Minute No. 160
Report – Standing Policy Committee on Property and Development – January 15, 2013

Item No. 3 Rezoning – 2090 Henderson Highway
(North Kildonan Ward)
File DAZ 234/2012 [c/r SPA 3/2012 and DEMO 167016/2012]

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted the following:

1. That the Developer be required to enter into a Servicing Agreement with the City containing the following conditions:

    A. That the Developer shall, at no expense to the City, transfer and legally open as right-of-way, property required for a 6.401 metre widening to the Henderson Highway right-of-way along the full length of the Planned Area abutting Henderson Highway to the satisfaction of the Director of Public Works.

    B. That the Developer shall pay to the City in cash, the cost of constructing a 1.5 metre in width by 100 mm in thickness Portland cement concrete sidewalk along the west side of Henderson Highway along the full length of the Planned Area abutting Henderson Highway as determined by the Director of Public Works.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for file DAZ 234/2012 dated December 3, 2012, to an "RMF-S" Residential Multifamily District subject to the following:

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

        i. That for the development of any building and/or accessory parking area and/or signage plans shall be submitted showing the location and design of the proposed buildings, the location and design of accessory parking areas, private approaches, garbage enclosures, fencing, landscaping, and signage to the Director of Planning, Property, and Development and the East Kildonan-Transcona Community Committee for plan approval 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.

Report – Standing Policy Committee on Property and Development – January 15, 2013

COUNCIL DECISION (continued):

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

4. 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.

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

6. That the zoning section of the by-law come into force 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 from the date the by-law is passed.

7. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

8. 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.

Report – Standing Policy Committee on Property and Development – January 15, 2013

DECISION MAKING HISTORY:

Moved by Councillor Browaty,

That the recommendation of the Standing Policy Committee on Property and Development be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 23, 2013, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and the East Kildonan-Transcona Community Committee, and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On January 15, 2013, the Standing Policy Committee on Property and Development concurred in the recommendation of the East Kildonan-Transcona Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On December 11, 2012, the East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service and forwarded to the Standing Policy Committee on Property and Development.

RE: **Rezoning – 2090 Henderson Highway**
File DAZ 234/2012

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

Prepared by: **Josie Marques, Senior Committee Clerk**
East Kildonan-Transcona Community Committee

Report date: **December 14, 2012**

COMMUNITY COMMITTEE RECOMMENDATION:

On December 11, 2012, the East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service and recommends to the Standing Policy Committee on Property and Development:

1. That the Developer be required to enter into a Servicing Agreement with the City containing the following conditions:

    A. That the Developer shall, at no expense to the City, transfer and legally open as right-of-way, property required for a 6.401 metre widening to the Henderson Highway right-of-way along the full length of the Planned Area abutting Henderson Highway to the satisfaction of the Director of Public Works.

    B. That the Developer shall pay to the City in cash, the cost of constructing a 1.5 metre in width by 100 mm in thickness Portland cement concrete sidewalk along the west side of Henderson Highway along the full length of the Planned Area abutting Henderson Highway as determined by the Director of Public Works.

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issuance of any building or development permit, and thereafter all to be maintained to the satisfaction of the Director of Planning, Property, and Development.

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

4. 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.

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

6. That the zoning section of the by-law come into force 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 from the date the by-law is passed.

7. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

8. 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 East Kildonan-Transcona Community Committee provided the following supporting reason(s) for its recommendation:

1. Communities change over time.
2. A person’s biggest investment is their homes, this development is not going to jeopardise the value of the area homes.
3. This is a very nice development.
4. People want to remain in their neighbourhood, but cannot remain in large homes.
5. This development is going to make the area park safer.
6. This development will improve the city’s taxes on the property.
7. There is plan approval requirement.

