Minutes – Executive Policy Committee – May 18, 2021

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – May 11, 2021

Item No. 9 Subdivision and Rezoning – 1465 Corydon Avenue and 492 Queenston Street (River Heights-Fort Garry Ward) File DASZ 7/2021 [c/r DCU 108312/2021D and DAV 108253/2021D]

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development and submitted the following to Council:

1. That the subdivision under Development Application No. DASZ 7/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated May 4, 2021 and attached as Schedule "A" to this report, with such minor changes as may be required, and registration in the Winnipeg Land Titles Office.

2. That the developer shall meet all conditions identified in Schedule "B" - Report of the Administrative Coordinating Group, dated March 22, 2021.

3. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to a "C1 PDO-1 Airport Vicinity Protection Area" Commercial Neighbourhood District as shown on the map dated May 4, 2021 and attached as Schedule "A" to this report, subject to the following conditions:

    A. That the developer enter into a Zoning Agreement with the City pursuant to subsection 240(1) of The City of Winnipeg Charter in accordance with the following:

        i. That for as long as 488 Queenston Street contains residential uses, that no building shall be built on the subject property that impedes a 45-degree horizontal angular view to Corydon Avenue from 488 Queenston Street, as measured from the southwest corner of the dwelling at 488 Queenston Street.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – May 11, 2021

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

ii. That a minimum 4- foot setback from the north property line, running from the east to the west property line, shall be maintained and shall contain trees.

iii. That no structure shall be built within the westernmost 10 feet of the property, and trees shall be maintained within that 10-foot setback.

iv. That a 6-foot high light-proof wooden fence shall be provided along the north property line, running from the east to the west property line.

B. That the City enter into, execute and deliver with the developer a Zoning Agreement in accordance with recommendation 2.A. and such other agreements as determined necessary by the City Solicitor/Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

C. That authority be delegated to the City's Director of Planning, Property and Development (the "Director") to negotiate and approve the terms and conditions of the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

4. That Caveat No. 1822071/1 under File No. ZAA 1/94 (DAZ 265/76) dated June 23, 1994 and Caveat No. 242311/1 under File No. 265/76 dated August 18, 1976 be discharged.

5. That authority be delegated to the City's Director of Planning, Property and Development (the "Director") to negotiate and approve the terms and conditions of the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

6. That in lieu of the dedication of land, the developer shall provide a cash payment in an amount equal to ten percent (10%) of the appraised value of Development Application No. DASZ 7/2021, as determined by the City's Director of Planning, Property and Development.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – May 11, 2021

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

7. That this matter will be deemed to be concluded and all approvals in connection with this matter will expire if a by-law to implement this report (the "By-law") is not enacted within 2 years after the date on which this report is approved by Council unless the developer applies for an extension of time before the expiration of the 2 year period and Council approves the extension.

8. That, upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor prepare and bring it directly to Council for enactment the By-law in accordance with the above.

9. That the subdivision section of the By-law will come into force when the Plan is registered in the Winnipeg Land Titles Office.

10. That the zoning section of the By-law will come into force when the Zoning Agreement is registered in the Winnipeg Land Titles Office by way of caveat against the lands described therein.

11. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Plan and the Zoning Agreement are not registered in accordance with recommendations 8 and 9 unless the developer applies for an extension of time before the expiration of the 1 year period and Council approves the extension.

12. That this matter will be deemed to be concluded and all approvals in connection with this matter will expire if the necessary Plan approval signatures on behalf of the City have not been secured within 1 year after the date on which the By-law is enacted unless the developer applies for an extension of time before the expiration of the 1 year period and Council approves the extension.

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

14. That the variance order for File No. DAV 21-108253\D and the conditional use order for File No. DCU 21-108312\D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 7/2021.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – May 11, 2021

DECISION MAKING HISTORY:

Moved by Councillor Gilroy,

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Carried

Moved by Councillor Gilroy,

That the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development be concurred in and forwarded to Council.

Yea:	Bowman, Allard, Browaty, Gillingham, Gilroy, Mayes	6
Nay:	Rollins	1

Carried

STANDING COMMITTEE RECOMMENDATION:

On May 11, 2021, the Standing Policy Committee on Property and Development, Heritage and Downtown Development did not concur in the recommendation of the City Centre Community Committee, and concurred in the recommendation of the Winnipeg Public Service, and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 4, 2021, the City Centre Community Committee did not concur in the recommendation of the Winnipeg Public Service and recommended to the Standing Policy Committee on Property and Development, Heritage and Downtown Development that the application for subdivision and rezoning under File DASZ 7/2021 [c/r DCU 108312/2021D and DAV 108253/2021D] be rejected.

PUBLIC HEARING SUMMARY

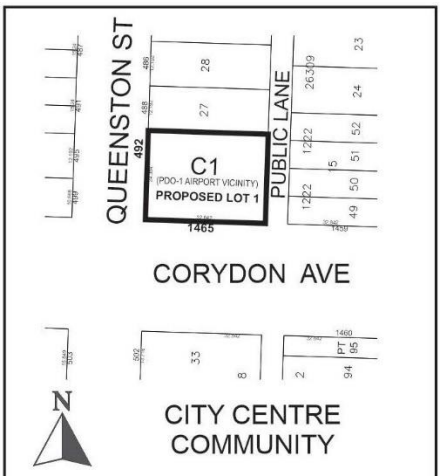
File: DASZ 7/2021

Before: City Centre Community Committee
Councillor Orlikow, Chairperson
Councillor Rollins

Public Hearing: May 4, 2021
Council Building, 510 Main Street

Applicant: Sputnik Architecture Inc. (Lawrence Bird)

Subject:



APPLICANT : Sputnik Architecture Inc. (Lawrence Bird)
FILE : DASZ 7/2021
PROPOSAL : An application for the approval of the plan of subdivision shown outlined above as may be determined by Council and for a proposed zoning change to By-law No. 200/2006 by rezoning the land shown outlined above from an "R1-M PDO-1 AIRPORT VICINITY" RESIDENTIAL SINGLE-FAMILY (MEDIUM) DISTRICT to a "C1 PDO-1 AIRPORT VICINITY" COMMERCIAL NEIGHBOURHOOD DISTRICT to facilitate the consolidation of lands and to allow the construction of a multi-tenant commercial building. **For information, phone A. Ross, Planner at 204-986-5235.**

Premises Affected: 1465 Corydon Avenue and 492 Queenston Street

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

Prepared by: Kate McMillan, Senior Committee Clerk
City Centre Community Committee

Report date: May 5, 2021

Community Committee Recommendation:

On May 4, 2021, the City Centre Community Committee did not concur in the recommendation of the Winnipeg Public Service and recommended to the Standing Policy Committee on Property and Development, Heritage and Downtown Development that the application for subdivision and rezoning under File DASZ 7/2021 [c/r DCU 108312/2021D and DAV 108253/2021D] be rejected.

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

1. First off, the issues raised of flanking on a residential street bringing the expansion of the node, which this is an expansion of. All of a sudden it goes up, takes up much more floor space and also takes over and encroaches down the block. I'm not trying to set this to happen all the way down Corydon. I know we're busy on our Infill Guidelines but this is really one of the bigger issues I see, which is the regional corridor plan. I am not sure how we're going to do these endcaps on Corydon, but again the public did provide some substantial reasons.

2. The design? OK. I think we can go there. But that the idea that they're coming off Queenston, which is a very busy street and using that to enter the property; they're going to have to come back if they ever want to see any support where they have the parking in the back and they can meet the other needs but I just cannot support that. We do have a very large issue and maybe if we have traffic calming and this and that, but we don't have all that yet.

3. The Brock Corydon school to produce this much extra flow of traffic to the idea that people will all be walking there is wonderful but they all walk there right now for a good insurance company. I really appreciate their community involvement, but do we need another four commercial offices right there? I would say that's not really up to me, but if they can arrange that in a footprint that's smaller on one property, maybe we can look at that but that's not what's presented today.

4. Today we were presented with amalgamating two properties, providing a substantial size building with a parking lot in the back that all the neighbors can see, increasing traffic down the front street. For those reasons I believe the needs of the developer do not outweigh the needs of the residents at this point with this application.

Exhibits Filed:

1. Application dated January 28, 2021
2. Notification of Public Hearing dated March 22, 2021
3. Manitoba Status of Titles 1198695/1 and 3023986/1
4. Letter of authorization dated December 23, 2020 from 10042404 Manitoba Ltd. to Sputnik Architecture Inc.
5. Letter of authorization dated January 20, 2021 from Jane Toffan-Turnbull, T. U. Curling Equipment Ltd. to Sputnik Architecture Inc.
6. Surveyor's Building Location Certificate and sketch dated November 22, 2020
7. Caveats 242311 and 1822071
8. Topographic Survey dated November 29, 2020
9. Plans (10 pages)
10. Report from the Urban Planning Division dated April 26, 2021
11. Inspection Report
12. Communication dated April 28, 2021, from Sean O'Neil in support of the application
13. Communication dated May 2, 2021, from Susan Beakhouse and Jim McConkey in support of the application
14. Communication dated May 3, 2021, from Jeremy Langemann in opposition to the application
15. Petition in opposition to the application purporting to contain the signatures of 186 area residents, submitted by Jeremy Langemann on May 3, 2021
16. Presentation in support of the application, submitted by the Applicant, Lawrence Bird on May 3, 2021
17. Communication dated May 3, 2021, from Dina Long in opposition to the application
18. Petition in opposition to the application purporting to contain the signatures of 15 area residents, submitted by Gordon Long on May 3, 2021
19. Recording of Representations

REPRESENTATIONS:

In Support:

Susan Beakhouse
Lawrence Bird
Brent Lauman
Jim McConkey
Sean O'Neil

In Opposition:

Susan Earl
Jeremy Langemann
Dina Long
Gordon Long
Atarrha Wallace

For Information:

Nil

For the City:

A. Ross, Planner, Planning, Property and Development Department

Exhibit "10" referred to in File DASZ 7/2021

ADMINISTRATIVE REPORT

Title: DASZ 7/2021 - 1465 Corydon Avenue and 492 Queenston Street

Issue: For consideration at the public hearing for a Subdivision and Rezoning to permit the construction of an office building.

Critical Path: City Centre Community Committee – Standing Policy Committee on Property and Development, Heritage and Downtown Development – Executive Policy Committee – Council.

AUTHORIZATION

Author	Department Head	CFO	CAO
A. Ross, RPP	n/a	n/a	

RECOMMENDATIONS

1. That the subdivision under Development Application No. DASZ 7/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated May 4, 2021 and attached as Schedule "A" to this report, with such minor changes as may be required, and registration in the Winnipeg Land Titles Office.
2. That the developer shall meet all conditions identified in Schedule "B" - Report of the Administrative Coordinating Group, dated March 22, 2021.
3. That Winnipeg Zoning By-law No. 200/06 be amended by rezoning the subject land to a "C1 PDO-1 Airport Vicinity Protection Area" Commercial Neighbourhood District as shown on the map dated May 4, 2021 and attached as Schedule "A" to this report, subject to the following conditions:
    A. That the developer enter into a Zoning Agreement with the City pursuant to subsection 240(1) of The City of Winnipeg Charter in accordance with the following:
        i. That for as long as 488 Queenston Street contains residential uses, that no building shall be built on the subject property that impedes a 45-degree horizontal angular view to Corydon Avenue from 488 Queenston Street, as measured from the southwest corner of the dwelling at 488 Queenston Street.
        ii. That a minimum 4- foot setback from the north property line, running from the east to the west property line, shall be maintained and shall contain trees.

iii. That no structure shall be built within the westernmost 10 feet of the property, and trees shall be maintained within that 10-foot setback.

iv. That a 6-foot high light-proof wooden fence shall be provided along the north property line, running from the east to the west property line.

B. That the City enter into, execute and deliver with the developer a Zoning Agreement in accordance with recommendation 2.A. and such other agreements as determined necessary by the City Solicitor/Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

C. That authority be delegated to the City's Director of Planning, Property and Development (the "Director") to negotiate and approve the terms and conditions of the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

4. That Caveat No. 1822071/1 under File No. ZAA 1/94 (DAZ 265/76) dated June 23, 1994 and Caveat No. 242311/1 under File No. 265/76 dated August 18, 1976 be discharged.

5. That authority be delegated to the City's Director of Planning, Property and Development (the "Director") to negotiate and approve the terms and conditions of the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

6. That, in lieu of the dedication of land, the developer shall provide a cash payment in an amount equal to ten percent (10%) of the appraised value of Development Application No. DASZ 7/2021, as determined by the City's Director of Planning, Property and Development.

7. That this matter will be deemed to be concluded and all approvals in connection with this matter will expire if a by-law to implement this report (the "By-law") is not enacted within 2 years after the date on which this report is approved by Council unless the developer applies for an extension of time before the expiration of the 2 year period and Council approves the extension.

8. That, upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor prepare and bring it directly to Council for enactment the By-law in accordance with the above.

9. That the subdivision section of the By-law will come into force when the Plan is registered in the Winnipeg Land Titles Office.

10. That the zoning section of the By-law will come into force when the Zoning Agreement is registered in the Winnipeg Land Titles Office by way of caveat against the lands described therein.

11. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Plan and the Zoning Agreement are not registered in accordance with recommendations 8 and 9 unless the developer applies for an extension of time before the expiration of the 1 year period and Council approves the extension.

12. That this matter will be deemed to be concluded and all approvals in connection with this matter will expire if the necessary Plan approval signatures on behalf of the City have not been secured within 1 year after the date on which the By-law is enacted unless the developer applies for an extension of time before the expiration of the 1 year period and Council approves the extension.

13. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

14. That the variance order for File No. DAV 21-108253\D and the conditional use order for File No. DCU 21-108312\D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 7/2021.

REASON FOR THE REPORT

Rezoning applications 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 subdivision and rezoning for DASZ 7/2021 - 1465 Corydon Avenue and 492 Queenston Street will be approved with conditions.

