Letter of Intent –

# PROPOSED AMENDMENT TO AIRPORT VICINITY PROTECTION AREA SECONDARY PLAN – PDO 1

*April 2, 2019*

Submitted by:

Cadillac Fairview




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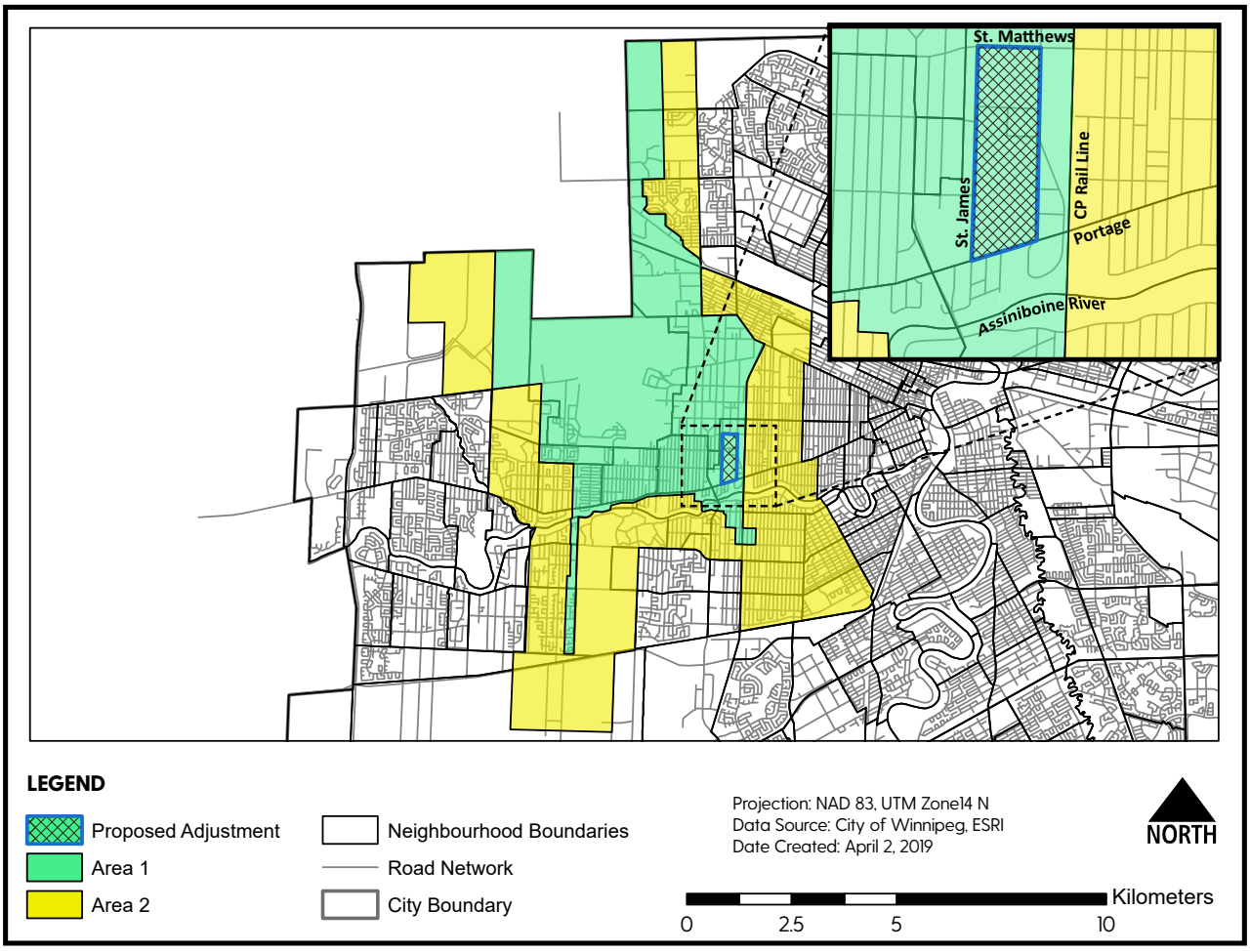
# INTENT STATEMENT

The proponent, Cadillac Fairview (CF), is seeking to amend the Airport Vicinity Protection Area Secondary Plan – PDO 1 to allow for mixed-use residential development on their Polo Park holdings. This amendment is required to enable a future land use approval process (Subdivision and Rezoning - DASZ) that if successful, will introduce 'mixed-use residential uses' to the site.

The proposed amendment is required to change current policy that prohibits mixed-use residential development. If the amendment is approved, the proponents will be in a position to work with the City of Winnipeg through a collaborative and consultative planning process to determine appropriate zoning on the site, site planning and any associated subdivision. It is also through a future planning process that servicing and transportation requirements are considered including any required improvements.

It must be stressed that the proposed amendment does not approve any future residential development. The City of Winnipeg, through their authority of land use, will be the steward of determining an appropriate level of residential/mixed use development if the proposed amendment is approved and property owners seek to develop residential/mixed use. The amendment does not enable or prescribe or bound the City of Winnipeg into approving any density or residential unit counts.

The proponents are seeking an admendment to the current boundary of the PDO – 1 map, to move the select area, as illustrated below, from Area 1 to Area 2:




***Map 1 -*** *Proposed PDO Boundary Amendment*

The proposed area presents a spot boundary adjustment to the PDO 1 solely surrounding the properties held by the proponent. The proposed boundaries align to City Right of Ways.

Over the course of the last several months, key stakeholders (Province of Manitoba, City of Winnipeg, Winnipeg Airport Authority) were identified and engaged with the objective of discussing the concept of adding multi-family residential uses to the Cadillac Fairview (CF) Polo Park site.

All stakeholders expressed interest in the idea of adding residential development to the site. It was communicated that it was advantageous to the City and Province to realize development on the site. The development of a portion of the proposed area is a concern to all ratepayers in the Province since increased property values at the former stadium site are directly linked to the payment of capital for the Investors Field Stadium at the University of Manitoba.

That said, both the City of Winnipeg Public Service and the Winnipeg Airport Authority confirmed that all residential uses are prohibited due to restrictions set out in the Airport Vicinity Protection Area Secondary Plan and Winnipeg Zoning By-law (the current zoning or the Airport Vicinity PDO – 1). Both approving Authorities identified the necessary process required to give contemplation to the concept and the requirement to demonstrate that the current 24-hour critical operation of the James A Richardson Airport would not be compromised in any way.

## THE DEVELOPMENT VISION

CF feels it is now an opportune time to explore adding a residential component to the Polo Park site, in keeping with the vision of OurWinnipeg's 'Live Work Play' philosophy. The Polo Park site is uniquely positioned to be a champion of that vision because of its location, structure and current vacant land holdings on the site.

Currently the site is underutilized with several areas of opportunity for densification, including the former CanadInns Stadium site. CF recognizes there are structural and permanent changes to the retail landscape as a result of e-commerce and different consumer preferences. Retail is close to saturation in the Polo Park corridor, and the inclusion of other uses, particularly residential, will help balance the mix of uses, and ultimately result in more employment and further growth potential.

CF understands the post amendment planning exercise will determine exact development thresholds including residential densities, location of residential uses and their configuration. In addition to determining appropriate levels of residential development, the post amendment site planning process will realize an exciting opportunity to introduce a complete community at the Polo Park site, allowing for amenities and jobs in proximity to home, all within walking distance.

CF has a proven track record and will draw from its extensive portfolio of developments to inform the Polo Park site. One particular project that illustrates regional scale mixed-use development and proximity to an airport and is similar to the proposed Polo Park development, is the planned Richmond Centre Redevelopment, Richmond, British Columbia. For context, this redevelopment will include 12 towers built over two phases. This includes 370,000 sf of new retail, 1,900 residential units, 3,100 new parking stalls, and a central plaza that connects parking, shopping, and residential uses, all at a distance of 1.5 km from the Vancouver International Airport. This development is denser than what is proposed for Polo Park but provides a comparable vision for consideration that is similar in concept to the proposed Polo Park redevelopment. See Figure 1 for Richmond Centre Redevelopment renderings.



***NOTE.***
Rendering of CF Richmond Centre, Richmond, BC.



***NOTE.***
Rendering of CF Richmond Centre, Richmond, BC.







***Figure 1 -*** *Richmond Centre Redevelopment Precedent Renderings*

# BACKGROUND

## AMENDMENT BOUNDARY DESCRIPTION

The proposed amendment area includes the Polo Park area from St. Matthews Ave south to Portage Ave, and St. James St east to Empress St.