PUBLIC HEARING SUMMARY

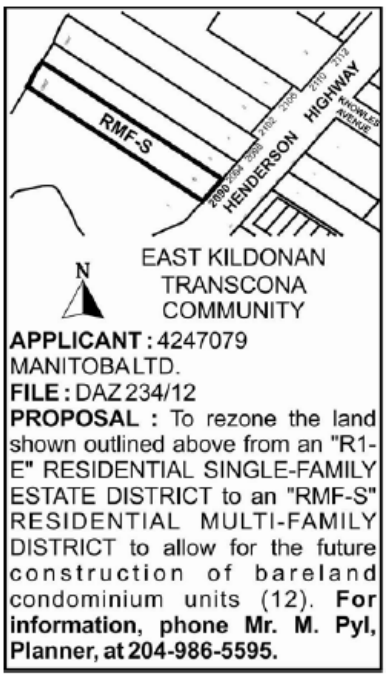
File: DAZ 234/2012

Before: East Kildonan-Transcona Community Committee
Councillor Browaty, Chairperson
Councillor Wyatt

Public Hearing: December 11, 2012 (most recent date)
West Committee Room
Council Building, 510 Main Street

Applicant: 4247079 Manitoba Ltd.

Subject:



Premises Affected: 2090 Henderson Highway

Exhibits Filed:

1. Application dated September 24, 2012
2. Notification of Public Hearing dated November 1, 2012
3. Manitoba Status of Title 2593077/1
4. Surveyor's Building Location Certificate and sketch dated May 28, 2012

5. Report from the Planning and Land Use Division dated December 3, 2012
6. Inspection Report
7. Petition in opposition of the application purporting to contain the signatures of 34 area residents, submitted by Cheryl Pakosh at the public hearing
8. Communication from Norbert Brauer, in opposition to the application, submitted by Cheryl Pakosh at the public hearing
9. Copy of MLS listing of property at 2090 Henderson Highway, in opposition to the application, submitted by Ronald Olesky at the public hearing
10. Audio Recording of representations

REPRESENTATIONS:

In Support:

Werner & Betty Neufeld

In Opposition:

Norbert Brauer
Carrie Erickson
Gary Koshinsky
Steve Kotyk
Ronald Olesky
Cheryl, Darryl & Riley Pakosh
Charles Ring
Janet Schindell

For Information:

Nil

For the City:

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

Exhibit "5" referred to in File DAZ 234/2012

ADMINISTRATIVE REPORT

Title: DAZ 234/12 – 2090 Henderson Hwy

Issue: For consideration at the public hearing to rezone to allow for the establishment of a 12-unit multifamily residential development

Critical Path: East Kildonan-Transcona 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 Developer be required to enter into a Servicing Agreement with the City containing the following conditions:

    A. The Developer shall, at no expense to the City, transfer and legally open as right-of-way, property required for a 6.401m widening to the Henderson Highway right-of-way along the full length of the Planned Area abutting Henderson Highway to the satisfaction of the Director of Public Works.

    B. The Developer shall pay to the City in cash, the cost of constructing a 1.5m in width by 100mm in thickness Portland cement concrete sidewalk along the west side of Henderson Highway along the full length of the Planned Area abutting Henderson Highway as determined by the Director of Public Works.

2. That the Winnipeg Zoning By-law No. 200/06 be amended by rezoning the subject land as shown on Schedule "A" for file DAZ 234/2012 dated December 3, 2012, to an "RMF-S" Residential Multifamily District subject to the following:

    A. That the applicant enter into a Zoning Zgreement with the City of Winnipeg pursuant to Subsection 240(1) of the City of Winnipeg Charter to provide for the following conditions:

        i. That for the development of any building and/or accessory parking area and/or signage plans shall be submitted showing the location and design of the

proposed buildings, the location and design of accessory parking areas, private approaches, garbage enclosures, fencing, landscaping, and signage to the Director of Planning, Property, and Development and the East Kildonan-Transcona Community Committee for plan approval prior to the issuance of any building or development permit, and thereafter all to be maintained to the satisfaction of the Director of Planning, Property, and Development.

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

4. 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.

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

6. That the zoning section of the by-law comes into force 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 from the date the by-law is passed.

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

8. 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.

REASON FOR THE REPORT

- The applicant intends to construct a 12 unit, townhouse-style multifamily development on the subject property.
- The applicant has only submitted a very basic site plan with their application roughly indicating the building footprint. Additional details such as building design, fencing, and landscaping have not been provided.
- The subject property is currently zoned “R1-E” Residential Single Family district.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Urban Planning Division are concurred in, the subject property will be rezoned.