HISTORY

In 1976, 1465 Corydon Avenue was rezoned to "C1" zoning to allow for the development of an insurance office and single family residential structure. A Zoning Agreement was approved which placed restrictions on the land.

In 1994, the Zoning Agreement was amended. The following is a summary of the restrictions on the land per the 1994 Zoning Agreement (which replaced the 1976 Agreement):

- The land is to be used only for insurance services.
- Plan approval is required by City Centre Community Committee for buildings and signage.
- A minimum of 4 parking stalls is required onsite, and
- A light proof wooden fence is required to be provided along the north property line.

The subject application redevelops 1465 Corydon and consolidates it with 492 Queenston Avenue, rendering much of the caveat obsolete. It is recommended that the 1994 Zoning Agreement be withdrawn and as part of the subject application, be replaced with a new Zoning Agreement requiring:

- That a minimum 4- foot setback from the north property line, running from the east to the west property line, be maintained and shall contain trees.
- The a minimum 10- foot setback from the west property line, running from the north to the south property line, be maintained and shall contain trees.
- That a 6-foot high light-proof wooden fence be provided along the north property line, running from the east to the west property line.

Plan approval is recommended per Associated File No. DAV 21-108253\D.

CONSULTATION

Relevant City departments per the Administrative Coordinating Group.

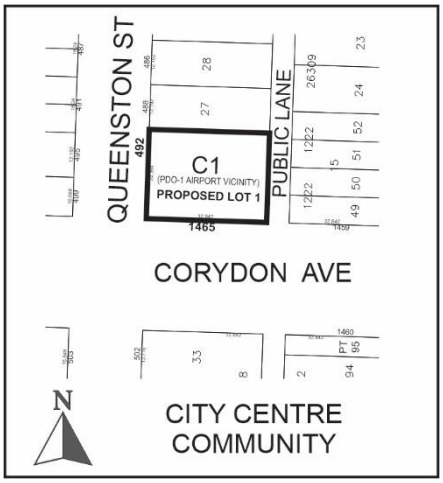
SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning
Prepared by: Andrew Ross, RPP, MCIP
Date: April 26, 2021
File No: DASZ 7/2021

DATE: April 26, 2021
FILE: **DASZ 7/21**
RELATED FILES: DCU 21-108312/D, DAV 21-108253\D
COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: **1.620 -** North River Heights

SUBJECT: For a subdivision and rezoning for DASZ 7/2021 - 1465 Corydon Avenue and 492 Queenston Street to permit the construction of an office building.

LOCATION: 1465 Corydon AVE
LEGAL DESCRIPTION: LOT 25 PLAN 26309 51/2 ST B



APPLICANT: Lawrence Bird (Sputnik Architecture Inc.)
120 Scott St Unit 1
Winnipeg, MB R3L 0K8

OWNER: T U CURLING EQUIPMENT LTD
1465 Corydon Ave
Winnipeg, MB R3N 0J4

SITE DESCRIPTION

The subject property is located on the northeast corner of Corydon Avenue and Queenston Street, in the North River Heights neighbourhood of the River Heights - Fort Garry ward.

The site is designated as Mature Community under the *Complete Communities Direction Strategy*.

The site is made up of two existing lots. 1465 Corydon (4,309 sq. ft.) is currently zoned “C1”-Commercial Neighbourhood” PDO-1 Airport Vicinity Protection Area, and 492 Queenston (4,309 sq. ft.) is currently zoned “R1-M” – Residential Single Family – Medium PDO-1 Airport Vicinity Protection Area.

1465 Corydon currently contains an insurance office and one dwelling unit; 492 Queenston currently contains a single family dwelling.



Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2018)

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Single family residential uses zoned “R1-M” – Residential Single Family – Medium.

South: Corydon Avenue, then single family residential uses zoned “R1-M” – Residential Single Family – Medium.

East: Rear lane, then commercial uses zoned “C1” – Commercial Neighbourhood.

West: Queenston Street, then single family residential uses zoned “R1-M” – Residential Single Family – Medium.

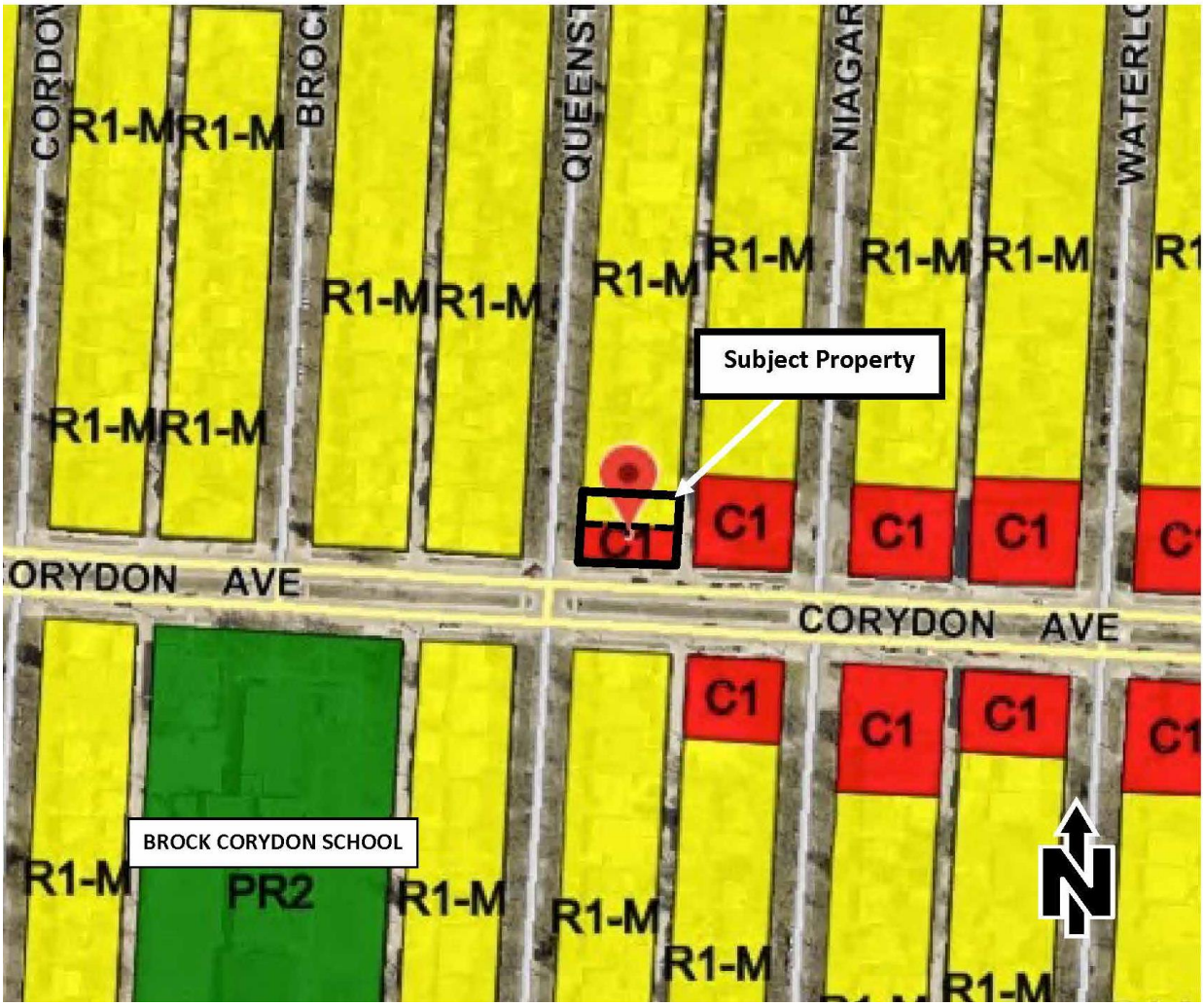


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant wishes to demolish the existing onsite commercial/ residential building and construct a two storey commercial office building oriented to Corydon Avenue and parking space at the rear. Entrances to the building will be located at both the front (Corydon Avenue) and rear of the property.

The purpose of the proposal is to enable the expansion of an existing onsite insurance office, and provide space for three additional office tenants in the new building.

The properties are sought to be consolidated, and the new property rezoned to “C1”.

The proposal also requires a conditional use (Associated File No. DCU 21- 108312\D) to establish a total office space exceeding 5,000 sq. ft. in size, and requires variances (Associated File No. DAV 21-108253\D) for yards, landscaping and pedestrian route.

The proposal will provide 8 parking stalls, requiring no variance for the number of stalls.

The new building will provide accessibility through its inclusion of elevator access.

The parking area will be buffered with fencing and trees.

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING

Site planning options were discussed early in the planning process. On this size of property, a building could either face Queenston with parking off the rear lane, or face Corydon with parking behind the building. Examples of both of these types of site plans exist nearby on Corydon (i.e. 1425 Corydon or 528 Waterloo).

While the proposed option, which has the building facing Corydon, requires a vehicular approach off Queenston to access the parking lot, the Urban Planning Division believes this option provides an overall more functional and supportable plan, for the following reasons:

- The ‘Queenston-facing’ option with parking off the lane would have led to a bulding situated more lengthwise along Queenston, encroaching down Queenston and nearer exiting residential.
- The ‘Queenston-facing’ option would have positioned some off-the-lane stalls very close to the Corydon approach. Safety concerns can arise when vehicles approach from an arterial corridor toward parked cars backing out near the approach.
- The chosen option provides a ~42-ft. buffer between the building and the northerly adjacent neighbouring property. This avoids a building with its associated shadow and commercial impacts near the north-adjacent residential property.
- The chosen option provides parking capacity without variance. Off-the-lane parking (‘Queenston-facing’ option) would have led contained sufficient capacity for both garbage bin storage and a compliant number of parking stalls.
- The *Complete Communities Direction Strategy* Mixed Use Corridor policies encourage commercial development to be built close to, and facing, corridors such as Corydon. This enlivens the commercial streetscape and helps separate commercial development from the residential character of local neighbourhood streets such as Queenston.

- The vehicular approach introduced on Queenston is a one-way, with a width of 13 ft. rather than a two-way with a width of 20 ft. This cuts down the amount of traffic that will be approaching from Queenston.

The applicant worked with the Urban Planning Division to make adjustments to the project. Specifically, the following adjustments were made to the development through the collaborative planning process leading up to receipt of the application:

- In order to support a variance for the front yard, the Urban Planning Division required that the bulding not encroach further west than a distance that allows for a minimum 45 degree angular view to Corydon from the neighbouring property at 488 Queenston – to preserve sight lines and sun penetration. This was provided and exceeded.
- In order to support a parking entrance off Queenston, the Urban Planning Division required a significant landscaped buffer, including trees, done in a similar manner as what was done at nearby 1425 Corydon, approved in 2013. This was provided.
- At the Division's request, the applicant provided a 4-ft. minimum buffer between the parking area and 488 Queenston, including trees. This space will include 9 trees.

OURWINNIPEG

Direction 9 of *OurWinnipeg* states:

- Collaborate with developers, community organizations and other partners to foster an age-friendly and accessible urban environment.

That Direction sets out the following Enabling Strategy:

- With guidance from Complete Communities, encourage age-friendly and accessible new development in existing neighbourhoods.

The proposed development provides an elevator which enables access to those living with mobility challenges and supports universal accessibility, identified as a priority in *OurWinnipeg*.

Commercial development that supports universal accessibility allows for 'aging-in-place' – an option for residents to remain in their neighbourhood of choice as they move through different stages of life related to age and ability.

COMPLETE COMMUNITIES DIRECTION STRATEGY

The subject site is located on a Community Mixed Use Corridor. The Key Direction of *Complete Communities* Corridor Policy Area states:

- By intensifying development with a mix of uses, Corridors will become destinations while continuing to serve as primary transportation routes for residents.

A policy of Complete Communities, Community Mixed Use Corridors policy area is:

- Promote the enhancement of existing Community Mixed Use Corridors through moderate intensification.

Commercial services within walkable proximity of established residential districts help reduce the need for residents to travel to distant commercial areas to meet their service needs. Local access to services in the neighbourhood is one of the key ingredients of Complete Communities (*Complete Communities Direction Strategy*, *Section 01*).

WINNIPEG ZONING BY-LAW 200/06

REZONING AND SUBDIVISION

The Urban Planning Division takes a number of factors into account when considering new commercial rezonings or expansions of existing commercial rezoning. Some considerations include:

- Is the property part of, or contiguous to, an existing commercial 'node'.
- Is the size and layout of the new proposed commercial property compatible with the context.
- Is the property located with access to regular transit service.

In this case, the property is part of an existing commercial node. In addition, half of the subject property is already zoned C1.

Corydon Avenue contains regular transit service.

As noted above under "Collaborative Planning", the site layout was designed to enhance the pedestrian environment on Corydon Avenue, and to reduce potential traffic off Queenston by using a one-way vehicular approach (width a width of 13 ft. instead of two-way 20 ft.).

Finally, as shown on Figure 3 below, the proposed commercial property will be smaller than all of the other commercial properties in the node.



Figure 2: Visual comparison of lot sizes in the local "C1" commercial node. The proposed commercial lot will be smaller than others nearby.

There are 5 variances and a conditional use associated with the development. These are analyzed in the Administrative Report for Associated File Nos. DAV 21-108253\D and DCU 21-108312/D.

PARKING

The proposed development contains enough parking stalls to meet the Winnipeg Zoning By-Law requirement without variance.

SERVICING CONSIDERATIONS

COMBINED SEWER DISTRICT

The proposed development is located in a combined sewer district; the sum of the wastewater and land drainage runoff peak discharge from the proposed development cannot exceed the allowable discharge rate:

i. The allowable discharge rate will be the sum of the existing peak wastewater and the peak land drainage discharged.

ii. The peak land drainage discharged from the site must be based on a c-value of 0.35, with a 5 year rainfall event applied.

iii. The existing and proposed peak wastewater discharge must be estimated using the Wastewater Flow Estimation guidelines found on the City of Winnipeg website (http://winnipeg.ca/waterandwaste/dept/wastewaterFlow.stm), unless otherwise approved.