***Table 1 -*** *Land Uses and Zoning Details*

| | |
|---|---|
| **Current Land Uses** | Cultural and Entertainment; Commercial Sales and Services; Private Motor Vehicle |
| **Development Plan** | *OurWinnipeg Plan By-law No. 67/2010* [July 20, 2011]<br>*Complete Communities Direction Strategy By-law No. 68/2010* |
| **D. Plan Designation** | *Mature Communities / / Regional Mixed-Use Centre* |
| **Secondary Plan** | *Airport Vicinity Protection Area Secondary Plan By-law No 6378/94* [May 1994] |
| **S. Plan Designation** | *Area 1* |
| **Zoning By-law** | *Winnipeg Zoning By-law 200/2006* [March 1, 2008] |
| **Zoning** | C3 – *Commercial Corridor*<br>C4 – *Commercial Regional* |
| **Zoning PDO** | *Airport Vicinity PDO-1 'SCHEDULE D'* |
| **Z. PDO Zone** | *Area 1* |

## PROPONENT AREA SITE DESCRIPTION

'Polo Park', as it is colloquially referred to, is the area of Winnipeg bounded by Empress St on the east, Assiniboia River to the south, Kenaston Blvd to the west, and Saskatchewan Ave to the north comprised of the following neighbourhoods: Polo Park 2.125; Kensington 2.201; West Wolseley 2.226; and the eastern portion of St. James Industrial 2.221.

It is located at *1485 Portage Avenue*, is the largest mall in Winnipeg, and the 12th largest in Canada. One of the first enclosed shopping malls in Canada, Polo Park Mall is approximately 1.2 million square feet of commercial space located on the north side of Portage Ave between St. James St and Empress St. It includes Scotiabank Theater [formerly called SilverCity Polo Park] on Roll Number: 13096198200.

*875 St James Street* is the former Target Store located at the south-east corner of St. James St and St. Matthews Ave on the northern quarter of the lands formerly home to the Winnipeg Football Stadium.

The lands at *600 Empress* are associated with the former Winnipeg Arena.

***Table 2 -*** *Subject Land Details*

| | | | |
|---|---|---|---|
| **Subject Lands** | North side of Portage Ave, South Side of St. Matthews ST, East Side of St. James ST, West side of Empress ST | | |
| **Municipal Address** | 1485 Portage Ave; 875 St James ST; 600 Empress ST; 1440 Jack Blick Ave | | |
| **Municipality** | City of Winnipeg | | |
| **Electoral Ward** | St. James - Brooklands - Weston Ward | | |
| **Neighbourhood** | 2.125 Polo Park | | |
| **Roll Numbers** | 13096198200 | 1485 Portage Ave | CF Polo Park |
| | 13000002200 | 1485 Portage Ave | Scotiabank Theater |
| | 13000003100 | 1440 Jack Blick Ave | CJOB |
| | 13096198300 | 600 Empress St | Western Financial |
| | 13096195900 | Former Stadium Site | |
| | 13096195800 | 875 St James St | Former Target Store |
| **Total Land Area** | **81.6 acres** | | |
| | 44.0 acres | 1485 Portage Avenue | |
| | 11.2 acres | 13000002200 | |
| | 1.5 acres | 1440 Jack Blick Avenue | |
| | 4.9 acres | 600 Empress | |
| | 16.5 acres | 13096195900 | |
| | 8.0 acres | 875 St James Street | |




***Map 2 -*** *Proponent Lands Site Map*

## POLICY AND REGULATORY FRAMEWORK

### OUR WINNIPEG – COMPLETE COMMUNITIES – REGIONAL MIXED-USE CENTRE

Complete Communities Direction Strategy By-law No. 68/2010 designates the subject lands as 'Regional Mixed-Use Centre'. In Plan Winnipeg 2020, most Regional Mixed-Use Centres were identified as "Areas of Regional Commercial and Mixed-Use Concentration."

Currently, many of these areas contain predominantly single-use development, such as shopping malls or major commercial sites. Although single-uses such as retail and commercial will continue to anchor many of these centres, the opportunity for infill, grey field development increases the potential to introduce a mix of development types.

**Regional Mixed-Use Centres are described in Complete Communities as follows:**

- Capable of major transformative change
- Located strategically throughout the city to balance employment and population density
- Able to efficiently support rapid transit and high-frequency transit service through a mix of high density development (residential, commercial and office)
- Well connected by Regional or Community Corridors and located at major intersections
- Have adequate land-base and infrastructure to support expansion, a mix of uses, and change through collaboratively planned intensification
- City-wide or regional destinations
- Large site areas typically 100 acres or more

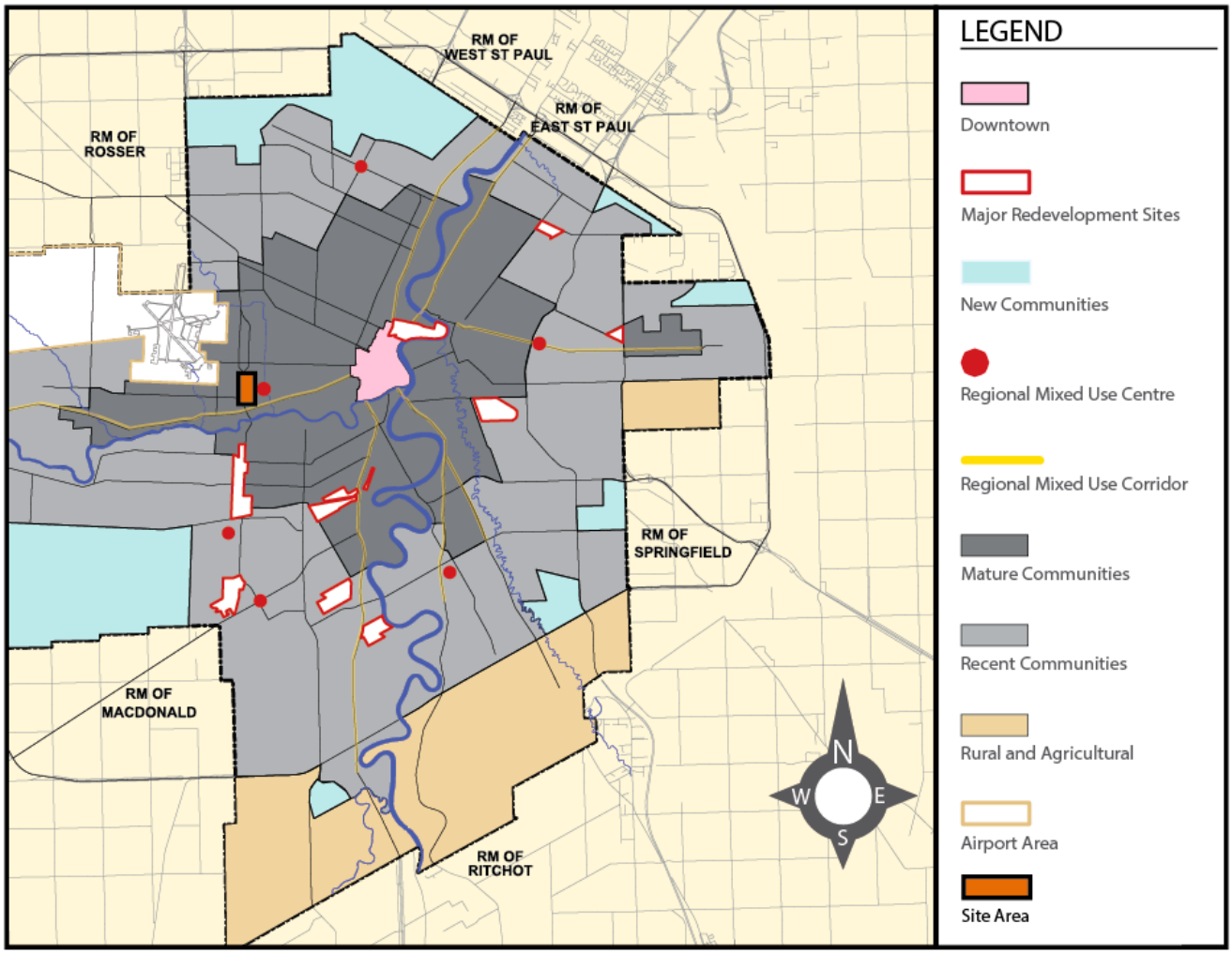
**Policy Direction for Regional Mixed-Use Centres, including Polo Park is as follows:**

Promote and guide the transformation of existing Regional Mixed--Use centres through a proactive and collaborative process.

Support high-frequency transit service by encouraging higher density residential and higher intensity commercial and mixed-uses within the centre of the development. These will be focused along major transit stops.