CONSULTATION

In preparing this report there was consultation with:

N/A

SUBMITTED BY

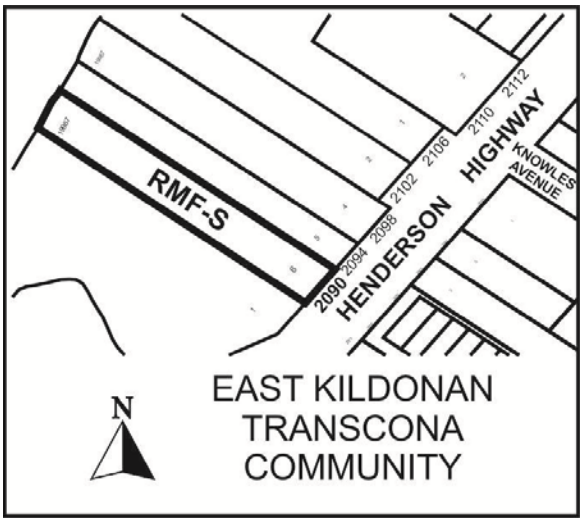
Department	Planning, Property and Development
Division	Urban Planning Division
Prepared by	Michael Pyl
Date:	December 3, 2012
File No.	DAZ 234/12

APPENDIX 'A'

DATE: December 3, 2012
FILE: DAZ 234/12
RELATED FILES: SPA 3/12, DEMO 12-167016
COMMUNITY: East Kildonan-Transcona
NEIGHBOURHOOD #: 4.421

SUBJECT: To rezone the subject property from "R1-E" Residential Single Family district to "RMF-S" Residential Multi Family district to allow for the construction of a 12 unit multifamily residential development

LOCATION: 2090 Henderson Hwy



APPLICANT: 4247079 Manitoba Ltd.
9 Yarema Bay
East St. Paul MB R2E 0B3

OWNER: Same as above

RECOMMENDATION: Approval

REPORT SUMMARY

- The applicant intends to construct a 12 unit, townhouse-style multifamily development on the subject property.
- The applicant has only submitted a very basic site plan with their application roughly indicating the building footprint. Additional details such as building design, fencing, and landscaping have not been provided.
- The subject property is currently zoned "R1-E" Residential Single Family district.

SITE DESCRIPTION

- The subject property is located on the west side of Henderson Hwy between Bonner Av and Knowles Av in the Valhalla neighbourhood of the North Kildonan ward.
- The site is zoned “R1-E” Residential Single Family district and is occupied by a 1 ½ storey, 1,411 sq. ft. single family dwelling built in 1949. The subject property is approximately 66 ft. wide and 23,430 sq. ft. in area.
- Adjacent properties include a single family dwelling to the north zoned “R1-E”, a townhouse development across Henderson zoned “RMF-S” Residential Multifamily district, the Bunn’s Creek Greenway park to the south zoned “PR1” Parks and Recreation Passive Neighbourhood/Community district, and the Red River to the west.

