Minute No. 61
Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 19, 2018

Item No. 4 **Subdivision and Rezoning – 1982, 1984 St. Mary's Road; 2, 44, 66, 88, 108 Normand Avenue (South Winnipeg - St. Norbert Ward) File DASZ 6/2018 [c/r DAC 1/2018]**

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development, as amended, and adopted the following:

1. That the plan of subdivision proposed under File DASZ 6/2018 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 6/2018 dated July 6, 2018, with such minor changes as may be required, and registration in the Winnipeg Land Titles Office, subject to the following:

    A. That the Developer be required to enter into, execute and deliver a Servicing Agreement with the City containing all the conditions outlined in Schedule "B," the report of the Administrative Coordinating Group, dated July 6, 2018.

2. That The Winnipeg Zoning By-law No. 200/06 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 6/2018 dated July 6, 2018, to a "RMF-L" Residential Multi-Family (Large) District and a "PR1" Parks and Recreation 1 (Neighbourhood) District, subject to the following:

    A. That the applicant enter into, execute and deliver a Zoning Agreement with the City pursuant to Section 240 (1) of The City of Winnipeg Charter to include the following conditions:
        i. For those portions of the Owner's Land zoned ""RMF-L" Residential Multi-Family (Large) District the Owner must submit plans showing the location and design of any and all proposed:
            a. buildings;
            b. accessory parking areas;
            c. private approaches;
            d. garbage enclosures;
            e. fencing;
            f. landscaping;
            g. free-standing signage; and
            h. bicycle parking

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 19, 2018

COUNCIL DECISION (continued):

on the Owner's Land ("Works") to the City's Director of Planning, Property and Development ("Director") and the Riel Community Committee for approval prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

ii. That a private playground be provided on the subject property.

iii. That the maximum height of any building shall not exceed 45 feet east of the northeasterly limit of 81 Mardena Crescent (Lot 15, Block 2, Plan 46437).

iv. That the maximum height of any building shall not exceed 26 feet where it is located between the northeasterly limit of 81 Mardena Crescent (Lot 15, Block 2, Plan 46437) and the northwesterly limit of 119 Mardena Crescent (Lot 24, Block 2, Plan 46437).

v. That no buildings or accessory structures be located west of the northwesterly limit of 119 Mardena Crescent (Lot 24, Block 2, Plan 46437).

vi. That no buildings be located within 25 feet from the south property line.

vii. That the minimum lot area per dwelling unit shall not be less than 800 square feet.

3. That the City owned property located north of Normand Avenue, identified as Subject City Property on the attached Figure 1 (Misc. Plan 15321/10), be declared surplus to the needs of the City.

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

5. That in the event the matter is not proceeded with expeditiously and the by-law is not passed within two (2) years 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 the two (2)-year period and Council approves the extension.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 19, 2018

COUNCIL DECISION (continued):

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

7. That the subdivision section of the by-law shall come into force and effect upon registration of the Plan of Subdivision in the Winnipeg Land Titles Office and execution of the City of Winnipeg of the Servicing Agreement.

8. That the zoning section of the by-law shall come into force and effect when the Plan of Subdivision is registered in the Winnipeg Land Titles Office and the Zoning Agreement is registered in the Winnipeg Land Titles Office by caveat against the subject lands, provided that said effective date occurs within one (1) year from the date the by-law is passed.

9. That the plan of subdivision shall be approved and signed by the Director of Planning, Property and Development within one (1) year from the date the by-law is passed, failing which the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of the one-year period and Council approves the extension.

10. That in the event the necessary City of Winnipeg mylar approval signatures have not been secured within twelve (12) months after adoption of the by-law, 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 twelve (12) month period and the extension is subsequently approved by Council.

11. 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, Heritage and Downtown Development – November 19, 2018

DECISION MAKING HISTORY:

Moved by Councillor Mayes,

That the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development be adopted.

In amendment,

Moved by Councillor Mayes,
Seconded by Councillor Lukes,

WHEREAS on September 12, 2018, the Riel Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and recommended to Council that a Subdivision and Rezoning for 1982, 1984 St. Mary's Road; 2, 44, 66, 88, 108 Normand Avenue (DASZ 6/2018) be approved.

AND WHEREAS the amendment to the Winnipeg Public Service recommendation 2.A.iii, was not accurately captured in the Recommendation to Council;

THEREFORE BE IT RESOLVED that Recommendation 2.A.iii of Item No. 4 of the Report of the Standing Policy Committee on Property and Development, Heritage and Downtown Development dated November 19, 2018 be deleted and replaced with the following:

"2.A.iii. That the maximum height of any building shall not exceed 45 feet east of the northeasterly limit of 81 Mardena Crescent (Lot 15, Block 2, Plan 46437)."

The amendment was put and declared carried.

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

(See Minute No. 57 for disclosure of conflict by Councillor Chambers)

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On December 5, 2018, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development and submitted the matter to Council.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 19, 2018

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION:

On November 19, 2018, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Riel Community Committee, with the following amendments:

- Amend Recommendation 2.A.ii, by adding the word "private" before "playground".

- Amend Recommendation 2.A.iv by replacing "Lot 17" with "Lot 15"

and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 12, 2018, the Riel Community Committee concurred in the recommendation of the Winnipeg Public Service, with the following amendments:

- Delete recommendation 2.A.ii. in its entirety, and replace it with the following new recommendation 2.A.ii.:

  "2.A.ii. That a playground be provided on the subject property."

- Delete recommendation 2.A.iii. in its entirety, and replace with the following new recommendation 2.A.iiii.:

  "2.A.iii. That the maximum height of any building shall not exceed 45 feet east of the northeasterly limit of 81 Mardena Crescent (Lot 15, Block 2, Plan 46437)."

- In recommendation 2.A.iv., and replace "89" with "81"

and forwarded the matter to the Standing Policy Committee on Property and Development, Heritage and Downtown Development.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 19, 2018

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

On July 16, 2018, the Riel Community Committee concurred in the recommendation of the Winnipeg Public Service, did not hear any representation on the application, and adjourned the public hearing to its meeting on September 10, 2018, at 5:30 p.m. in the Council Building at 510 Main Street in order to give the applicant additional time to complete a geotechnical report and to continue to engage the community on the proposed project.

RE: **Subdivision and Rezoning – 1982, 1984 St. Mary's Road; 2, 44, 66, 88, 108 Normand Avenue**
File DASZ 6/2018 [c/r DAC 1/2018]

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

Prepared by: **Rochelle Viray, Committee Clerk**
Riel Community Committee

Report date: **September 14, 2018**

COMMUNITY COMMITTEE RECOMMENDATION:

On September 12, 2018, the Riel Community Committee concurred in the recommendation of the Winnipeg Public Service, ***as amended,*** and recommended to the Standing Policy Committee on Property and Development, Heritage and Downtown Development:

1. That the plan of subdivision proposed under File DASZ 6/2018 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 6/2018 dated July 6, 2018, with such minor changes as may be required, and registration in the Winnipeg Land Titles Office, subject to the following:

    A. That the Developer be required to enter into, execute and deliver a Servicing Agreement with the City containing all the conditions outlined in Schedule "B," the report of the Administrative Coordinating Group, dated July 6, 2018.

2. That The Winnipeg Zoning By-law No. 200/06 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 6/2018 dated July 6, 2018, to a "RMF-L" Residential Multi-Family (Large) District and a "PR1" Parks and Recreation 1 (Neighbourhood) District, subject to the following:

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

i. For those portions of the Owner's Land zoned ""RMF-L" Residential Multi-Family (Large) District the Owner must submit plans showing the location and design of any and all proposed:

a. buildings;
b. accessory parking areas;
c. private approaches;
d. garbage enclosures;
e. fencing;
f. landscaping;
g. free-standing signage; and
h. bicycle parking

on the Owner's Land ("Works") to the City's Director of Planning, Property and Development ("Director") and the Riel Community Committee for approval prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

~~***ii. That the maximum height of any building shall not exceed 65 feet within 1,000 feet from the easterly property line.***~~

ii. That a playground be provided on the subject property.

~~***iii. That the maximum height of any building shall not exceed 45 feet between 1001 feet from the easterly property line and the northeasterly limit of 89 Mardena Crescent (Lot 17, Block 2, Plan 46437).***~~

iii. That the maximum height of any building shall not exceed 45 feet east of the northeasterly limit of 81 Mardena Crescent (Lot 15, Block 2, Plan 46437).

iv. That the maximum height of any building shall not exceed 26 feet where it is located between the northeasterly limit of ***81*** ~~***89***~~ Mardena Crescent (Lot 17, Block 2, Plan 46437) and the northwesterly limit of 119 Mardena Crescent (Lot 24, Block 2, Plan 46437).

v. That no buildings or accessory structures be located west of the northwesterly limit of 119 Mardena Crescent (Lot 24, Block 2, Plan 46437).

vi. That no buildings be located within 25 feet from the south property line.

vii. That the minimum lot area per dwelling unit shall not be less than 800 square feet.

3. That the City owned property located north of Normand Avenue, identified as Subject City Property on the attached Figure 1 (Misc. Plan 15321/10), be declared surplus to the needs of the City.

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

5. That in the event the matter is not proceeded with expeditiously and the by-law is not passed within two (2) years 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 the two (2)-year period and Council approves the extension.

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

7. That the subdivision section of the by-law shall come into force and effect upon registration of the Plan of Subdivision in the Winnipeg Land Titles Office and execution of the City of Winnipeg of the Servicing Agreement.

8. That the zoning section of the by-law shall come into force and effect when the Plan of Subdivision is registered in the Winnipeg Land Titles Office and the Zoning Agreement is registered in the Winnipeg Land Titles Office by caveat against the subject lands, provided that said effective date occurs within one (1) year from the date the by-law is passed.

9. That the plan of subdivision shall be approved and signed by the Director of Planning, Property and Development within one (1) year from the date the by-law is passed, failing which the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of the one-year period and Council approves the extension.

10. That in the event the necessary City of Winnipeg mylar approval signatures have not been secured within twelve (12) months after adoption of the by-law, 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 twelve (12) month period and the extension is subsequently approved by Council.

11. 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.

Note: The wording in bold and italics denotes amendments made by the Community Committee.

The Riel Community Committee provided the following supporting reasons for its recommendation:

1. On page 34 in the report, it states that one of the key directions in *Complete Communities Direction Strategy* is to ensure that infill development is done in a context sensitive manner.

2. One of the key factors when assessing if a proposed multi-family infill project is context sensitive to its surroundings is to look at building heights and to assess them in relation to adjacent land uses and their proximity to said land uses.

3. Recognize that the density of this proposal, from a Zoning and by law point of view, is in accordance to city policy – but from a context sensitive perspective; we've heard residents' concerns about density, about the greenspace and sensitivity of the area, and we know of and greatly appreciate the long term commitment to Henteleff Park.

4. This often is about compromise; working together and collaborating.

5. We have to think as Councillors for the area and representatives, but simultaneously we also have to think about the city as a whole, and we have to be cognizant of the next levels of committee decisions.

6. The recommendation being made supports integration into the area, is context sensitive, and it will increase the greenspace.

PUBLIC HEARING SUMMARY

File: DASZ 6/2018

Before: Riel Community Committee
Councillor Allard, Chairperson
Councillor Mayes
Councillor Lukes

Public Hearing: September 12, 2018
July 16, 2018
Council Building, 510 Main Street

Applicant: Affinity Architecture (Mark Funk)

Subject:



Premises Affected: 1982, 1984 St. Mary's Road; 2, 44, 66, 88, 108 Normand Avenue

Exhibits Filed:

1. Application dated March 29, 2018
2. Notification of Public Hearing dated June 18, 2018
3. Manitoba Status of Titles 1145131/1, 2455922/1, 2805927/1, 2366351/1, 1145125/1, 1563279/1, 1357780/1, 2455918/1
4. Letter of authorization dated October 4, 2017 from Paul Arthur Emile Bilodeau to 7220953 Manitoba Ltd.
5. Letter of authorization dated October 5, 2017 from Julie Amy Gyselinck to 7220953 Manitoba Ltd.
6. Letter of authorization dated October 5, 2017 from Mary Dyck to 7220953 Manitoba Ltd.
7. Letter of authorization dated October 2017 from Paul Viallet to 7220953 Manitoba Ltd.
8. Letter of authorization dated November 2, 2017 from Shahin M. Matabbar to 7220953 Manitoba Ltd.
9. Letter of authorization dated February, 2018 from Edward Balik to 7220953 Manitoba Ltd.
10. Letter of authorization dated February 16, 2018 from G. Milnes (7220953 Manitoba Ltd.) to Affinity Architecture Inc.
11. Letter of authorization dated April 9, 2018 from the City of Winnipeg to Affinity Architecture Inc.
12. Caveats 4923778/1, 4923777/1
13. Plans (10 pages)
14. Report from the Urban Planning Division dated July 6, 2018
15. Inspection Report
16. Revised Plans (10 pages)
17. Communication dated July 10, 2018, from Margaret Diane Schurek in opposition to the application
18. Communication dated July 5, 2018, from Cam Dilay in opposition to the application
19. Communication dated July 15, 2018, from Eric and Joan Sawyer in opposition to the application
20. Communication dated July 16, 2018, from Pat Richards in opposition to the application
21. Revised Plans (10 Pages)
22. Site Plan changes
23. Normand Avenue Property Development Preliminary Geotechnical Assessment Report

24. Communication dated July 12, 2018, from Donovan Toews and Brendan Salakoh with regards to the application
25. Revised Report from the Urban Planning Division dated September 6, 2018
26. Communication dated September 6, 2018, from Gerald and Nancy Bravi in opposition to the application
27. Communication and drawing dated September 11, 2018, from Craig Perret with regards to the application
28. Communication dated September 12, 2018, from Lynne Urbanowski in opposition to the application
29. Communication dated September 12, 2018, from Monique and Michel Arbez in opposition to the application
30. Presentation in support of the application submitted by the Applicant at the public hearing
31. Petition in opposition to the application purporting to contain the signatures of 77 area residents, submitted by Gilbert Cloutier
32. Communication dated September 12, 2018, from Gilbert Cloutier in opposition to the application
33. Petition in opposition to the application purporting to contain the signatures of 42 area residents, submitted by Louis Pereira
34. Petition in opposition to the application purporting to contain the signatures of 42 area residents, submitted by Louis Pereira
35. Petition in opposition to the application purporting to contain the signatures of 182 area residents, submitted by Owen Clune

REPRESENTATIONS:

In Support:

Bruno Arpin
Paul Bilodeau
Mark Funk
Nikolas Joyal
Kate Kennedy
Randy Koroscil
Mara Koven-Lapointe
Nickia Krahn
Geoff Milnes
Anastasia Nykyforov
Rob Robson
Brendan Salakoh
Daniel Serhal
Clint Toews
Donovan Toews
Pearl Toews

In Opposition:

Michel Arbez
Monique Arbez
Linda Ames
Robert Ames
Kent Bannister
Barbara Bazinet
Roland Bazinet
Bryan Bjerring
Bev Born
Brian Born
John Borody
Gerald Bravi
Nancy Bravi
Corinne MJ Caron
Markus Chambers
Glenn Churchill
Gilbert Cloutier
Lorraine Cloutier
Owen Clune
Estelle Dandeneau
Allan Dandeneau
Sandra Davidson
Jennifer Devodder
Cam Dilay
Lisa Dorber
Jon Dundas
Delphina English
Michel English
Andrew Enns
Kathryn Enns
Cameron Funk
George Gereben
Donna Gereben
Marvie Gordon
Edna Guinan
Jim Hamilton
Marlyn Harding
Bob Hayden
Lorraine Hayden
Bryon Heinrichs
Saul Henteleff
Yude Henteleff
Elma Hiebert
Ernest Hiebert
Heather Irving
Murray Kadys
Tony Kwong
Cherryl Lenton
Marilyn Loewen
Russ Loewen
Janice Loiselle
Alexandra Mathieson
Don Mathieson
Dianna McGavin
Gina Morgan
David Osborne
Fausto Pereira
Louis Pereira
Craig Perrett
Sheila Pursey
Edward Reimer
Trudy Reimer
Pat Richards
Carol Roy
Philippe Sabourin
Eric Sawyer
Joan Sawyer
Margaret Diane Schurek
Hilla Schnellert
Debbie Senecal
Lorne Strobe
Lynne Urbanowski
Frank Weiss
Pat Weiss
Lorna Winterburn
Joel Wortley

For Information:

Judith Bjerring
M. J. Corinne Caron
Nick Rulen

For the City:

B. Buyachok, Real Property Officer, Planning, Property and Development Department
K. Thiessen, Riverbank Management Engineer, Planning, Property and Development Department
R. Mahé, Planner, Planning, Property and Development Department
E. Finnigan, Planner, Planning, Property and Development Department
S. Jerez, Planner, Planning, Property and Development Department

Exhibit "25" referred to in File DASZ 6/2018

REVISED ADMINISTRATIVE REPORT

Title: DASZ 6/2018 – 1982, 1984 St. Mary's Road; 2, 44, 66, 88, 108 Normand Avenue- Public Hearing

Issue: An application for consideration at the Public Hearing to rezone the land at 1982 & 1984 St. Mary's RD and properties located north of Normand Avenue, west of St. Mary's Road, from an "RR5" Rural Residential 5 District and a "PR1" Parks and Recreation 1 (Neighbourhood) District to an "RMF-L" Residential Multi-Family (Large) District and "PR-1" Parks and Recreation 1 (Neighbourhood) District to facilitate the consolidation of lands for the construction of a multi-family dwelling use and to facilitate the continuation of Henteleff Park.

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

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Smith	N/A	N/A	

RECOMMENDATIONS

1. That the plan of subdivision proposed under File DASZ 6/2018 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 6/2018 dated July 6, 2018, with such minor changes as may be required, and registration in the Winnipeg Land Titles Office, subject to the following:

    A. That the Developer be required to enter into, execute and deliver a Servicing Agreement with the City containing all the conditions outlined in Schedule "B," the report of the Administrative Coordinating Group, dated July 6, 2018.

2. That The Winnipeg Zoning By-law No. 200/06 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 6/2018 dated July 6, 2018, to a "RMF-L" Residential Multi-Family (Large) District and a "PR1" Parks and Recreation 1 (Neighbourhood) District, subject to the following:

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

      i. For those portions of the Owner's Land zoned ""RMF-L" Residential Multi-Family (Large) District the Owner must submit plans showing the location and design of any and all proposed:

         a. buildings;

         b. accessory parking areas;

         c. private approaches;

         d. garbage enclosures;

         e. fencing;

         f. landscaping;

         g. free-standing signage; and

         h. bicycle parking

      on the Owner's Land ("Works") to the City's Director of Planning, Property and Development ("Director") and the Riel Community Committee for approval prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

      ii. That the maximum height of any building shall not exceed 65 feet within 1,000 feet from the easterly property line.

      iii. That the maximum height of any building shall not exceed 45 feet between 1001 feet from the easterly property line and the northeasterly limit of 89 Mardena Crescent (Lot 17, Block 2, Plan 46437).

      iv. That the maximum height of any building shall not exceed 26 feet where it is located between the northeasterly limit of 89 Mardena Crescent (Lot 17, Block 2, Plan 46437) and the northwesterly limit of 119 Mardena Crescent (Lot 24, Block 2, Plan 46437).

      v. That no buildings or accessory structures be located west of the northwesterly limit of 119 Mardena Crescent (Lot 24, Block 2, Plan 46437).

      vi. That no buildings be located within 25 feet from the south property line.

      vii. That the minimum lot area per dwelling unit shall not be less than 800 square feet.

3. That the City owned property located north of Normand Avenue, identified as Subject City Property on the attached Figure 1 (Misc. Plan 15321/10), be declared surplus to the needs of the City.

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

5. That in the event the matter is not proceeded with expeditiously and the by-law is not passed within two (2) years 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 the two (2)-year period and Council approves the extension.

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

7. That the subdivision section of the by-law shall come into force and effect upon registration of the Plan of Subdivision in the Winnipeg Land Titles Office and execution of the City of Winnipeg of the Servicing Agreement.

8. That the zoning section of the by-law shall come into force and effect when the Plan of Subdivision is registered in the Winnipeg Land Titles Office and the Zoning Agreement is registered in the Winnipeg Land Titles Office by caveat against the subject lands, provided that said effective date occurs within one (1) year from the date the by-law is passed.

9. That the plan of subdivision shall be approved and signed by the Director of Planning, Property and Development within one (1) year from the date the by-law is passed, failing which the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of the one-year period and Council approves the extension.

10. That in the event the necessary City of Winnipeg mylar approval signatures have not been secured within twelve (12) months after adoption of the by-law, 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 twelve (12) month period and the extension is subsequently approved by Council.

11. 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 is proposing to rezone the land at 1982 & 1984 St. Mary's RD and properties located north of Normand Avenue, west of St. Mary's Road, from an "RR5" Rural Residential 5 District and a "PR1" Parks and Recreation 1 (Neighbourhood) District to an "RMF-L" Residential Multi-Family (Large) District and "PR-1" Parks and Recreation 1 (Neighbourhood) District to facilitate the consolidation of lands for the construction of a multi-family dwelling use and to facilitate the continuation of Henteleff Park.

- Subdivisions and rezonings require a Public Hearing as per the *Development Procedures By-law* and *The City of Winnipeg Charter.*
- The Report is being submitted for the Committee's consideration of the development application at the Public Hearing.

IMPLICATIONS OF THE RECOMMENDATIONS

- If the recommendations of the Urban Planning Division are concurred in, the subject site will be subdivided and rezoned consistent with the map provided in Schedule "A" of this report.
- If the recommendations of the Urban Planning Division are concurred in, the subject site will require a land exchange agreement with the City of Winnipeg. The applicant and the Real Estate and Land Development Division have agreed to an agreement in principle which will require approval from Council at a later date.

HISTORY

- The Riel Community Committee concurred in the recommendation of the Winnipeg Public Service, did not hear any representation on the application, and adjourned the public hearing to its September meeting in order to give the applicant additional time to complete a geotechnical report and to continue to engage the community on the proposed project.

CONSULTATION

- In preparing this report there was consultation with: N/A

SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning
Prepared by:	Richard Mahé
Date:	September 6, 2018
File No.	DASZ 6/2018

List of Schedules and Attachments

1. Appendix A Planning Discussion

2.	Schedule “A”	Recommended File No. DASZ 6/2018 Riel Community Committee, dated July 6, 2018
3.	Schedule “B”	Report of the Administrative Coordinating Group (ACG), dated July 6, 2018

APPENDIX 'A'

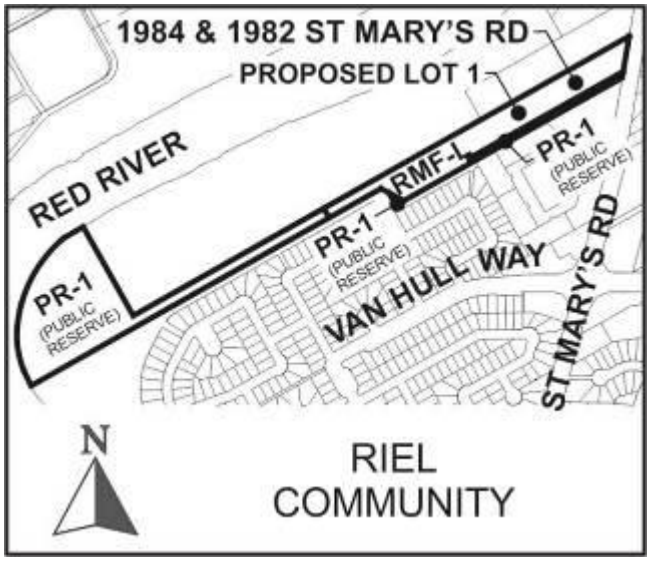
DATE: September 6, 2018

FILE: **DASZ 6/2018**
RELATED FILES: DAC 1/18

COMMUNITY: Riel
NEIGHBOURHOOD #: 5.527 (Normand Park)

SUBJECT: An application to rezone the land at 1982 & 1984 St. Mary's RD and properties located north of Normand Avenue, west of St. Mary's Road, from an "RR5" Rural Residential 5 District and a "PR1" Parks and Recreation 1 (Neighbourhood) District to an "RMF-L" Residential Multi-Family (Large) District and "PR-1" Parks and Recreation 1 (Neighbourhood) District to facilitate the consolidation of lands for the construction of a multi-family dwelling use and to facilitate the continuation of Henteleff Park.