PUBLIC CONSULTATION

At the request of the Division and Councillor John Orlikow, the applicant conducted public consultation, and provided the following information (summarized by the Division).

Schedule

- Nov. 15 – 30 - Preparation of community consultation materials.
- Dec. 1 - Distribution of community consultation documents.
- Dec. 12 – 18 – Responses compiled.
- Dec. 15 – 23 - Design revisions.

Methodology

- Qualitative survey of the project's contribution to neighbourhood, eliciting input on design.
- A catchment area was defined based on proximity to the site.
- Comments and feedback were invited from a total of 240 households. Materials were dropped off summarizing the proposed subdivision and zoning changes.
- Materials included graphic representation, description and contact information (email and phone number).
- Feedback and design suggestions from the public were incorporated as the design developed.

Public response

- 13 responses.
- Applicant indicates:

  "there were many supportive comments that recognized the design and planning intentions of the project, consistent with the principles laid out in our letter of intention." Applicant indicates that key concerns were:

  - Commercial development in a small-scale residential area
  - New businesses: will they produce more activity, disruption?
  - Increased traffic and pedestrian safety
  - Visual impact of the parking lot
  - Too much lighting
  - Insufficient lighting
  - Building's vulnerability to graffiti
  - Impact on appearance and property values

The applicant's full consultation report, which includes ways the applicant addressed the above concerns, is attached as Appendix A.

OTHER CONSIDERATIONS

Plan Approval

Associated Variance File. No DAV 21-108253\D contains a Plan Approval condition. If the development is built in substantial conformance with the approved plans, the proponent may apply for building permits. However if plans are changed, a plan approval process will be required in order to provide Urban Planning Division the opportunity to review.

Zoning Agreement Amendment

The two caveats on the Title are recommended for discharge for the following reasons:

- Limiting land use to insurance services prevents mixed use on this Mixed Use Corridor. The C1 district imposes its own limitations on land uses in sensitive locations.
- The Division recommends administrative plan approval along with the recommended Zoning Agreement conditions protecting sight lines, buffering and landscaping.
- A requirement for 4 parking stalls is no longer relevant given the new parking plans.
- A light proof wooden fence is rolled over to the new Zoning Agreement.

SUMMARY

The Urban Planning Division supports the subdivision and rezoning, because the development:

- Supports universal accessibility and aging-in-place in alignment with policy goals of *OurWinnipeg.*
- Promotes the enhancement of existing Community Mixed Use Corridors through moderate intensification.
- Provides local access to services in the neighbourhood; one of the key ingredients of Complete Communities (*Complete Communities Direction Strategy*, *Section 01*).
- Is located within an existing commercial 'node' on Corydon and on a corridor with access to regular transit service.
- The proposed new commercial property will be smaller than other commercial properties in the 'node'.
- Reduces potential traffic impact to Queenston by using a one-way rather than two-way vehicular approach.
- Is reflective of contextual built form, including setbacks designed to minimize adverse effect on neighbouring properties.
- Adds a significant amount of trees to the Queenston streetscape and the north edge of the property.

This Report Submitted by:

Planning, Property and Development Department
Urban Planning Division
Report Prepared by: Andrew Ross RPP, MCIP
DASZ 7/21 - 1465 Corydon Avenue and 492 Queenston Street

Schedule “A” for File No. DASZ 7/21, City Centre Community Committee, May 4, 2021

By-Law No. _____

File No. **DASZ 7/2021**

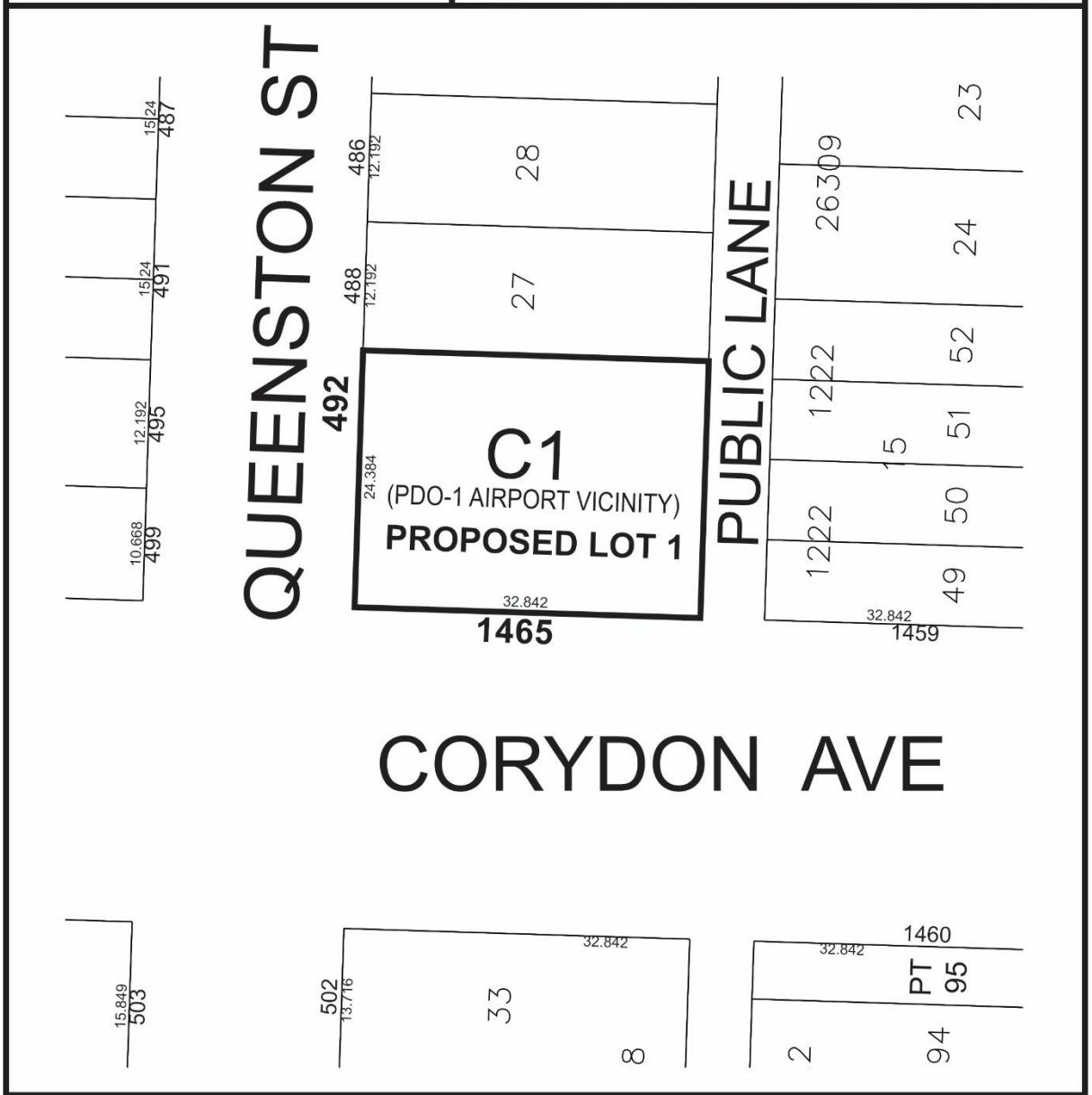
Atlas Sheet No. **AD21**

N

CITY CENTRE COMMUNITY

Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 200/2006 by rezoning the land located at 1465 Corydon Avenue and 492 Queenston Street from an “R1-M PDO-1 AIRPORT VICINITY” RESIDENTIAL SINGLE-FAMILY (MEDIUM) DISTRICT to a “C1 PDO-1 AIRPORT VICINITY” COMMERCIAL NEIGHBOURHOOD DISTRICT to facilitate the consolidation of lands and to allow the construction of a multi-tenant commercial building.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

SCHEDULE B

REPORT OF THE ADMINISTRATIVE COORDINATING GROUP

RE: PROPOSED SUBDIVISION AND REZONING OF LAND LOCATED AT 1465 CORYDON AVENUE AND 492 QUEENSTON STREET

The Administrative Coordinating Group (ACG) reviewed the servicing requirements for DASZ 7/2021. The Developer should take into consideration the following servicing and design requirements and considerations in the redevelopment of the site:

Section I – General Comments

1) The Public Works Department wishes to advise that the proposed approach is non-conforming as the Private Access By-law requires private approaches to be a minimum of 3m from the lot line and must not be less than 4m in width.

2) Private approaches require separate application to the Public Works Department however the Public Works Department does not have authority to approve non-conforming private approaches and review is required by the Standing Policy Committee on Infrastructure Renewal and Public Works. Please note that if the proposed approach is approved, appropriate signage will need to be installed and maintained by the property owner, such that the approach operates as one-way as it is not wide enough to accommodate bi-directional traffic. It should also be noted that detectable warning panels are not permitted on either side of private approaches.

3) The Private Access By-law also requires that any approaches within 2m of a tree receives review by the City Forester prior to the application proceeding. The applicant is encouraged to contact the City Forester to review the proposed location of the approach with respect to the existing boulevard trees.

4) The Water and Waste Department wishes to advise that there is adequate water servicing for the proposed development based on the development plans provided. Additional review will be required by their Department should the plans of development change during the process.

Section II - Servicing Considerations

1) Combined Sewer District

The proposed development is located in a combined sewer district; the sum of the wastewater and land drainage runoff peak discharge from the proposed development cannot exceed the allowable discharge rate:

iv. The allowable discharge rate will be the sum of the existing peak wastewater and the peak land drainage discharged.

v. The peak land drainage discharged from the site must be based on a c-value of 0.35, with a 5 year rainfall event applied.

vi. The existing and proposed peak wastewater discharge must be estimated using the Wastewater Flow Estimation guidelines found on the City of Winnipeg website (http://winnipeg.ca/waterandwaste/dept/wastewaterFlow.stm), unless otherwise approved.

THIS REPORT SUBMITTED BY:

Administrative Co-ordinating Group
File No. DASZ 7/2021
March 22, 2021

"*Original Signed by D. Trenchard"*
D. Trenchard, P. Eng.
Land Development Branch
Planning, Property and Development Department

"*Original Signed by M. Gajda"*
M. Gajda, P. Eng.
Engineering Division
Water and Waste Department

"*Original Signed by C. Desjardine"*
C. Desjardine, M. Sc., P. Eng.
Transportation Division
Public Works Department

Appendix A – Applicant's Consultation Report

SPUTNIK
1-120 SCOTT ST
WINNIPEG, MANITOBA R3L 0K8
204 415 3906

1465 Corydon Avenue Community Consultation process

On the advice of the City Councillor and District Planner, we carried out a community consultation process. In total the process spanned 5-6 weeks.

Community Consultation schedule:

Nov. 15 – 30	Preparation of Community Consultation materials and distribution plan
Dec. 1	distribution of Community Consultation documents (see Appendix A)
Dec. 11	suggested date for receipt of comments (We accepted all comments regardless of date received)
Dec. 12 – 18	Compilation of responses
Dec. 15 – 23	Design revisions

Methodology:

The intention was to undertake a qualitative survey of local opinion about the project's contribution to the neighbourhood, and to elicit public input on the design. A catchment area was defined based on proximity to the site. Comments and feedback were invited from a total of 240 households. Materials were dropped off summarizing the proposed Subdivision and Zoning changes (please refer to Appendix A). The documents distributed were an accurate representation of the proposed building and uses at that stage in the project. Contact information (email and phone number) was included for Peter Hargraves, the principal of Sputnik Architecture Inc. Responses, feedback and design suggestions from the public were incorporated as the design continued to develop.

Public Response:

In total there were 13 responses. These are included in Appendix B, which also includes Sputnik's replies to a number of the respondents, and in one case continued input from the respondent.

The responses are tabulated below. We have made every effort possible to respond to the comments, either with an explanation of the original planning and design decisions, or by revising the design.

As review of the tabulation of feedback will confirm, there were many supportive comments that recognized the design and planning intentions of the project, consistent with the principles laid out in our letter of intention. Key concerns were:

- Opposed to commercial development in a small-scale residential area
- New businesses: will they produce more activity, disruption?
- Increased traffic and pedestrian safety
- Visual impact of the parking lot
- Too much lighting
- Insufficient lighting
- Building's vulnerability to graffiti
- Impact on appearance and property values

Specific responses are included in the tabulation, and a number of these have been communicated to the respondents in subsequent correspondence. An overview follows:

We designed this project to fit in a commercially lively stretch of Corydon, while being respectful of the residential environment. The building is only two storeys high, like most of the residential buildings nearby. Its materials and landscaping have been chosen for durability, sustainability, and aesthetic appeal. It will also be completely barrier free, which the existing building is not.

The primary tenant of this building is the owner, who has a long history in the area. They are motivated to ensure the quality and care of the building over time.

The commercial use of this building – office spaces – is consistent with other uses in the area. The main tenant is the current owner and the current business. Another 25% of the new building will be taken up by a financial advisor. The other spaces are expected to also be retail or offices. Restaurants are not anticipated. Because of this limited mix of uses, we do not anticipate an increase in night-time activity due to this development.

For the same reason, we do not anticipate a great increase in car traffic due to this development, especially in comparison to the amount of existing traffic along Corydon.

We are including parking because it is requested by most businesses and required by the Zoning by-law; it ensures there will not be a new parking burden on the nearby streets. Good urban design and planning principles call for parking to be kept away from the main thoroughfare, to ensure a consistent streetfront. If the parking were to remain along the back lane, it would create a gap along Corydon and require parked cars to back into the lane on departure – with poor visibility. These are the planning and design reasons for including parking and placing it behind the building.