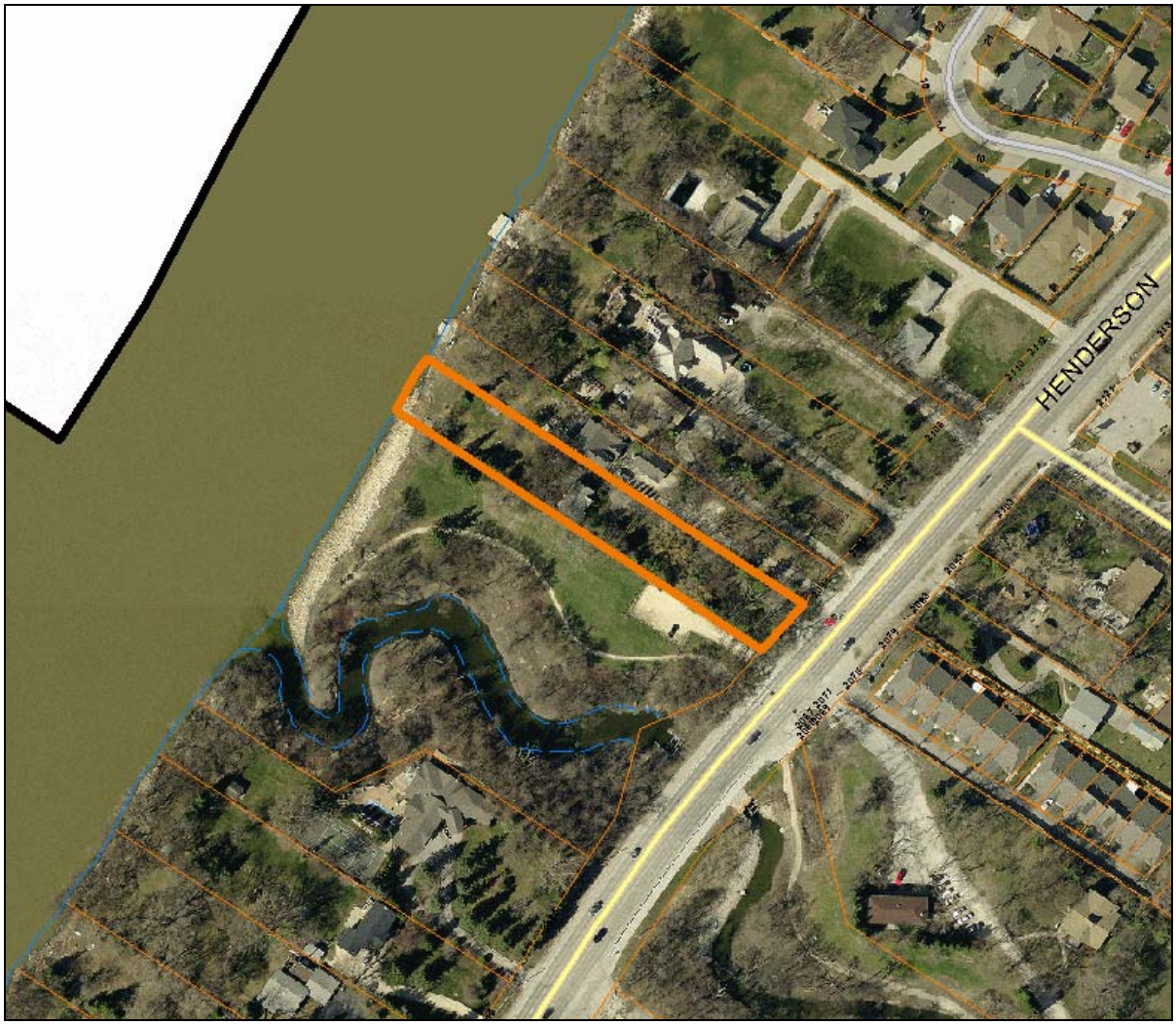


Figure 1: Site map of subject property and surrounding neighbourhood

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to construct a 12 unit, townhouse-style multifamily development on the subject property.
- Each unit will be located along the south side of the property, with vehicular access provided by a drive aisle along the north.
- Each unit will be three storeys, with approximately 1,900 sq. ft. of living area. The first floor of each unit will provide an indoor double garage. The unit nearest the river will have 2,600 sq. ft. in floor area with a triple garage.
- The applicant has only submitted a very basic site plan with their application roughly indicating the building footprint. Additional details such as building design, fencing, and landscaping have not been provided.

BACKGROUND

SPA 3/12

- In concurrence with this application, the applicant has also applied to amend the North Henderson Highway Secondary Plan to re-designate the subject property from "Low Density Residential" proposed land use to "Medium Density Residential" proposed land use.
- Council gave this application first reading on October 24, 2012, and designated the East Kildonan-Transcona Community Committee to conduct the public hearing.

DEMO 12-167016

- In concurrence with this application, the applicant has also applied to demolish the existing dwelling prior to obtaining a building permit for new construction as per Part 3, Section 6 of the Development Procedures By-law No. 160/2011.