Create strong, multi-modal transportation linkages from each Regional Mixed-Use Centre to Downtown, other Centres, Corridors, Parks and Major Attractions. Promote development within the Polo Park Regional Centre consistent with the Airport Vicinity Protection Area Planned Development Overlay.

Promote and guide the transformation of existing Regional Mixed-Use Centres through a proactive and collaborative process.




**Map 3 -** Urban Structure Map (City of Winnipeg, Complete Communities, 2011)

## AIRPORT VICINITY PROTECTION AREA SECONDARY PLAN

The Airport Vicinity Protection Area Secondary Plan was established in 1997 to protect the 24-hour air operations of the Airport and to prevent additional new residents' complaints about noise, effecting or altering air operations and negatively impacting the Airports' economic output.

The intention of the Airport Vicinity Protection Area Secondary Plan is to protect the status of 24-hour air operations is mirrored in the Development Plan polices and the Zoning By-law regulations.

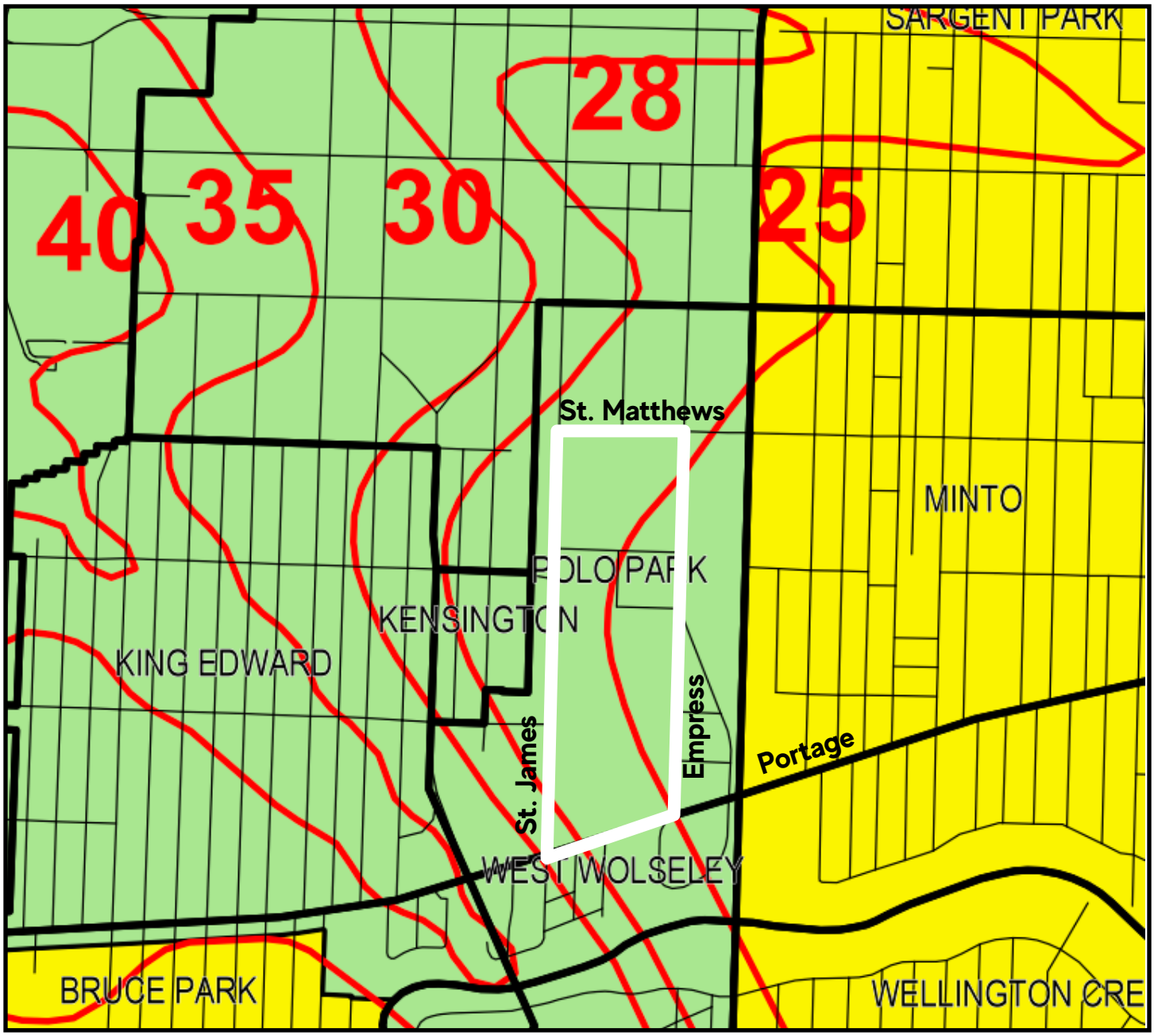
The Airport Vicinity Development Plan (AVDP) boundaries are related directly to Noise Exposure Forecast contours.

The 25 NEF contour approximates the outer limit of the AVDP area. The NEF configuration reflects the ultimate traffic volume at Winnipeg International Airport and includes the potential for an additional runway to the northeast of the existing runway.

Airport Vicinity Protection Area Secondary Plan By-law No. 6378/94 [May 1994] designates the subject lands as 'Area 1':

- To allow only new residential development of multiple family dwellings as replacement for dwellings existing on the date of this by-law, but subsequently demolished or destroyed; up to the maximum number of dwelling units on a lot not exceeding that number of units existing on the date of that amendment.

The Secondary Polices do not allow for any new, multiple family residential dwellings to be established in Area 1, which includes the subject lands.




***Map 4 -*** *2001 Polo Park Area Noise Exposure Contours*

## ZONING BY-LAWS

**Commercial Regional (C4):**

*Winnipeg Zoning By-law 200/2006* zones 1485 Portage Ave and 1440 Jack Blick Ave as 'C4' Commercial Regional District.

Commercial Regional (C4) zoning district is intended to accommodate the development of large-scale, distinctive and attractive regional centres containing a mix of concentrated land uses in designated areas under *OurWinnipeg*:

- These commercial uses are subject to frequent view by the public and visitors to Winnipeg, and they should provide an attractive appearance with landscaping, sufficient parking, and controlled traffic movement.
- The centre should provide commercial, office, institutional, and residential uses and structures at higher intensities than surrounding areas.
- The area may also contain concentrations of medium to high density office development, as well as a broad mix of complementary uses, which may include major civic and public facilities and parks.
- The development should facilitate and encourage pedestrian travel between uses.
- These areas are generally associated with Regional Mixed-Use Centres identified in *OurWinnipeg*.
- There is a front yard setback requirement of 25 feet.
- There is a rear yard setback requirement of 25 feet.
- The maximum building height is 60 feet.

**Commercial Corridor (C3):**

*Winnipeg Zoning By-law 200/2006* zones 875 St James Street; Former Stadium Lands [13096195900]; and, 600 Empress Street as 'C3' Commercial Corridor District.

'C3' Commercial Corridor District is intended primarily for uses that provide commercial goods and services to residents of the community in areas that are dependent on automobile access and exposed to heavy automobile traffic, but not including regional shopping malls or regional shopping areas:

- These commercial uses are subject to frequent view by the public and visitors to Winnipeg, and they should provide an attractive appearance with landscaping, sufficient parking, and controlled traffic movement.
- 'C3' Districts are generally located along Community or Regional Mixed-Use Corridors or in Community or Regional Mixed-Use Centres.
- There is a minimum rear yard setback requirement of 25 feet.

C3 lands are generally 2 – 8 acres on a Regional Street with +200 feet of depth.




***Map 5 -*** *Polo Park Area Zoning Map (City of Winnipeg, Property Map/Aerial Photography)*

## AIRPORT VICINITY PDO - 1 'SCHEDULE D'

**The site is subject to Airport Vicinity PDO – 1 – AREA 1:**

3. (1) (a) no new residential development is permitted (subject to statutory nonconforming rights and any Variance Order related thereto) except replacement of existing dwellings, if destroyed or demolished, with new dwellings which in the case of multiple-family dwellings must not exceed the original number of dwelling units;

3. (1) (b) minor residential infill may be approved as a conditional use under the City of Winnipeg Charter in areas of established residential development.