We are screening the parking with generous plantings along Queenston. And we are providing a row of trees along the north property line for visual privacy. Both of these design developments respond to concerns raised by residents, as do a number of other changes detailed below:

- We have darkened the tone of the building.
- We have limited the exterior lighting, and the signage on Corydon.
- We will increase lighting at the back of the building. We will want to minimize glare for the neighbours but can provide enough lighting for good visibility at night.
- There is only one-way access to the parking lot – cars enter from Queenston, and exit into the back lane. This means there will be no two-way traffic crossing pedestrian pathways. The sidewalk will be highly visible to drivers entering the parking lot. All of this reduces risk. This is an improvement over the existing parking – the existing requires backing into the lane from parking stalls.
- To screen the parking, we have introduced landscaping in excess of the zoning requirements. The plantings are designed to create a pleasant environment especially along Queenston, and also support the visual and acoustic privacy of the neighbours.
- We have provided a gate and barrier at the top of the balcony stairs for security (Zoning regulations prohibit placing a tall fence at the ground level here, and we think it would be a visual obstruction if we did).

We hope that the design as it stands now can be considered a helpful and strong contribution to the city and the neighbourhood, as it has been described by a number of the respondents. We are committed to working with the City of Winnipeg's Planning & Property Development department to ensure these principles are carried forward through the Plan Approval and Design Review stages.

1465 Corydon Avenue Community Consultation process

Tabulation of public feedback

Date	Respondent(s)	comment/suggestion	Related design change since receipt (or comment in response)
2-12-20	[redacted]	Sees it as "sprucing up" this corner	
		Bringing more business	
		Positive thing	
4-12-20	[redacted]	Fully support	
		Plans look great	
		Huge improvement	
		Forward-thinking	
		Looking forward to it	
4-12-20	[redacted]	What a great idea!	
		Car parking wil not be against fence (of adjacent house) - good	
		Lovely building	
		Will honour the memory of Ray Trumbull (firm founder)	
4-12-20	[redacted]	Supports the project	
		Redevelopment of infill sites adds tremendous value to neighbourhood and city	
		Provides a buffer between residential and arterial roads	
		Small scale - particularly [good] in this specific neighbourhood	
		Similar developments [nearby] have improved the neighbourhood substantially	
		Largely follows Our Winnipeg guidelines	
		Highly attractive	
		Fits within neighbourhood based on style, scale, characteristic[s] and quality	
5-12-20	[redacted]	fully in support hope you have been getting mainly favourable support looking forward to it it making our neighbourhood look even nicer.	
6-12-20	[redacted]	No sign provided with time and day - as there currently is there	One of our objectives was to minimize exterior lighting and stop the façade from being too "busy" - please see concerns below about light pollution
		No lighting on building envelope facing Queenston or Corydon. Lighting increases security.	
		Bushes on the front façade will atttract garbage	We have replaced these with a tall grass
		Parking pad provided in front of main building entrance is too small, so a hazard in winter	We made it as wide as the building entrance, but can make it wider if the City supports that decision.
		Pale colour of building makes it a target for graffiti - bad for appearance of neighbourhood	We have darkened the tone of most of the building
		Stairs to back balcony allows access to second floor - graffiti - bad for appearance	We have placed a security barrier and gate at the top of the stairs to keep people off the balcony. (Zoning regulations prohibit placing a tall fence at the ground level here, and we thinking it would be a visual obstruction if we did).
		Rear of new building is not well-lit, will serve as a cut-trhough for bad people to 7-Eleven	This area is as well-lit as the lane is now; and other neighbours had concerns about bright lights
		Building envelope material does not fit neighbourhood: light colour, wood finish, vertical glazing not cpompatible with existing businesses & commercial buildings	We have darkened the tone of most of the building. The vertical glazing aims for a clean, elegant look.
		Back lane area is an improvement over before. Needs more work - painted art/murals?	The city has encouraged us to put windows on the lane elevation for security - to provide views from building to street - so there isn't a large area for painting.
8-12-20	[redacted]	How long will construction take?	11 months - trying to compress this to 10 months. First month will be demolition to foundation work; followed by construction of building; followed by (last 6 weeks) finishes and landscape. Trying to minimize disruption.
		What types of business does the owner plan to target?	Most of the building will be occupied by the current owner, insurance co. Another suite occupied by a financial advisor group. The remaining 25% will be leased to retail or business (office) type tenants. No plans for restaurants.
10-12-20	[redacted]	The allowed time is not appropriate for response (received Dec 3, response requested by Dec 11)	We have continued to compile responses after the suggested date
		Hideous commercial parking lot	We have added plantings to screen the parking lot. The parking lot is sized to satisfy City regulations for parking provision
		Does not fit aesthetics of this street and neighbourhood	We've tried to adapt the design consistent with requests

	Parking lot will "desecrate and debase" appearance and value (including property values)	We have redesigned and augmented landscape plantings around the parking lot to try to ensure a pleasant and positive environment. Research shows that development tends to increase property values.
10-12-20 [redacted]	Height of the building would interfere with our view of mature trees	We've increased plantings on Queenston, in excess of zoning by-law requirements. The new building is slightly lower than the existing chimney.
	Trees planted on the west side of building would help maintain a view of green. Should be as mature as possible.	This is our goal
	What is the landscape feature on the front of the building? (In follow-up correspondence with these respondents Sputnik sought input on these plantings)	Karl Foerster grass
	Concerned about increased light pollution. Existing building lights and signage are very bright. Prefer to see subdued/muted lighting after closing and at night	We have tried to keep lighting to a minimum out of a concern for light pollution. The businesses in the building are expected to be offices, so we don't expect night-time activity / associated lights. But in response to other neighbours concerns (security) we will provide some more lighting in the back of thhe building, while avoiding glare.
10-12 [redacted]	Don't like parking lot. Possible to move parking to the lane, where it currently is?	We did start with the parking on the lane, but the City's planning department had concerns about that. Parking along a lane is required to be 23' (not 20') and usually discouraged except in residential projects. It would create a gap along Corydon streefront; one of the pricples of a good commercial street is that it should not be interrupted by parking. And if we put the parking along the lane, [redacted]
	Impact on traffic at Queenston? What criteria for new businesses in this building? Late night operations not acceptable. Drastic increase to traffic not acceptable.	These are designed as offices, not commercial spaces. We don't expect a large increase in traffic, or late-night activity.
	Proposed green spaces are a good idea.	Thanks. We have augmented with plantings in the revised design.
	Not against building if concerns over parking and traffic can be addressed	We've increased plantings to create a greener environment screening the cars. The parking lot is sized to satisfy zoning regulations for parking provision. Cars will enter the lot from one side and exit the other side - there will be no two-way traffic into the lot; this is a safer model. (Currently parking on the site enters and backs out right into the lane - poor visibility.)
	Don't want to see reduction of property values or quality of life	Have done our best to create a pleasant environment and a higher-quality building than what is there now. Research shows that development tends to increase property values.
11-12-20 [redacted]	Generally in support of the project except for:	
	Why can access for 8 vehicles to parking not be accommodated via the existing lane infrastructure.	We did start with the parking on the lane, but the City's planning department had concerns about that. Parking along a lane is required to be 23' (not 20') and usually discouraged except in residential projects. It would create a gap along Corydon street. We have designed the curb cut as one-way only - entry from Queenston and exit into lane. This ensures visibility of pedestrians to cars entering the parking lot. Currently cars back into the lane to leave the existing parking. Increasing parking on the land would increase that kind of traffic and associated danger.
	Demolition of existing housing to create a parking lot. This could be a mixed-use building to preserve housing acces in the community. Parking lots are not active out of office hours and increase stormwater run-off.	Thanks for the insightful comments. We did start with mixed-use, residential on upper floors. It proved to be not financially viable without building higher. We anticipated there would be opposition to that.
11-12-20 [redacted]	This part of Corydon has a residential look and feel. There are businesses on all the neighbouring corners but they are all one storey and do not overpower. current building is a business but in a residential building so it fits	The form of our building is designed to be consistent with these neighbouring businesses. Local residencis are mostly two stories high like our building.
	This is more like the 2-storey dental office built two blocks east of here (out of scale)	Several neighbourhood residents supported higher-density development
	New businesses will generate more traffic. Already too much traffic due to 7-11.	These are offices, not commercial spaces. We don't expect a large increase in traffic.
	Traffic also a concern because elementary school is almost directly across the street from the project	We understand the concern, but the school is about 450 ft from the parking area. Cars will enter the lot from one side and exit the other side - there will be no two-way traffic into the lot, which reduces risk.There are many more cars driving along Corydon across pedestrian routes to the school.
	Against rezoning from R1 to C1. It benefits the owner of the building, not residents of neighbourhood	Corydon is already a commercial street, so we feel we are developing consistent with the character of the area.
12-12-20 [redacted]	Requests a line of greenery along fence for privacy, acoustics, visual appeal.	Thanks for your input. We have introduced a line of Eastern Red Cedar along the north property line which is a good screen and fills out densely for acoustic privacy.
	Will a fence be provided along the unfenced part of the property line?	We will build a fence along the full length of this property line for visual privacy.

Appendix A: Documents distributed to the community

- Cover Letter (following pages)
- Community Flyer (following pages)
- Map of Flyer distribution:
    - Catchment was based on one long block north and south and two blocks west and east of the project site: an area bounded by Grosvenor Ave. and Fleet Ave., and the back lanes of Brock Street and Niagara St.
    - In total materials were dropped off at 240 households



SPUTNIK
ARCHITECTURE INC.

November 30th, 2020

Dear homeowner,

Thank you for taking time out of your day to review the following information.

We are writing to inform you of an exciting new proposal for commercial and office space on Corydon Avenue and we're inviting feedback on the idea.

Normally we would prefer to go door to door to meet with you and discuss in person, however due to recent circumstances surrounding COVID-19 we decided to drop off this information in your mailbox.

If you have any comments, concerns or feedback to offer after reviewing the following information please do not hesitate to contact us. We look forward to hearing from you.

Sincerely,



Peter Hargraves, MAA, OAA, RAIC
Sputnik Architecture Inc.
Unit 1 - 120 Scott Street
Winnipeg, MB. R3L 0K8
ph. 204 415 3906 ext. 101
toll free. 1-833-777-1990
email. peter@sputnikarchitecture.com



1465 Corydon: Proposed new work spaces

- Front view (above)
- Rear view (below)



We're writing to to let our neighbours know about an exciting new proposal for commercial and office space on Corydon, and we're inviting feedback on the idea.

The building at 1465 Corydon (a renovated house) is currently used for offices of Turnbull Whitaker Insurance. The new building will be a new home for the firm's offices, and will also support several more commercial spaces.

We're proposing to consolidate the current 1465 Corydon Ave. & 492 Queenston St. into one lot.

The new project creates more commercial / office space in roughly the same built area as before. It will contribute to the commercial vitality of this stretch of Corydon, which currently includes: Spa Botanica, Bonfire Bistro, 7-Eleven, Royal LePage, Greek Market, Corydon Dental Centre, Tuxedo Family Medical Centre, and River Heights Physiotherapy.

Currently, 1465 Corydon is zoned 'C1' (Commercial Neighbourhood) and 492 Queenston St. is zoned 'R1' (Residential Single-Family).
We're proposing to zone the combined lots 'C1'.

Our design follows recommendations of the City of Winnipeg Planning Department to provide landscape buffers, setbacks + site lines along Queenston St., respecting views from neighbours. This is one reason the building is kept close to Corydon.

To meet these goals, after consultation with the City Planning Department, we are proposing a variance to the front yard on Queenston St. from 30' to more than 20' on the north half of the site, and 12' in the south half. This preserves sightlines from neighbouring houses.

The project complies with Winnipeg's key planning directions and policies because it:

- Increases commercial vitality
- Keeps parking screened behind the building
- Is only two storeys high
- Includes new trees and shrubs, greening the neighbourhood
- Will make use of quality, sustainable materials (to be specified)
- Is in keeping with scale and character of Corydon.



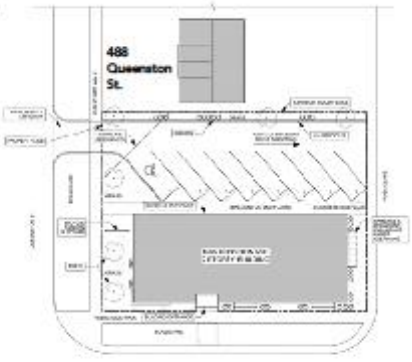
Site



Existing building



Existing Lots



Consolidated Lot + New Design

SPUTNIK ARCHITECTURE INC.

Please get in touch! We're collecting feedback until Dec. 11.
email: peter@sputnikarchitecture.com
Phone: 204-415-3906 ex. 101

Appendix B: All responses, and subsequent correspondence with designers

Responses are organized in chronological order of receipt by Sputnik Architecture Inc.

Email addresses have been redacted for privacy reasons, but we are able to provide these to the city with the original writers' permission.

From: [redacted]
Subject: 1465 Corydon
Date: **December 2**, 2020 at 8:41:04 PM CST
To: peter@sputnikarchitecture.com

Sputnik-that's familiar-warming hut on the river trail I think? And numerous other designs I'm sure. I have often looked at that corner and thought it needs sprucing up....and bringing more business to this little stretch of Corydon can only be a positive thing... Welcome to the neighborhood!
Sent from my iPhone

From: [redacted]
Subject: 1465 Corydon
Date: **December 4**, 2020 at 1:55:14 PM CST
To: Peter Hargraves <peter@sputnikarchitecture.com>

Fully support the proposal of Peter Hargraeves at Sputnik Architecture. The plans look great and it will be a huge improvement to what is already there. Our neighbourhood needs more forward-thinking ideas and structures. As a homeowner not too far from the proposed site, I'm looking forward to it.

Thanks!

[redacted]

From: [redacted]
Subject: 1465 Corydon Avenue
Date: **December 4**, 2020 at 7:28:22 PM CST
To: peter@sputnikarchitecture.com

Got your letter and "prospectus" in my mailbox at [redacted]

What a great idea! I live closer to Grosvenor, but I feel I own the whole street. Lol. I don't know how the people who live directly adjacent to that proposed parking lot feel. But it looks like car parking will not be against the fence next to their yard. If I lived there, I would just be happy to have a lovely building next to my yard.