LOCATION: 1982 & 1984 St. Mary's RD and properties located north of Normand Avenue, west of St. Mary's Road (see map below)



APPLICANT: Affinity Architecture
Unit 200 – 4 Fort Street
Winnipeg, MB R3C 1C4

OWNER: 7220953 Manitoba Ltd.
201-1364 McPhillips Street
Winnipeg, MB R2X 2M4

RECOMMENDATION: Approval with Conditions

SITE DESCRIPTION

- There are several properties that form this application. They are as follows:

Property	Ownership	Land size (approx.)	Zoning	Current use
1982 St. Mary's RD	Private	14.0 acres	RR5	Single family dwelling
1984 St. Mary's RD	Private	0.26 acres	RR5	Single family dwelling
2 Normand AVE	Private	0.3 acres	RR5	Single family dwelling
44 Normand AVE	Private	0.7 acres	RR5	Single family dwelling and derelict accessory structures
66 Normand AVE	Private	0.4 acres	RR5	Single family dwelling
88 Normand AVE	Private	0.3 acres	RR5	Vacant lot
108 Normand AVE	Private	0.44 acres	RR5	Single family dwelling
Normand AVE	City of Winnipeg	2.42 acres	N/A	Road right-of-way with a rural residential character (not to current City of Winnipeg standards).
Part of Public Reserve	City of Winnipeg	0.03 acres	PR1	Parks space with trees
Roll #08005959000 located on Normand AVE	City of Winnipeg	0.1 acres	RR5	Vacant lot

Table 1: Lands that form part of the development application

- All of these properties, as part of this proposed redevelopment, are located along a Community Mixed Use Corridor (St. Mary's RD) under the *Complete Communities Direction Strategy*.in the Normand Park neighbourhood of the South Winnipeg – St. Norbert Ward.
- The entire planning area is approximately 19 acres in area. This includes both private and public lands (see Table 1 above).

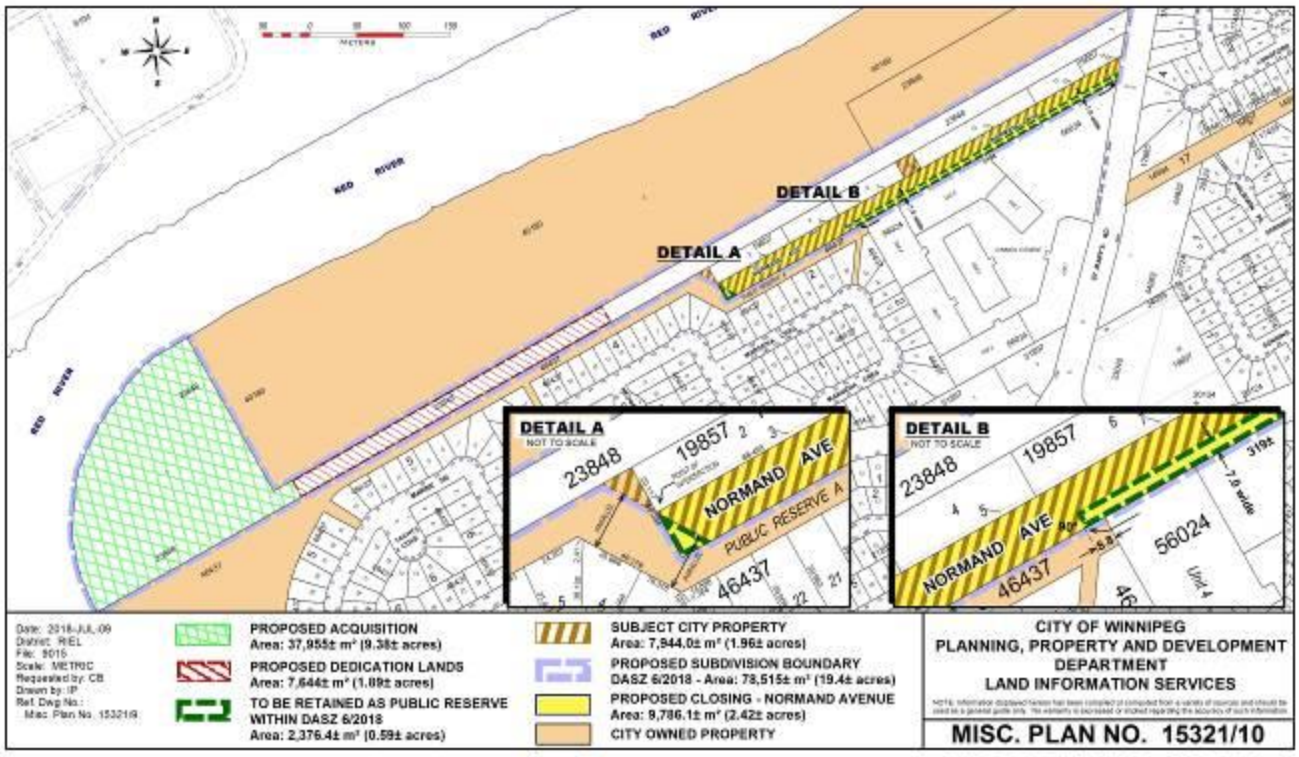


Figure 1: Miscellaneous plan showing approximate area of the subject properties

SURROUNDING LAND USES AND ZONING (See Figure 2)

North: Red River and park lands zoned PR2 (Parks and Recreation 2 Community)

South: Public pathway zoned PR1 (Parks and Recreation 1 Neighbourhood), Multi-family apartments zoned RMF-L (Residential Multi-Family Large) and single family homes zoned R1-M (Residential Single-Family Medium).

East: St. Mary's RD and single family homes zoned R1-M (Residential Single-Family Medium)

West: The Red River.



Figure 2: Zoning of the site and surrounding area (2016).

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing to rezone the land at 1982 & 1984 St. Mary's RD and properties located north of Normand Avenue, west of St. Mary's Road, from an "RR5" Rural Residential 5 District and a "PR1" Parks and Recreation 1 (Neighbourhood) District to an "RMF-L" Residential Multi-Family (Large) District and "PR-1" Parks and Recreation 1 (Neighbourhood) District to facilitate the consolidation of lands for the construction of a multi-family dwelling use and to facilitate the continuation of Henteleff Park.
- As part of this application, the applicant has applied to close Normand Avenue (see associated application DAC 1/2018). The Water and Waste Department has requested that a 7.0m wide portion of the closing area be retained by the City as a utility corridor for existing services. The corridor is identified as Parcel "B" on Misc. Plan No. 15321/8 (see Figure 3 below). The Parks and Open Spaces Division have also requested that a portion of the closing area be retained by the City as Public Reserve, identified as Parcel "C" on the sketch. Both Parcels "B" and "C" are to be rezoned as PR-1 lands and dedicated as Public Reserves for park uses as part of this application.

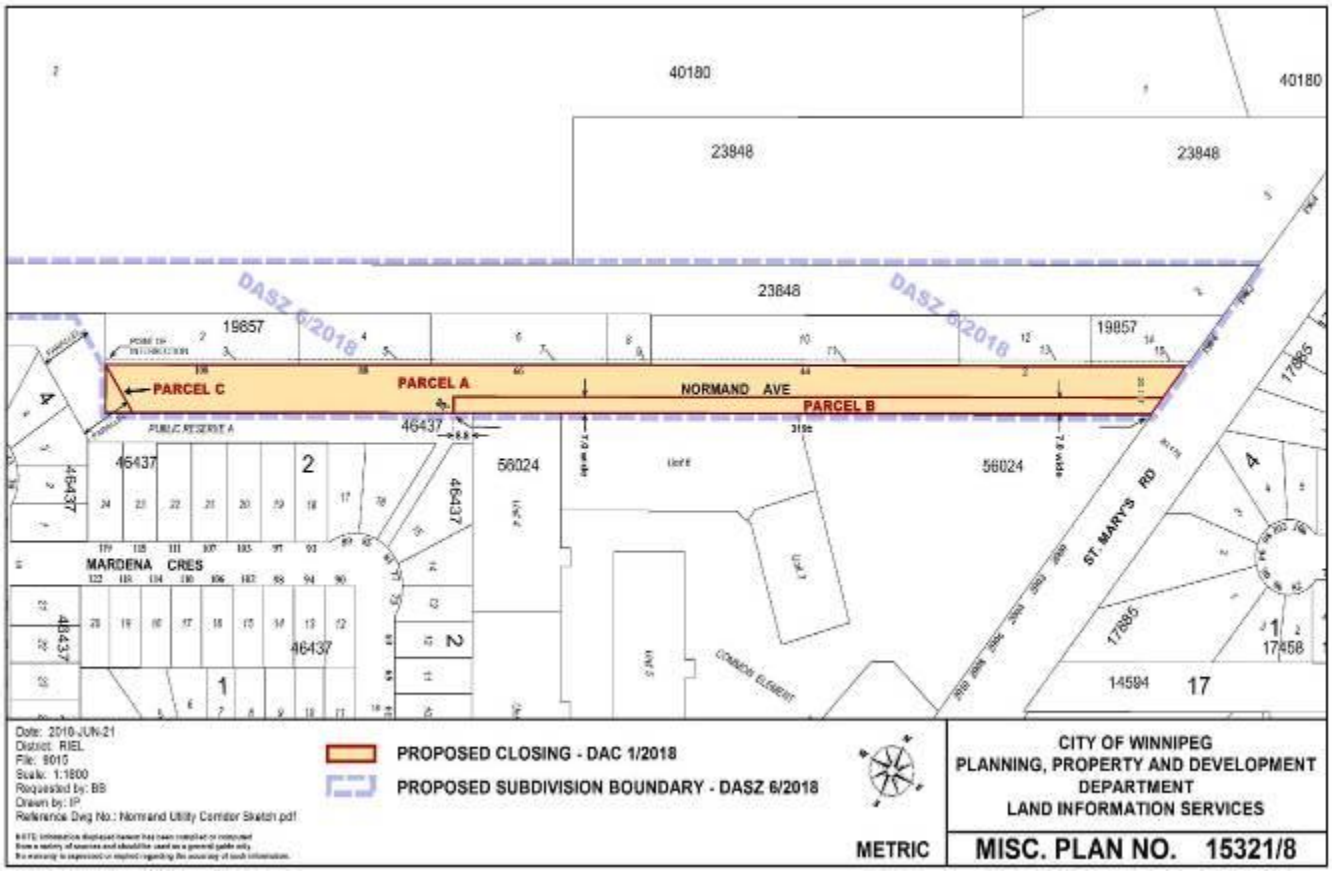


Figure 3: Misc. Plan No. 15321/8

- The total area of the land is approximately 19 acres in size. Approximately 7.5 acres will be developed for their multi-family project and the remaining lands will be zoned PR-1 (see Figure 4 below) for park uses (e.g. pathways, naturalized areas).

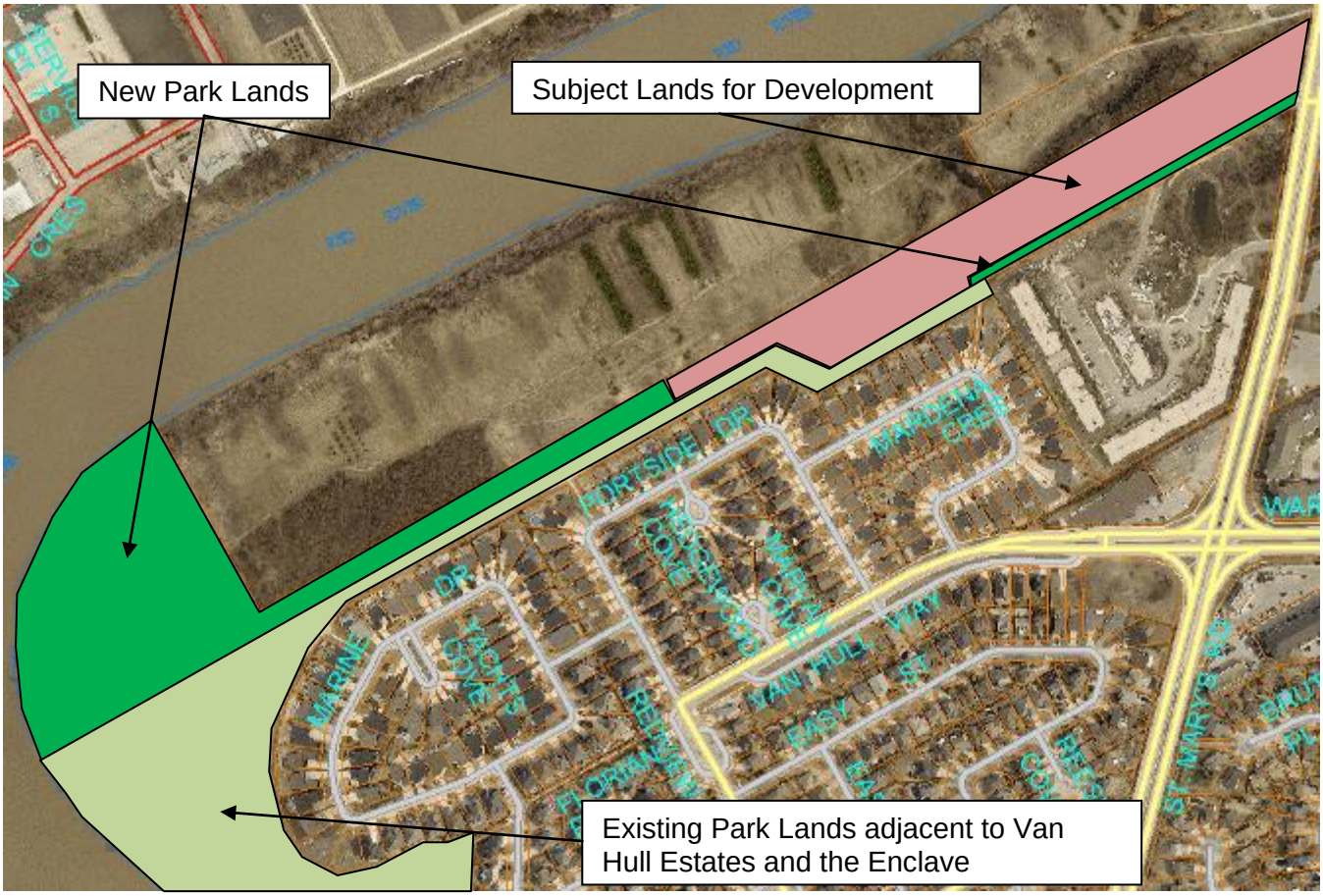


Figure 4: Proposed distribution of development lands and new park space

- As part of this application, the applicant has revised their original plans to reflect on-going discussions they have had with the community and the geotechnical report from KGS Group. This geotechnical report was created to meet the requirements of the Riel Community Committee meeting on July 16th, 2018, where the Committee adjourned the public hearing to give the applicant additional time to complete a geotechnical report and to continue to engage the community on the proposed project.
- The developed portion of the land is being proposed as a multi-family project with 355 dwelling units over the following buildings (see Figure 5 below):
  - Buildings 1 through 3 are intended to be apartment style buildings that are 6-stories tall (65 feet) with 77 units in each building. Each of these buildings will also include 47 underground parking stalls.
  - Buildings 4 and 5 are intended to be apartment style buildings that are 4 storeys tall (45 feet) with 49 units and 47 underground parking stalls in each.

- Buildings 6 through 10 are intended to be townhouse style buildings that are 2-storeys tall (26 feet). Buildings 6 through 9 will have 5 units each and building 10 (westerly building) will have 6 units.

- Vehicular access to the site will be from St. Mary's Road. There is a median cut at St. Mary's Road to allow northbound left turns from the subject property.
- Landscaping details have not been fully articulated at this point. Typically landscaping details are provided at the plan approval stage if the development application is approved.

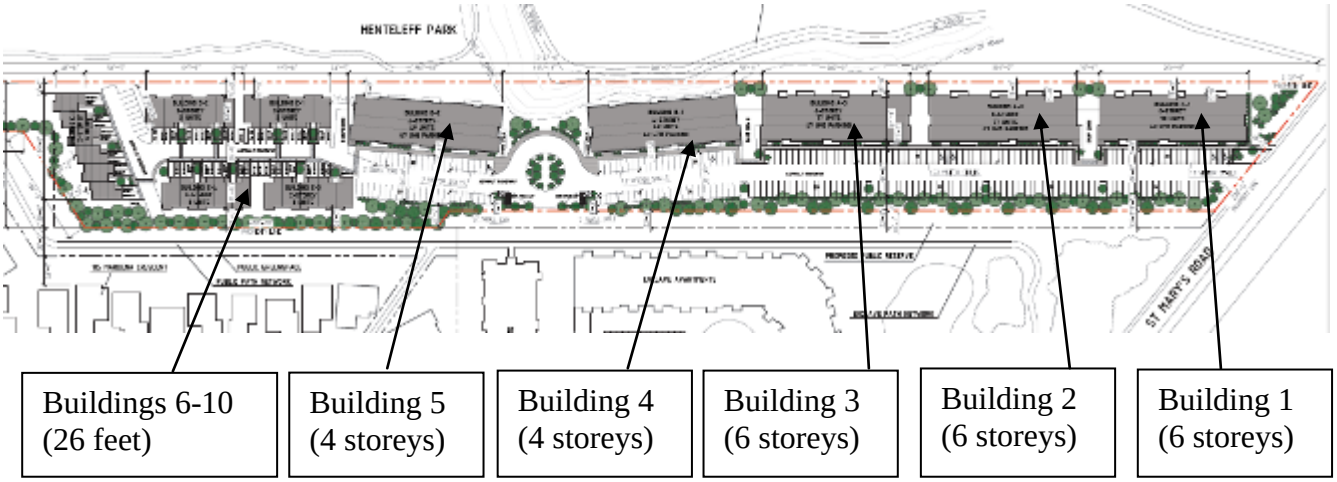


Figure 5: proposed site plan

ANALYSIS AND ISSUES

- All development within the City of Winnipeg must be consistent with *OurWinnipeg* and the *Complete Communities Direction Strategy*. Additionally, the City of Winnipeg has policy documents and strategies that further implement the City's development vision (e.g. Transportation Master Plan and the Pedestrian and Cycling Strategies). Together, these documents provide a policy context for informing the Winnipeg Public Service's position on development applications which seek to change development rights on the subject properties.

COMPLETE COMMUNITIES DIRECTION STRATEGY (CCDS)

- Under the *Complete Communities Direction Strategy* the proposed development is located along a Community Mixed Use Corridor (St. Mary's Road). Our Community Mixed Use Corridors are characterized by a mix of uses within a pedestrian friendly environment and are served by frequent transit.
- Part of the vision for providing housing along our Corridors is to: "*provide the option to choose from a variety of different housing types–from apartments, to single-family homes, to townhouses–as your housing needs change, without leaving the neighbourhood where you feel familiar and where you have built social networks".* Providing housing options is key to creating a more complete community.

- Additionally, one of the key directions in assessing how we accommodate growth along our Corridors is to ensure that development: "*concentrates urban development in a built form that helps to optimize existing investment, municipal infrastructure, and facilities"*.
- Further, with regards to this proposal, the key policies guiding the development along Mixed Use Corridors include:
    - Promote the highest levels of intensification at significant intersections. Between each centre, lower intensities of commercial, residential and mixed use development are appropriate.
    - Support a range of housing opportunities in terms of type, tenure, unit size.
    - Encourage the tallest buildings and highest densities close to major transit stops and stations.
    - Encourage the transition of development towards the outer edges of each Centre and Corridor that is sensitive to the scale, massing, height, form and character of the surrounding area.
    - Promote high-quality plazas, parks and streetscapes as focal points and networks that are connected to the greater community.
    - Support development that is sensitive to conserving historically significant features and resources.
    - Support development in accordance with Universal Design and Crime Prevention Through Environmental Design (CPTED) policies.

- A key section of CCDS which impacts how the redevelopment of these lands is to be assessed is the Parks, Places and Open Spaces section of CCDS. Winnipeg's Parks, Places and Open Spaces contribute to all its citizens' enjoyment and quality of life. These public spaces are valued as essential to the urban fabric, encouraging and promoting healthy lifestyles, cleaner environments, connectivity, recreation, community pride and urban beautification. The Key Direction within this section states that "*In order for Winnipeg to become a healthy, self-sustaining, 'green' and vibrant city, we need strategies that will […] balance the competing interests of development and preservation*". This proposed project provides the City with an opportunity to do both. The lands proposed to be redeveloped are not park lands needing to be preserved, but the approximately 11.5 acres of land that will become park space allows the City the ability to preserve critical riverbank lands for future generations. It also provides the City with an opportunity to complete part of our Major Open Space Network (see Figure 6 below).
- Further, publicly owned riverbanks are an asset to the entire City and this acquisition will assist with on-going efforts to sustain, enhance and preserve access to rivers. Before the notion of Active Transportation, the City was actively pursuing the acquisition of lands as a priority under Plan Winnipeg and to fulfill the plan for a Riverbank Parkway System. The Riverbank Parkway System was initiated in 1993 (Council approval - Item 915, Sept 26, 1993) with the intention to develop and enhance a linear parkway system along the two primary waterways. At that time the network was define by 16 Parkway segments, which was later

consolidated into 6 parkway segments (Council Approval April 26, 2006). This subject site comprises a portion of the south limit of the Boni-Vital Parkway and this particular parcel has been considered a significant gap in the system (see Figure 8 below).

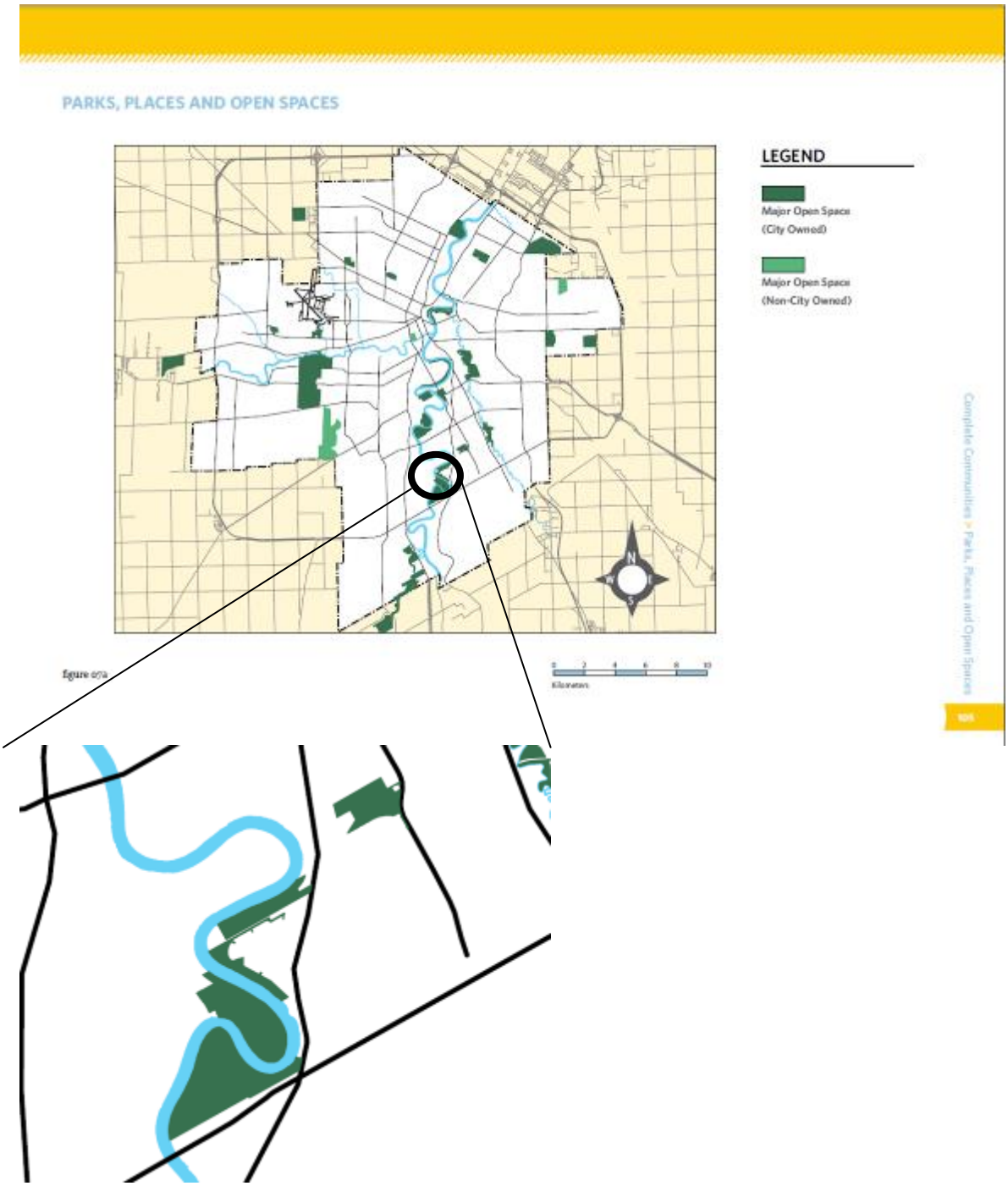


Figure 6: Major Open Space (City Owned) in Complete Communities Direction Strategy

- With regard to this proposal, the key policies guiding the development in regards to our Parks, Places and Open Spaces include:
    - Maintain our Ribbons of Green (riverbanks, urban street trees, green corridors) and provide a well-managed urban forest that contributes to air, water, environmental and aesthetic quality.
    - Protect and enhance public access to our riverbank and forest environments and expand ecological networks and linkages.
    - Provide safe and accessible park spaces and a continuous and integrated linear parkway network that connects neighbourhoods and communities to their parks and other major city attractions.
    - Continue to develop and improve pedestrian and bicycle friendly environments by expanding and enhancing the citywide multi-use path network.
    - Recognize and protect lands designated as Major Open Space for recreational uses and the preservation of natural habitats.