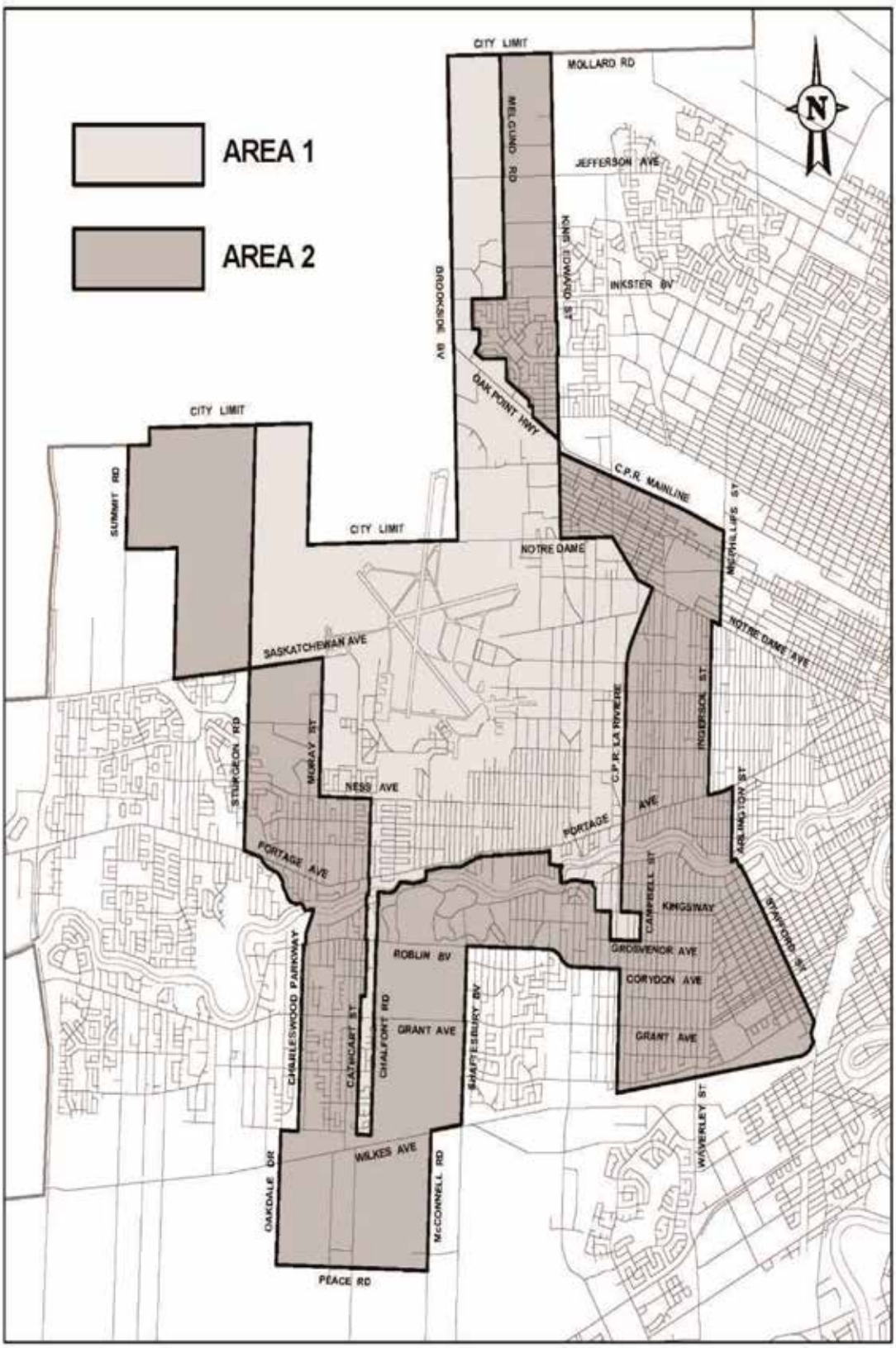
**All Areas Within Overlay District:**

3. (4) Within the AVP Area all new single-family, two-family and multiple-family dwellings including replacement and infill dwellings must comply with the construction standards set out in the Airport Vicinity Acoustic Insulation By-law.

The Zoning PDO regulations do not allow for any new, multiple family residential dwellings to be established in Area 1, which includes the subject lands.

Should any residential be permitted [which is allowable in Area 2], certain standards of construction need to be met regarding sound insulation.

NOTE: The subject lands do not fall within the *Airport Area West Secondary Plan By-law No. 8097/2002*; and do not fall within SECTION 09 AIRPORT AREA of *OurWinnipeg Plan.*




***Map 6 -*** *Airport Vicinity PDO Map (City of Winnipeg, Zoning By-law 200/2006, 'Schedule D')*

# AMENDMENT RATIONALE

## MEETING POPULATION AND DEMOGRAPHIC DEMANDS

### WINNIPEG - ST. JAMES HOUSING MARKET

The most recent census showed that single-detached houses make up 54% of all housing in St. James. The remaining 46% was multi-family, of which 29% are apartments. Initially it seems as though a significant portion of the market is multi-family, however may be insufficient considering the size of households. 37% are 1-person households, and another 34% are 2-person households, meaning that 71% of households are comprised of less than 3 people (StatCan, 2016). Granted, a number of these households may desire to live in a single-detached dwelling, it is likely that these households are seeking multi-family dwellings.

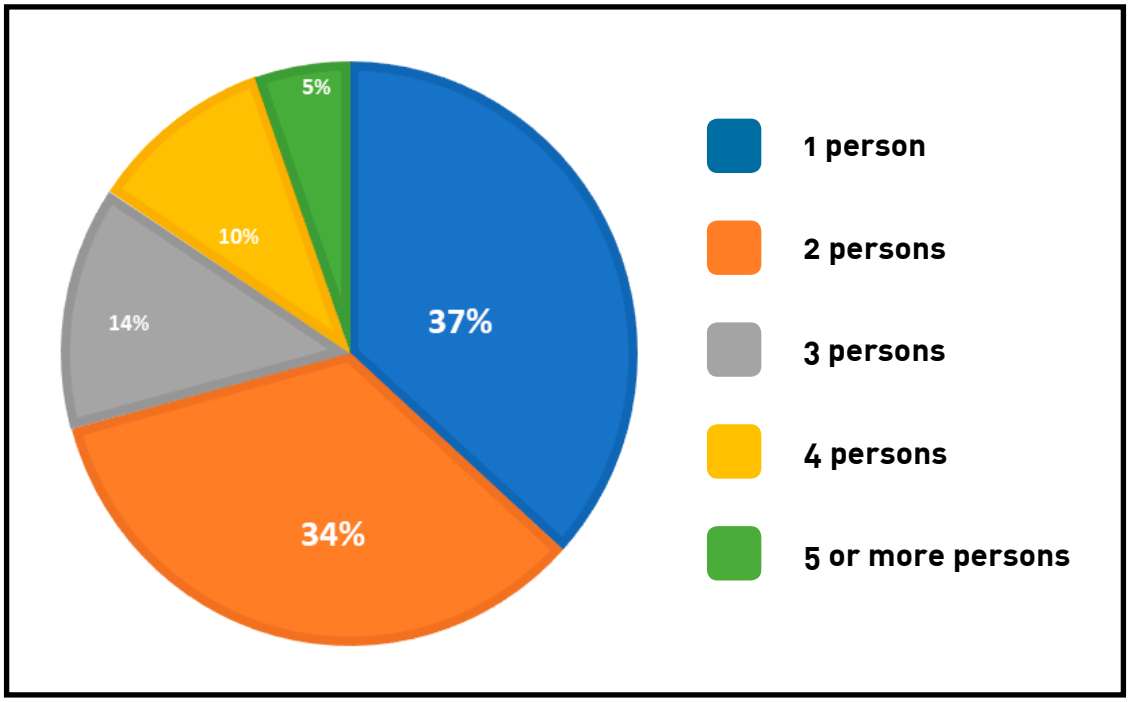



***Figure 2 -*** *St. James Household Sizes, 2016 (StatCan, 2016)*

Overall in Winnipeg there is demand for new multi-family residential with expected continued market growth (2.4% - 2018). Total housing starts are anticipated to remain stable at around 4,300 units per annum, which is a consistent mean housing start statistic in Winnipeg. Of the 4,300 projected units, approximately half will be city-wide multi-family. This number is expected to grow as society ages, housing becomes less affordable and housing preferences change.

In 2018, Winnipeg CMA saw 5,384 new housing starts (4,866 in Winnipeg, City). Of these new units, 1,874 were single-detached homes. The remaining 3,510 were multi-family, including 2,756 apartment units. In St. James, there were 55 housing starts in 2018, of which 51 were single-detached and the remaining 4

were apartments (https://www03.cmhc-schl.gc.ca/hmip-pimh/en/#Profile/2680/3/Winnipeg). Not even a quarter of one percent of all apartments started in 2018 were in St. James. This level is consistent, structural and likely in direct correlation to the PDO 1 restrictions.