Talked to my son-in-law, [redacted] who says this is a wonderful idea. Anything that cleans up Winnipeg.

I worked for Ray Trumbull in 1967 when he had an office downtown as a young man and, knowing him, I would say he would love this idea! This will honour his memory.

Good luck with this endeavour.
Sincerely, [redacted]
Sent from my iPhone

Transcription of letter received **December 4**:

To whom it may concern,

My name is [redacted] and I am writing to you **in support of the application** to consolidate 1465 Corydon Avenue & 492 Queenston Street into a single lot for commercial redevelopment. I believe that redevelopment of infill sites such as the one being proposed adds tremendous value to the neighbourhood and city as a whole. It provides a buffer between single-family residential dwellings and the main arterial roads leading into these areas which are best developed with small scale office/retail/multi-family uses (particularly in this specific neighbourhood). As a long-standing and proud resident of River Heights, I've seen several similar developments take place east and west of this site on Corydon, all of which have improved the neighbourhood substantially. The design largely follows the Our Winnipeg guidelines for (infill) development, is highly attractive, and fits within the neighbourhood based on style, scale, characteristic and quality.

Sincerely,

[redacted]
[redacted] Brock Street
Wpg, MB.

On Dec 5, 2020, at 10:12 AM, [redacted] wrote:
Hi Peter,

My wife and I live at [redacted] Queenston Street near the proposed site of the new Turnbull Whitaker Insurance building.

We just want to let you know that we are fully in support of this new building and like the design that you have sent.

I really hope that you have been getting mainly favorable support for this building, I know that this neighbourhood can be difficult with moving new projects forward sometimes (thinking about my poor cell reception in my house and some NIMBY's who are vocal against tastefully built cell towers lol).

Anyway, best of luck with the building. We are looking forward to it making our neighbourhood look even nicer.

Thank you for the consult, have a great weekend.

[redacted]

[redacted]

From: [redacted]
Subject: New Proposal for commercialand office space on Corydon Avenue (Winnipeg MB)
Date: **December 6**, 2020 at 11:28:50 AM CST
To: peter@sputnikarchitecture.com

To the attention of Mr. Peter Hargraves:

I received the documentation about the above subject. I live in River Heights North, more precisely on Queenston Street (North). I have been in this community for 12 years now.

This is my feedback about your proposed project:

1- The new building does not have signing with time and day. This is very useful when you are using the transit service at proximity of this location. This was very much appreciated by the community members.

2- The new building does not have lighting on its enveloppe facing the Queenston Steet nor the Corydon Avenue. This used to facilitate the walkers at night and to easy locate the building at night when driving or taken the bus. The community likes this lighting aspect as the Queenston Street is said to be a dark spot and viable for burglary.

3- There are bushes on the front facade of the building. As students from adjacent schools use the services of the 7-Eleven, they often drop their "garbage" on the ground. The bushes will just collect more of the garbage and make the community looks bad.

4- The new sidewalk on the Corydon Avenue shows the installation of a grass area and a very small concrete pad for service users parking on the Corydon Avenue. The clients used to park their car and walk to the entrance in the front of the building. This will become an issue in the winter time as the grass area may not be cleared during the winter time and will cause the clients to walk longer on the street to access the concrete walkway to access the building; making it a hazard for clients and community members.

5- The pale colour of the building enveloppe makes it an easy aim for the posting and marking of the material by bad people. Specially the stairs in the back will make it easy for them to access the second floor to "mark" (spray paint) the building enveloppe surfaces. This will bring more bad people in this community and will make the community looks bad with all the "marking" made by bad people.

6- The back of the new building does not seem to be well lit. This will bring more bad people to this area -- not an ideal for this community. Being at proximity of the 7-eleven, it will increase the traffic at night by bad people on foot.

7- The choice of building enveloppe material does not seem to "fit" the neighbourhood. The light colour, the wood finish-like, long vertical glazing, etc are new to this community and bring down the "compability" with existing business and commercial buildings.

8- The back lane area proposal does seem to bring some improvement. Note that this side of the building is very visible from the Corydon Avenue while driving and walking. It will need additional work to bring it to a level that this community will appreciate. Maybe some painted art as Winnipeg is known for?

[redacted]
Winnipeg MB Canada
Email: [redacted]

On Dec 8, 2020, at 4:03 PM, [redacted] wrote:

Good Afternoon Mr. Hargraves,

Our household received your package indicating your client's intent to rezone and build on the 1465 Corydon side of the property.

Our home is in very close proximity to the proposed changes. We would like to know your plan for the length of time it will take to finish the construction of the building, if approved. Also, what types of businesses does your client plan to target for the rental of the remaining commercial space.

Kind Regards,

[redacted]

From: [redacted]
Subject: Rezoning of 492 Queenston St.
Date: **December 10**, 2020 at 9:35:47 PM CST
To: peter@sputnikarchitecture.com

Dear Mr. Hargraves,

Firstly, I must take issue with the inappropriate amount of time that we (as residents of Queenston St.) were given to respond to your (un)'exciting new proposal for commercial and office space on Corydon Ave'. We received this plan in our mailboxes on Dec. 3 and were expected to respond by Dec. 11.

For me, personally, the thought of looking out my front windows and being confronted with a hideous commercial parking lot is beyond belief. So much for the aesthetics of this street and neighborhood. What were you thinking!!! How could you possibly imagine that we would welcome this?!

This is a residential street, with children and pets walking on that sidewalk from which you propose an entrance to a parking lot! Many of the children attend the public school around the corner on Corydon. This is simply not safe.

This parking lot quite simply serves to desecrate and debase 'the look' and value (not to mention property values) of this street.

Many of my neighbors feel much the same as I do, and we will make every effort to oppose this ill-conceived plan.

[redacted]

From: [redacted]
Subject: 1465 Corydon building proposal
Date: December 10, 2020 at 11:53:14 AM CST
To: peter@sputnikarchitecture.com
Cc: [redacted]

Re: Feedback for 1465 Corydon Avenue

We live a[redacted] Queenston on the southwest corner on Corydon and Queenston across the street from the proposed project.

Upon review of the project information you provided we have the following concerns/comments:

1. The height of the proposed building would interfere with our view of the mature trees we can now see assuming it would it be approximately the height of the chimney on the existing building.
2. We notice that trees are to be planted on the west side of the building which would help to maintain a view of green. Hopefully they will be the most mature trees available for planting.
3. Some sort of landscape feature is shown in front of the building but we can't tell if it's shrubs, plants?
4. We are concerned about increased light pollution in the area. The lights and signage on the front of the existing building are quite bright and combined with the four street lights at the corner it is always bright in our living room window. It is hard to tell from the picture what lighting/signage is planned although it looks like something quite glaring on the upper window, 2nd from the west along Corydon. We would prefer to see more subdued, or highly muted, lighting in the evening (after closing) and at night.

Thank you for the opportunity to provide feedback and we look forward to your response.

[redacted]

[redacted] and [redacted] *continued correspondence about the design is included below under "Designer Responses)*

From: [redacted]
Subject: Feedback on Turnbull Whittaker expansion
Date: December 10, 2020 at 7:14:38 PM CST
To: peter@sputnikarchitecture.com

Dear Peter,
We live at [redacted] Queenston Street and are responding to the letter dated November 30 looking for feedback. We have the following comments on the plan:

We don't like the idea of the proposed new parking lot on Queenston where 492 Queenston used to be. This is especially challenging for [redacted] Queenston and the homes directly across from this space. Is it possible to move the parking to the lane, where it currently is now?

Do you have a sense of how this expanded building with new business will affect traffic on Queenston? It is already busy during the day with two schools close by and the traffic light on Academy.

What are the criteria and considerations for new business that would be housed in the new commercial spaces? This is a relatively quiet residential space and we aren't interested in businesses with late night operations or that would increase traffic drastically.

The proposed new green spaces are a good idea and do improve the sight line at Queenston and Corydon.

In summary, we aren't against the proposed new building if the concerns about parking and traffic can be addressed. We don't want to see a reduction of property values or quality of life on Queenston.

Sincerely,
[redacted] and [redacted]
[redacted] Queenston Street

On Fri, Dec 11, 2020 at 9:05 PM [redacted] wrote:
Good Evening,

Thanks for providing the information on the above noted proposed commercial development in the neighbourhood – public consultation is a difficult thing during a pandemic.

I am writing to note my general support for the project with a couple of caveats regarding the parking strategy presented in your schematic plans. It is exciting to see more potential walkable commercial / retail amenities along our Community Mixed Use Corridor. I have two concerns I hope can be studied before the plans are reviewed at Community Committee:

1. The introduction of a new curb cut and vehicle driveway on Queenston. There is currently parking for 4 vehicles accessed via the rear lane which does not represent any traffic issues entering the lane. I see no reason access for 8 vehicles to the site can not be accommodated via the existing lane infrastructure. Driveways located in front yards, crossing pedestrian sidewalks are atypical in the context of this mature neighbourhood and introduce the potential for pedestrian / vehicle collisions.

2. The demolition of existing housing stock for an accessory parking area. The proposed new commercial building appears to completely reside in the area currently designated 1465 Corydon, meaning 492 Queenston is being completely turned over to a parking lot. Gentle intensification along Community Mixed Use Corridors in Mature Neighbourhoods is supported due to their existing walkability and multimodal transportation options. There is ample street parking available on Corydon, and the consolidation of the 2 properties would easily accommodate more parking stalls accessed off the lane. If this were a mixed use proposal offsetting a single family home with a diversified dwelling option or two for the neighbourhood I would have no problem with the configuration, but a net loss of housing for a parking lot used only during business hours and directing more stormwater runoff to the stormwater system is a net loss for the community.

I look forward to seeing the proposal at Committee and appearing in support – and my hope is that these concerns can be addressed in a way beneficial to both the owner and community.

Best regards,

[redacted]

[redacted]

[redacted] Niagara Street

From: [redacted]
Subject: Response to Commercial and Office Space on Corydon Avenue
Date: **December 11**, 2020 at 12:43:34 AM CST
To: peter@sputnikarchitecture.com
Cc: jorlikow@winnipeg.ca

I am writing to you with my response to the building proposal for 1465 Corydon Avenue and 492 Queenston Street.
After reviewing the information that was delivered to my house, I regret to inform you that I am not in favour of the planned project. I have lived on Niagara Street for over 50 years. During this time I have witnessed the development and growth of my local residential neighbourhood. In my opinion some of the projects have been great and have assisted to make this wonderful neighbourhood flourish and others have not.

I feel that going forward with the proposed project will not benefit the neighbourhood. The part of Corydon Avenue where the proposed project is located has a residential and community look and feel. Yes, there is an existing insurance business located on the property now. There are also businesses all on the neighbouring corners. However, the businesses that are already established ,are all one story buildings that do not overpower the quaint atmosphere of the older neighbourhood. In fact, the building that Turnbull Whitaker Insurance presently occupies is a River Heights home that has been converted into an office building. It fits within the scale and design of the buildings around it. A few short years ago a larger,two -story dental office was built two blocks east on Waterloo and Corydon. That building has been deemed by some residents in the neighbourhood as being an eyesore because of the scale of the building.

I also have concerns about the amount of extra traffic this new, **multi - business** building will cause, not only on Corydon Avenue but also down residential streets, including Niagara and Queenston. The traffic created by 7 - 11 traffic on these streets is already extremely heavy now. One vital structure within this neighbourhood was not mentioned in the information that was sent out is Brock - Corydon Elementary School. Brock - Corydon School is located almost directly across the street from the proposed project. Is it prudent to increase traffic flow so close to an elementary school?

Finally, I believe it is not a wise idea to rezone part of the proposed site's classification from that of R1 to C1. River Heights is a highly desirable neighbourhood to live in Winnipeg. People want to live here

because of its location and charm. Rezoning residential land to increase commercial usage will only be a benefit to the owner of the building and not to the residents of River Heights. I believe this project will not be advantageous to the neighbourhood.

Sincerely,

[redacted]
[redacted] Niagara Street

From: [redacted]
Subject: [redacted] Queenston - Line of Greenery/Trees Request
Date: December 12, 2020 at 10:23:58 PM CST
To: peter@sputnikarchitecture.com

Hi Peter,

My wife and I are the owners of [redacted] Queenston street and we received the information on the mail of the proposal for rezoning for commercial and office space of 1465 Corydon Ave & 492 Queenston St.

My wife and I are wondering if it's possible to put in a request for a line of greenery/trees along the fence for privacy/sound absorbing and visual appeal?

Also, will a fence be built from the front of the yard to the middle (where we currently have a fence from the middle to the back yard)?

Thank you kindly for your consideration.

[redacted]

Designer Responses:

From: Peter Hargraves <peter@sputnikarchitecture.com>
Subject: Re: 1465 Corydon
Date: December 6, 2020 at 11:22:52 AM CST
To: [redacted]

Hi [redacted]
Thanks so much for your thoughtful letter. We have received overwhelmingly favourable responses. I have received one letter opposed but had the chance to have a good conversation. I wasn't able to change their minds but I wanted to make sure above anything that I was genuinely interested in hearing what they had to say and IF possible to make sure we could consider their concerns in the design. Where this is not possible, then I can only respectfully explain the rules and the position of the owner moving forward.
It is not possible to make everyone happy, but we want to make sure we show respect to everyone.

Best regards,

Peter Hargraves, MAA, OAA, RAIC

From: Peter Hargraves <peter@sputnikarchitecture.com> **Sent:** December 8, 2020 4:09 PM**To:** [redacted]**Subject:** Re: 1465 Corydon (C1) Lot

Hi[redacted]
Thank you for your inquiry.
The current construction schedule is 11 months. We are working on shortening this period to 10 if possible. The first month with include demolition and site preparation, and the equipment for foundation work would be scheduled for the end of the first month. The last 6 weeks of the project construction schedule would be finishes and landscape, to minimal interruption to the neighborhood. The majority of the building will be occupied by the insurance agent that is current located at 1465 Corydon. A financial advisor group will occupy another suite. The remaining 25% will be leased to retail or business (office) type tenants. There are not plans for restaurant type tenants.