ANALYSIS AND ISSUES

OurWinnipeg and Complete Communities Direction Strategy

- The Complete Communities Direction Strategy is one of four direction strategies supporting OurWinnipeg, the city's new long-range development plan, and has gained statutory authority as a secondary plan. The strategy serves as a "playbook" to guide land use and development in Winnipeg. It received third reading at City Council on July 20, 2011, and became effective on August 17, 2011.
- According to the Complete Communities Urban Structure Map, Henderson Hwy is designated as a "Regional Mixed Use Corridor". While corridors such as Henderson serve as major transportation routes, they serve the additional purpose of accommodating a mix of uses, functioning as vibrant urban places for Winnipeggers to live, work, and play. By offering high frequency and direct transit service to major Centres and the Downtown, Regional Mixed Use Corridors have sufficient opportunities to support long-term expansion through comprehensively planned intensification. Supporting Direction and Enabling Strategies include:

- Focus a broad mix of residential, employment, and retail development within strategic locations along corridors.
    - Promote the highest levels of intensification at significant intersections. Between each centre, lower intensities of commercial, residential, and mixed use development are appropriate.
- Where appropriate, develop corridors in accordance with transit-oriented development principles.

North Henderson Highway Secondary Plan

- The subject property is designated as “Low Density Residential” in the North Henderson Highway District Plan. This designation limits any development to a maximum density of 12 units per acre. Based on a lot area of 23,430 sq. ft., a maximum of 6 units are currently permitted.
- In order to accommodate the proposed development, the subject property will need to be re-designated to “Medium Density Residential”. This category allows for a maximum residential density of 30 units per acre. Based on a lot area of 23,430 sq. ft., a maximum of 16 units would be permitted under this designation.
- Council gave this application first reading on October 24, 2012, and designated the East Kildonan-Transcona Community Committee as the public hearing body.

Transit-Oriented Development Handbook

- The Complete Communities Direction Strategy advises that corridors should be developed in accordance with transit-oriented development principles.
- The City of Winnipeg has a Transit Oriented Development Handbook to guide such development. It was endorsed in principle by Council on February 22, 2012.
- The TOD Handbook is a high-level framework document that guides and facilitates mixed-use, pedestrian-oriented infill development along rapid transit corridors and high frequency transit corridors.
- While the bulk of the Handbook deals with higher-level issues, there are a number of Principles that can be applied at a site-specific level such as the proposed development. Specifically, it highlights six:
    1. Medium to high density development that is greater than the community average.
    2. A mix of uses.
    3. Compact, high quality pedestrian-oriented environment.
    4. An active, defined centre.
    5. Innovative parking strategies.
    6. Public leadership.
- As the Handbook relates to the proposed development, its direction relating to site design is important to consider. Characteristics of Principle no. 3 include:
    - Entrances oriented to be easily accessible from the public sidewalk.
    - Centrally located, secure, and convenient bicycle parking.
    - Street trees to soften the urban environment by blending natural features with built features.
    - Pedestrian-scale lighting to enhance visibility and safety.

- High-quality architectural design and detail conveying a sense of place and relating to the street and the pedestrian environment, including active first floor storefront with windows, awnings, architectural features, lighting, and landscaping.

Zoning

- The Residential Single-Family (R1) district is intended to accommodate primarily single-family residential development in lower-density neighbourhoods.
- The Residential Multi-Family (RMF) district is intended to accommodate the development of multi-family units in neighbourhoods with medium to high residential densities.