The population of St. James grew by 3.6% from 2011 to 2016, however the population of the 75+ age demographic decreased by 4.6%. The 55 – 74 age range, on the other hand, increased by 14.7% (StatCan, 2011/2016). These statistics may suggest that aging residents would like to live in this community, but there are no multi-family or senior residents available to live in as they downsize from their single-detached homes. As a result, they have no choice but to move outside the community.

Figure 3 shows the percentage each age group represented of the total population in 2011 and 2016 in St. James. The 2016 side of the graph is coloured to indicate increases or decreases in population in each age group.

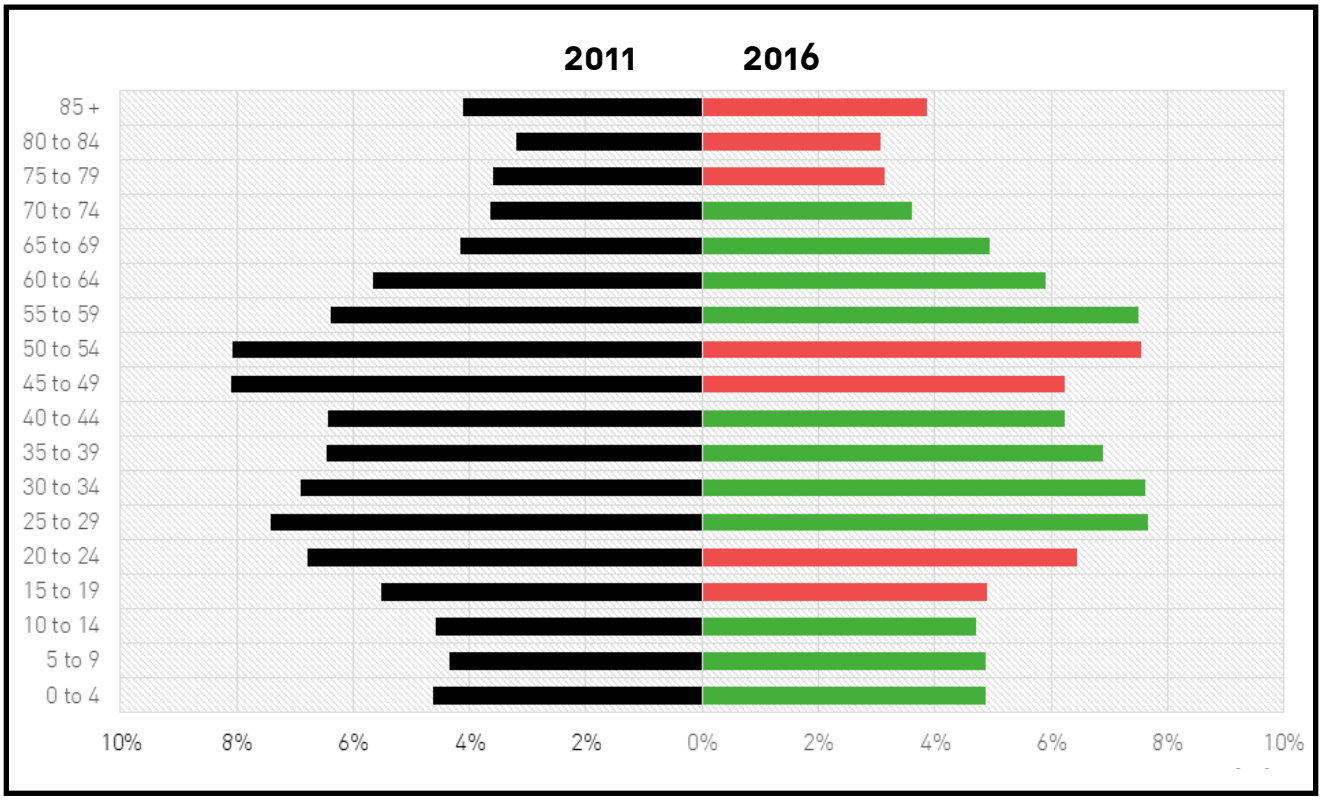



***Figure 3 -*** *St. James Age Demographics 2011-2016 (StatCan, 2011/2016)*

**Redefine Urban Living:**

Polo Park is a prime site for a mixed-use redevelopment as it is already well connected with road and transit networks; contains countless commercial, retail, hospitality, and entertainment options; and vacant land available to turn the area into a complete community with additional amenities, green public space, and residential units. Given the volume of recent construction of multi-family units across Winnipeg, the St. James area is falling behind. However, herein lies an opportunity to develop a unique housing solution that will only become more relevant and desired as the baby-boomer generation ages. Polo Park could become an inclusive mixed-use community with an emphasis on aging-in-place.

### WINNIPEG - ST. JAMES COMMERCIAL MARKET

Winnipeg's current retail investment inventory is approximately 21.9 million square feet, consisting of enclosed malls, shopping centres, strip centres, storefronts and restaurants. Of that 21.9 million square feet, 6,099,533 square feet or close to 30% of total commercial square footage in the entire city, is located in the southwest Winnipeg quadrant which would include the new Seasons of Tuxedo development. Its access and location in proximity to Polo Park is a factor in demand.

The amount of existing, available inventory within proximity and associated higher than average vacancy rate (7.60%) in the northwest quadrant (including Polo Park) largely reflects the vacant Polo Park holdings but it also suggests that there may not be current or future demand to develop the vacant Polo Park holdings as exclusively commercial retail. This reality is only strengthened by structural and permanent changes to the retail landscape as a result of e-commerce and different consumer preferences.

Residential will help balance the mix of uses, and ultimately result in more employment and further growth potential.

## OPPORTUNITY FOR RESPONSIBLE DENSIFICATION

### MEETING OBJECTIVES OF OUR WINNIPEG TO CREATE A COMPLETE COMMUNITY

The Polo Park Regional Mixed-Use Centre is positioned well to become a "Complete Community" as envisioned in OurWinnipeg. The proposed amendment will enable consideration of future development applications that will realize the transformation of significant underutilized land to a dynamic, well planned site that embodies desirable urban design principles such as:

- Complete streets – cars, bikes and pedestrians; high quality spaces between buildings that are inviting; 'urban development' including buildings that are close to the street, encouraging people to enjoy the environment and walk – as opposed to taking their car.

One will be able to live near their place of employment. The addition of residential uses will complement existing retail and office uses, making walking a convenient and realistic option for residents to walk to work or access amenities on a day to day basis. See Map 7 for walkshed.

Within five minutes, one could: walk past Madison St to the West; almost reach Portage Ave to the South; walk into Chapters, Home Depot, or one of the other shops across Empress Street to the East; or, arrive at the 875 St. James St (Former Target). Within ten minutes one could: walk as far West as Brooklyn Street; reach the shoreline of the Assiniboine River to the South; walk past the unique stops along Wall Street, like Long & McQuade or Sleepy Owl Bread, and arrive at the Minto Athletic Grounds; or, pass by numerous commercial and retail locales on your way to Ellice Street to the North.

In addition, there are several schools in the walkshed area: Ecole Assiniboine to the southwest, Stevenson-Britannia School to the West, Isaac Brock School to the East, and Wolseley School to the Southeast – just south of Portage Ave. There are other nearby education opportunities in the area as well, including MC College, Tauber Music School, and the Aboriginal School of Dance.