I hope that is helpful and please don't hesitate to reach out to us with further comments or questions.

Best regards,

Peter Hargraves, MAA, OAA, RAIC

from: [redacted]
Subject: Re: 1465 Corydon building proposal
Date: December 18, 2020 at 2:31:53 PM CST
To: Peter Hargraves <peter@sputnikarchitecture.com>
Cc:[redacted]

Hi Peter,

Thank you for your quick response and sorry for the delay in getting back to you.

It's not really clear how much available space there is between the proposed building and the sidewalk but we would think not enough room for shrubs. Grasses, such as a tall one like Karl Foerster, Big Blue Stem or Switch grass, possibly in combination with a shorter one such as Blue Oat Grass or Prairie Dropseed would soften the front of the building and provide both greenery and winter interest.

We suspect that the people that want the area well lit are thinking more of behind the building, in the parking area so in that case, lower lights on the back of the building would meet their concerns and would not require lighting at the back taller than the building or additional lighting at the front of the building.

Regards,
[redacted]and[redacted]

From: "Peter Hargraves" <peter@sputnikarchitecture.com>
To: [redacted]
Cc: [redacted]
Sent: Thursday, December 10, 2020 1:19:30 PM
Subject: Re: 1465 Corydon building proposal

Hi[redacted]and[redacted]
Thank you for taking the time to bring your concerns forward.
I will try to address the concerns you have in this response.
The new building will be several feet lower than the chimney of the existing office building. The new building will have a main floor that is on the same level as the sidewalk whereas the existing building main floor is up a few step. There may still be some interference with the few of the trees to which you are referring but this will be negligibly different than it is today.

Every effort is being made by the owner to make this building and the landscaping as attractive as possible, so yes, we will try to install the most mature trees possible.
We haven't decided exactly on the species but there will be a combination of shrubs and plants. The plants will likely be tall grasses. Do you have ideas for what you would like to see there?
The light pollution is certainly a concern of ours as well. We have worked with the owner to find ways of minimizing this. We don't like backlit signs. They are ugly and spew too much light. So we have several design ideas to minimize this. I will admit that there is a struggle between our design to do beautiful and businesses ideas to be noticed. We are also getting feedback from other neighbors who are insisting in flooding the area with as much light as possible to keep "bad" people away. We recognize the need for safety and want to do this in such a way that people feel safe without blasting the neighbors and neighborhood with excessive light.

I hope my responses help you know that your concerns are very legitimate and we are working on making this project the very best that it can be.

Best regards,

Peter Hargraves, MAA, OAA, RAIC

And a response to Sputnik's response (which we took into account in re-design):

> From: [redacted]
> Subject: Re: 1465 Corydon building proposal
> Date: December 18, 2020 at 2:31:53 PM CST
> To: Peter Hargraves <peter@sputnikarchitecture.com>
> Cc: [redacted]
>
> Hi Peter,
>
> Thank you for your quick response and sorry for the delay in getting back to you.
>
> It's not really clear how much available space there is between the proposed building and the sidewalk but we would think not enough room for shrubs. Grasses, such as a tall one like Karl Foerster, Big Blue Stem or Switch grass, possibly in combination with a shorter one such as Blue Oat Grass or Prairie Dropseed would soften the front of the building and provide both greenery and winter interest.
>
> We suspect that the people that want the area well lit are thinking more of behind the building, in the parking area so in that case, lower lights on the back of the building would meet their concerns and would not require lighting at the back taller than the building or additional lighting at the front of the building.
>
> Regards,
> [redacted]

From: Peter Hargraves <peter@sputnikarchitecture.com>
Subject: Re: Response to Commercial and Office Space on Corydon Avenue
Date: December 11, 2020 at 11:26:30 AM CST
To: [redacted]
Cc: John Orlikow <jorlikow@winnipeg.ca>

Hi [redacted]
Thank you for email regarding the development proposal for 1465 Corydon. Having lived in the neighborhood for 50 years provides an insight that is valuable.

We have been working with the owners to address their needs to expanding their business, keeping in mind also how this will impact the neighbors, and understanding the way cities grow and develop. We have received a very positive response from people who love the idea that the neighborhood will include well designed new building along the commercial corridor and we have also received emails from people who share your concerns.
So I will try to address what I understand to be your concerns.
I would be interested in knowing from you which projects you feel have been great so that I can better understand what makes the neighborhood better through commercial development. Know that will be helpful in how we can consider adapting the current proposal.
The location where this development is located is considered a local node that is a critical component to vibrant mature neighborhoods. Both Corydon and Academy have these nodes along their corridors and they are vital elements in keeping mature neighborhoods diverse, small scale, and walkable. Without these nodes, we end up seeing suburban zoning where commercial developments in large open clusters. The intersection of McGillivray and Kenaston is the result. These are unsustainable, ugly and impossible for pedestrians.

The new building will match the height of the existing building, being slightly lower than the chimney height of the existing building. We are trying to modulate the building elements to ensure the scale is aligned with the lovely texture of the homes nearby. The recent development down the street is perhaps a bit muscular and domineering and we want to avoid that with the design we are proposing. It is also important to note that the new building will be completely barrier free. The existing building is not so, which affects the ability of some members of the community from visiting this business. We are striving to create an inclusive, equitable development at this site where this is currently not the case.

The new development will have onsite parking. This will alleviate the need of street parking, cutting down on traffic looking for parking on Queenston which will benefit the those neighbors. The existing business will remain on site. There are no food establishments being propose. The business will operate during normal business hours. We don't expect increased traffic due to the businesses at this location. The traffic on Corydon, which includes thousands of cars a day will not be impacted by this development. We have received comments from several people about the 7-11 store. This building, at one storey, has certainly had a negative impact on the neighborhood, and we are NOT proposing anything along these lines.

The Brock-Corydon Elementary School one block over will not be impacted by this development in light of the existing traffic patterns on Corydon. We have included parking on the property that will alleviate street parking pressure from the businesses at this location. By reducing street parking, sight-lines will be improved somewhat and should help to make the street safer. Again, this small office building will not increase traffic. We have found no such evidence to support that claim.

We agree that River Heights is a wonderful charming, mature neighborhood. We feel strongly that the neighborhood has this feel precisely because of small clusters of commercial developments that are situated on low scale commercial corridors that cross the well treed, well scaled residential streets. This "fabric" is the envy of many other parts of the city and we are working towards improving the very thing that makes River Heights so wonderful.

I want to assure you that we are completely committed to improving our city. Everything we do is to that end and there are going to be differing opinions on how to do this or the particular mechanics of how this is achieved. What we do is study these situations to learn from them what makes neighborhoods work and we agreed to work on this project because it is going to be one of those elements that improves River Heights, and makes it even more beloved. We recognize that change often causes consternation. The Eiffel Tower and Central Park caused riots when they were first proposed. Today, both of those interventions are signature features of the cities in which they reside. We don't for a moment pretend that this project is an Eiffel Tower, but we do feel it is a step in the right direction.

I am very keen on this democratic process and I very much want this to be a dialogue in which you are heard and feel understood. So please feel free to respond if I have mis-interpreted your thoughts.

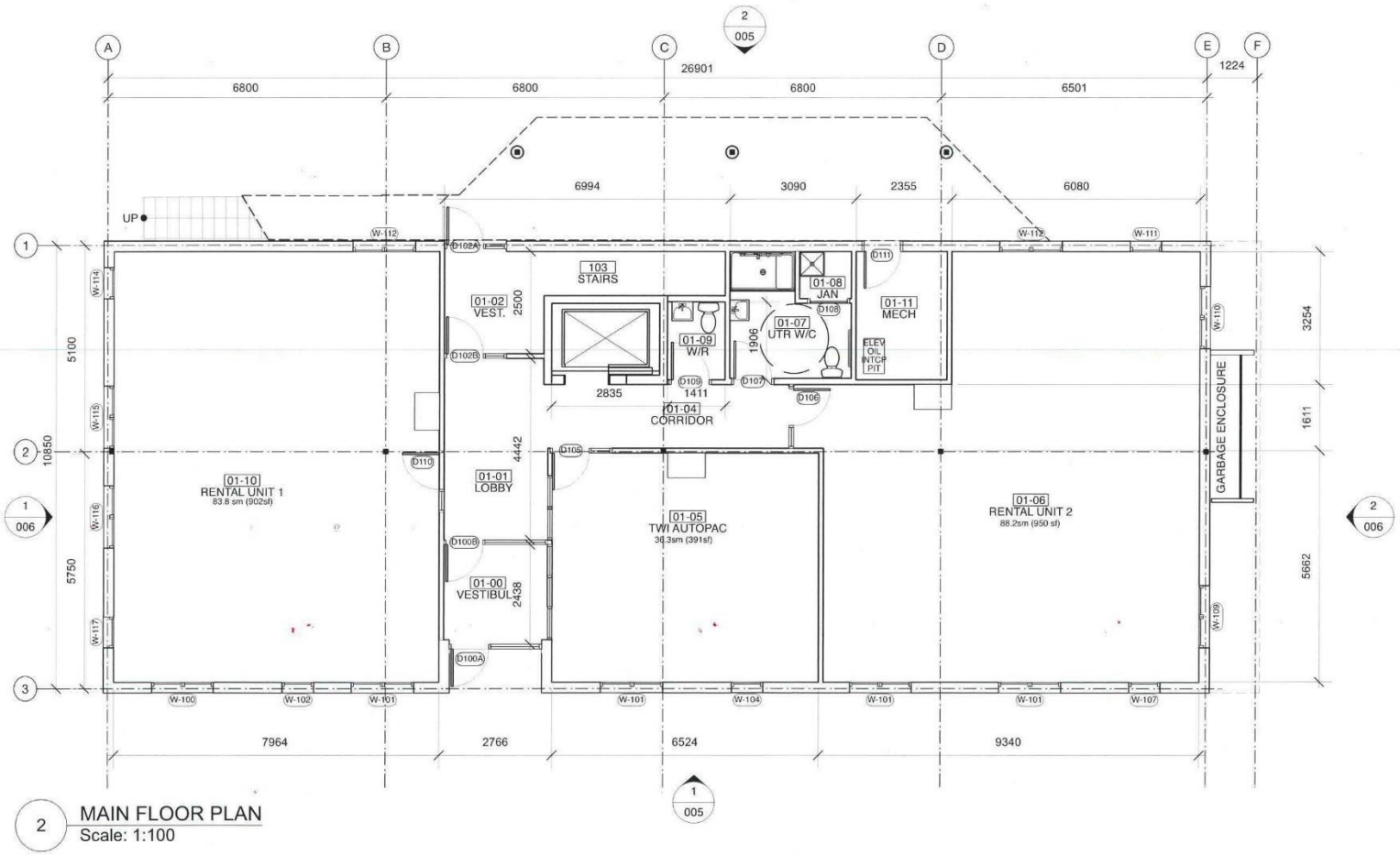
Best regards,

Peter Hargraves, MAA, OAA, RAIC

From: Peter Hargraves <peter@sputnikarchitecture.com>
Subject: Re: Commercial Development Feedback - 1465 Corydon & 492 Queenston
Date: December 11, 2020 at 10:35:28 PM CST
To: [redacted]

Hi [redacted] and [redacted]
Thank you for your very thoughtful and insightful letter. I wish there was a way to share the iterations of this project with you to let you know how spit on I think your comments are. We proposed a mixed-use development and really tried hard to demonstrate how it would make financial sense, with residential development having inertia on cash flow, and in that it would be a great contribution to the neighborhood.
There are several roadblocks. Some of which are related to the development application process. As it stands we will certainly face criticism for making a 'big' building in a quiet residential neighborhood. Adding height and "renter" would like drive some critics to dizzying heights of passion.
The parking is complex. We initially proposed parking on the lane but the planners at the City wanted continuity on the street edge (Corydon). If we don't have the curb cut then traffic increases in the back lane which could be deemed dangerous and would result in increased trafic there. So this, in our view was the best compromise. I'd love to have no parking but the businesses demand this and it can be argued that having on site parking reduces the load on the street.
I recognize how thoughtful your comments are and I hope you know how much we appreciate your support. I am happy to continue the dialogue if you have further thoughts.
All the best,
Peter

Exhibit “9” referred to in File DASZ 7/2021



SPUTNIK ARCHITECTURE INC.