TRANSPORTATION MASTER PLAN (TMP)

- The purpose of this Transportation Master Plan (TMP) is to present a long-term strategy to guide the planning, development, renewal and maintenance of a multi-modal transportation system in a manner that is consistent with projected needs, and aligned with the City's growth and the overall vision for a sustainable Winnipeg and region.
- The TMP identifies the riverbank lands between Henteleff and Van Hull Estates as Proposed Additions to the AT Network (Map 4 – Active Transportation). Consequently, this project would meet the objectives of the TMP.
- Further, the TMP contains a goal of ensuring that a range of mobility options are available to Winnipeg residents, visitors, and employees. In order to achieve this, the Transportation Master Plan contains directions that call for the development of comprehensive Pedestrian and Cycling Strategies to provide guidance on the City's efforts to support mobility and connectivity as it relates to walking and cycling.

PEDESTRIAN AND CYCLING STRATEGIES

- The Pedestrian and Cycling Strategies are intended to implement Winnipeg's walking and biking vision, including infrastructure investments. The Pedestrian and Cycling Strategies are ultimately intended to support and build on the vision and policy direction of several overarching documents: OurWinnipeg, Direction Strategies (including CCDS), and the City's Universal Design Policy, as well as the Transportation Master Plan
- This project will help meet the following Key Directions from the Pedestrian and Cycling Strategy:

- One of the key directions from this strategy is to expand and enhance the pedestrian and bicycle network (Key Direction 1A & 1B).
- *2B.v. Continue to look for opportunities to maximize connectivity between the pedestrian and bicycle networks and transit network*.
- *5A.vii. Ensure site design in redevelopment sites to enhance pedestrian and bicycle connectivity within mixed use centres and corridors.*
- *5A.viii. Ensure that the bicycle network and sidewalk network provide connections to all Mixed Use Centres and Corridors*

- The heart of Winnipeg's on-street pedestrian and cycling facilities include an extensive network of sidewalks, bicycles lanes, and bicycle boulevards, while the off-street network is defined by the expansive multi-use pathways that loop through and around different neighbourhoods, parks and open spaces of Winnipeg. Many Winnipeg residents enjoy walking and cycling in the City for both recreation and transportation purposes, due to the existing infrastructure, the pathway systems, the flat topography, and scenic riverfront and views offered up in many parts of the community. The Normand Park neighbourhood, which includes Van Hull Estates, is a prime example of the investment in that network by taking advantage of a beautiful natural environment and scenic riverfront views. However, there is a notable gap in this network, which can make walking and cycling uncomfortable and create barriers as is the case here, where private land separates Henteleff Park to the riverbank lands adjacent to Van Hull Estates. This project would connect that network. The benefits of a more integrated and connected network of both on and off-street facilities can significantly improve the ease of moving around the community.
- Further, it should also be noted that the Public Works Department, as part of their Walk/Bike projects, have conducted a River Road to Rivergate Drive Connection project. The City of Winnipeg is preparing a design for a new walking and cycling path that will run along the bank of the Red River from River Road to Rivergate Drive. The pathway would provide a safe and comfortable connection to future pedestrian and cycling infrastructure in the area (see figure 7 and 8 below). This project is the first phase with an overall goal to continue the connection southwards to Henteleff Park and the riverbank lands of Van Hull Estates and Normand Park. Once complete, this project will fill an important gap in the Boni-Vital Parkway (see Figure 8 below).
- Overall, projects like these that contribute to providing a more comprehensive network also uphold the policy direction and vision in OurWinnipeg, CCDS and the Transportation Master Plan to ensure opportunities for pedestrian and cycling mobility.



Figure 7: River to Rivergate AT Study



Figure 8: Boni-Vital Parkway

"RR5" Rural Residential 5 District

- The Rural Residential 5 (RR5) district is intended to provide areas for large-lot rural residential development, along with limited agricultural uses. The RR5 district requires: a minimum lot area of 217,800 square feet, minimum lot width of 300 feet, minimum front yard of 25 feet, a minimum rear yard of 25 feet, maximum building height of 35 feet and 30% lot coverage.

"RMF-L" Residential Multi-Family Large District

- The RMF-M district requires: a minimum lot area of 9,000 square feet, minimum lot area per dwelling unit of 800 square feet, minimum front yard of 25 feet, a minimum rear yard of 25 feet, a minimum interior side yard of 8 feet that increases by 2 feet for every storey above 1 feet and to a maximum of 20 feet, and a minimum corner side yard of 20 feet. The principle building separation is 8 feet, but where a building is taller than 35 feet, the principal building separation distance must be 50% of the height of the taller building to a maximum of 25 feet. The maximum building height is 60 feet.

"PR1" Parks and Recreation 1 (Neighbourhood) District

- The PR1 district is intended for sites that are generally passive neighbourhood and community parks and facilities with predominantly pedestrian and cyclist access. These sites may provide unstructured drop-in play and recreation opportunities, including play structures, passive parks, plazas and natural areas. Generally, no parking facilities are associated with these uses. These parks and open spaces typically occur in a residential neighbourhood or riverbank context and are generally accessed by residential streets.

COMMUNITY CONTEXT

- The Normand Park neighbourhood and St. Mary's Road Corridor (see Figure 9 below) have seen significant growth and development since the establishment of the River Park South neighbourhood and the Normand Park subdivision in the late 1980s/early 90s. The Normand Park subdivision began the City's acquisition of riverbank lands. Overall, growth in this area has been characterized by significant multi-family residential development, single-family residential development and commercial development.
- The first significant residential infill project to occur within this area was The Waterfront Condominiums, seen under construction in 2002 in Figure 10 below. This project was approved at 45 feet tall under the previous Plan Winnipeg Development Plan and City of Winnipeg Zoning By-law (By-law 6400). Riverbank acquisition was a significant part of this project's feature. It set the stage for a future connection with the Normand Park riverbank lands to the south.
- The next significant project to be constructed was Kenwood Court, seen fully constructed in 2007 in Figure 11 below. This project, also approved under the previous Plan Winnipeg Development Plan, was built at 3-storeys. It wasn't until later that year that the Van Hull Estates development was approved in conjunction with the multi-family development that would later become The Enclave. As part of this joint rezoning and subdivision application, the extension of the riverbank parkway behind Van Hull Estates was created. This linked seamlessly with the Normand Park subdivision's riverbank parkway. Figure 12 below shows most of Van Hull Estates being built out in the 2009 aerial. The Enclave began construction in 2012 (see Figure 13 below) and was the largest multi-family project of its kind in this part of South St. Vital. It is a project that entered its final phase this year.
- In 2014, we can see that Tamarack Pointe, at the southeast intersection of Warde Avenue and St. Mary's Road, was completed as shown in Figure 14 below. This project was approved under the current Development Plan (OurWinnipeg and *Complete Communities Direction Strategy* were enacted in 2011). This project was approved with a building height maximum of 40 feet tall (built at 3 storeys) given the proximity to single family homes.
- In 2016, (see Figure 15) we can see the completion of Van Hull Place (located at 25 Van Hull Way) on the northeast intersection of Van Hull Way and St. Mary's Road. This project was approved with a maximum building height of 4-storeys and

a setback of 40 feet in order provide a contextual setback to the adjacent single family homes.

- Also in 2016, we can see another multi-family project along St. Mary's Road at 1926-1946 under construction (see Figure 16). This project was approved at 60 feet, but the buildings being built are 4-storeys in height.
- Additionally, at 1916-1920 St. Mary's Road, there is another multi-family development project that has been approved but not built yet that has approved building heights that range between 65 feet and 8 storeys (approximately 80-90 feet), depending on the location within the property. The variation regarding the maximum building heights is to accommodate context sensitivity in relation to lower scaled buildings on adjacent properties.
- Consequently, we can see that over the past 16 years, we've seen considerable multi-family infill projects occur on vacant and underutilized lands within the neighbourhood and along St. Mary's Road at varying densities and scales. This type of land use evolution typically happens organically in areas where there is not a master plan created by a developer or an area specific local area plan by-law (such as North St. Boniface Secondary Plan). This land use evolution responds to both local community trends (e.g. life cycle stage of a neighbourhood) and broader socio-economic trends (e.g. interest rates, population growth or stagnation). The 'how' and 'why' certain projects in the area were developed the way they were, was also influenced by changing neighbourhood and policy contexts as well. For example, some projects were approved under previous policy direction (Plan Winnipeg) and City of Winnipeg Zoning By-laws (By-law 6400/94), such as The Waterfront and The Enclave. Many were developed in close proximity to single family residential, such as Van Hull Place, The Enclave, Tamarack Pointe. These multi-family projects have been approved with the intent of meeting a 45 degree angular plane from adjoining lower density single family zoning district. This 45 degree angular plane translates into a building height that is equal to its setback from the lower density zoning district.

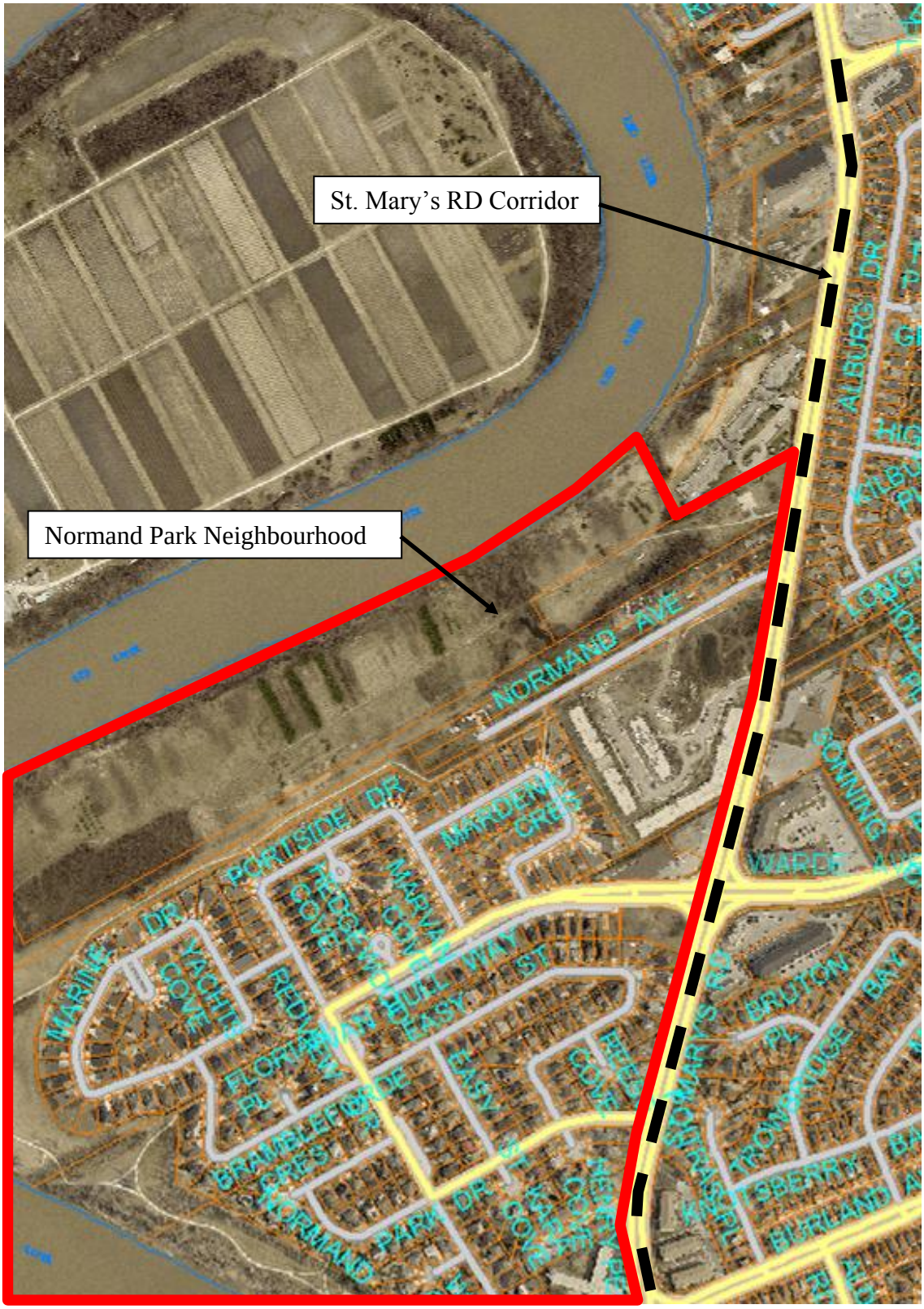

St. Mary's RD Corridor
Normand Park Neighbourhood
NORMAND AVE
PORTSIDE DR
WARDEN CRES
WARDT
BRUTON
BURLAND

Figure 9: Normand Park Neighbourhood Boundary and St. Mary's RD Corridor (2016 aerial)