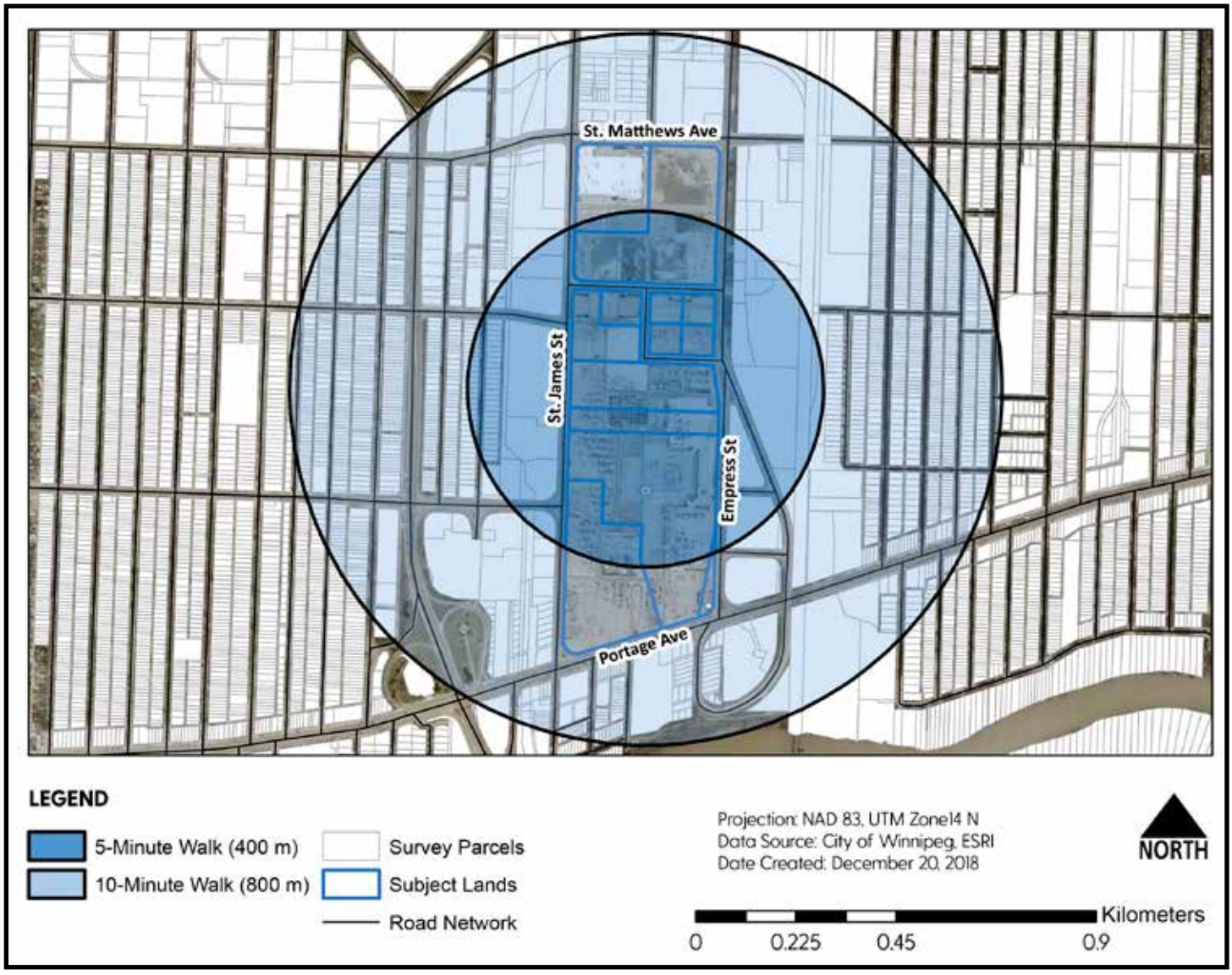
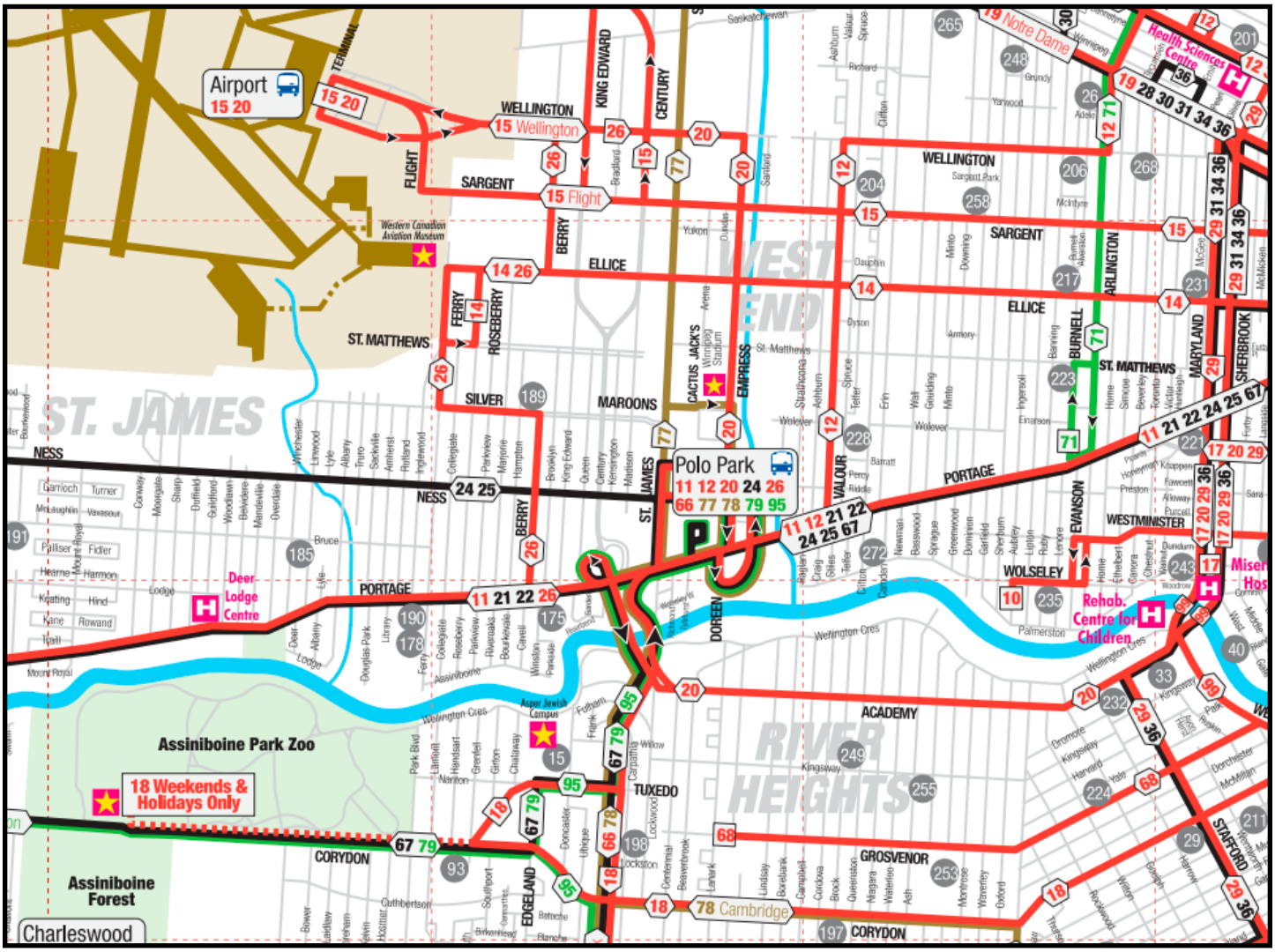



***Figure 3 -*** *St. James Age Demographics 2011-2016 (StatCan, 2011/2016)*

***Note:*** *The Walkshed areas represented are an approximation and are measured from the center of the site.*




***Map 8 -*** *Segment of Winnipeg Transit Route Map (Winnipeg Transit, 2018)*

Site already supports high frequency transit service and the addition of residential uses will only heighten the importance of transit use and walking as options to cars. Residential uses will create less vehicular traffic on a daily basis than commercial/retail/office development.

As Map 8 indicates, there are currently 10 bus routes that include downtown, express, crosstown, and suburban routes. These routes include: Portage – Kildonan (11), William (12), Academy – Watt (20), Ness Express (24), Logan – Berry (26), Grant (66), Crosstown North (77), Crosstown West (78), Charleswood (79), and Riverview – Tuxedo (95). There are also a number of other routes travelling elsewhere in the city within the walkshed area.

Housing options can be accommodated within the existing site without impact on adjacent neighbourhoods, transportation systems or infrastructure.

The area already includes successful mid- and high-density multi-family housing options. These buildings are aging and there is demand for multi-family housing in the area that is new and rich with modern amenities.

The existing multi-family housing in the area is detailed in Table 3 and identified in Map 9. As noted, there is only one seniors housing facility, and the newest building was built over 30 years ago. Several buildings reach as high as 15 and 17 storeys and contain as many as 230 units.

***Table 3 -*** *Existing Multi-Family Housing Map Details*

| Map # | Address | Year Built | Storeys | # of Units | Senior Housing |
|---|---|---|---|---|---|
| 1 | 299 Queen St | 1978 | 11 | ~160 | Yes |
| 2 | 261 Queen St | 1972 | 8 | 52 | No |
| 3 | 243 Queen St | 1972 | 4 | ~30 | No |
| 4 | 1710 Portage Ave | 1969 | 17 | ~100 | No |
| 5 | 1712 Portage Ave | 1969 | 17 | ~100 | No |
| 6 | 666 St. James St | 1970 | 15 | ~230 | No |
| 7 | 1460 Portage Ave | 1987 | 8 | 60 | No |
| 8 | 616 Strathcona St | 1963 | 8 | 122 | No |




***Map 9 -*** *Existing Multi-Family Housing Map*

The site is well serviced, characterized by significant transportation (at least $40,000,000 governments and developer contributions) and servicing improvements in recent years.