1-120 SCOTT ST.
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p. 204 415 3906
e: admin@sputnikarchitecture.com

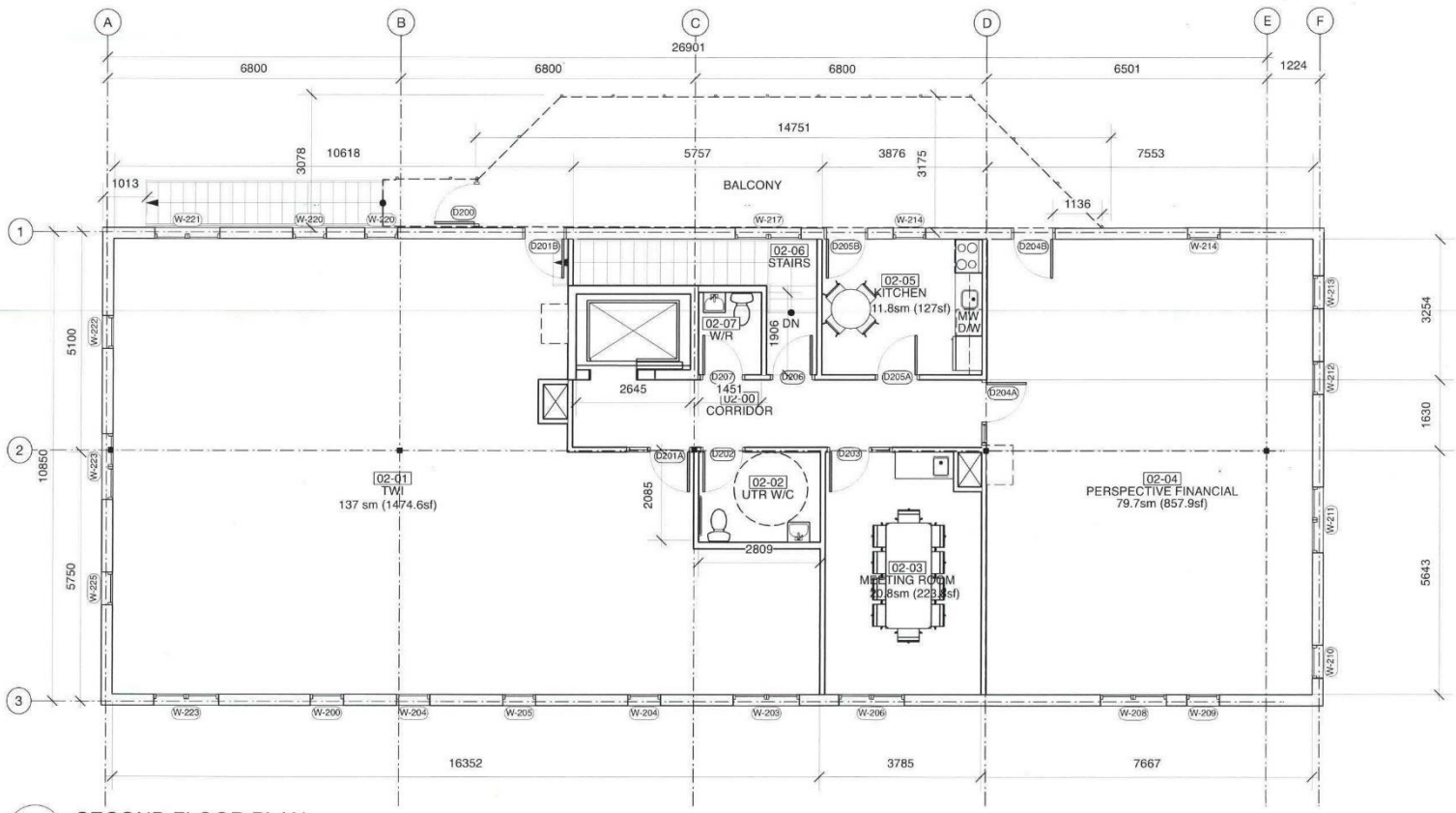
Project Title
1465 CORYDON BUILDING

Sheet Title
MAIN FLOOR PLAN

Revision No.

Print Date (yyyy-mm-dd)
2020/12/24

ASK Number
001



2 SECOND FLOOR PLAN
Scale: 1:100

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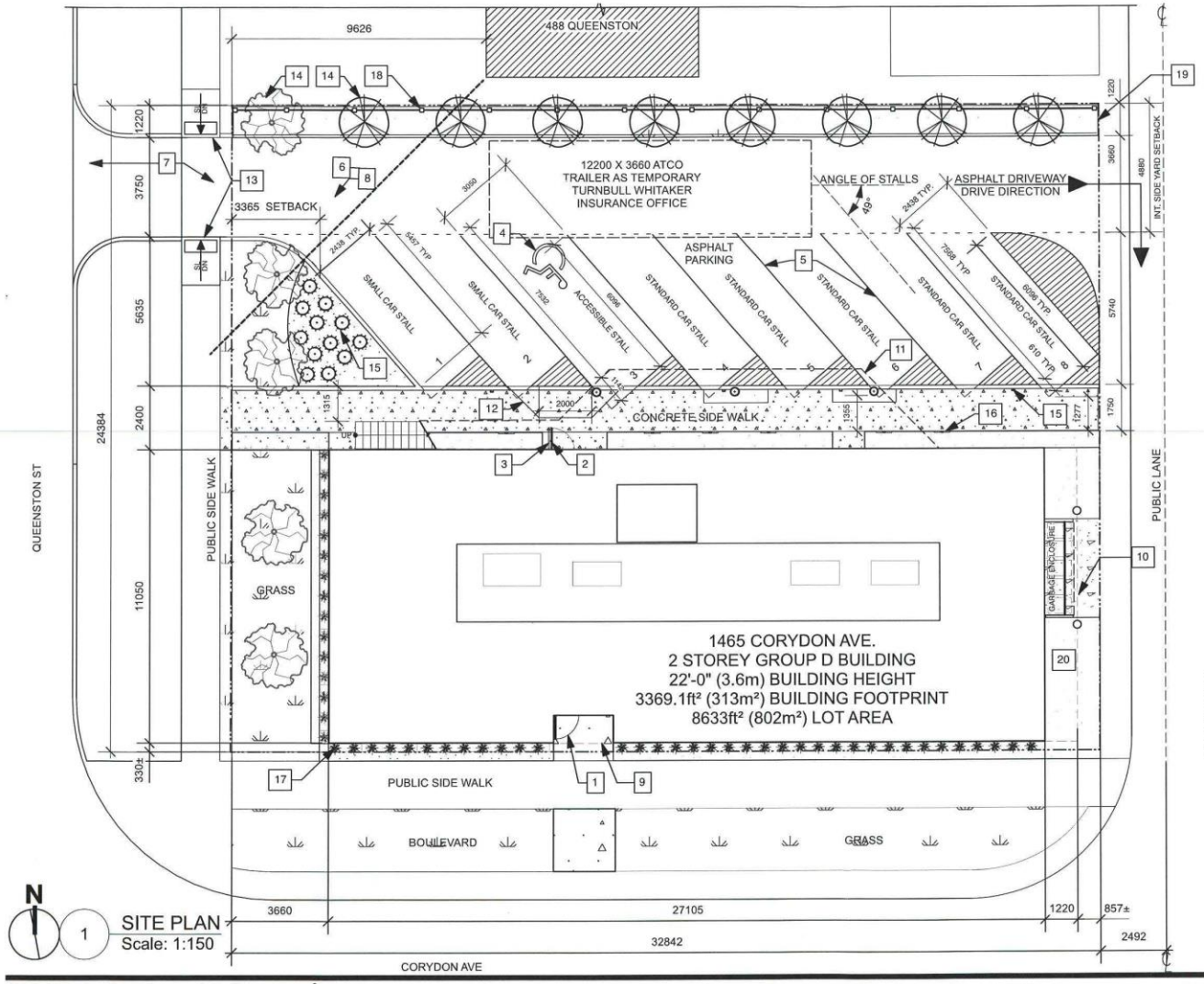
Project Title
1465 CORYDON BUILDING

Sheet Title
SECOND FLOOR PLAN

Revision No.

Print Date (yyyy-mm-dd)
2020/12/24

ASK Number
002



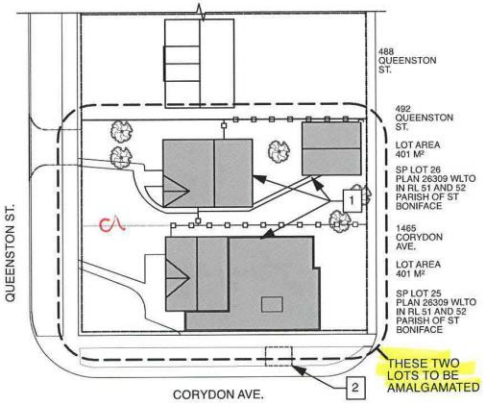
1 SITE PLAN
Scale: 1:150

SITE PLAN KEYNOTES

1. BUILDING ENTRANCE ONLY
2. BUILDING EXIT ONLY
3. DOOR SWING GUARD COMPLETE WITH DOOR OPERATOR PUSH BUTTON
4. PROVIDE INTERNATIONAL WHEELCHAIR PARKING SYMBOL
5. YELLOW LINE PAINTED AS INDICATED
6. PROTECTED SIGHTLINE, 45 DEGREES
7. NEW ASPHALT APPROACH TO MEET CITY OF WINNIPEG STANDARD DETAILS & SPECIFICATIONS
8. CONCRETE CURB - SIMILAR TO CITY OF WINNIPEG DETAIL
9. PROPOSED SIGNAGE LOCATION MOUNTED FLUSH TO CANOPY OVER
10. 4 SIDED GARBAGE AND RECYCLING ENCLOSURE UNDER OVERHANG
11. LINE OF BALCONY ABOVE
12. SLOPED DOWN TO BARRIER FREE STALL, AS PER CITY OF WINNIPEG UNIVERSAL DESIGN STANDARDS
13. NEW CONCRETE SIDEWALK CURB TO MEET CITY OF WINNIPEG STANDARD DETAILS & SPECIFICATIONS
14. NEW TREE TYP (REFER TO LANDSCAPE PLAN)
15. NEW SHRUBS (REFER TO LANDSCAPE PLAN)
16. BICYCLE PARKING, TYP (REFER TO LANDSCAPE PLAN)
17. NEW DECORATIVE GRASS TYP (REFER TO LANDSCAPE PLAN)
18. NEW FENCE (REFER TO LANDCAPE PLAN)
19. LANDSCAPE BUFFER (REFER TO LANDSCAPE PLAN)
20. LANDSCAPE STONE (REFER TO LANDSCAPE PLAN)

DEMOLITION PLAN KEYNOTES

1. DEMOLISH EXISTING BUILDINGS AND LANDSCAPING.
2. DEMOLISH EXISTING CONCRETE PAD



2 AREA & DEMOLITION PLAN
Scale: 1:500

SPUTNIK ARCHITECTURE INC.
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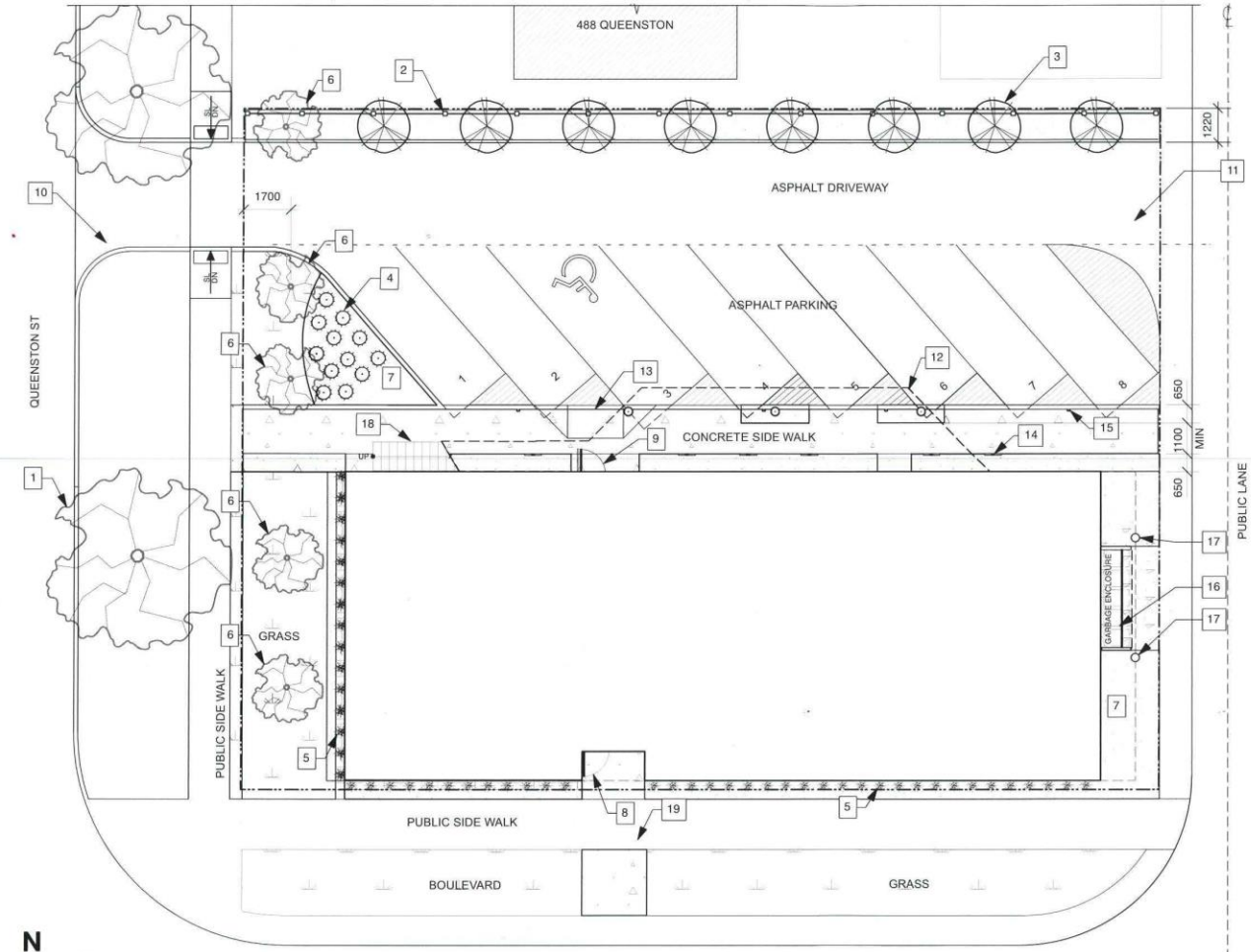
Project Title: 1465 CORYDON BUILDING

Sheet Title: SITE PLAN

Revision No.