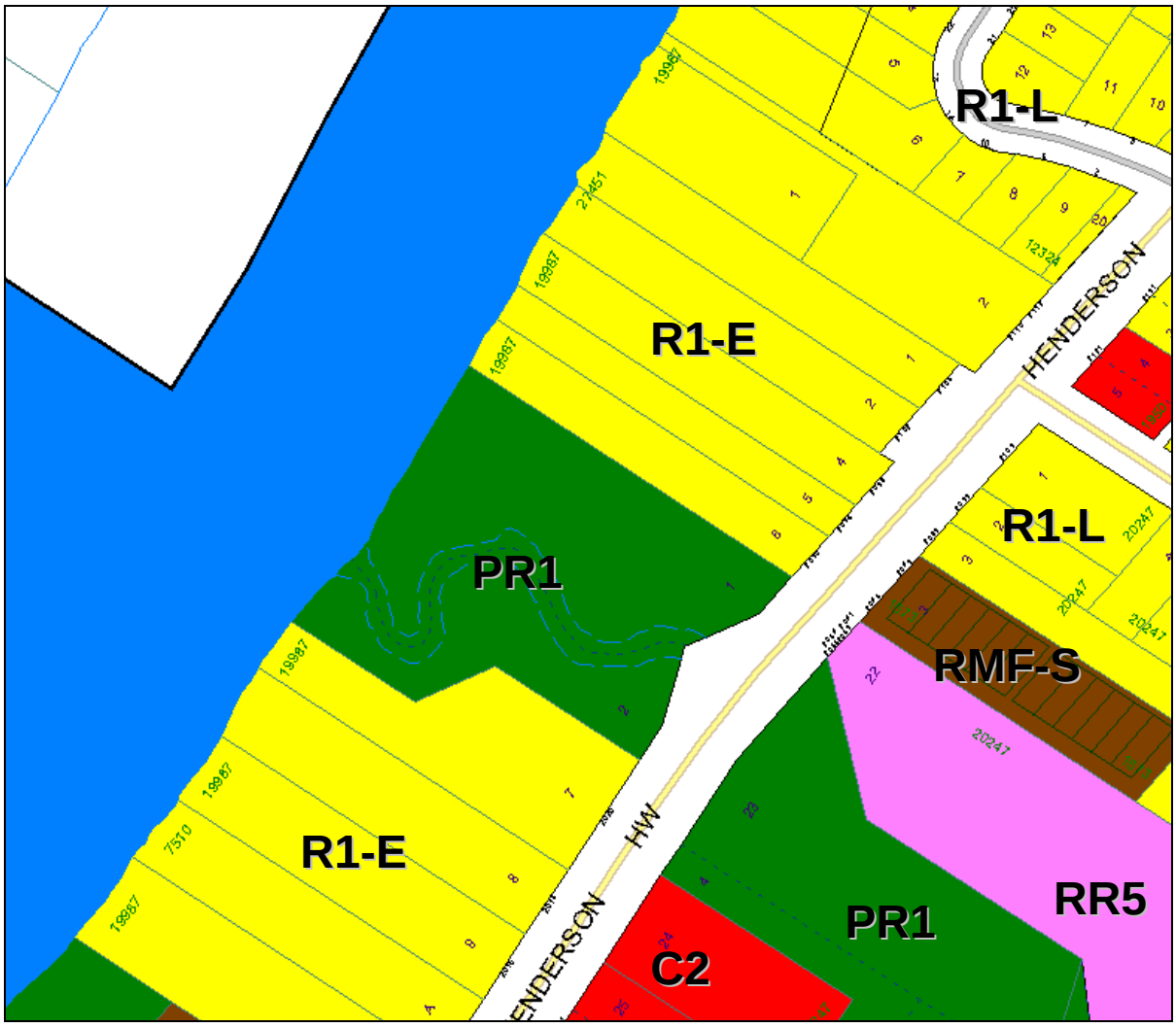


Figure 2: Zoning map of subject property and surrounding neighbourhood

- Sections 137 and 143 of Zoning By-law No. 200/06 prescribes the following dimensional standards for the “R1-E” and “RMF-S” districts respectively:

	Min. Lot Area (sq. ft.)	Min. Lot Width (ft.)	Min. Front Yard (ft.)	Min. Rear Yard (ft.)	Min. Side Yard (ft.)	Min. Reverse Corner St. Side Yard (ft.)	Max. Height of Bldg. (ft.)	Max. Lot Coverage (%)
R1-Estate	20,000	25	30	25	10	20	35	30

Figure 3: Dimensional standards for the "R1-E" district

	Min. Lot Area (sq. ft.)	Min. Lot Area per Dwelling Unit (sq. ft.)	Min. Front Yard (ft.)	Min. Rear Yard (ft.)	Min. Interior Side Yard (ft.)	Min. Corner Side Yard (ft.)	Principal Building Separation (ft.)	Max. Building Height (ft.)
RMF-S	9,000	1,250	20	25	4	5	8	35

Figure 4: Dimensional standards for the "RMF-S" district

- Section 161 of the zoning by-law prescribes parking requirements for each land use. Multifamily developments require 1.5 parking spaces per dwelling unit.
    - Ten percent of the required parking spaces must be unassigned guest parking, designated as such, to the satisfaction of the Director, and readily available to the entrance of the building served.
    - The owner is required to provide 1 lockable bicycle space per 10 required automobile parking spaces in accordance with Section 169 of the zoning by-law.