**Improvements Included:**

- New and existing pavement/sidewalk infrastructure improvements and related works
- Additions and improvements to existing land drainage system
- Watermain renewals
- Connections to existing and future active transportation corridors
- Relocation and/or protection of several utilities, including but not limited to fibre optic cables, gas mains, distribution poles, street lights, MTS, Shaw Cable and hydro plant

While these servicing improvements are extensive, if additional servicing considerations are required to accommodate mixed-use residential development, such improvements will form an important component of the next phase, being the collaborative planning process.

## MITIGATION MEASURES WILL BE USED BY THE PROPONENT TO PROVIDE CERTAINTY TO WINNIPEG AIRPORT AUTHORITY

Winnipeg James Armstrong Richardson International Airport (commonly known as Winnipeg International Airport or simply Winnipeg Airport) (YWG) is Canada's only centrally located 24-hour airport operated by Winnipeg Airport Authority as part of Transport Canada's National Airports System.

Winnipeg International Airport is one of Manitoba's most significant economic engines: an economic impact study completed in 2013 reported the airport contributes almost $3.6 billion in economic output, supports over 19,400 jobs and creates wages in excess of $810 million.

The Airport Vicinity Protection Area Secondary Plan was established in 1997 to protect the 24-hour air operations of the Airport to prevent additional new residents' complaints about noise effecting alter air operations and negatively impacting the Airports' economic output.

The Airport Vicinity Protection Area Secondary Plan's intention to protect the status of the 24-hour air operations is mirrored in the Development Plan polices and the Zoning By-law regulations.

**The *Airport Vicinity Protection Area Secondary Plan* states:**

- "Airport vicinity boundary will be reviewed and revised as necessary to reflect changes to the NEF contours"

Since 1997 when the NEF contours were established, there have been improvements to airplane technology, as well as advances in the optimal trajectory to mitigate sound impacts on surrounding land-uses.

The Winnipeg Airports Authority is a key stakeholder that has been identified in previous amendments to secure agreement in allowing new residential within the Airport Vicinity Protection Area since they have the ability to appeal decisions vis-à-vis the senior levels of Government to have the local municipality's decisions reviewed at the Municipal Board.

There is a solid consideration for the amendments and allowing residential land-uses in the Polo Park Area:

- The NEF Contours that form the basis of the policies and regulations are 20 years old.
- Jet engines are increasingly quieter with advancements made in the last 20 years in aerodynamics, computers and engineering.
- Construction standards and building materials have improved over the last 20 years and can mitigate acoustic noises on habitants.
- The Transport Canada Policy relating to Land Use in the Vicinity of Aerodromes (TP1247E 2013/14) establishes that noise exposure forecasts (NEF) below 30 decibels should not preclude residential development.

**Table 2 - Land Use Tables - Aircraft Noise Considerations Only**

This land use tabulation should not be considered as an exhaustive listing, but merely as examples of how various land uses would be assessed in the Noise Exposure Forecast zones in terms of community response predictions.

| | |
|---|---|
| NO | Indicates that new construction or development of this nature should not be undertaken. |
| NO | Indicates that new construction or development of this nature should not be undertaken. See Explanatory Note B. |
| A | This particular land use may be acceptable in accordance with the appropriate note and subject to the limitations indicated therein. |
| YES | The indicated land use is not considered to be adversely affected by aircraft noise and no special noise insulation should be required for new construction or development of this nature. |

**The land uses contained in the following tables are included for compatibility purposes from a noise perspective only. Caution should be exercised as some of the recommended uses may not be optimal from a safety perspective (i.e bird and wildlife habitat)**

**Table 2A - Residential**

| **Noise Exposure Forecast Values** | > 40 | 40-35 | 35-30 | < 30 |
|---|---|---|---|---|
| **Response Areas** | 1 | 2 | 3 | 4 |
| Detached, Semi-Detached | NO | NO | NO | A |
| Town Houses, Garden Homes | NO | NO | NO | A |
| Apartments | NO | NO | NO | A |

*Land Use in the Vicinity of Aerodromes. (Excerpt from TP 1247E 2013/14)*
*https://www.tc.gc.ca/media/documents/ca-publications/tp1247e.pdf*

The entirety of the subject lands at Polo Park – the proposed lands to be removed from PDO Area 1 – are below the 30-decibel threshold (see Map 4, page 10) and, as per the above tables from Transportation Canada Aviation Policy, should be considered for residential development.

CF is confident it can address issues related to Airport Operations and acknowledgment of James A. Richardson International Airport 24-hour operations status.

CF understands the need to support the 24-hour status of the James A. Richardson Airport and wants to provide all necessary assurances that future residential uses will not impede operations.

CF would like to work with the Winnipeg Airport Authority to identify all current mechanisms at the developer's disposal that can eliminate risk of introducing residential uses including:

- Construction materials
- Real estate disclosure

CF is in a unique position as the primary land holder on the site and can direct the development of necessary legal instruments to provide assurances to the Winnipeg Airport Authority.

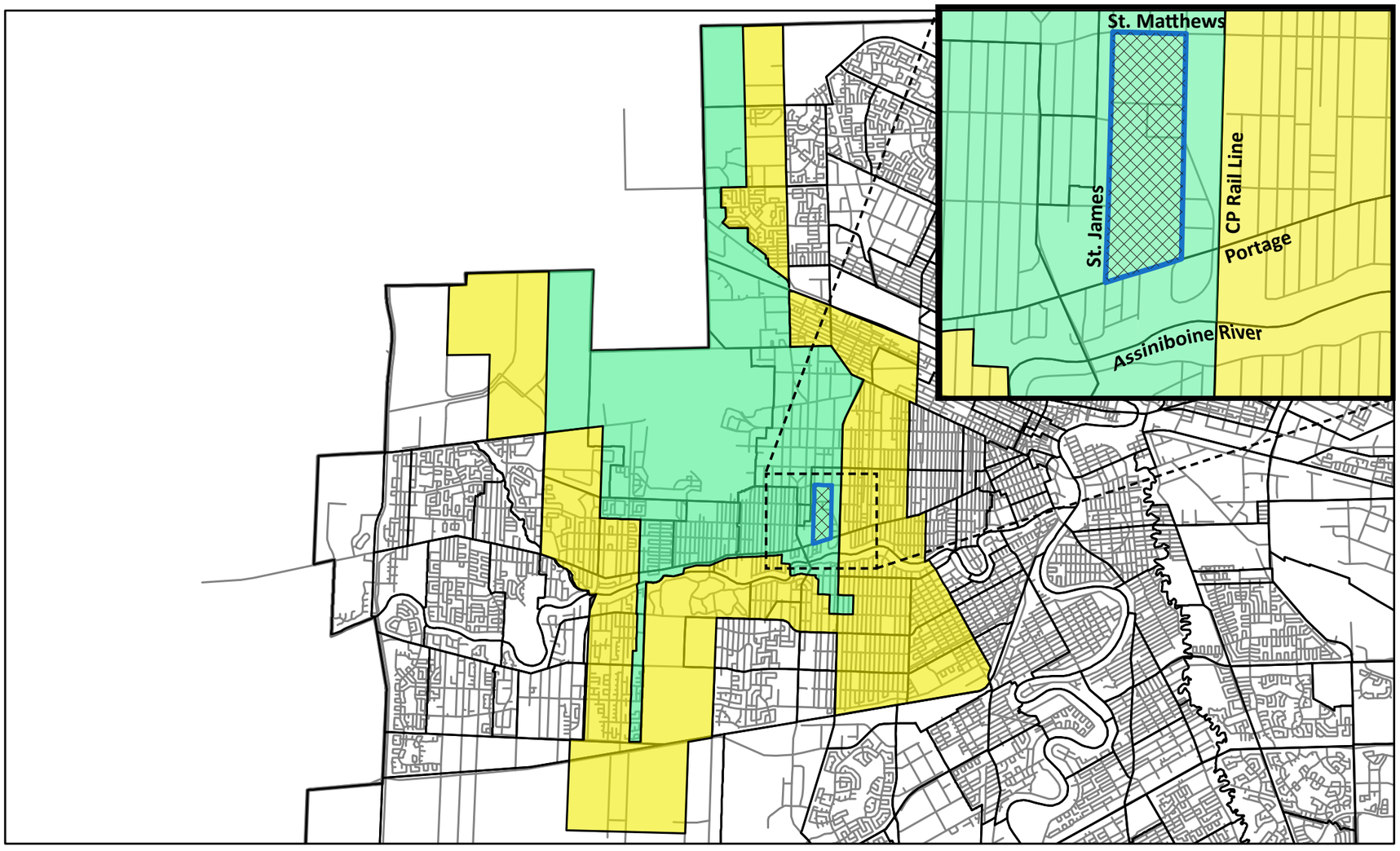
The following is an existing example of such an instrument:

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

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

# APPENDICES

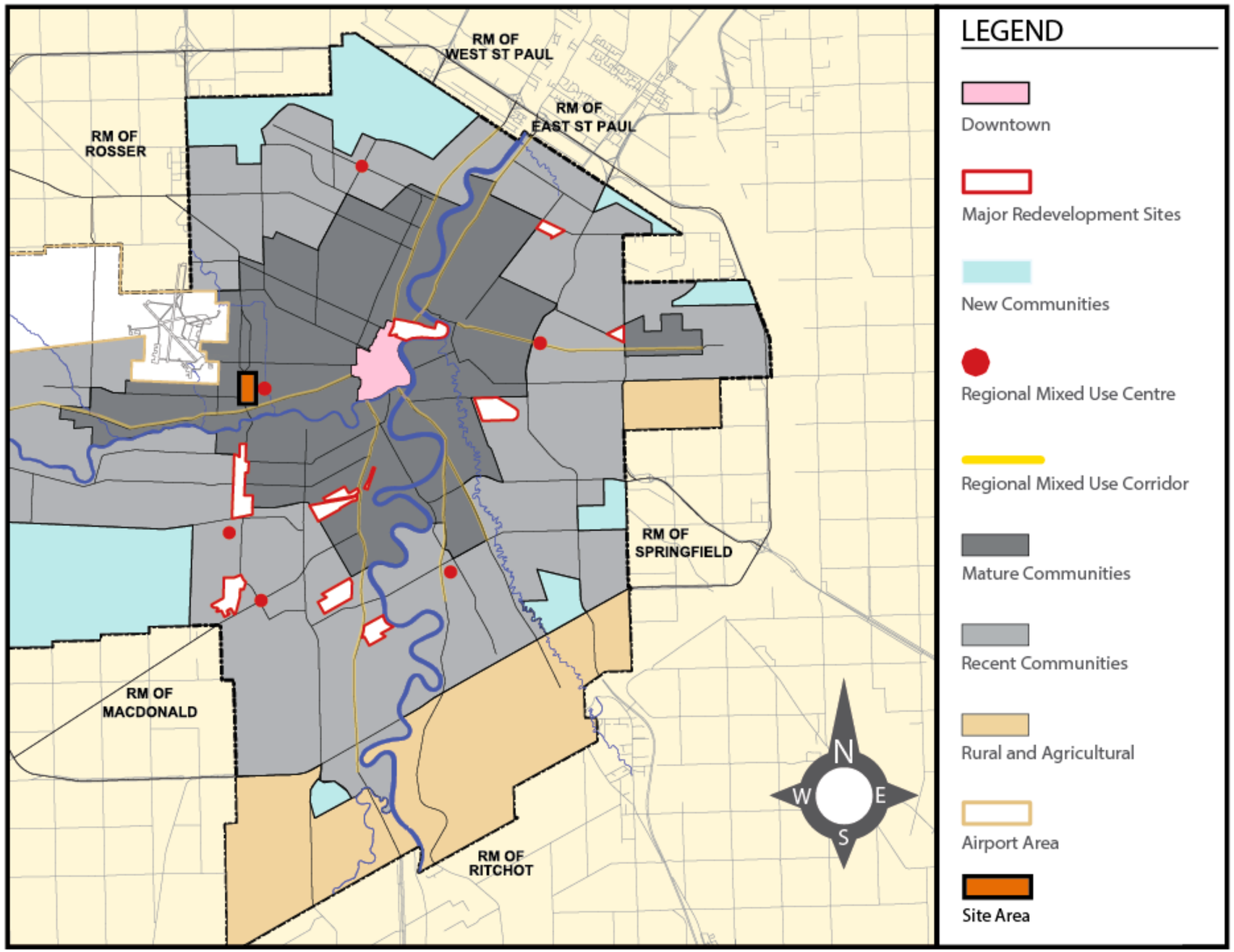
## APPENDIX A – MAP 1 – PROPOSED PDO BOUNDARY AMENDMENT



## APPENDIX B – MAP 2 – PROPONENT LANDS SITE MAP



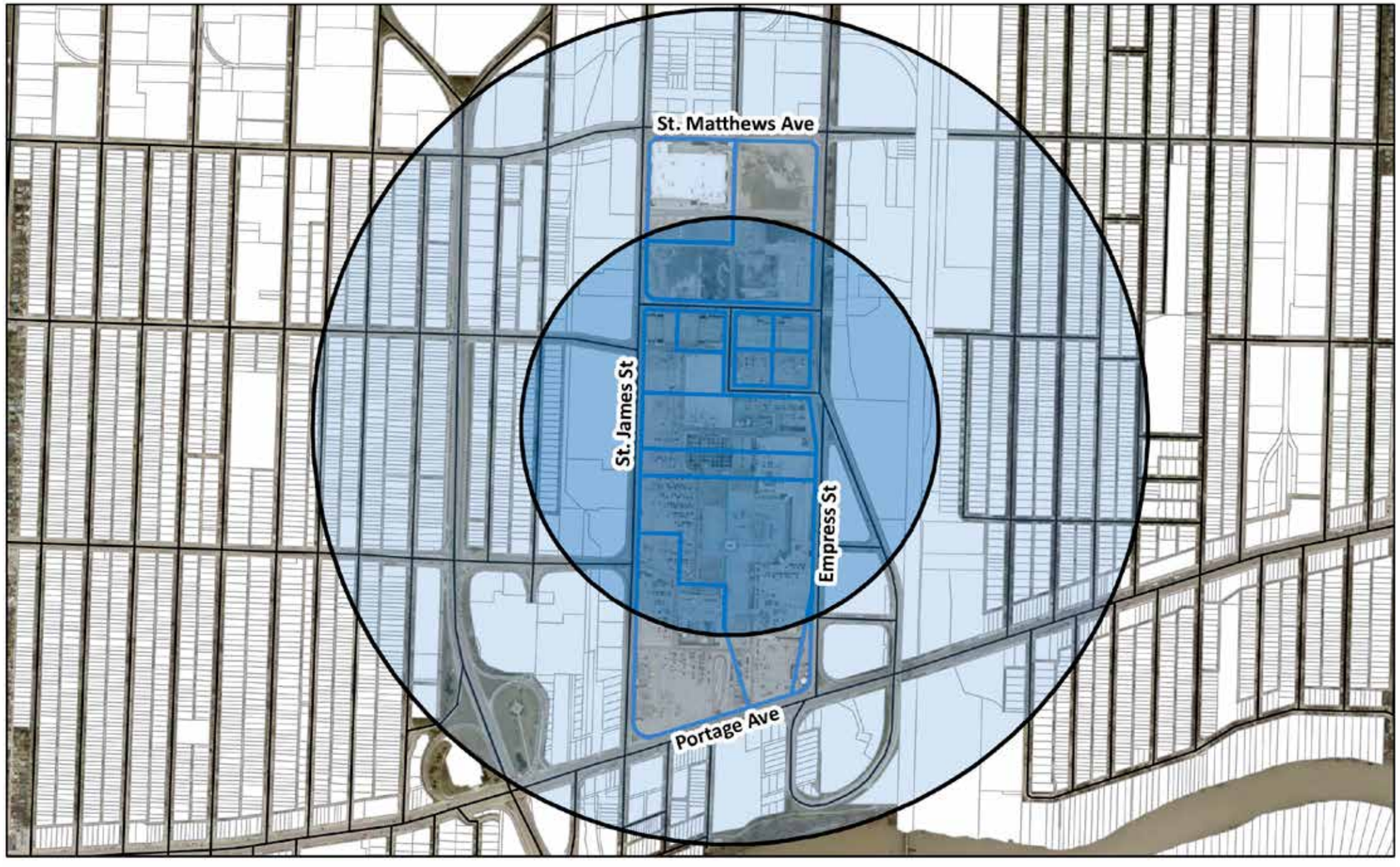
## APPENDIX C – MAP 3 – URBAN STRUCTURE MAP



## APPENDIX D – MAP 5 – POLO PARK AREA ZONING MAP



## APPENDIX E – MAP 7 – POLO PARK WALKSHED AREA



## APPENDIX F – MAP 8 – SEGMENT OF WINNIPEG TRANSIT ROUTE MAP



## APPENDIX G – MAP 9 – EXISTING MULTI-FAMILY HOUSING MAP