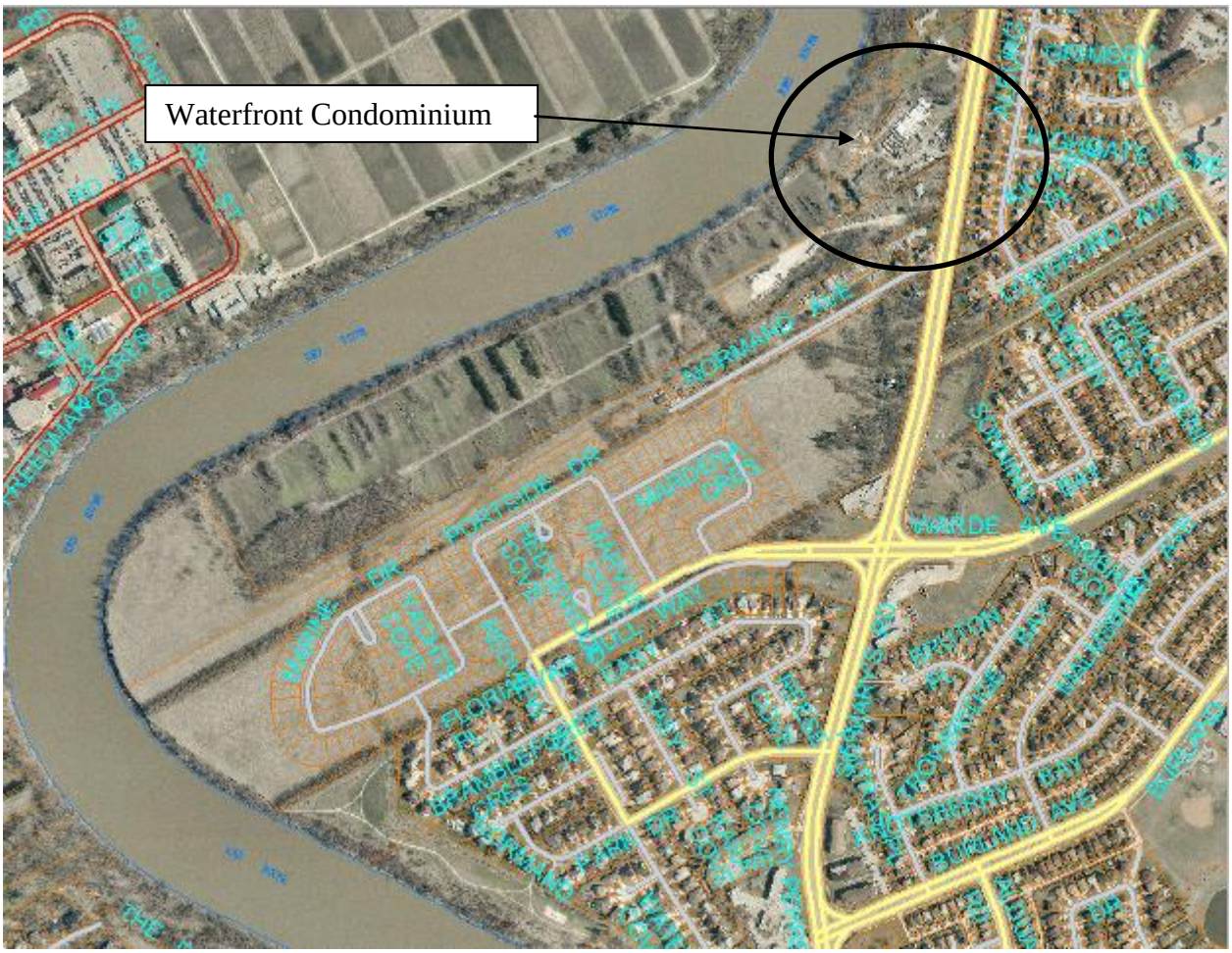


Figure 10: 2002 aerial

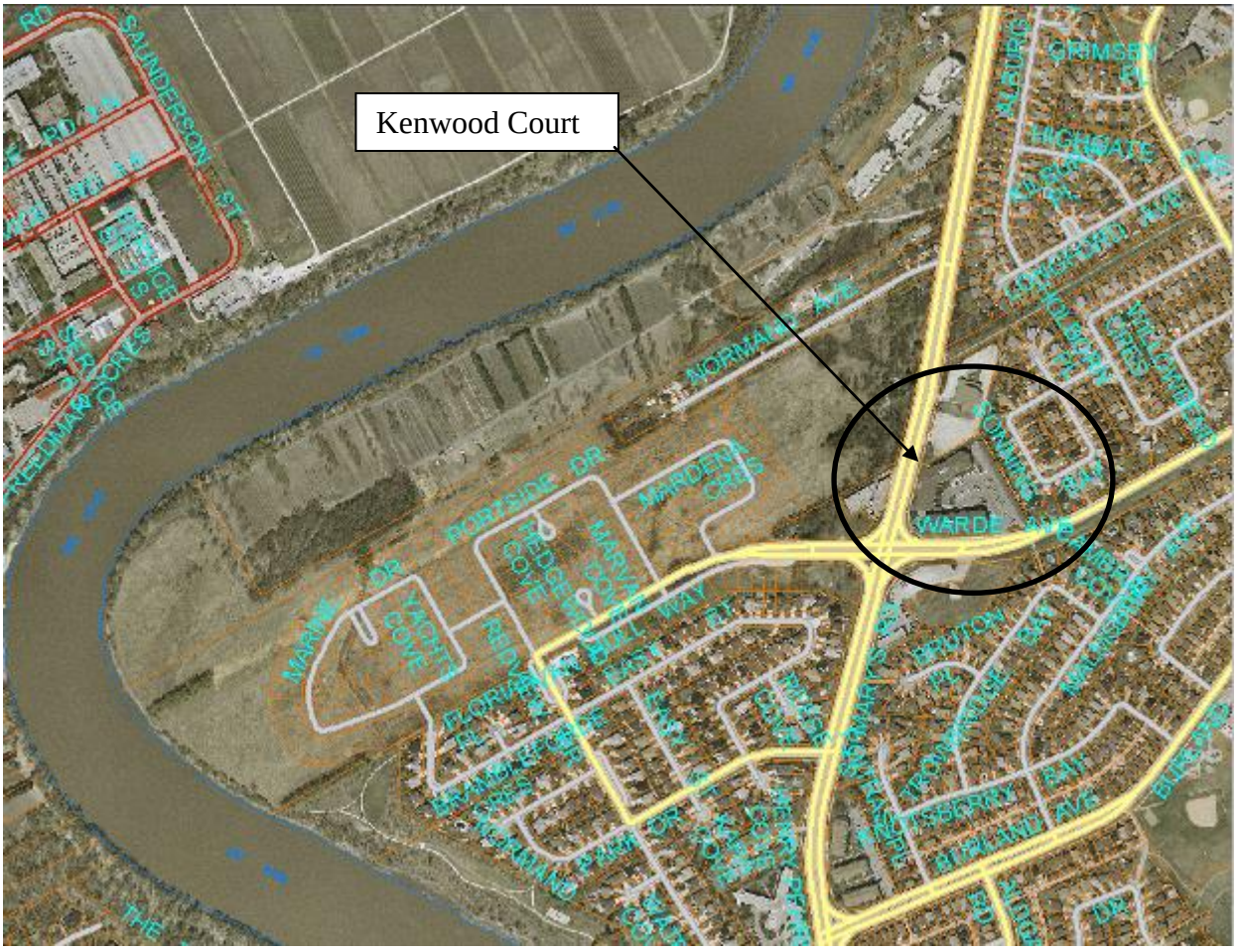


Figure 11: 2007 aerial

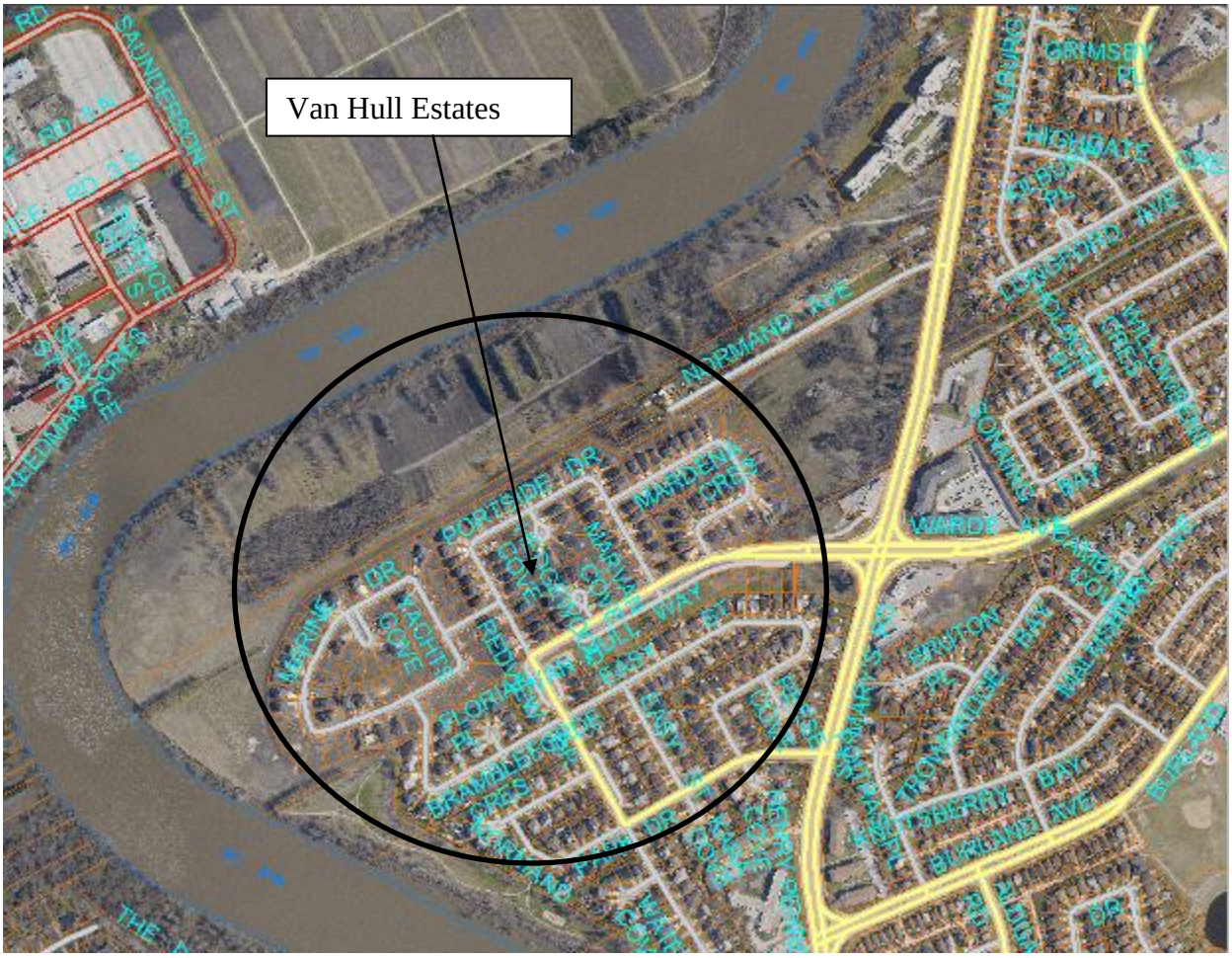


Figure 12: 2009 aerial



Figure 13: 2012 aerial

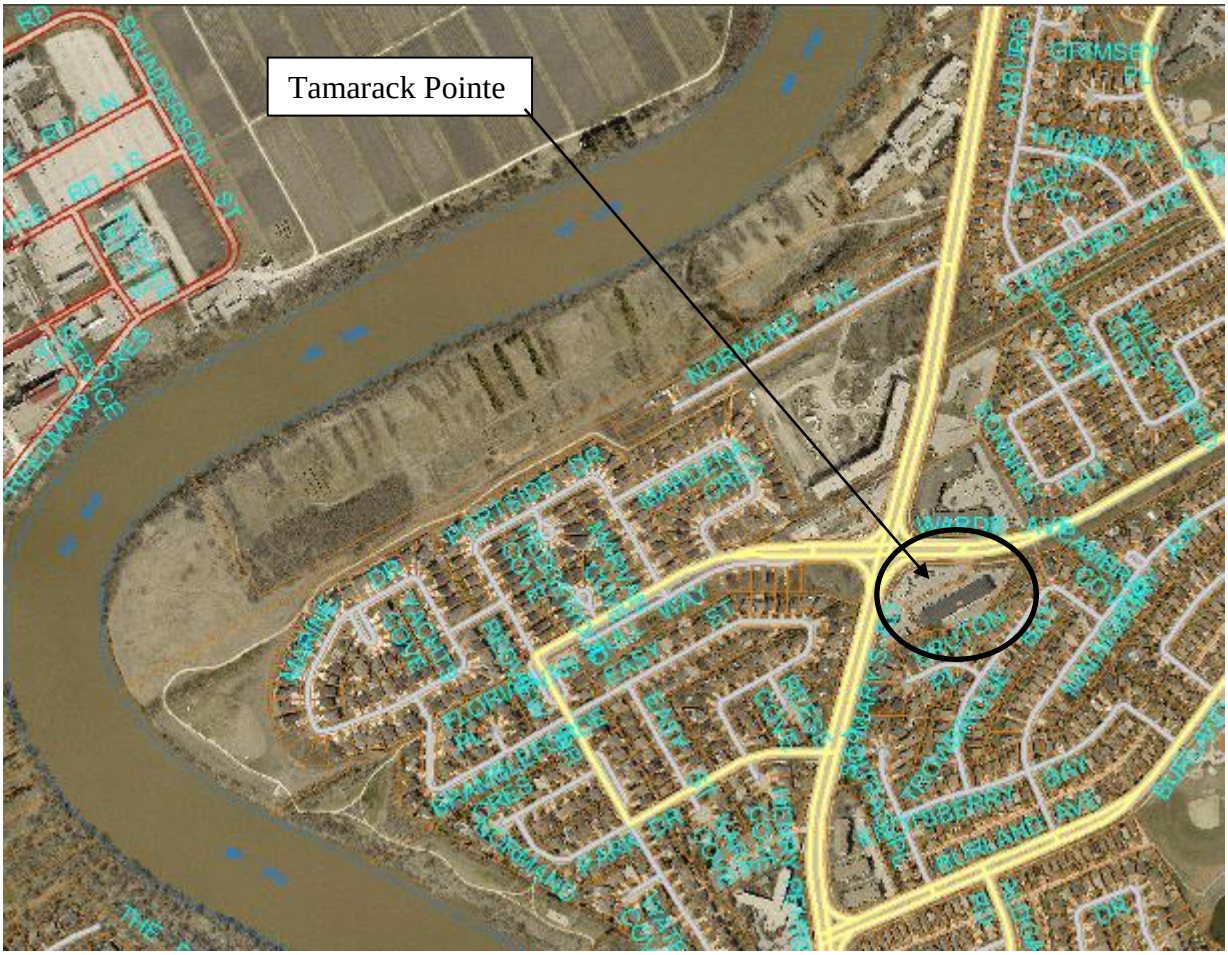


Figure 14: 2014 aerial



Figure 15: 2016 aerial

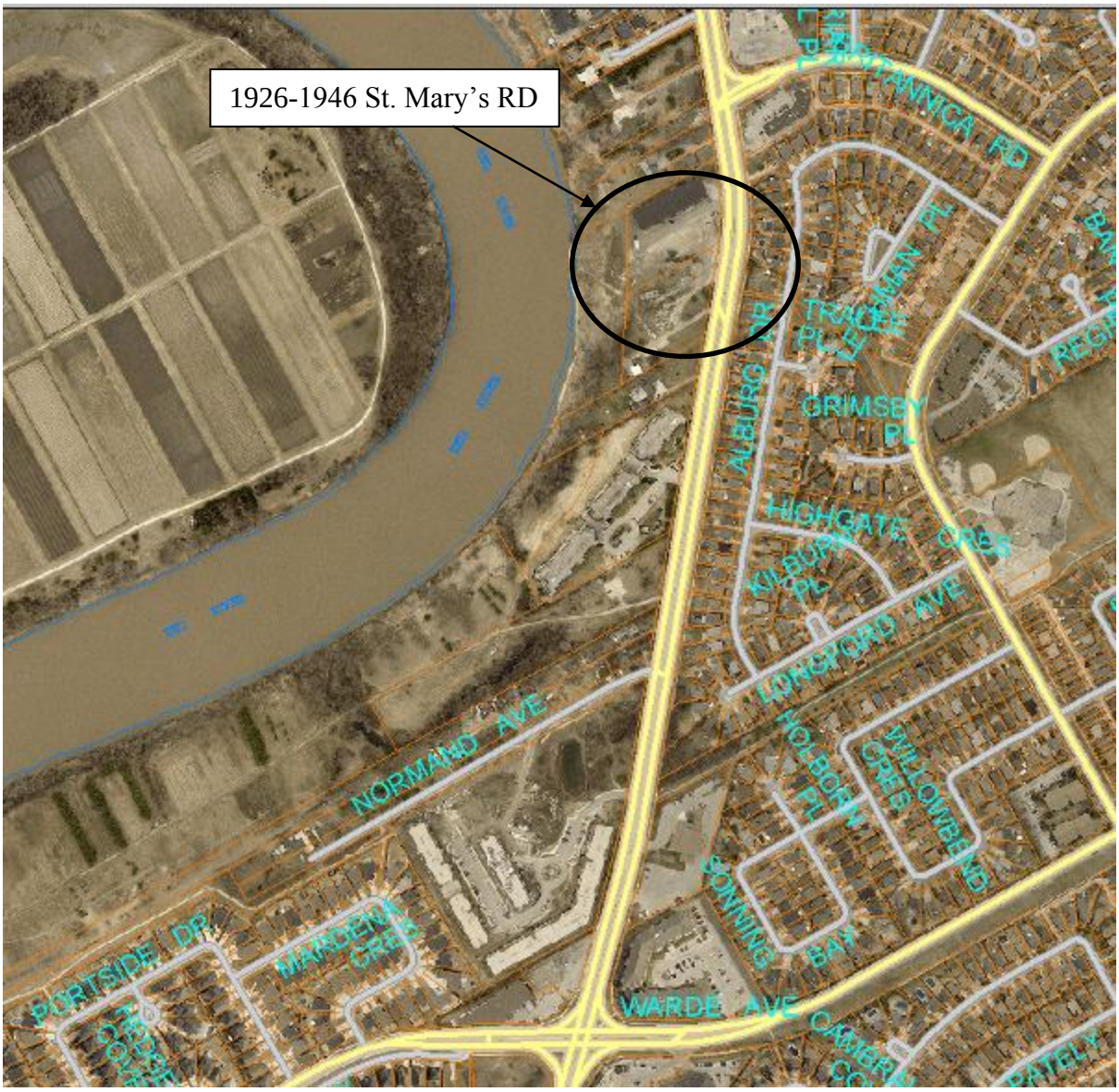


Figure 16: 2016 aerial



Figure 17: 2016 aerial

CONTEXT SENSITIVE DEVELOPMENT

- One of the key directions in *Complete Communities Direction Strategy* is to ensure that infill development is done in a context sensitive manner. One of the key factors when assessing if a proposed multi-family infill project is context sensitive to its surroundings is to look at building heights and to assess them in relation to adjacent land uses and their proximity to said land uses.
- Within the broader neighbourhood context discussed in the previous section above, most of the multi-family buildings are built between three and four storeys in height. These building heights were to a large degree based upon proximity to adjacent single family dwellings. When looking at the context of multi-family

buildings located in close proximity to single family dwellings in Van Hull, both the Enclave and Van Hull Place are four-storey buildings located approximately 40 feet from the property line (see Figure 18 below). The applicant is proposing to develop 2-storey townhouses nearest to the single family homes in Van Hull Estates. These townhouse units (Buildings 6 through 10 on Figure 5 above) are approximately 26 feet tall and would be located approximately 65 feet away from the properties along Mardena Crescent that would back onto this project at its closest point. This scale of development certainly fits the character of the single family homes within Van Hull Estates. The closest apartment style multi-family building to these single family dwellings in Van Hull Estates is proposed Building 5 (see Figure 5 above), which is a four storey building. This building will be located over 150 feet away from 81 and 85 Mardena Crescent, the nearest single family dwellings. In terms, of community context, this distance is approximately four times the distance than The Enclave buildings are to the single family dwellings on Mardena Crescent that back onto the Enclave, including 81 Mardena Crescent. Consequently, the impact will be minimal given the current context. Further, given the proposed buildings are located north of the Van Hull Estate single family dwellings, there will be no shadow impact implications.



Figure 18: 2018 aerial showing the adjacent residential context to the proposed site along Normand Avenue

- With regards to the distance of the proposed apartment style buildings to the Enclave apartments, the nearest buildings to the Enclave apartments are Buildings 4 and 5 (see Figure 5 above). Both of these buildings are four storeys in height (which is the same height as the apartments at the Enclave) and would be located approximately 120 feet from the Enclave property (this includes the 7

metre or 23 foot strip of land to be retained by the City of Winnipeg for Water and Waste infrastructure). This represents approximately three times the distance that the Enclave apartments are from the Van Hull single family dwellings. Consequently, the impact of Buildings 4 and 5 will be minimal.

- Additionally, the applicant is proposing 3 buildings (Buildings 1, 2 and 3 in Figure 5 above) that are 6-storeys tall (65 feet) towards the eastern edge of the property. Though there are no constructed buildings that are 6-storeys at this location along St. Mary's Road (there is an approved 8 storey building at St. Mary's Road and Britannica), these buildings will not have a significant impact on adjoining properties. For example, there are no buildings directly north of the subject site and the closest building at the Waterfront is over 200 feet away. Further, the nearest Enclave building is located more than 120 feet away at its closest point (for building 3). For buildings 1 and 2, the separation distance increases significantly from there due to the water retention feature located on the Enclave property (see Figure 19 below).



Figure 19: 2018 aerial showing the adjacent Enclave multi-family project in relation to the proposed site along Normand Avenue

- Another factor that is considered when assessing if a proposed multi-family infill project is context sensitive to its surroundings is to look at the zoning districts along the Corridor. The table below provides a scan of relevant multi-family properties along the St. Mary's Corridor and their zoning districts. The proposed development is proposing a lot area per dwelling unit of 918. This density is less than the maximum allowed under the multi-family large (RMF-L) zoning district which they applied for and less than the multi-family medium (RMF-M) zoning district, which is the predominant zoning district along the corridor. The St. Mary's Corridor near this property has properties that range from a lot area of per dwelling unit of 800 (this includes RMF-M and C2 lands) to 400 (for RMF-L properties). It should be noted that the project's proposed density does not take into account the approximately 11.5 acres of land that is being provided for park lands. It should also be noted that the Corridor policies refer to encouraging the highest densities and tallest buildings to the major intersections. As such, the applicant has steered towards proposing a project that is a medium density type development both in terms of densities and building heights.

Property	Zoning District
The Enclave (2000 St. Mary's RD)	RMF-L
The Waterfront (1960 St. Mary's RD)	RMF-M
Van Hull Place (25 Van Hull Way)	C2
333 Warde Avenue	C2
Tamarack Pointe (336 Warde Ave)	C2
1926-1946 St. Mary's	RMF-M
1916-1920 St. Mary's	RMF-L
Subject Property	RMF-L

- If this project is approved, the Urban Planning Division would recommend density and building height caps in order to ensure that future development builds within the context of surrounding properties whilst not taking complete advantage of the building height and densities permitted within the RMF-L zoning district.
- If this project is approved, the Urban Planning Division recommends a robust landscaping plan to mitigate the visual impact of the buildings and the parking areas on adjacent properties, including adjacent roadways (i.e. St. Mary's Road). Another goal of the landscaping plan should be to provide a significant greenspace canopy to help "fit" and reflect the character of its surroundings (i.e. Henteleff Park and The Enclave).

- Further, if the project is approved, the Urban Planning Division recommends that more detailed building designs and site plans be provided to ensure that the design of the buildings reflect the character of the surrounding area.

PARKS AND PATHWAYS

- Both the Transportation Master Plan and the Pedestrian and Cycling Strategies, as discussed above, have clear policy direction which encourages the completion of the Major Open Space Network at this location. This proposed subdivision and rezoning/consolidation of lands at this location provides a great opportunity to acquire strategic and desirable riverbank lands to add to this network. This application, in conjunction with the closing of Normand Avenue provides an opportunity to extend the pathway along the northern limits of Van Hull Estates to St. Mary's Road via Henteleff Park and the 7 metre wide land that the City of Winnipeg is looking to keep. This pathway provides a strategic link to the trail network that links to the Seine River and the Bois des Esprits trail.
- As part of this application, the developer would be responsible for the construction of this trail along the former Normand Avenue right of way.

NORMAND AVENUE

- Currently, Normand Avenue is a roadway with a rural cross section that serves a few single family homes and vacant lots. Redevelopment of the properties along Normand Avenue is not permitted because the street is not built to an urban City of Winnipeg standard. This street cannot be upgraded to current City of Winnipeg standards because it is too long. Streets that are longer than 105 metres require a secondary means of access. Due to the way that Van Hull Estates and the Enclave were designed, there is no other means to create a secondary means of access for the remaining lands on Normand Avenue. Consequently, the only way that these lands can be redeveloped is by closing Normand Avenue and having a private developer consolidate the remaining lots along Normand Avenue as part of that development.

SUSTAINABLE DEVELOPMENT

- One of the ways that the City can grow sustainably while tackling its infrastructure deficit is through infill development. Capitalizing on remnant properties within existing built up communities provides an opportunity to accommodate growth while not adding significant impact on the provision of city services and infrastructure. These remnant properties along Normand Avenue are the last major infill opportunity within the Normand Park neighbourhood. By closing Normand Avenue, the City will divest itself of an infrastructure asset that requires services and maintenance. Additionally, the tax revenue from the properties along Normand Avenue are negligible given the amount of infrastructure in place.
- The proposed redevelopment in return will provide approximately 11.5 acres in critical green space, provide greater housing options for people in the community,

decrease infrastructure costs and provide a significant property tax yield than what was there prior to the development.

- Consequently, this project responds to one of the key directions in our *Complete Communities Direction Strategy* by focusing growth in a manner that: "*concentrates urban development in a built form that helps to optimize existing investment, municipal infrastructure, and facilities"*.

OTHER CITY OF WINNIPEG LAND

- As part of this application, the City of Winnipeg is proposing to dispose of two (2) additional lots (in addition to the part of the Normand Avenue right-of-way discussed above). Both lots are identified on Figure 1 above. The first lot is a lot that is approximately 0.1 acres in size and is located on the north side of Normand Avenue. This lot is currently vacant and serves no strategic purpose for the City of Winnipeg. The other lot currently forms part of the public reserve parkway along the north side of Van Hull Estates. This lot is identified in Detail A in Figure 1 above and is approximately 0.03 acres in size. The rationale for disposing of this small piece of land is to open up the space to improve site lines (eliminate hidden corners) from both directions, to increase the sense of the associated personal safety of people utilizing the trail.

TRANSIT SERVICE

- The subject property is located within close proximity to three (3) transit stops for the #54 South St. Vital Express. This route provides frequent bus service during rush hour. The property is also within 400m walking distance of the #14 on Warde Avenue. This bus provides off-peak hour service from South St. Vital to the Downtown. Placing density along our corridors and next to adjacent density is important to take advantage of the transit infrastructure that is in place.



Figure 20: Bus stop location within close proximity to the subject property

FLOOD PROTECTION AND PROXIMITY TO HENTELEFF PARK

- The northern boundary of the subject property abuts Henteleff Park. Given that the property is outside the City of Winnipeg's Flood Protection Infrastructure (ie. outside the Primary Line of Defense), the applicant will be required to meet the Designated Floodway Fringe Area Regulations.
- The Designated Floodway Fringe Area Regulation M.R. 266/91 establishes the requirements and acceptable options for construction within the Designated Floodway Fringe Area, with the purpose of ensuring that constructed works are adequately protected from flood risks.
- An approved geotechnical report is a requirement before building or development permits can be issued and involves a review by the Floodway Fringe Waiver Committee who will review detailed final plans. The applicant has provided a preliminary geotechnical report that shows how their project can meet the Floodway Fringe Regulations. A review of the geotechnical report by Water and Waste staff shows the proposal meets the intent of the requirements under Schedule 'A' where proposed in the initial cross-sections but this would have to be confirmed upon further review of a subsequent detailed lot grade plan. In the cross-sections where Schedule 'C' is being proposed more details would also be

required to determine adequacy of flood protection for all areas under FPL+1m, which could include a floodwall design that is part of the building foundation itself.

- It should be noted that this application is to rezone the property and does not necessarily constitute an approval of the plans as submitted. If this application is approved, a requirement of approval would be Plan Approval. Plan Approval provides City Administration and the Riel Community Committee another opportunity to review the detailed site plans, access, building designs, parking, landscaping, etc in order to ensure they meet all policies, regulations and are context sensitive to surrounding land uses.
- It should also be noted that a Waterways Permit is not required for this project given that it is outside the area regulated by the City of Winnipeg Waterway By-law 5888/92 (i.e. the property is situated more than 107 metres from the Red River).

CONDITIONS OF APPROVAL

Plan Approval

- The site plan submitted to the City shows the general layout of buildings and parking on the site. The Winnipeg Public Service is recommending that final plans be produced at a higher design detail and submitted to the Director of Planning, Property, and Development and Riel Community Committee for approval, prior to the issuance of any permits for the property. Plan approval will ensure the development of the site is meeting the objectives and policies of the *Complete Communities Direction Strategy*. Items the City will be looking for at the plan approval stage are as follows:

1. Site Planning

1.1 The site layout and building orientation should ensure that the buildings relate appropriately to the street (St. Mary's Road) and surrounding developments and contribute to the cohesive visual identity of the neighbourhood.

1.2 Site design should consider opportunities for enhancing personal security and safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles.

1.3 Parking areas should be located where possible below the building to increase the amount of landscaping.

1.4 Locate refuse storage areas and other building services internal to buildings or screened from view with appropriate fencing/landscaping.

1.5 Universally accessible connections should be linked to the existing sidewalk along St. Mary's Road.

2. Building Orientation and Design

2.1 The building façade facing St. Mary's Road, the north property line along Henteleff Park and the south property line, should be well-articulated and should avoid featureless building massing.

2.2 The overall design should be made up of a distinctive, quality, architectural character and style that also avoids monotonous and featureless building massing and design.

2.3 Minimize blank walls – use landscaping, aesthetic characters (such as projections and offsets), change in cladding material, glass, etc. to break up tracts of continuous blank walls.

3. Landscaping

3.1 Landscaping shall be provided to enhance the overall development in key areas such as the development perimeter, corners, common areas, areas along pathways, and entryways.

3.2 High-quality landscaping is required along the front of the development (i.e. along St. Mary's Road) and along the side and rear yards.

Maximum Building Heights and Site Planning Considerations

- It is important that infill development be context sensitive. Consequently, the Urban Planning Division recommends a tiered building height restriction be placed on the property as a caveat as follows:
  - That the maximum height of any building shall not exceed 65 feet within 1,000 feet from the easterly property line.
  - That the maximum height of any building shall not exceed 45 feet between 1001 feet from the easterly property line and the northeasterly limit of 89 Mardena Crescent (Lot 17, Block 2, Plan 46437).
  - That the maximum height of any building shall not exceed 26 feet where it is located between the northeasterly limit of 89 Mardena Crescent (Lot 17, Block 2, Plan 46437) and the northwesterly limit of 119 Mardena Crescent (Lot 24, Block 2, Plan 46437).
  - That no buildings or accessory structures be located west of the northwesterly limit of 119 Mardena Crescent (Lot 24, Block 2, Plan 46437).
- That no buildings be located within 25 feet from the south property line.
- That the minimum lot area per dwelling unit shall not be less than 800 square feet.

LAND EXCHANGE

- *As discussed above, the applicant will be required to purchase City owned property to facilitate the proposed development. Conversely, the City would like to purchase the western portion of the applicant's property (identified as "Proposed*

Acquisition" on Figure 1). The proposed land exchange agreement between the applicant and the City will require Council approval at a later date.

RECOMMENDATION

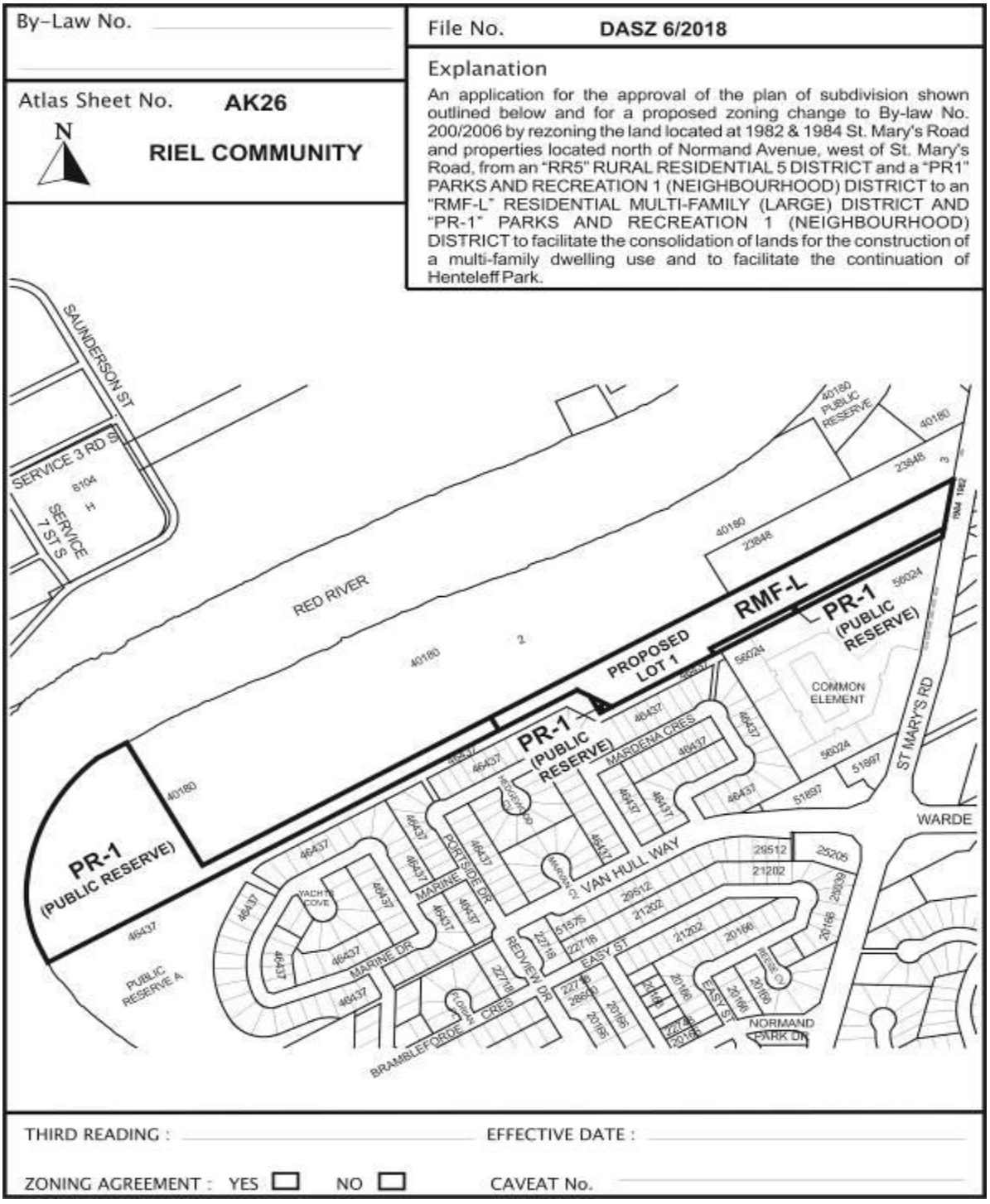
The Winnipeg Public Service recommends approval with conditions for the following reasons:

- The proposed development is consistent with the policies of *OurWinnipeg* and the *Complete Communities Direction Strategy*, the Transportation Master Plan and the Pedestrian and Cycling Strategies. In particular, this application will provide 11.5 acres in critical green space, provide greater housing options for people in the community, and provide a more efficient use of infrastructure.

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

Report Prepared By: Richard Mahé
PPD File # DASZ 6/2018

Schedule "A" for File No. DASZ 6/2018, Riel Community Committee, dated July 6, 2018



SCHEDULE B

REPORT OF THE ADMINISTRATIVE CO-ORDINATING GROUP – June 14, 2017

RE: PROPOSED SUBDIVISION AND REZONING OF LAND LOCATED AT 1982 & 1984 St. MARY'S ROAD – DASZ 6/2018

It is recommended that the approval of DASZ 6/2018, if granted, be subject to the applicant entering into a Servicing Agreement addressing the following items:

A. **PLAN CONSIDERATIONS**

1) If the Normand Avenue ROW is closed, Water and Waste requires a 7.0 m wide utility corridor as outlined in the attached sketch to be retained by the City, to provide access to the existing wastewater sewer and Primary Line of Defense (PLD).

2) The Developer shall, at no expense to the City, provide a blanket easement for accessing the nearby wastewater sewer and PLD.