Print Date (yyyy-mm-dd): 2021/01/05

ASK Number: 003



N

2 LANDSCAPE PLAN
Scale: 1:150

LANDSCAPE PLAN KEYNOTES

1. EXISTING BOULEVARD TREE (TYP)
2. 1.8m HIGH WOOD FENCE
3. NEW CONIFEROUS TREE: EASTERN RED CEDAR / JUNIPERUS VIRGINIANA (TYP.) @ 3600 mm C-C
4. 12 SHRUBS SCREEN PARKING, TYP.
5. FOUNDATION PLANTING: KARL FOERSTER GRASS, 15 PLANTS AT QUEENSTON ST., 36 PLANTS AT CORYDON AVE., EQ. SPACING
6. NEW DECIDUOUS TREE
7. LANDSCAPE STONE (TYP)
8. BUILDING ENTRANCE ONLY
9. BUILDING EXIT ONLY
10. NEW ASPHALT DRIVEWAY APPROACH
11. NEW ASPHALT DRIVEWAY EXIT
12. LINE OF BALCONY ABOVE
13. SLOPED DOWN TO BARRIER FREE STALL
14. BICYCLE PARKING SPACES (6 RACKS @ 2 BIKES EACH: CAPACITY 12)
15. PARKING POSTS (1 PER 2 PARKING STALLS)
16. 4 SIDED GARBAGE AND RECYCLING ENCLOSURE UNDER OVERHANG
17. 150 Ø GALVANIZED STEEL BOLLARD
18. STAIRS TO SECOND FLOOR
19. 2340 x 2700 mm CONCRETE PAD

LANDSCAPE NOTES:

STREET EDGE LANDSCAPING
REQUIRED: 1 TREE / 30' OF ST. FRONT, 3 SHRUBS / 20' OF ST. FRONT.
STREET FRONT ALONG QUEENSTON: 80'
REQUIRED: 3 TREES; 12 SHRUBS
PROVIDED: 4 TREES; 12 SHRUBS

ADJACENT RESIDENTIAL LANDSCAPE BUFFERING
REQUIRED: 1 6' FENCE OR
1 TREE / 35' OF LOT LINE + 3 SHRUBS / 20' OF LOT LINE
PROVIDED: 1 6' FENCE AND 9 TREES

BUILDING FOUNDATION LANDSCAPING
1 SHRUB / 10 LINEAL FT (OR KARL FOERSTER GRASS @ 4:1 RATIO)

WEST FOUNDATION: 36'-3"
REQUIRED: 15 KARL FOERSTER GRASS
PROVIDED: 15 KARL FOERSTER GRASS
SOUTH FOUNDATION: 87'- 11 1/8"
REQUIRED: 36 KARL FOERSTER GRASS
PROVIDED: 36 KARL FOERSTER GRASS

LANDSCAPE NOTES, GENERAL:

ALL NEW PLANTS TO FOLLOW PLANT REQUIREMENTS AS PER CITY OF WINNIPEG ZONING BY-LAW NO.200/2006:

PLANT MATERIALS:
(A) PLANT MATERIAL MUST BE ABLE TO WITHSTAND LOCAL CLIMATIC CONDITIONS.
(B) PLANT MATERIAL MUST BE NO. 1 GRADE NURSERY STOCK, SUPPLIED AND INSTALLED IN CONFORMANCE WITH THE LATEST EDITION OF CANADIAN NURSERY LANDSCAPE ASSOCIATION "CANADIAN STANDARDS FOR NURSERY STOCK".
(C) PLANT MATERIALS LOCATED WITHIN 20 FEET OF A PUBLIC STREET MUST BE OF A SALT-TOLERANT SPECIES.

MINIMUM PLANT SIZES:
(3) PLANT MATERIALS MUST COMPLY WITH THE FOLLOWING:
(A) DECIDUOUS TREES LOCATED WITHIN 5 FEET OF A WALKWAY, PATH, OR PATHWAY: 2½ INCH CALIPER, AND OF SPECIES THAT NORMALLY HAVE LOWER BRANCHES AT LEAST 6 FEET ABOVE GRADE AT MATURITY.
(B) DECIDUOUS TREES NOT LOCATED WITHIN 5 FEET OF A WALKWAY, PATH, OR PATHWAY: 1¾ INCH CALIPER.
(C) CONIFEROUS TREES: 6 FEET HIGH AT THE TIME OF PLANTING.
(D) ALL SHRUBS: 2 GALLON CONTAINER, AND OF SPECIES THAT CAN REMAIN HEALTHY WHEN TRIMMED SO AS TO MAINTAIN A HEIGHT OF NOT MORE THAN 30 INCHES AT MATURITY.
(E) GROUNDCOVER, ANNUALS, AND PERENNIALS: NO MINIMUM SIZE.

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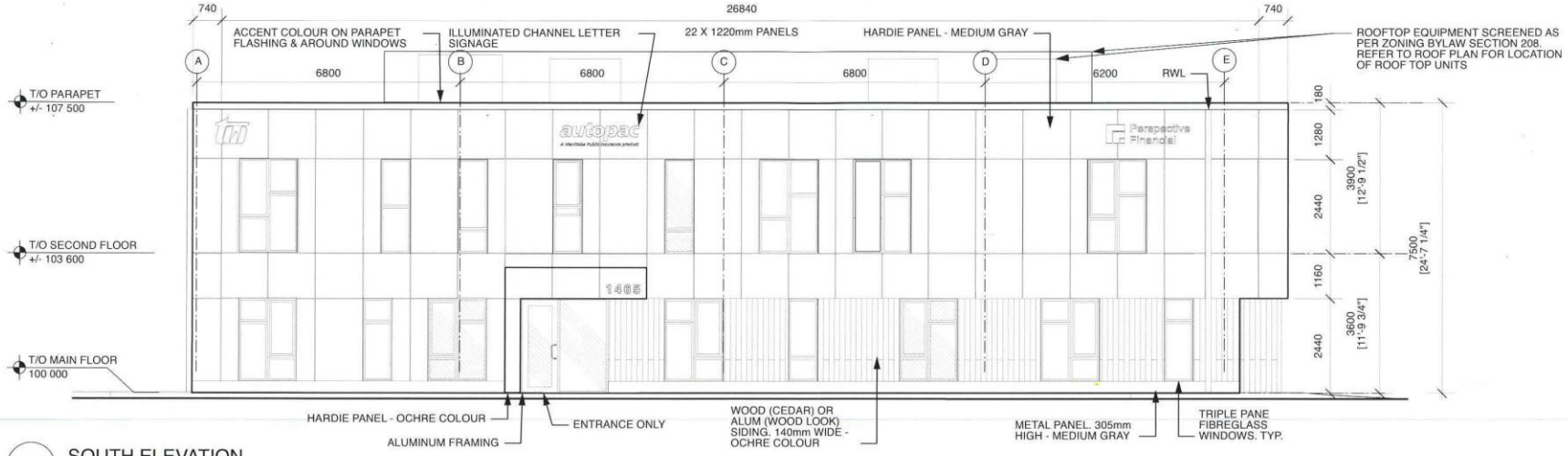
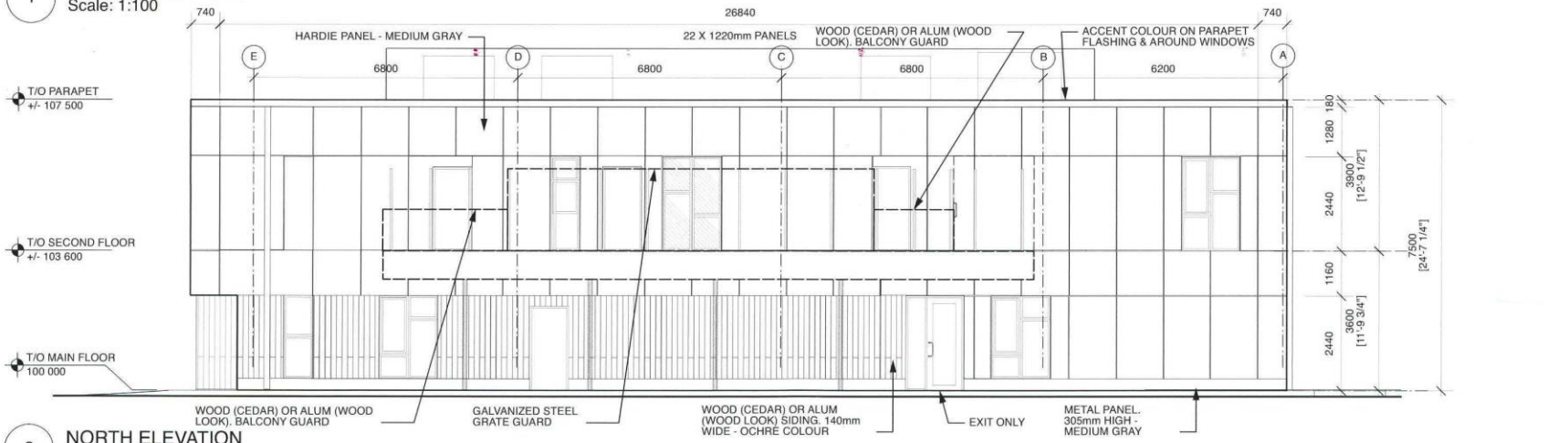
Project Title: 1465 CORYDON BUILDING
Sheet Title: LANDSCAPE PLAN
Revision No.
Print Date (yyyy-mm-dd): 2020/12/24
ASK Number: 004



1 SOUTH ELEVATION
Scale: 1:100



2 NORTH ELEVATION
Scale: 1:100

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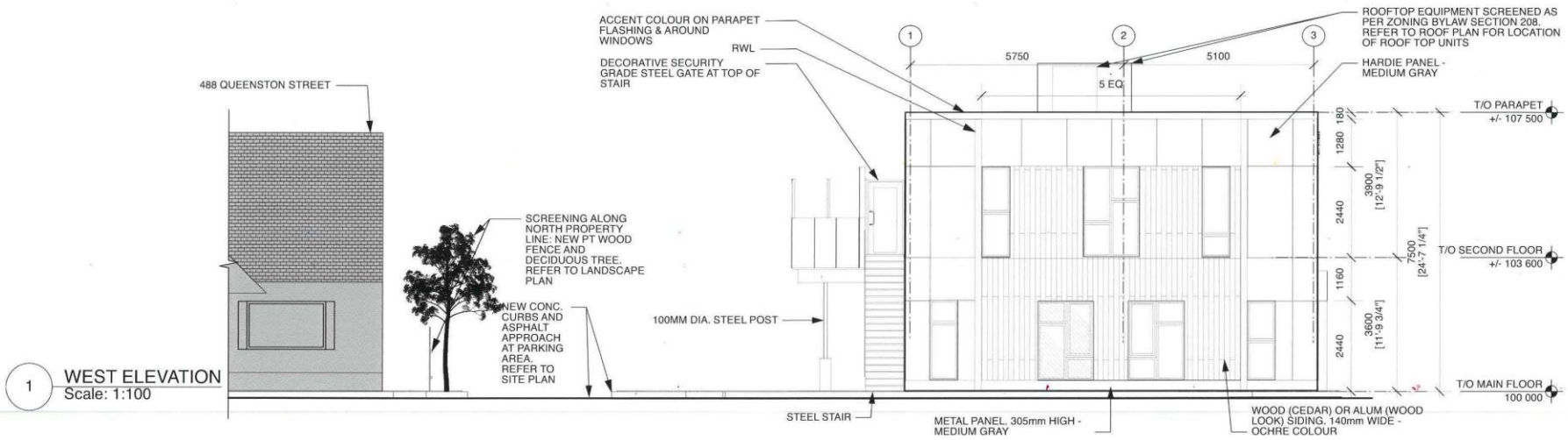
Project Title
1465 CORYDON BUILDING

Sheet Title
EXTERIOR ELEVATIONS

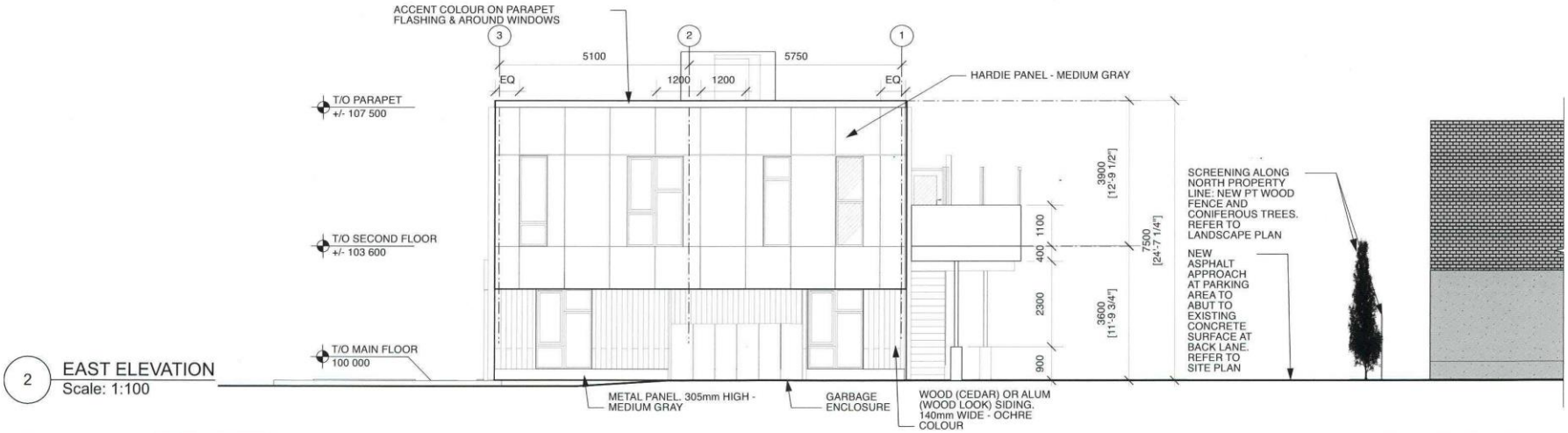
Revision No.

Print Date (yyyy-mm-dd)
2020/12/24

ASK Number
005



1 WEST ELEVATION
Scale: 1:100



2 EAST ELEVATION
Scale: 1:100

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1465 CORYDON BUILDING

Sheet Title
EXTERIOR ELEVATIONS

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Sheet Title
FRONT VIEW

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Sheet Title
QUEENSTON / CORYDON VIEW

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Project Title
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Sheet Title
BACK VIEW

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Project Title
1465 CORYDON BUILDING

Sheet Title
VIEW FROM ACROSS QUEENSTON

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1

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