Infill Guidelines for Multiple-Family Development

- In 2008, the City of Winnipeg produced infill development guidelines to help inform the design of multiple-family developments. Below are a number of guidelines pulled from this document:
    - Site selection:
        - Encourage development along streets with sufficient capacity to accommodate the anticipated traffic generated by the development. For example, medium-density, multiple family infill housing that has the potential to generate a significant volume of vehicular traffic should be located on Artertial or Collector Streets to minimize the potential for traffic impact on Local Streets.
        - Encourage development on sites with reasonable access to Transit, AT pathways, public green space, and other public services and amenities.
    - Building setbacks:
        - Where the proposed infill building does not exceed the maximum allowable height for the existing adjacent zoning district, maintain the minimum (or greater) allowable side yard setback for that adjacent, existing zoning district.
        - Front yard setbacks should respect the established street pattern by providing setback typical of the neighbourhood.

- Building orientation:
    - The main building façade should be oriented to face the public street and encourage opportunities for informal surveillance and human activity on the street.
    - Main building entrances should be clearly identifiable, visible, and accessible from the public street.
- Vehicular access and circulation:
    - Vehicular access and egress for medium-density, multiple-family infill housing developments should be oriented on Arterial or Collector streets, where possible.
    - The location and orientation of vehicle access and egress should minimize the impact on the pedestrian environment, pedestrian safety, and adjacent properties.
    - Limit the width and quantity of curb cuts as much as possible.
- Parking and service areas:
    - Reduce the prominence and extent of parking areas by incorporating them into building design, locating them in smaller clusters, locating them behind or between buildings, or screening them from public streets and adjacent properties.
    - Allow for greater amounts of landscaped open space by making driveways, garages, and parking lots as compact and discrete as possible.
- Built form guidelines:
    - Encourage building design and use details that emphasize human scale and are pedestrian friendly at grade.
    - Reduce the perception of mass and height of large multiple-family buildings through the balanced use of colour, texture, and materials.

Public Works improvements

- As conditions of the rezoning, the Public Works Department has requested two improvements to the site:
    - That the Developer shall be responsible for the provision of a concrete sidewalk along the west side of Henderson for the full length of the property.
    - That the Developer widen Henderson Highway by 6.401m along the full length of the planned area. This widening is consistent with widenings previously obtained from properties both north and south of the subject property along Henderson.



Figure 5: Map indicating Henderson widenings north of the subject property

Compatibility with the surrounding neighbourhood

- The Urban Planning Division is broadly supportive of intensification along corridors such as Henderson Hwy for a number of reasons:
    - A mix of housing types encourage people to stay in the same community as their housing needs change.
    - More efficient use of existing infrastructure and community facilities.
    - Reduced expense on new infrastructure and transit systems.
    - Lower energy requirements for transportation due to reduced automobile travel and more opportunities for public transport, walking, and cycling.
    - Reduced rate of encroachment on undeveloped areas.
- This support is further articulated and strengthened by Council policy most strongly in the form of the Complete Communities Direction Strategy, as well as the Transit Oriented Development Handbook.
- There is a similar development (townhouse-style in a narrow lot) directly across Henderson, albeit they are one storey in height.
- That being said, in regards to any potential concerns over height, it is worth noting that the owner of the property already has rights to build up to 35 feet under the existing “R1-E” zoning. This height is the shortest maximum permitted height in the zoning by-law, and is no different than that of the proposed “RMF-S” zoning.

- The proposed density complies with the maximum permitted density of the "RMF-S" district, which would allow up to 18 units on this particular site based on a maximum lot area per dwelling unit of 1,250 sq. ft.
- An "RMF-S" rezoning along a Regional Mixed Corridor is a fairly reasonable proposal. However, the relatively narrow width of the subject property does create some challenges related to the compatibility of the proposed development. The Urban Planning Division is of the opinion that these challenges can be addressed through good design. These considerations are further articulated in the section below.