B. AGREEMENT CONDITIONS

SECTION I – SERVICING

1) Existing Services Fees

The Developer shall pay to the City, prior to the release of mylars, their share of the existing water main, wastewater sewer, land drainage sewer lateral and trunk in St Mary's Road, based on the portion of frontage of Normand Avenue purchased from the City and as determined by the Director of Water and Waste.

2) Utility Corridor Improvements

The Developer shall, at no expense to the City:

a) provide an as-built drawing for the works in the PLD portion of the utility corridor.

b) grade and landscape the utility corridor

c) Construct a 2.5m wide asphalt multi-use pathway within the utility corridor from St. Mary's Road to the existing public walkway leading to Mardena Crescent

d) install lighting along the full length of the multi-use pathway, and

e) provide a letter of credit to secure these obligations.

All as determined by and to the satisfaction of the Director of Public Works and the Director of Water and Waste.

3) Flood Proofing

All construction works must be in accordance with flood proofing criteria. If the Developer obtains acceptance from affected City Departments to achieve flood protection for the development by means of a primary dike, the developer shall construct, at no expense to the City, the primary dike to the satisfaction of the Director of Water and Waste. The primary dike obligation will be included in the Servicing Agreement or an amendment to the Servicing Agreement, depending on timing of resolution of the flood proofing approach.

4) Public Reserve

a) The Developer shall dedicate as Public Reserve at least 10% of the land contained within the limits of the development application. It is acknowledged that, per the proposed plan, more than 10% land is being allocated as Public Reserve, with a portion being acquired under a separate Purchase Agreement between the developer and the City.

b) It is further acknowledged that strip of PR lands along the SE limit of the development shall not be considered as part of the dedicated park lands.

c) Landscape improvements of the dedicated Public Reserve land shall be as necessary to remove debris, fill uneven areas or restore areas and impacted, including but not limited to the need to regrade to meet grading requirements. The scope of the site restoration shall include naturalization, but may include traditional soil and sod where it is determined to be more feasible by Parks, path restoration (if any of the existing paths are impacted). Improvements may also require tree planting, to reestablish a river or creek bank habitat. All improvement shall be done in accordance with plans and specifications provided by the Developer and approved, prior to the commencement of construction, by the Director of Public Works.

d) The Developer is advised that lot grading approval shall require concurrent approval by Parks and Open Space Division and Water and Waste to insure there is no impact on the adjacent City Park property to the north, including within the existing natural coulee, and shall address drainage

impacts to the proposed Public Reserve Lands to the west and south. Unless otherwise approved by Parks and Open Space Division, the Developer shall not be permitted to direct drainage onto the adjacent City land.

e) Where the site development plans call for changing to existing grades on the subject property, (including the placement of any fill) in proximity to the property line, those works shall be designed by a geotechnical engineer, and shall ensure that the stability of lands both within the development area and the adjacent City owned Park is enhanced or maintained to the satisfaction of the Directors of Public Works and Planning Property and Development Departments.

f) The Developer is responsible to provide construction fencing along the north property limit of the property line to ensure there is no activity, removals, or stockpiling of material on the adjacent City park property. If any yard variances are requested and granted for the north property line they shall include a condition that construction fencing be adjusted as necessary to further establish a root zone protection for existing trees providing a minimum of 2.5 m offset from the base of the tree or at the property line, whichever is greater.

g) The Developer is advised that Urban Forestry Branch reserves the right to enforce tree compensation measures (payments) if any trees are damaged or removed from City property.

h) The Developer shall, at no expense to the City, provide continuous fencing for properties lines abutting Public Reserve land both new (north) and existing (west) limits. Said fencing shall be located within private property and established by caveat to be the responsibility thereafter of the private property owner.

i) The Developer shall assume responsibility for all Public Reserve sites until they are developed, and responsible for all maintenance within that period until Final Acceptance Certificate for Parks has been issued by the Director of Public Works.

j) The Developer shall, at no expense to the City, maintain Public Reserve improvements, in accordance with specifications approved by the Director of Public Works, for a period of two years following the issuance of a Construction Completion Certificate. The City reserves the right to impose longer maintenance terms for amenities and features, such as naturalized areas, that the Director of Public Works deems to be beyond the standard scope of public reserve improvements.

k) Securities for Public Reserve improvements may be reduced following the issuance of a Construction Completion Certificate and site inspection and

approval by the City, but shall not be released in full until Final Acceptance has been issued and as-built drawings have been received and accepted as complete by the Director of Public Works.

5) Utilities

The Developer shall:

a) at no expense to the City, cause underground electrical and telephone services to be installed to serve the proposed subdivision ; and

b) pay all costs associated with the relocation of street lights and other utilities made necessary as a result of, or required to accommodate, the works to be constructed by the Developer to serve the Planned Area.

All to the satisfaction of the Director of Public Works.

6) Litter and Refuse Control and Clean-Up

a) The Developer shall, at no expense to the City, and of its own volition, initiate and control the regular cleanup of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until substantial completion of all construction, as determined by and to the satisfaction of the Director of Public Works.

b) The cleanup of litter and refuse shall be done on a regular basis as determined by the Director of Public Works. This shall include initiating action and assuming any costs in remedying the situation to the satisfaction of the Director of Public Works.

7) Construction Traffic

The Developer shall ensure that construction traffic uses access routes as determined by the Director of Public Works. The Developer shall maintain, at no expense to the City, the access routes in a clean, dust free and safe condition, free of dropped and tracked-on mud, and shall undertake regular scraping and sweeping of streets until building construction, including landscaping is complete, all as determined by and to the satisfaction of the Director of Public Works.

8) Survey Monuments

Following completion of all major construction works, the Developer shall at its cost have the locations of the survey monuments within the Planned Area verified and, where the survey monuments have been disturbed, moved, covered, mutilated or destroyed, shall have them replaced by a Manitoba Land Surveyor. The Developer shall ensure that the Manitoba Land Surveyor provides the Director of Planning, Property and Development with a certificate stating that all

survey monuments within the Planned Area have been verified and/or replaced, as the case may be.

SECTION II COSTS AND FEES

1. By-laws and Approvals

   The Developer shall pay all of its and the City's costs, fees, and expenses associated with the preparation and attainment of approval for registration of the Zoning By-law(s) and plan(s) of subdivision, including all Municipal Board, Land Titles Office and other fees and expenses, all survey, engineering and advertising fees and costs, and all expenses incidental to the preparation of the Agreement and the physical development of the Planned Area.

2. Professional Fees

   a. The Developer shall pay the full cost of all design services, including preliminary engineering studies, servicing reports, servicing criteria, construction drawings and specifications, and grading and landscaping plans and specifications, to be provided by Consulting Engineer(s) approved by the City, for the design of the municipal services, and associated works required to serve the Planned Area;

   b. The Developer shall pay the full cost of construction and landscaping supervision services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following substantial performance of the work, and all other engineering consulting services related to the installation and acceptance of municipal services, and all associated works to serve the Planned Area.

3. Administration Fees

   The Developer shall, prior to the release of the subdivision mylars for registration in the Land Titles Office, pay to the City, $2138.00 per acre plus applicable GST, to help defray the City's administration and related costs associated with the preparation and implementation of the Servicing Agreement.

THIS REPORT SUBMITTED BY:

Administrative Co-ordinating Group
File No. DASZ 6/2018
July 6, 2018

(Original Signed By G.V. Jasper P.Eng.)
G.V. Jasper, P. Eng.,

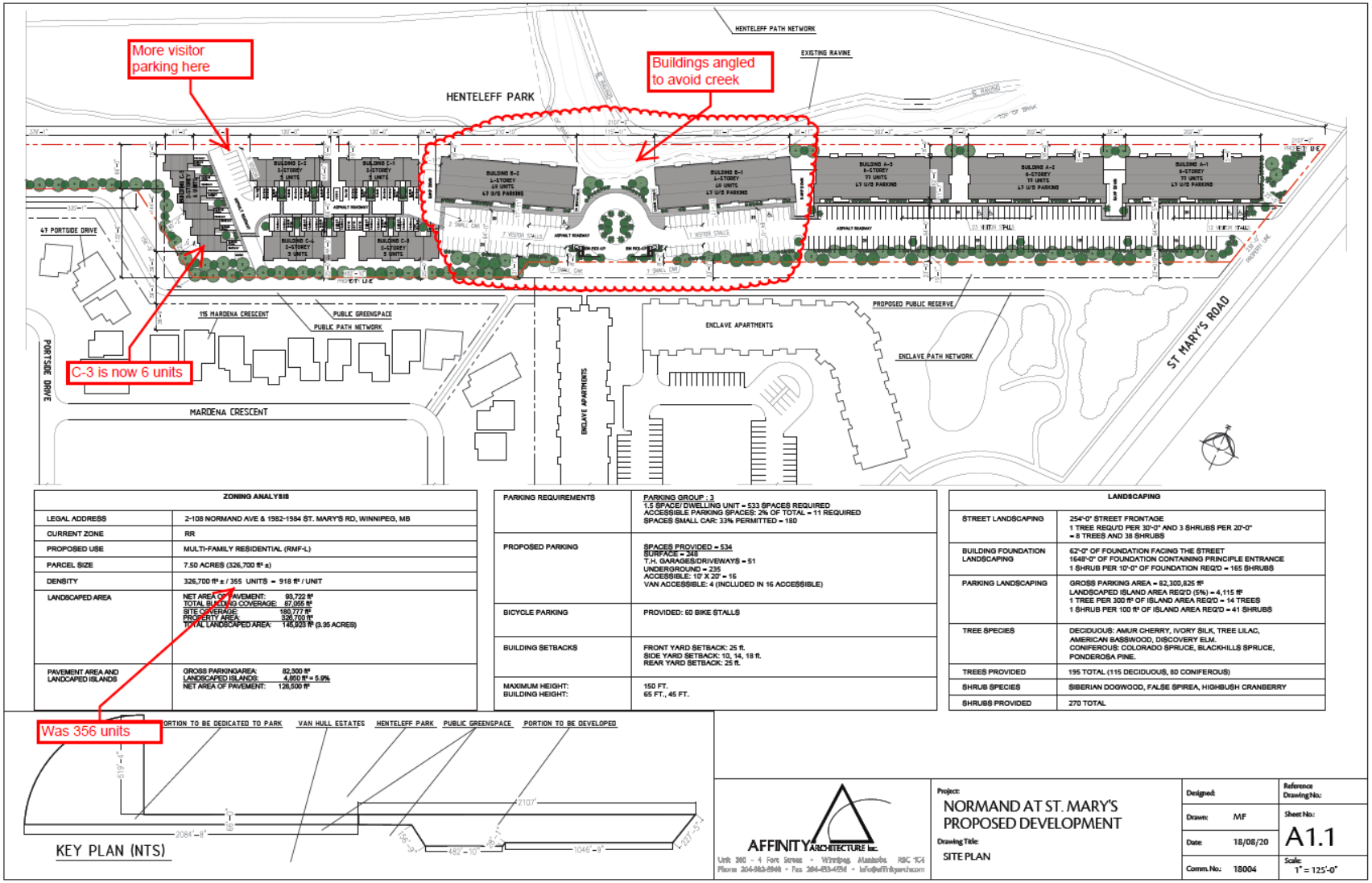
Land Development Branch

(Original Signed By M. Gajda, P.Eng.)
M. Gajda, P. Eng.
Water & Waste Department

(Original Signed By C.J. Desjardine, M.Sc., P.Eng.)
C.J. Desjardine, M.Sc., P. Eng.
Public Works Department, Transportation Division

(Original signed by D.Beaton, M.L.Arch)
D. Beaton, M.L.Arch.
Parks, Riverbanks, & Community Initiatives Branch
GVJ/gj

Exhibit "22" referred to in File DASZ 6/2018

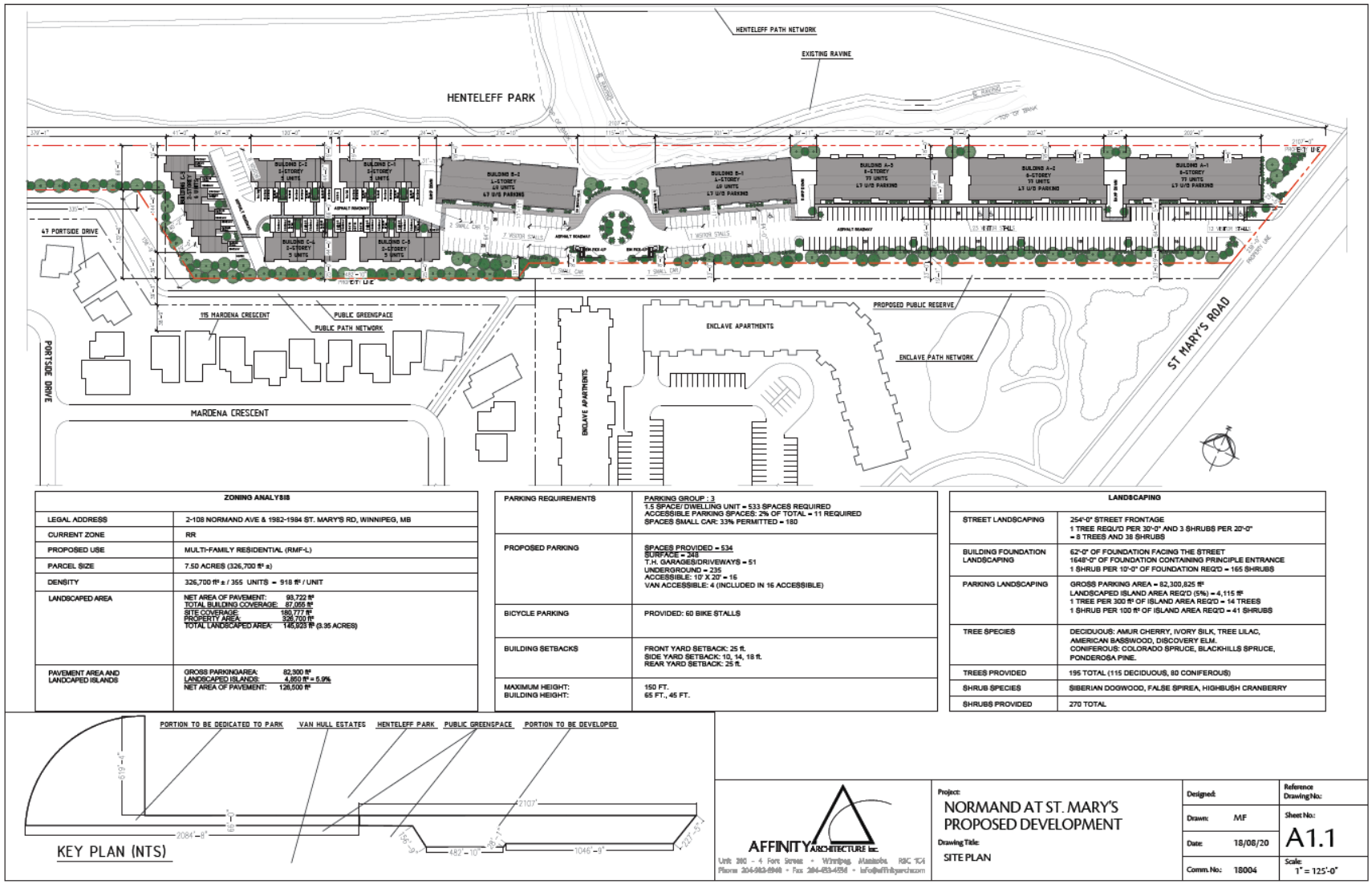


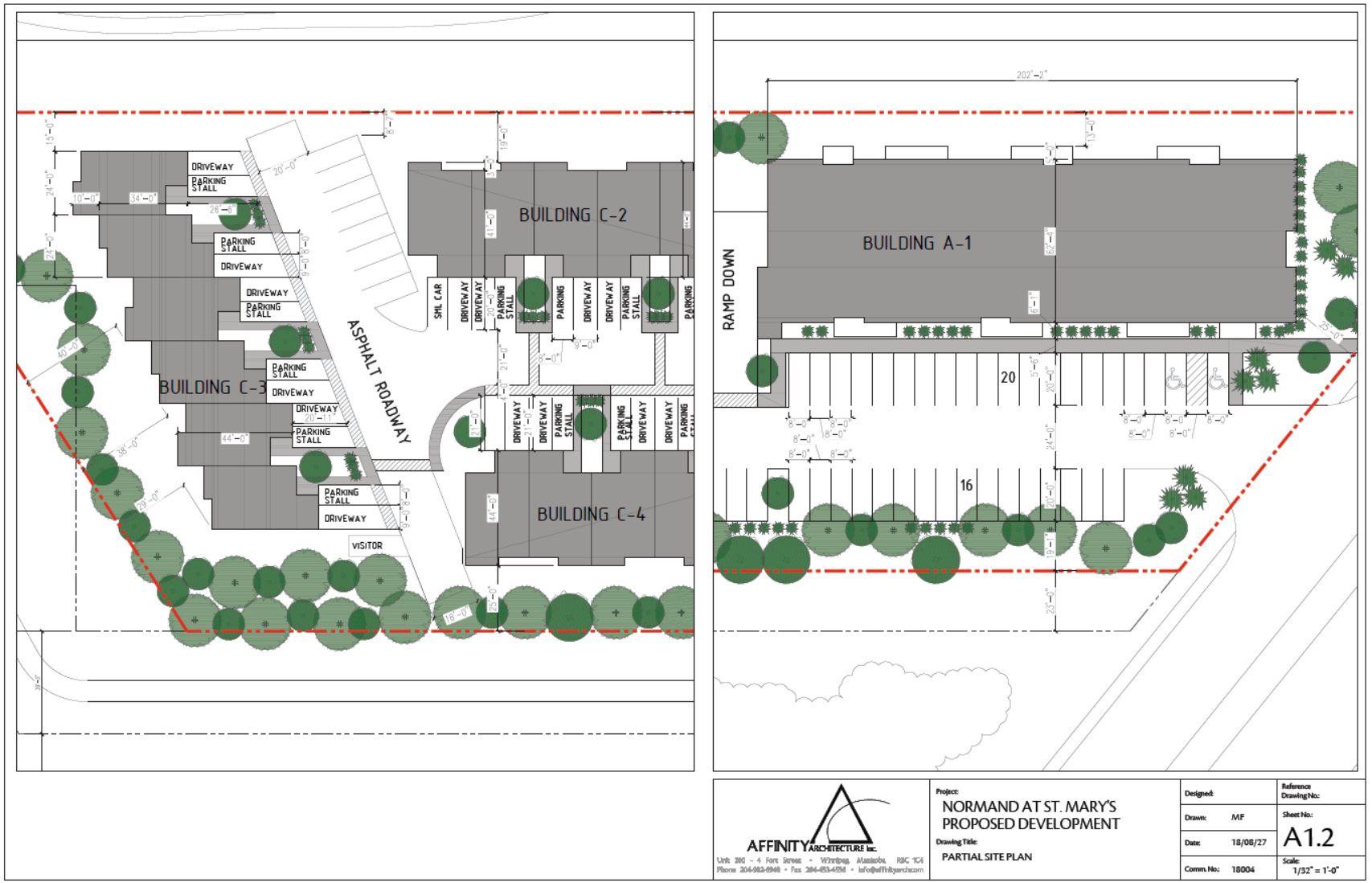
ZONING ANALYSIS	
LEGAL ADDRESS	2-108 NORMAND AVE & 1982-1984 ST. MARY'S RD, WINNIPEG, MB
CURRENT ZONE	RR
PROPOSED USE	MULTI-FAMILY RESIDENTIAL (RMF-L)
PARCEL SIZE	7.50 ACRES (326,700 ft² ±)
DENSITY	326,700 ft² ± / 355 UNITS = 918 ft² / UNIT
LANDSCAPED AREA	NET AREA OF PAVEMENT: 93,722 ft² TOTAL BUILDING COVERAGE: 87,055 ft² SITE COVERAGE: 180,777 ft² PROPERTY AREA: 326,700 ft² TOTAL LANDSCAPED AREA: 145,923 ft² (3.35 ACRES)
PAVEMENT AREA AND LANDCAPED ISLANDS	GROSS PARKINGAREA: 82,300 ft² LANDSCAPED ISLANDS: 4,850 ft² = 5.9% NET AREA OF PAVEMENT: 126,500 ft²

PARKING REQUIREMENTS	PARKING GROUP : 3 1.5 SPACE/DWELLING UNIT = 533 SPACES REQUIRED ACCESSIBLE PARKING SPACES: 2% OF TOTAL = 11 REQUIRED SPACES SMALL CAR: 33% PERMITTED = 180
PROPOSED PARKING	SPACES PROVIDED = 534 SURFACE = 268 T.H. GARAGES/DRIVEWAYS = 51 UNDERGROUND = 235 ACCESSIBLE: 10' X 20' = 16 VAN ACCESSIBLE: 4 (INCLUDED IN 16 ACCESSIBLE)
BICYCLE PARKING	PROVIDED: 60 BIKE STALLS
BUILDING SETBACKS	FRONT YARD SETBACK: 25 ft. SIDE YARD SETBACK: 10, 14, 18 ft. REAR YARD SETBACK: 25 ft.
MAXIMUM HEIGHT: BUILDING HEIGHT:	150 FT. 65 FT., 45 FT.

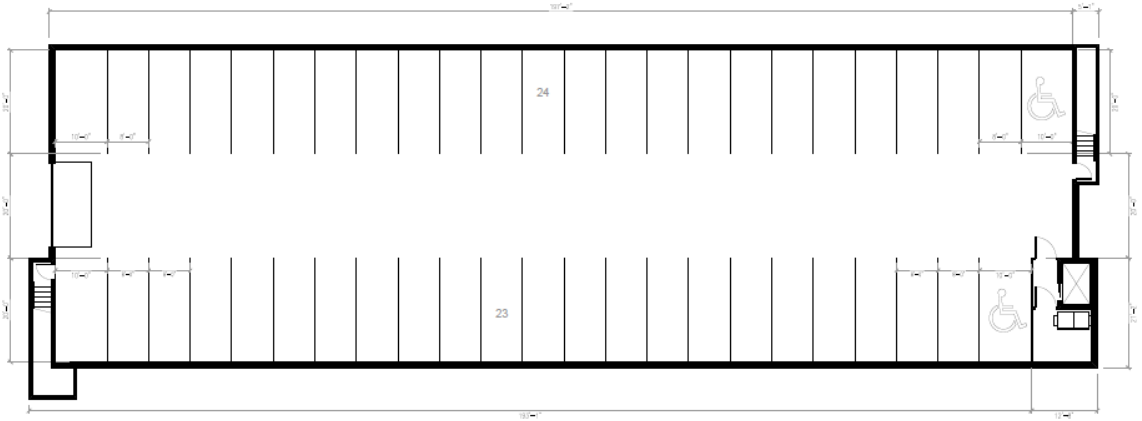
LANDSCAPING	
STREET LANDSCAPING	254'-0" STREET FRONTAGE 1 TREE REQ'D PER 30'-0" AND 3 SHRUBS PER 20'-0" = 8 TREES AND 38 SHRUBS
BUILDING FOUNDATION LANDSCAPING	62'-0" OF FOUNDATION FACING THE STREET 1648'-0" OF FOUNDATION CONTAINING PRINCIPLE ENTRANCE 1 SHRUB PER 10'-0" OF FOUNDATION REQ'D = 165 SHRUBS
PARKING LANDSCAPING	GROSS PARKING AREA = 82,300,825 ft² LANDSCAPED ISLAND AREA REQ'D (5%) = 4,115 ft² 1 TREE PER 300 ft² OF ISLAND AREA REQ'D = 14 TREES 1 SHRUB PER 100 ft² OF ISLAND AREA REQ'D = 41 SHRUBS
TREE SPECIES	DECIDUOUS: AMUR CHERRY, IVORY SILK, TREE LILAC, AMERICAN BASSWOOD, DISCOVERY ELM. CONIFEROUS: COLORADO SPRUCE, BLACKHILLS SPRUCE, PONDEROSA PINE.
TREES PROVIDED	195 TOTAL (115 DECIDUOUS, 80 CONIFEROUS)
SHRUB SPECIES	SIBERIAN DOGWOOD, FALSE SPIREA, HIGHBUSH CRANBERRY
SHRUBS PROVIDED	270 TOTAL

Exhibit "21" referred to in File DASZ 6/2018




BUILDING C-2
BUILDING C-3
BUILDING C-4
BUILDING A-1
ASPHALT ROADWAY
RAMP DOWN
DRIVEWAY
PARKING STALL
VISITOR
SML CAR
PARKING
20
16
AFFINITY ARCHITECTURE Inc.
Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
Drawing Title:
PARTIAL SITE PLAN
Designed:
Drawn: MF
Date: 18/08/27
Comm. No: 18004
Reference Drawing No.:
Sheet No.:
A1.2
Scale:
1/32" = 1'-0"

PARKADE FLOOR PLAN



MAIN FLOOR PLAN



AFFINITY ARCHITECTURE Inc.
Unit 300 – 4 Fort Street • Winnipeg, Manitoba, R3C 1C4
Phone 204-982-8948 • Fax 204-453-4356 • info@affinityarch.com

Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

Drawing Title:
MULTI-FAMILY BUILDINGS
PARKADE, MAIN FLOOR PLANS

Designed:	
Drawn:	MF
Date:	18/08/27
Comm. No.	18004

Reference Drawing No.:

Sheet No.: A1.3

Scale: 1" = 20'-0"

TYPICAL UPPER FLOOR PLAN



TOP FLOOR PLAN



AFFINITY ARCHITECTURE Inc.
Unit 200 – 4 Fort Street • Winnipeg Manitoba R3C 1C4
Phone 204-982-8948 • Fax 204-453-4554 • info@affinityarch.com

Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

Drawing Title:
MULTI-FAMILY BUILDINGS
TYPICAL, TOP FLOOR PLANS

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Comm No.:	18004

Reference Drawing No.:

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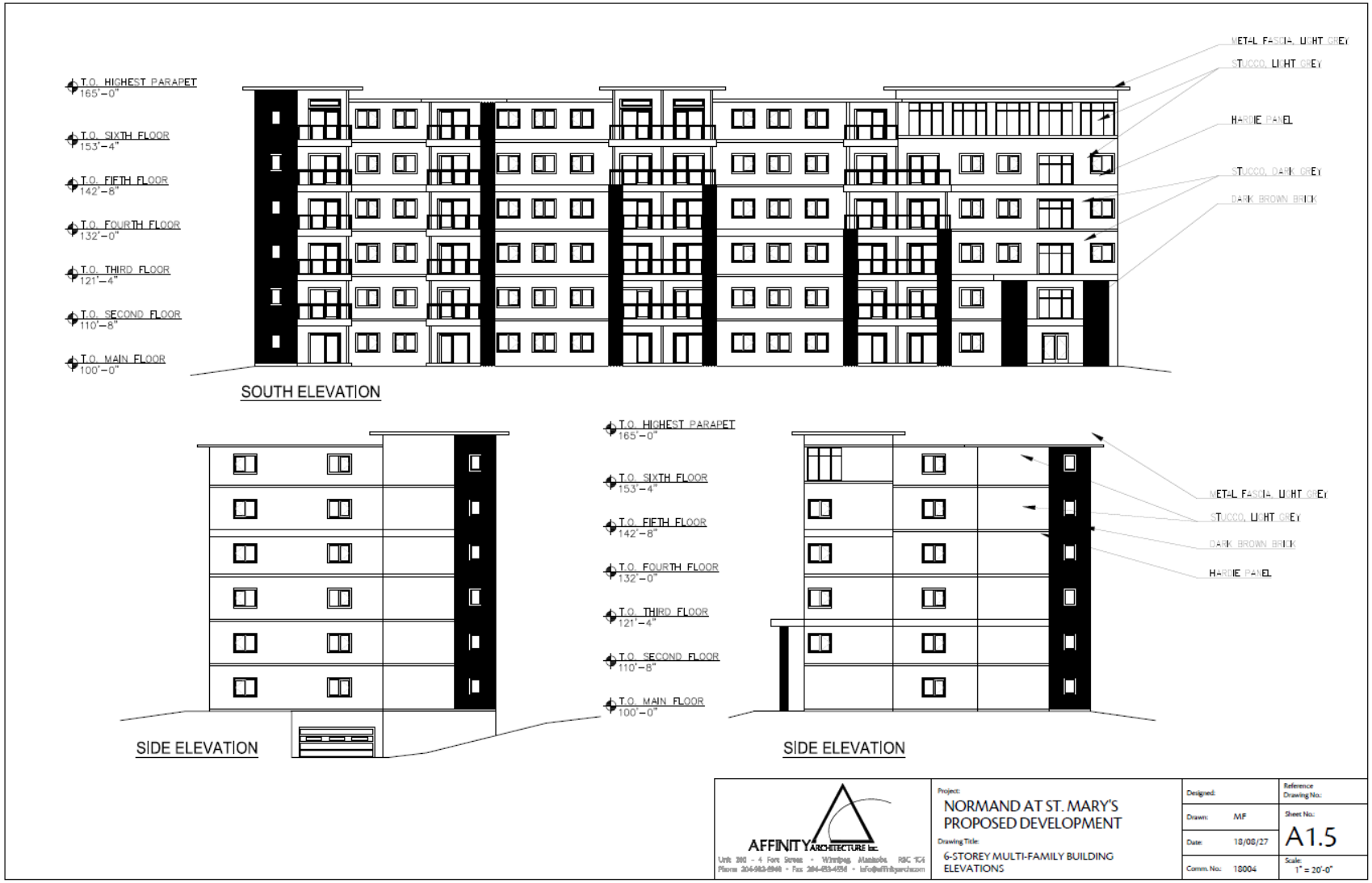
T.O. HIGHEST PARAPET
165'-0"
T.O. SIXTH FLOOR
153'-4"
T.O. FIFTH FLOOR
142'-8"
T.O. FOURTH FLOOR
132'-0"
T.O. THIRD FLOOR
121'-4"
T.O. SECOND FLOOR
110'-8"
T.O. MAIN FLOOR
100'-0"
METAL FASCIA, LIGHT GREY
STUCCO, LIGHT GREY
HARDIE PANEL
STUCCO, DARK GREY
DARK BROWN BRICK
SOUTH ELEVATION
SIDE ELEVATION
SIDE ELEVATION
AFFINITY ARCHITECTURE Inc.
Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
Drawing Title:
6-STOREY MULTI-FAMILY BUILDING
ELEVATIONS
Designed:
Drawn: MF
Date: 18/08/27
Comm. No.: 18004
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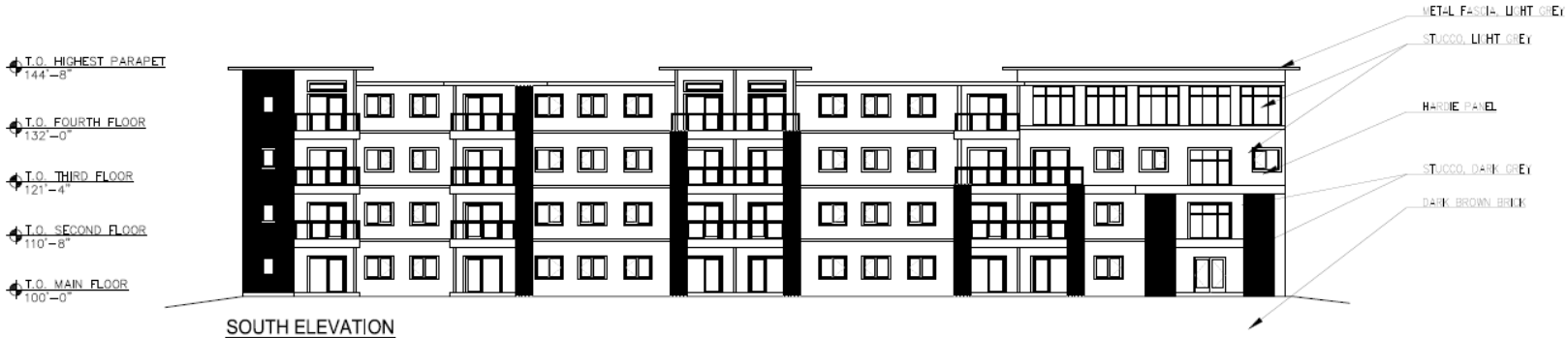
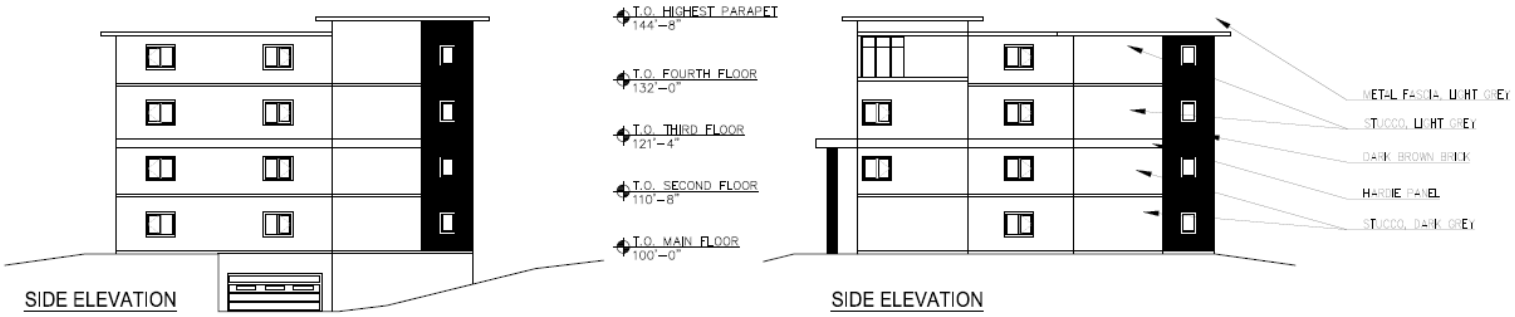


SOUTH ELEVATION



SIDE ELEVATION

SIDE ELEVATION

AFFINITY ARCHITECTURE Inc.
Unit 200 - 4 Fort Street • Winnipeg, Manitoba, R3C 1C4
Phone 204-983-8948 • Fax 204-453-4554 • info@affinityarch.com

Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

Drawing Title:
4-STOREY MULTI-FAMILY BUILDING
ELEVATIONS

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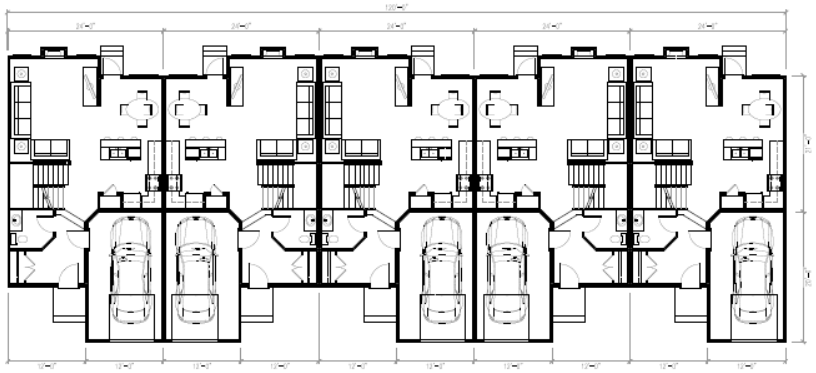
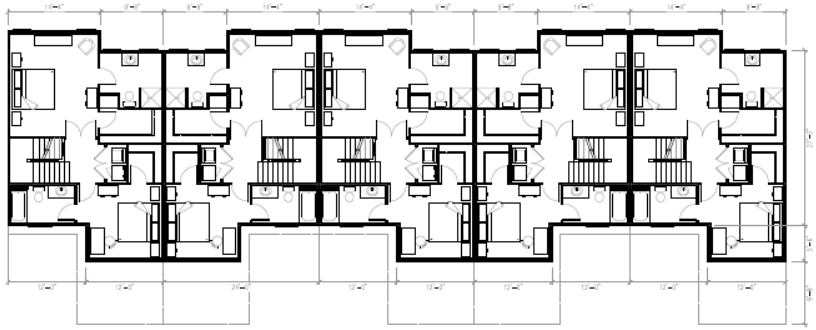


MAIN FLOOR PLAN



SECOND FLOOR PLAN

AFFINITY ARCHITECTURE Inc.

Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

Drawing Title:
5-UNIT TOWNHOUSE
FLOOR PLANS

Designed:	
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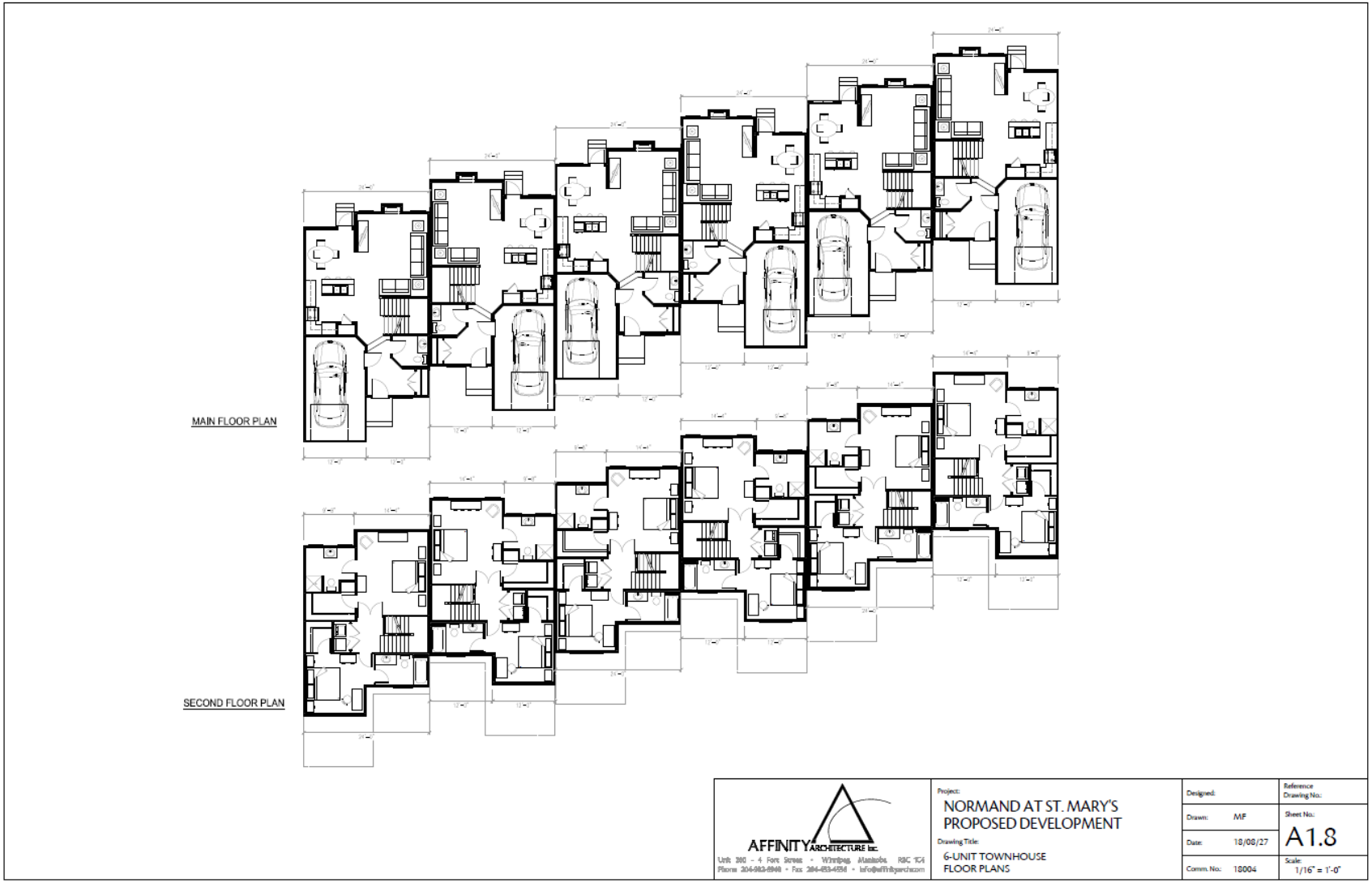
MAIN FLOOR PLAN
SECOND FLOOR PLAN
AFFINITY ARCHITECTURE Inc.
Unit 200 - 4 Fort Street • Winnipeg, Manitoba, R3C 1C4
Phone 204-982-8940 • Fax 204-453-4551 • info@affinityarch.com
Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
Drawing Title:
6-UNIT TOWNHOUSE
FLOOR PLANS
Designed:
Drawn: MF
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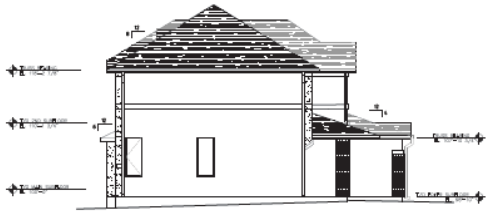
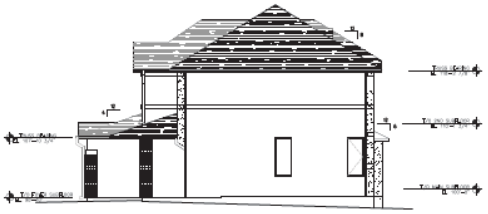
REAR ELEVATION



SIDE ELEVATION



FRONT ELEVATION



SIDE ELEVATION

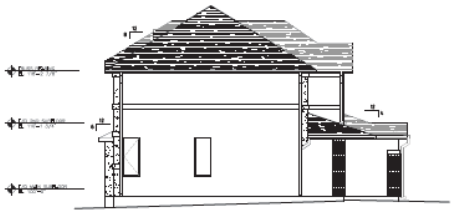
AFFINITY ARCHITECTURE Inc.
Unit 200 – 4 Fort Street • Winnipeg, Manitoba, R3C 1C4
Phone 204-982-6948 • Fax 204-453-4556 • info@affinityarchi.com

Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

Drawing Title:
5-UNIT TOWNHOUSE
ELEVATIONS

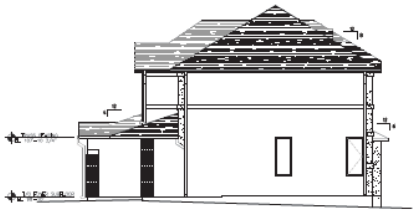
Designed:		Reference Drawing No.:
Drawn:	MF	Sheet No.: A1.9
Date:	18/08/27	
Comm. No.:	18004	Scale: 1/16" = 1'-0"





SIDE ELEVATION





SIDE ELEVATION

AFFINITY ARCHITECTURE Inc.
Unit 200 - 4 Fort Street • Winnipeg, Manitoba, R3C 1C4
Phone 204-983-8948 • Fax 204-453-4554 • info@affinityarch.com

Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

Drawing Title:
6-UNIT TOWNHOUSE
ELEVATIONS

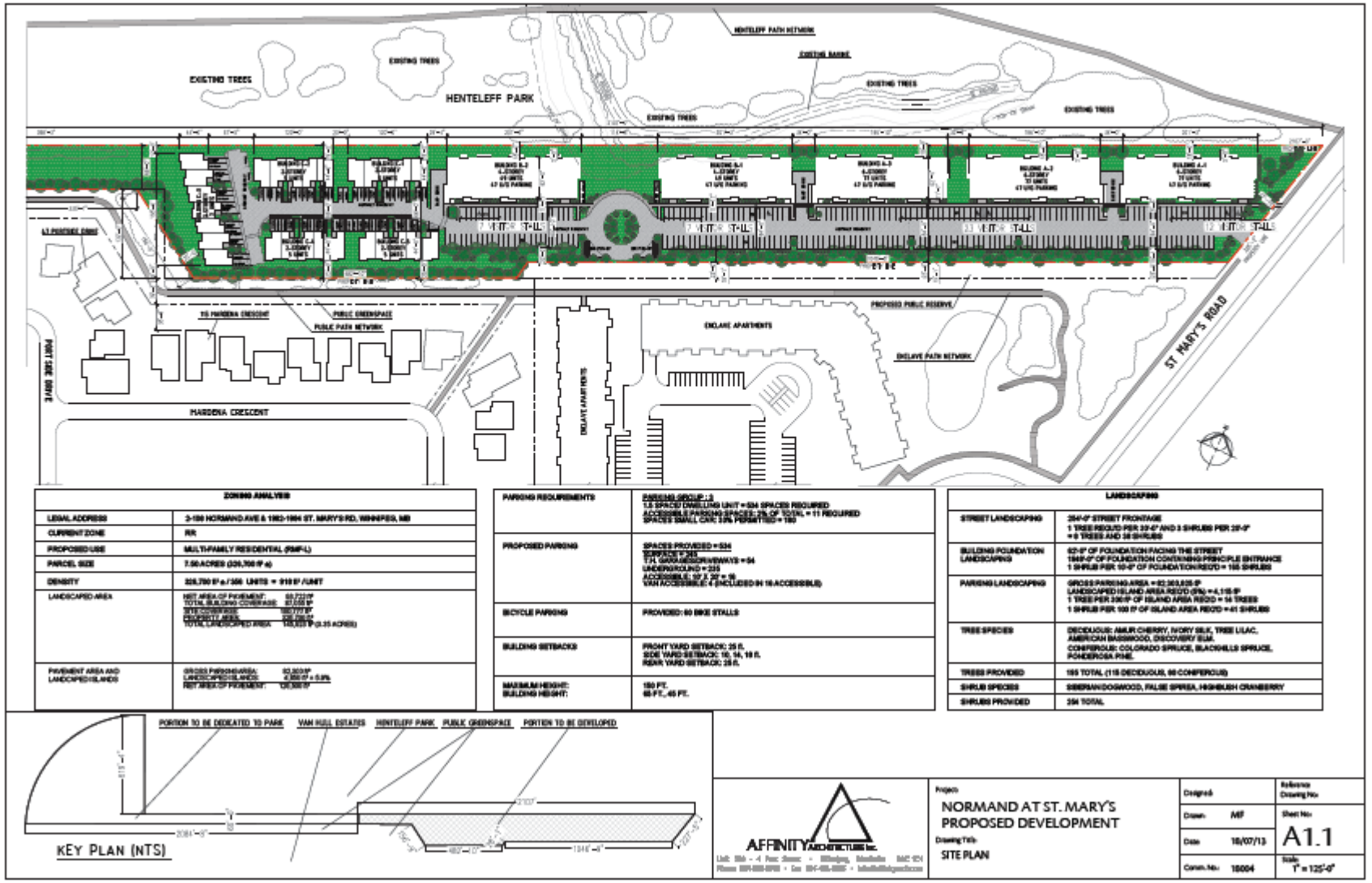
Designed:	
Drawn:	MF
Date:	18/08/27
Comm. No.:	18004

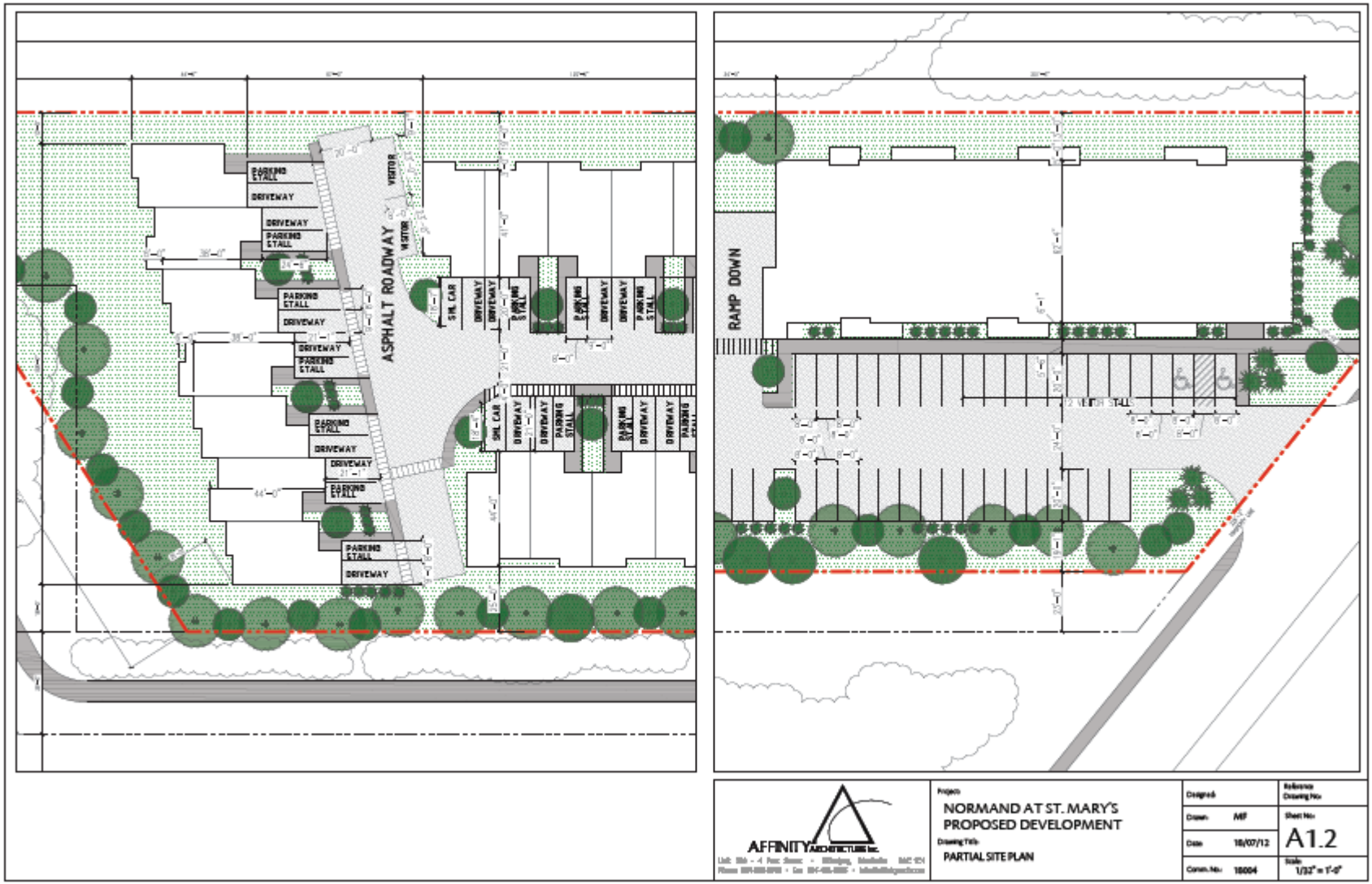
Reference Drawing No.:

Sheet No.: A1.10

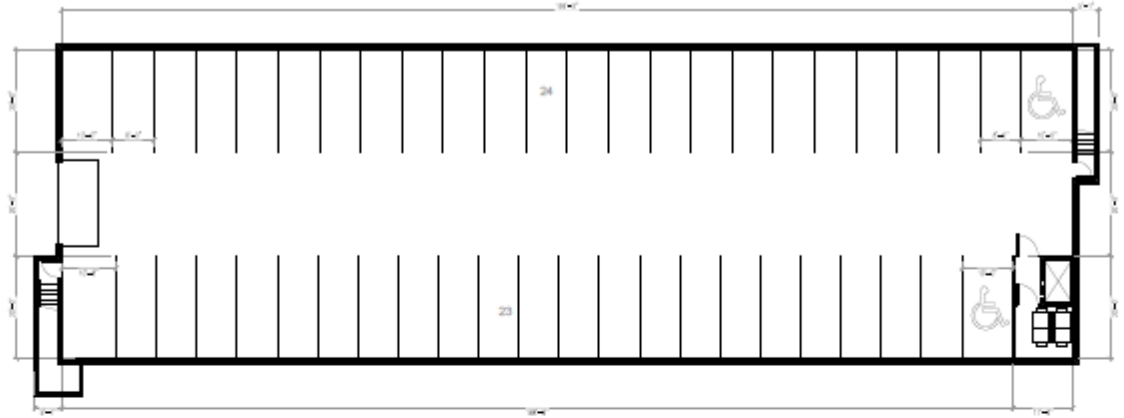
Scale: 1/16" = 1'-0"

Exhibit "16" referred to in File DASZ 6/2018

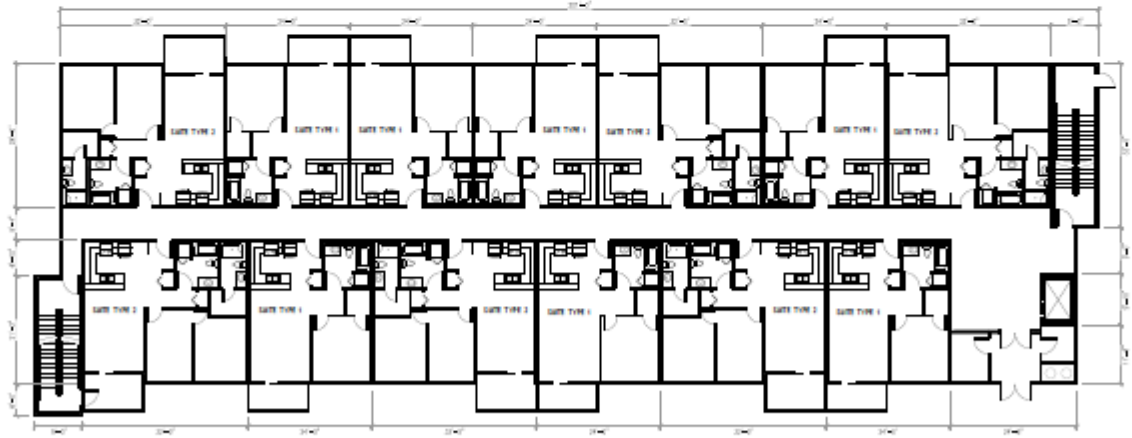



ASPHALT ROADWAY
VISITOR
VISITOR
PARKING STALL
DRIVEWAY
SML CAR
RAMP DOWN
AFFINITY ARCHITECTURE Inc.
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
PARTIAL SITE PLAN
Drawn: MF
Date: 18/07/12
Comm. No.: 18004
A1.2
1/32" = 1'-0"

PARKADE FLOOR PLAN



MAIN FLOOR PLAN



AFFINITY ARCHITECTURE Inc.

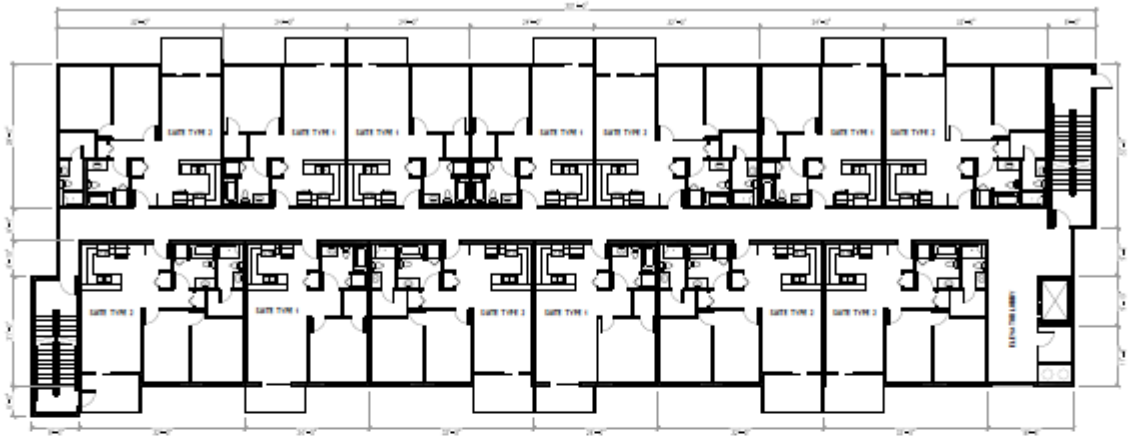
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

MULTI-FAMILY BUILDINGS
PARKADE, MAIN FLOOR PLANS

Designed:
Drawn: MF
Date: 18/07/04
Comm. No: 18004

Reference Drawing No.:
Sheet No.: A1.3
Scale: 1" = 20'-0"

TYPICAL UPPER FLOOR PLAN



TOP FLOOR PLAN



AFFINITY ARCHITECTURE Inc.

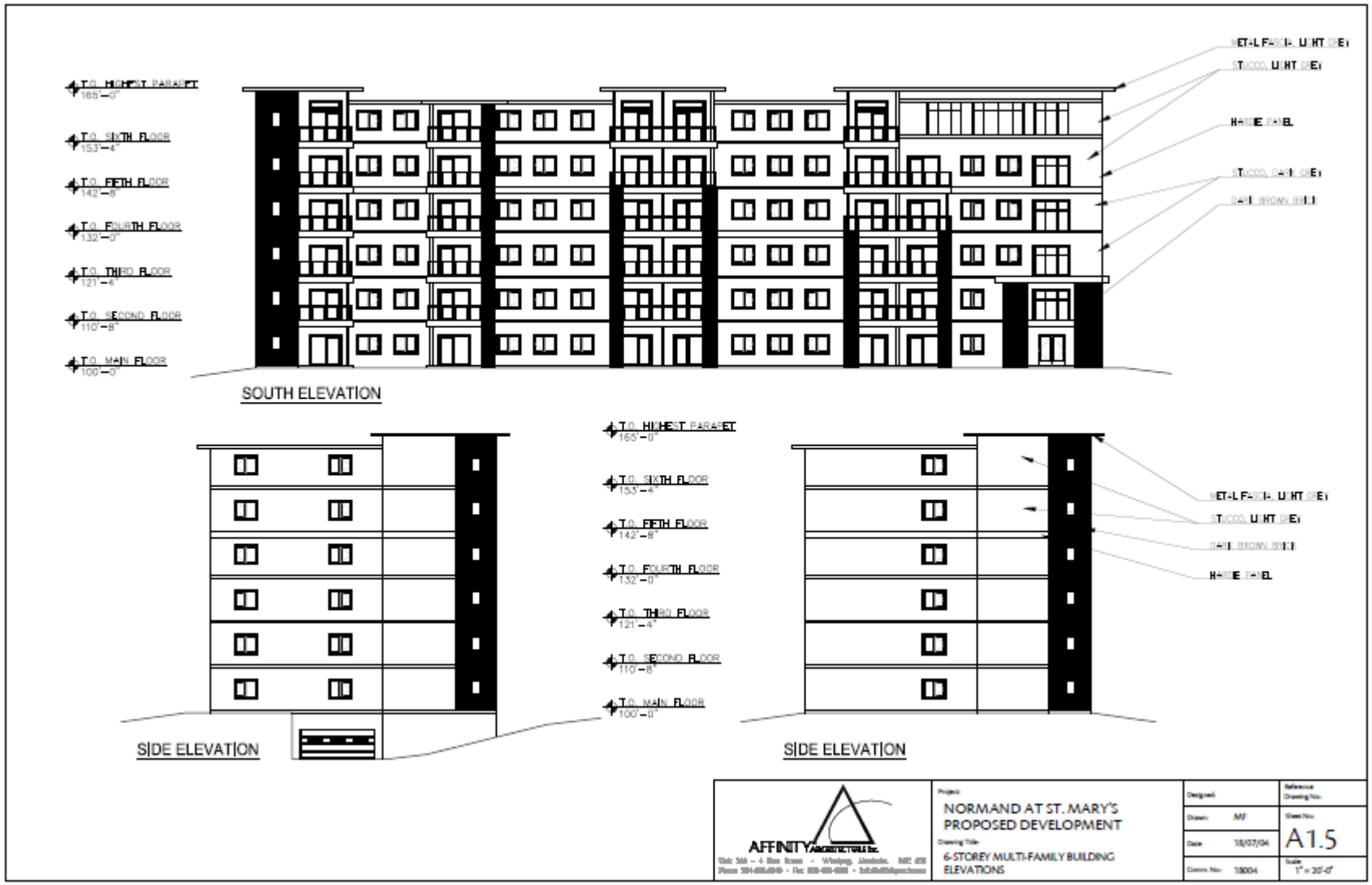
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

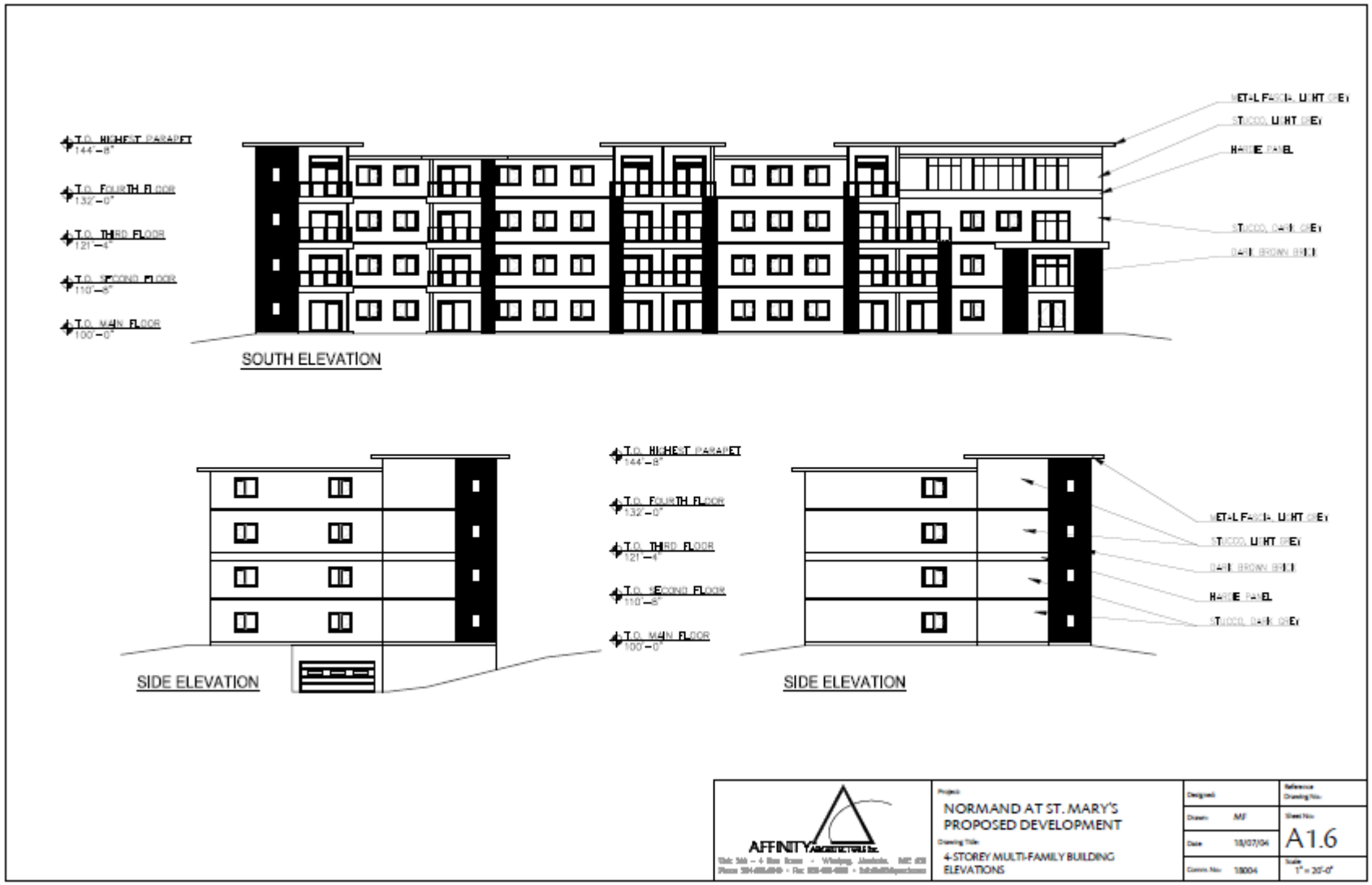
MULTI-FAMILY BUILDINGS
TYPICAL, TOP FLOOR PLANS

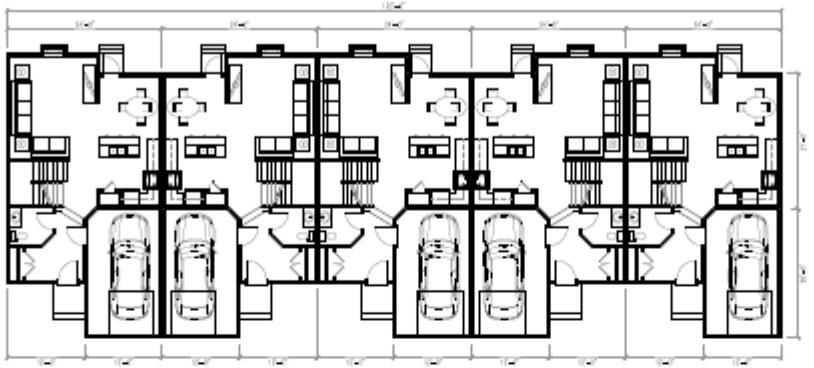
Designed:
Drawn: MF
Date: 18/07/04
Comm. No.: 18004

A1.4

Scale: 1" = 20'-0"


T.O. HIGHEST PARAPET
165'-0"
T.O. SIXTH FLOOR
153'-4"
T.O. FIFTH FLOOR
142'-8"
T.O. FOURTH FLOOR
132'-0"
T.O. THIRD FLOOR
121'-4"
T.O. SECOND FLOOR
110'-8"
T.O. MAIN FLOOR
100'-0"
HARDIE PANEL
SOUTH ELEVATION
SIDE ELEVATION
SIDE ELEVATION
AFFINITY ARCHITECTURE Inc.
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
6-STOREY MULTI-FAMILY BUILDING
ELEVATIONS
A1.5


T.O. HIGHEST PARAPET
144'-8"
T.O. FOURTH FLOOR
132'-0"
T.O. THIRD FLOOR
121'-4"
T.O. SECOND FLOOR
110'-8"
T.O. MAIN FLOOR
100'-0"
SOUTH ELEVATION
SIDE ELEVATION
SIDE ELEVATION
HARDIE PANEL
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
4-STOREY MULTI-FAMILY BUILDING
ELEVATIONS
A1.6



MAIN FLOOR PLAN

SECOND FLOOR PLAN

AFFINITY ARCHITECTURE INC.

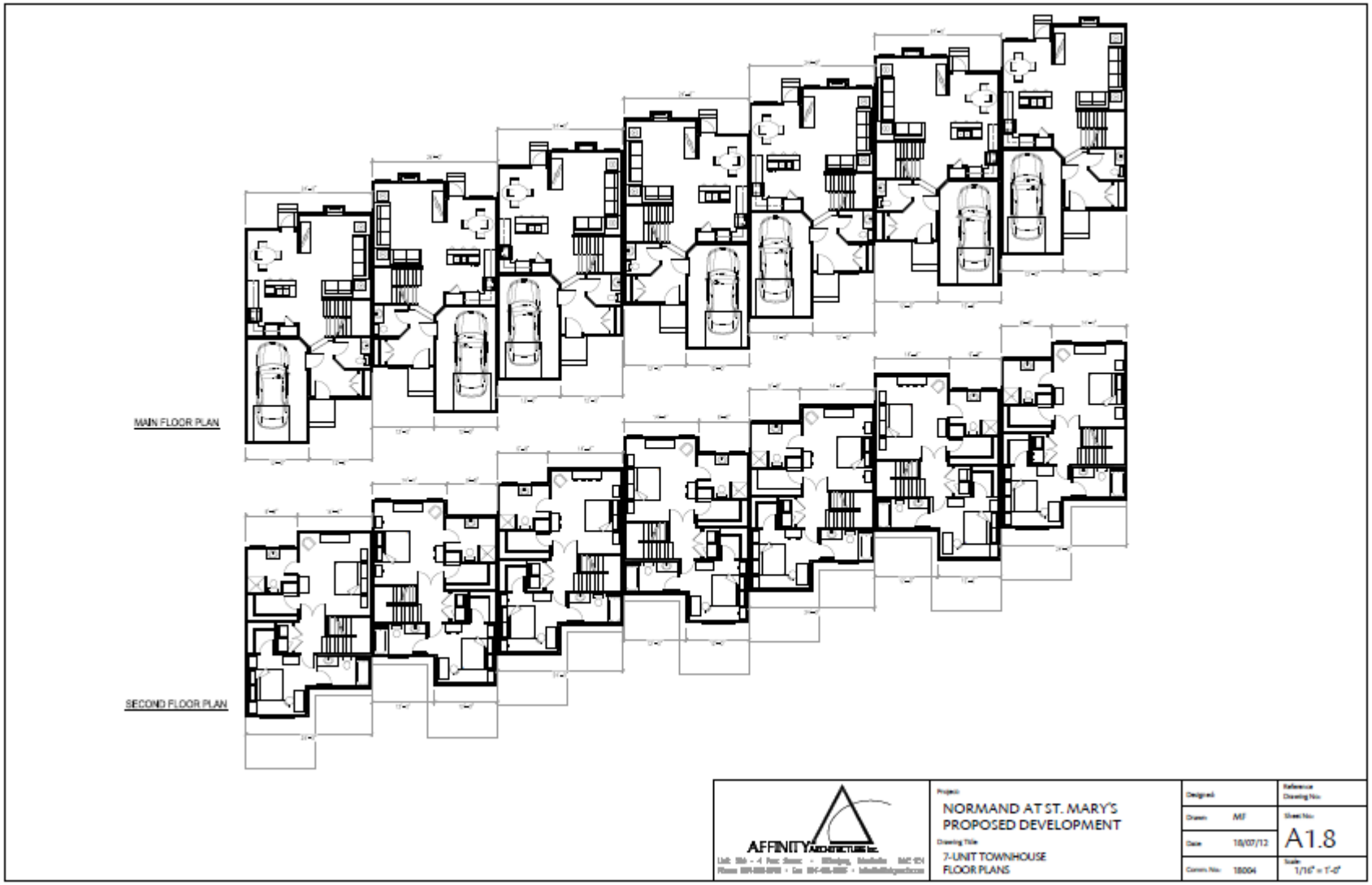
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

5-UNIT TOWNHOUSE
FLOOR PLANS

Designed:
Drawn: MF
Date: 10/07/12
Comm. No.: 18004

A1.7

Scale: 1/16" = 1'-0"


MAIN FLOOR PLAN
SECOND FLOOR PLAN
AFFINITY ARCHITECTURE INC.
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
7-UNIT TOWNHOUSE
FLOOR PLANS
MF
10/07/12
18004
A1.8
1/16" = 1'-0"



REAR ELEVATION



SIDE ELEVATION



FRONT ELEVATION



SIDE ELEVATION

AFFINITY ARCHITECTURE Inc.

Project
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

Drawing Title
5-UNIT TOWNHOUSE
ELEVATIONS

Designed			Reference Drawing No.:
Drawn	MF		Sheet No.: A1.9
Date	18/07/04		
Contract No.	18004		Scale: 1/16" = 1'-0"


SIDE ELEVATION
SIDE ELEVATION
AFFINITY ARCHITECTURAL Inc.
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
7-UNIT TOWNHOUSE
ELEVATIONS
A1.10

