the Proper Officers of the City are hereby authorized to execute the Zoning Agreement.

V. That the City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Act.

Adopted by consent.

(Note:Attachments referred to in the above clause are on file in the office of the City Clerk)

COMMITTEE ON PLANNING AND COMMUNITY SERVICES

CONSIDERATION OF BY-LAWS

741 - On motion of Councillor Murray, the following By-laws were each read a first, second and third time, the rule being suspended for the third reading of each by-law, and were passed and ordered to be signed and sealed, namely:-

By-law No. 6197/93, a By-law of the City of Winnipeg to amend By-law No. 5160/89, being the Food Service Establishment By-law. File EH-1.6 (Vol. 3)

By-law No. 6198/93, a By-law of the City of Winnipeg for the enactment of zoning text changes to By-law No. 1558. Files DAZ 258/87, 301/87, 237/89, 215/91, 217/91, 246/91, 229/92, 231/92 and 232/92.

By-law No. 6199/93, a By-law of the City of Winnipeg to amend By-law No. 4555/87, being The Winnipeg Building By-law. Files EB-1.1 (Vol. 8) and EB-1.2 (Vol. 3).