Site design issues

- As a condition of approval, the Urban Planning Division recommends that final site and building plans be approved by the East Kildonan-Transcona Community Committee and the Director of Planning, Property, and Development prior to the issuance of final building permits. This will necessitate an additional process following the rezoning. The final design should address the following considerations:
    - In accordance with the policies of the TOD Handbook and the Infill Guidelines for Multiple-Family Development, the Urban Planning Division will want to see the Henderson side treated as a front yard, not a side yard. The Urban Planning Division would prefer to see that the portion of the development closest to Henderson be oriented towards the street. This can be accomplished through the location and design of the building entrance, cladding materials, large, prominent windows, etc. Landscaping and residential-scaled fencing can be used to buffer the entrance.
    - The City's Parks Strategic Planner noted a benefit to the adjacent City park if the townhouses are oriented towards it, as they would provide natural surveillance and contribute to the safety of the park. Conversely, the Urban Planning Division recognizes the close proximity of the single family dwelling to the north and the need to minimize intrusion upon the site's privacy. As a result, Administration would prefer to see each unit oriented towards the park. The south façade should feature large windows; other elements that will increase eyes on the park, such as balconies, are encouraged. Windows on the north façade, on the other hand, should be smaller in size. Ornamental fencing along the south property line should be no taller than 4 feet in height to maximize sightlines into the park; individual gates would also be encouraged.
    - Significant attention should be given to buffering of the single family property adjacent to the north. A 6.5 ft. tall, light-proof fence should be provided in tandem with significant tree planting. These trees should be primarily coniferous.
- Other, more broad design considerations are noted. These are considerations that the Urban Planning Division highlights for nearly every multifamily development.
    - The overall building design should be made up of a distinctive, quality, architectural character and style that avoids monotonous and featureless building massing and design. Blank walls should be minimized – landscaping, aesthetic characters (such as projections and offsets), change in cladding material, glass, etc. can be used to break up tracts of continuous blank walls.
    - Well-designed, safe, and universally accessible pedestrian pathways should be provided to facilitate pedestrian movement throughout the site. This pathway system should connect to Henderson Hwy, where a pedestrian crosswalk already exists 30 ft. to the south of the property. If this pathway crosses any vehicular driveway, it should be raised

and/or delineated with a distinct pavement texture, such as stamped concrete or the use of paving stones along the edges of the sidewalk.

- Any on-site fencing should be of high quality. Where reasonably visible from Henderson, the Urban Planning Division will be looking an ornamental wood fence, wrought iron-style fence, or another alternative or similar quality as well as the possible use of brick pillars in certain locations.
- Refuse storage areas and other building services should be located internal to the building or screened from view with appropriate fencing/landscaping.
- For any multifamily development, the Urban Planning Division always encourages the provision of an area of common open space for community interaction and/or recreation. It should be purposefully integrated into the overall design of the development and not merely residual areas left over after the buildings and parking lot are sited. Common open space can include gardens, courtyards, recreation, or play areas and may include some of the following features:
    - Seasonal planting areas
    - Large, flowering trees
    - Seating areas
    - Pedestrian-scaled lighting
    - On-site community recreation amenities

RECOMMENDATION

The Complete Communities Direction Strategy is fairly explicit in its promotion of intensification along Regional Mixed Use Corridors such as Henderson Hwy. In this context, an “RMF-S” rezoning along such a corridor is a fairly reasonable proposal. However, the relatively narrow width of the subject property does pose some challenges in order to ensure that the development can be compatible with the surrounding neighbourhood. The Urban Planning Division recommends plan approval as a condition of approval; its review will be informed by the applicant’s ability to address the design considerations noted above.

This Report Submitted by: Michael Pyl
Planning, Property and Development Department
Urban Planning Division
Report Prepared by: PPD File # DAZ 234/2012

APPENDIX 'B'

Schedule "A" for File No. DAZ 234/12, East Kildonan-Transcona Community Committee, dated December 3, 2012.