Exhibit “13” referred to in File DASZ 6/2018

AIR PHOTO OF OVERALL AREA

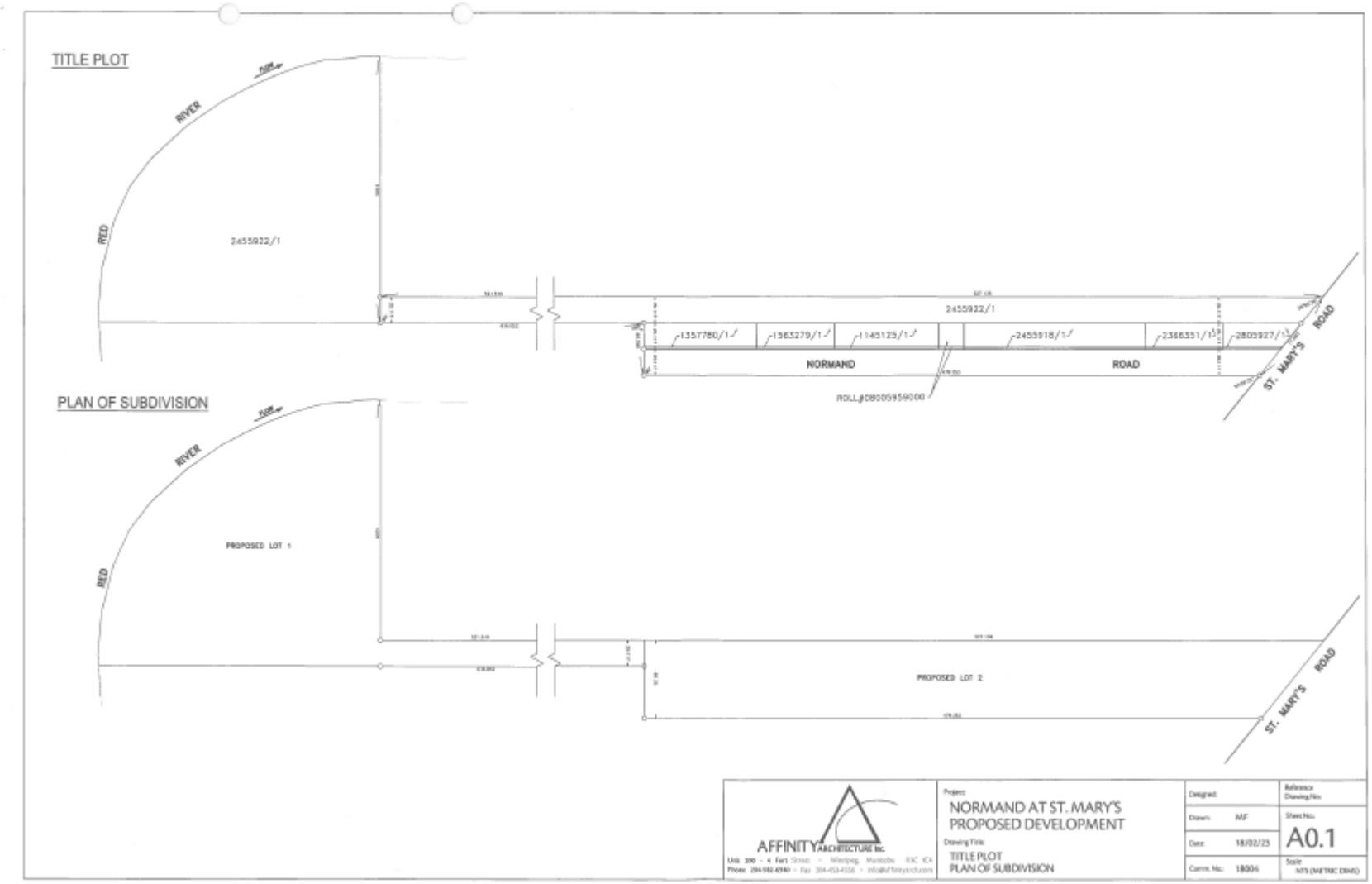


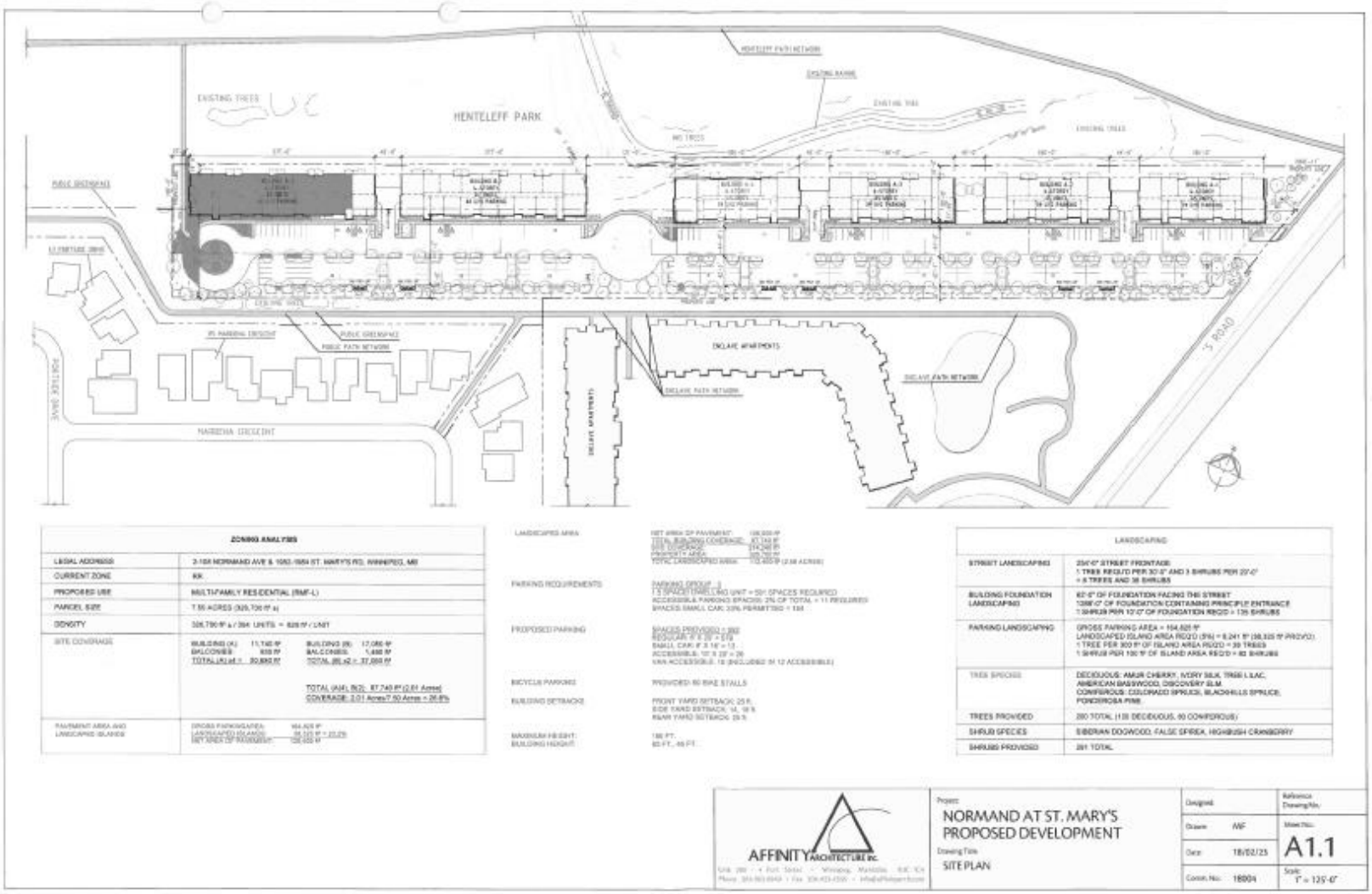
AFFINITY ARCHITECTURE Inc.

NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

KEY PLAN

Designed:	
Drawn:	MF
Date:	18/03/23
Canvas No.:	18004
Reference Drawing No.:	
Sheet No.:	A1.1
Scale:	N.T.S.

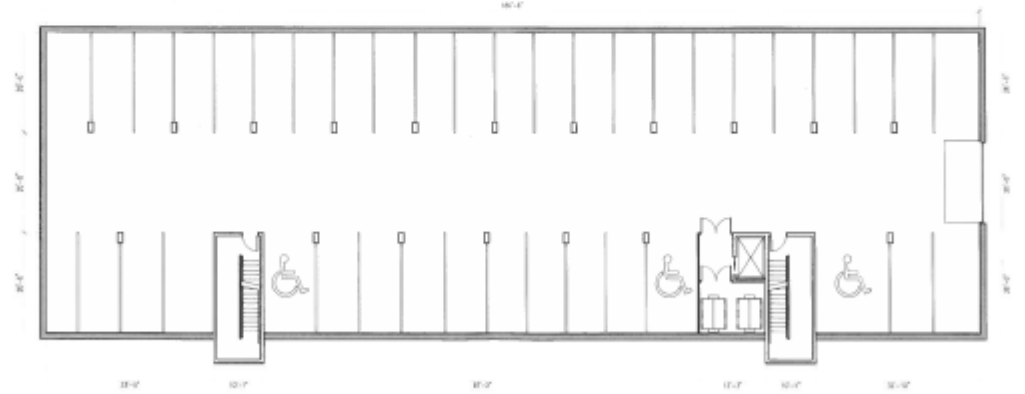

TITLE PLOT
RIVER
RED
2455922/1
2455922/1
1357780/1
1363279/1
1145125/1
2455918/1
2386351/1
2805927/1
NORMAND
ROAD
ROLL #08005959000
ST. MARY'S
ROAD
PLAN OF SUBDIVISION
RIVER
RED
PROPOSED LOT 1
PROPOSED LOT 2
ST. MARY'S
ROAD
AFFINITY ARCHITECTURE Inc.
Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
Drawing Title:
TITLE PLOT
PLAN OF SUBDIVISION
Designed:
Drawn: MF
Date: 18/02/23
Comm. No.: 18004
Reference Drawing No.:
Sheet No.:
A0.1
Scale:
NTS (METRIC UNITS)


HENTELEFF PARK
EXISTING TREES
MARIENA CRESCENT
ENCLAVE APARTMENTS
ZONING ANALYSIS
LANDSCAPING
STREET LANDSCAPING
BUILDING FOUNDATION LANDSCAPING
PARKING LANDSCAPING
TREE SPECIES
TREES PROVIDED
SHRUB SPECIES
SHRUBS PROVIDED
AFFINITY ARCHITECTURE INC.
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
SITE PLAN
A1.1

MAIN FLOOR PLAN



PARKADE FLOOR PLAN



AFFINITY ARCHITECTURE INC.

Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

Drawing Title:
BUILDING TYPE A
PARKADE & MAIN FLOOR PLANS

Designed:
Drawn: MF
Date: 18/02/25
Comm. No.: 18004

Reference Drawing No.:
Sheet No.: A1.2
Scale: 1" = 20'-0"

SIXTH FLOOR PLAN



TYPICAL FLOOR PLAN



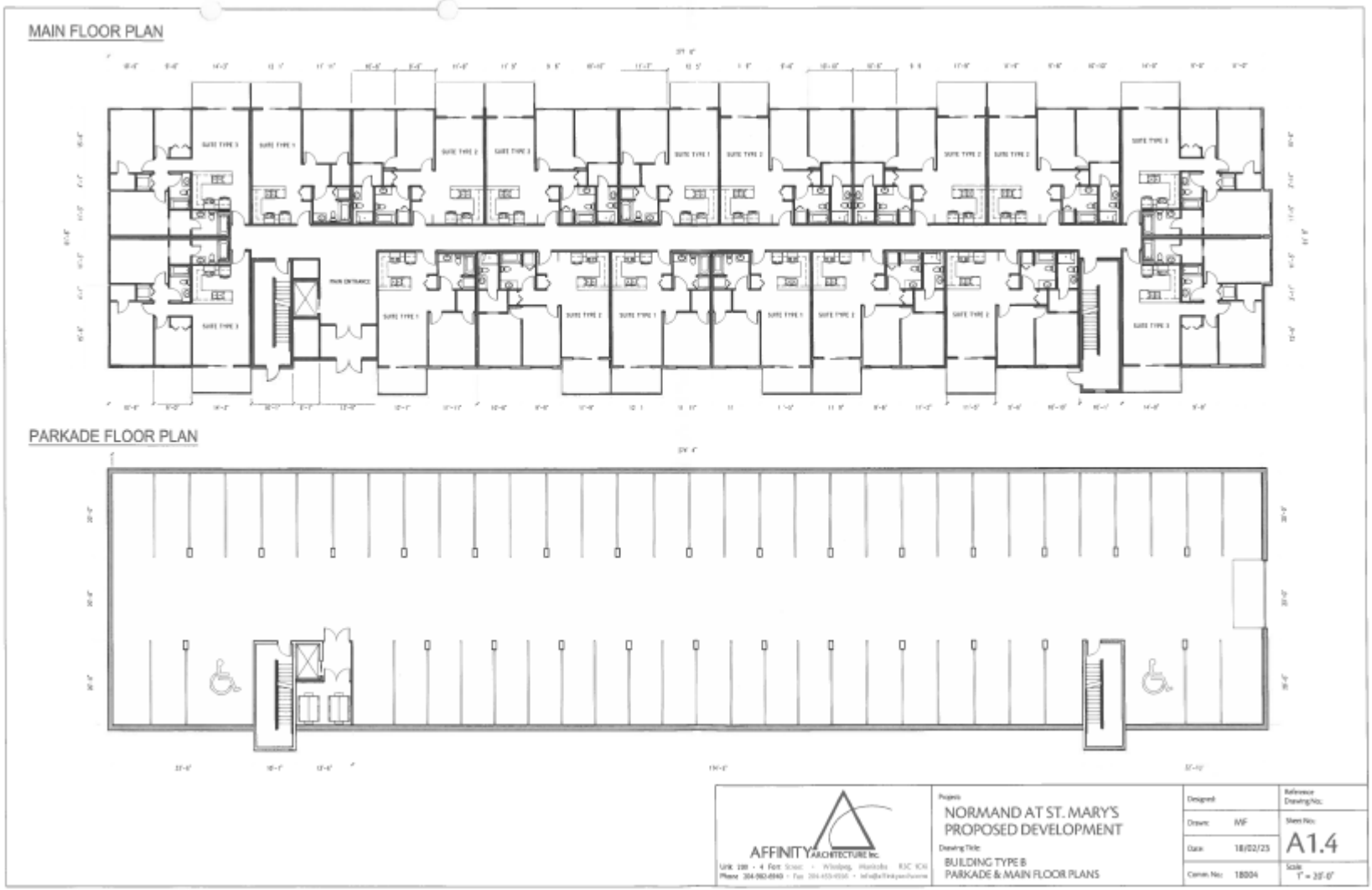
AFFINITY ARCHITECTURE Inc.

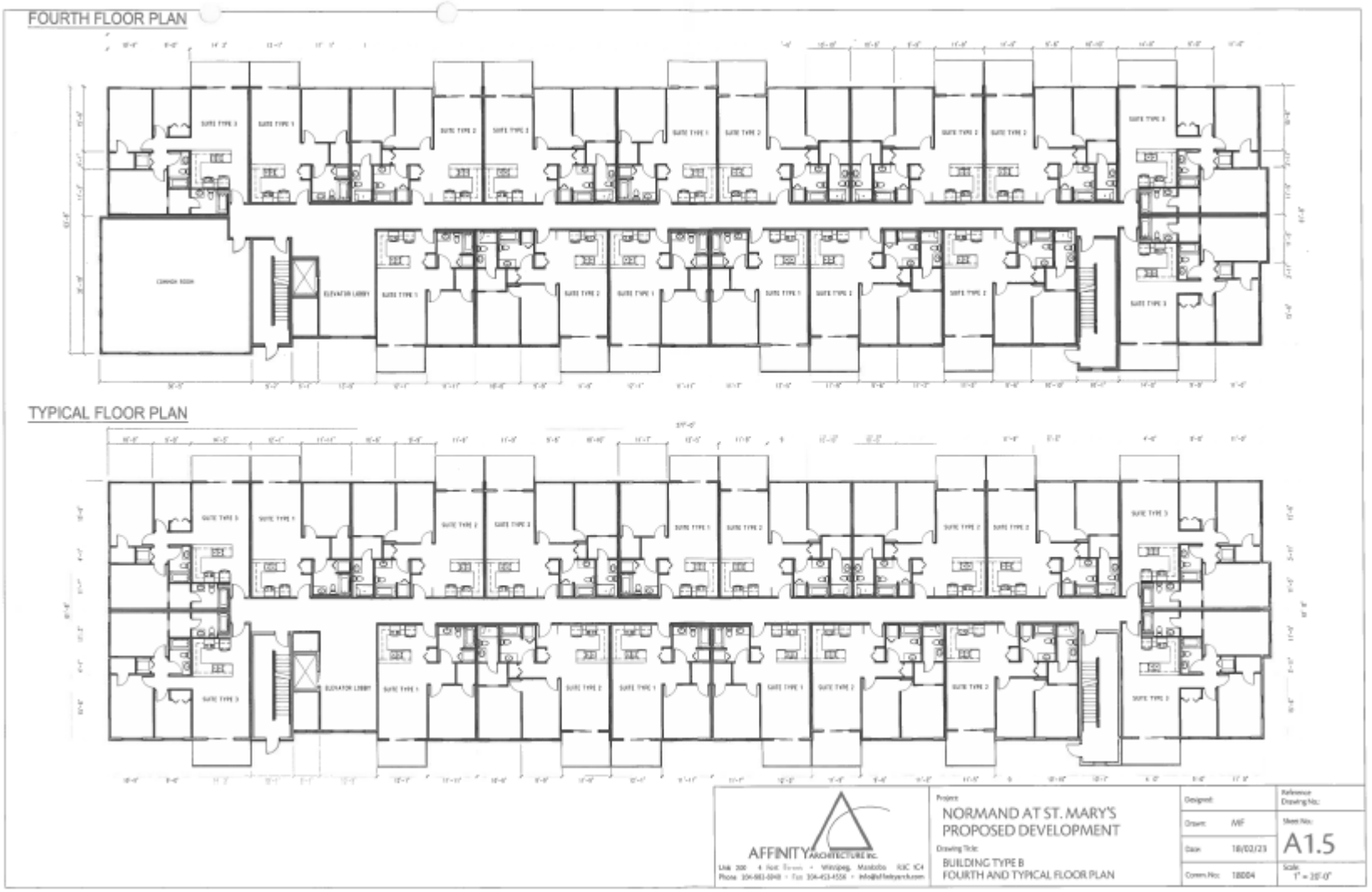
Project:
NORMAND AT ST. MARYS
PROPOSED DEVELOPMENT

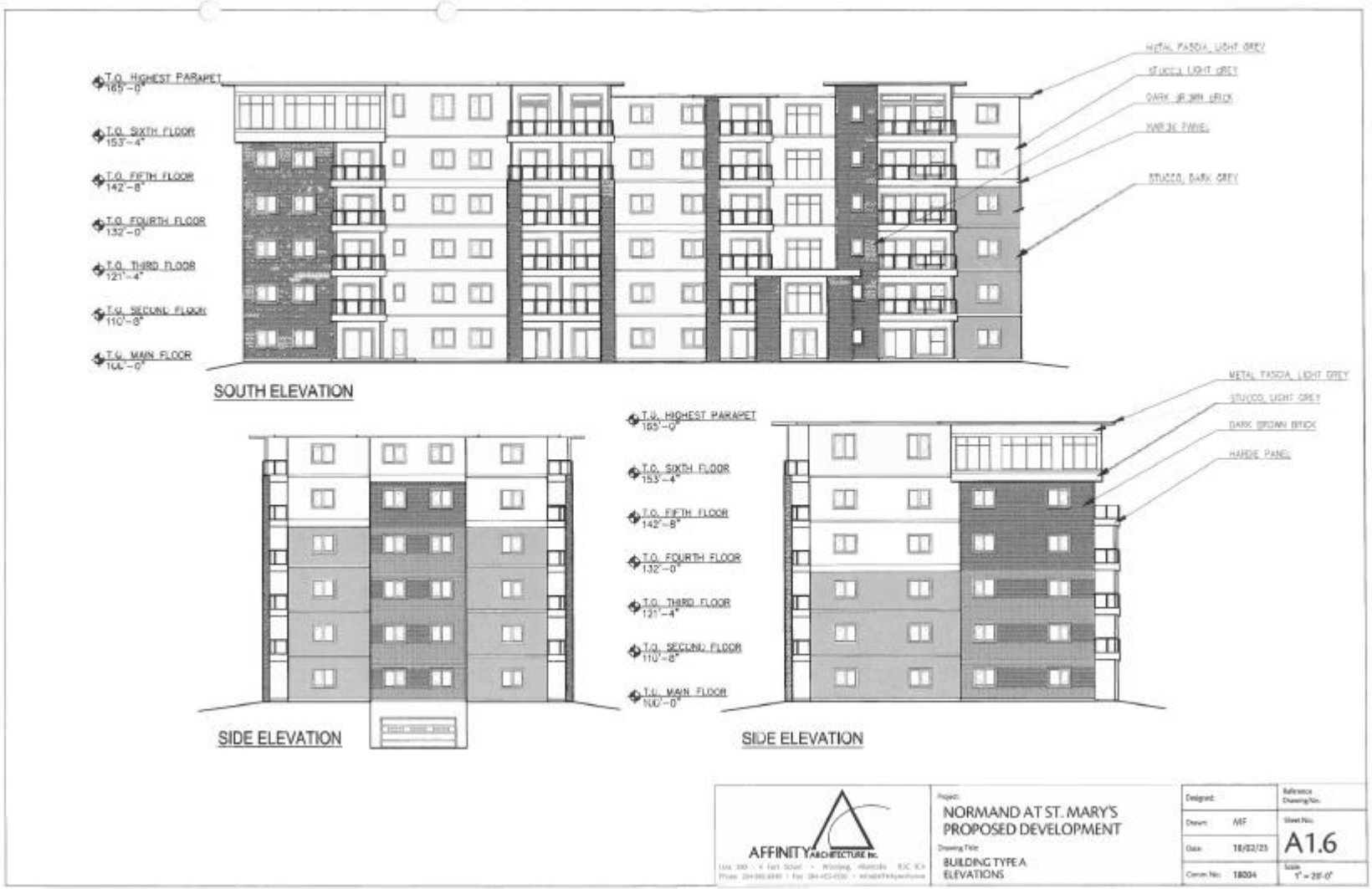
Drawing Title:
BUILDING TYPE A
SIXTH & TYPICAL FLOOR PLANS

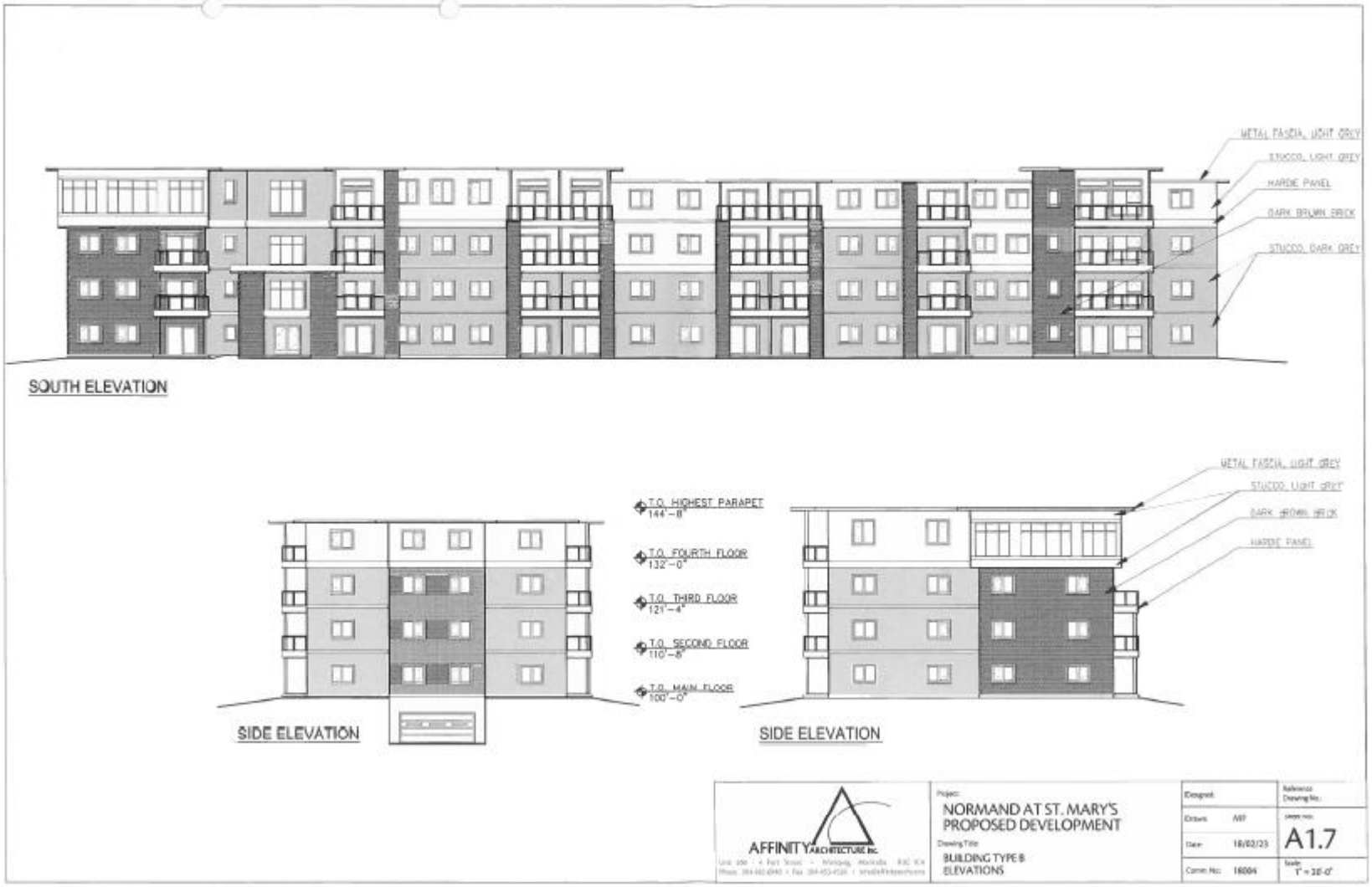
Drawn: MF
Date: 18/02/23
Comm. No.: 18004

Sheet No.: A1.3
Scale: 1" = 20'-0"


MAIN FLOOR PLAN
PARKADE FLOOR PLAN
AFFINITY ARCHITECTURE Inc.
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
BUILDING TYPE B
PARKADE & MAIN FLOOR PLANS
A1.4


FOURTH FLOOR PLAN
TYPICAL FLOOR PLAN
AFFINITY ARCHITECTURE Inc.
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
BUILDING TYPE B
FOURTH AND TYPICAL FLOOR PLAN
A1.5


T.O. HIGHEST PARAPET 165'-0"
T.O. SIXTH FLOOR 153'-4"
T.O. FIFTH FLOOR 142'-8"
T.O. FOURTH FLOOR 132'-0"
T.O. THIRD FLOOR 121'-4"
T.O. SECOND FLOOR 110'-8"
T.O. MAIN FLOOR 100'-0"
METAL FASCIA, LIGHT GREY
STUCCO, LIGHT GREY
DARK BROWN BRICK
HARDIE PANEL
STUCCO, DARK GREY
SOUTH ELEVATION
SIDE ELEVATION
SIDE ELEVATION
AFFINITY ARCHITECTURE Inc.
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
BUILDING TYPE A
ELEVATIONS
Designed:
Drawn: MF
Date: 18/02/23
Comm. No: 18004
A1.6
1" = 28'-0"


METAL FASCIA, LIGHT GREY
STUCCO, LIGHT GREY
HARDIE PANEL
DARK BROWN BRICK
STUCCO, DARK GREY
SOUTH ELEVATION
T.O. HIGHEST PARAPET
144'-8"
T.O. FOURTH FLOOR
132'-0"
T.O. THIRD FLOOR
121'-4"
T.O. SECOND FLOOR
110'-8"
T.O. MAIN FLOOR
100'-0"
SIDE ELEVATION
METAL FASCIA, LIGHT GREY
STUCCO, LIGHT GREY
DARK BROWN BRICK
HARDIE PANEL
SIDE ELEVATION
AFFINITY ARCHITECTURE INC.
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT
BUILDING TYPE B
ELEVATIONS
Drawn: MF
Date: 18/02/23
Comm. No: 18004
A1.7
1" = 20'-0"



BUILDING TYPE A



BUILDING TYPE B

AFFINITY ARCHITECTURE Inc.

Project:
NORMAND AT ST. MARY'S
PROPOSED DEVELOPMENT

Drawing Title:
COLOUR ELEVATIONS

Designed	
Drawn	MF
Date	18/02/23
Comm. No.	18084

Reference Drawing No.:

Sheet No.: A1.8

Scale: 1" = 20'-0"