Agenda – Council – September 29, 2021

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 14, 2021

Item No. 9 Subdivision and Rezoning – Gull Lake Road and Markham Road (Waverley West Ward)
File DASZ 21/2021 [c/r DAV 147415/2021D]

STANDING COMMITTEE RECOMMENDATION:

On September 21, 2021, 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 21/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated August 16, 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, subject to the following condition:

    A. That the Developer be required to enter into a Servicing Agreement with the City pursuant to subsection 259(1) of the City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated August 5, 2021 and attached as Schedule "B" to this report, with the following amendments:

        i. In Section II – Engineering Studies, add the following new Condition:

            4) The Developer shall, at no expense to the City, conduct an updated comprehensive traffic impact study to determine the effects of on-street parking within 400m of the Planned Area, including the effect of the development on existing on-street parking availability (including Gull Lake Road), as determined by and to the satisfaction of the Director of Public Works.

        ii. In Section III – Servicing Conditions:

            a. Add the following new Condition:

                7) c) The Developer shall, prior to the commencement of construction, provide to the City a separate Letter of Credit in an amount equal to $5,000.00 to ensure the Developer obligations outlined in clause a) and b) above have been satisfied, as determined by and to the satisfaction of the Director of Public Works.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 14, 2021

STANDING COMMITTEE RECOMMENDATION (continued):

b. Add the following new Condition:

9) The Developer shall pay to the City, in cash, on demand, their share of the cost of on-street signage required by the comprehensive traffic impact study, as determined by and to the satisfaction of the Director of Public Works.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "RMF-L" Residential Multi-Family (Large) District, as shown on the map dated August 16, 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 Section 240 (1) of The City of Winnipeg Charter in accordance with the following:

i. The Owner must submit plans showing the location and design of any and all proposed:

a. Buildings
b. Accessory parking areas
c. Private approaches
d. Garbage enclosures
e. Bicycle enclosures
f. Fencing
g. Lighting
h. Landscaping
i. Free-standing signage

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

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 14, 2021

STANDING COMMITTEE RECOMMENDATION (continued):

ii. That the development of any building on Proposed Lot 1 as identified in Schedule A of this report, dated August 16, 2021, shall be limited to a maximum building height of 45 feet.

iii. That the development of any building on Proposed Lot 2 as identified in Schedule A of this report, dated August 16, 2021, shall be limited to a maximum building height of 86 feet and any portion of any building on site shall be contained below a 45-degree angular plane, as measured from a starting point of 6 feet above grade at the north property line.

iv. That, the developer shall, at no expense to the City, provide safety measures from the CNR Letellier Subdivision consisting of any one of the following three measures:

a. Berm and setback:

1. A 2.0 metre in height berm, measured from grade at the property line, with side slopes not steeper than 2.5 to 1. The berm shall be constructed entirely within the developer's property along the entire eastern property line of the development site. The berm should be compacted to 95% modified proctor. The berm shall be built to the satisfaction of the Director of Planning, Property, and Development. The Developer is to permit the City to file a caveat against the title to the subject property requiring the owner(s) to maintain and/or repair or replace the berm as originally constructed, to the satisfaction of the Director of Planning, Property, and Development.

2. A minimum setback of 9 metres to any portion of a habitable room or space within a building from the west property line abutting the CNR Letellier subdivision.

b. Crash wall and setback:

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 14, 2021

STANDING COMMITTEE RECOMMENDATION (continued):

1. A 2.13 metre in height crash wall, measured from the top of the rail elevation that faces the CNR Letellier Subdivision. The crash wall shall be constructed entirely within the developer's property along the entire length of the eastern property line. The crash wall shall be no less than 0.45 metres thick and shall be of solid, heavy construction.

2. The Developer shall build the crash wall to the satisfaction of the Director of Planning, Property and Development. The Developer must proceed in accordance with in section 3.6.1.3 of the FCM/RAC Guidelines for New Development in Proximity to Railway Operations (2013), including, without limitation, undertaking and submitting the detailed written study referred to in that section of the Guidelines for approval of the Director of Planning, Property and Development before building the crash wall.

3. The Developer is to permit the City to file a caveat against the title to the subject property requiring the owner(s) to maintain and/or repair or replace the crash wall as originally constructed, to the satisfaction of the Director of Planning, Property, and Development.

4. A minimum setback of 9 metres to any portion of a habitable room or space within a building from the west property line abutting the CNR Letellier subdivision.

    A. The minimum setback in b.4. above may be measured as a combination of the horizontal and vertical distances equal to 9 metres if the crash wall is incorporated into the entire height of a low

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 14, 2021

STANDING COMMITTEE RECOMMENDATION (continued):

c. A viability assessment.

1. That, prior to issuance of building permits, a certified professional engineers report shall be submitted to the satisfaction of the Director of Planning, Property and Development that addresses rail proximity and safety issues in a sufficient alternative manner to the FCM guidelines, and that the construction of any mitigation measure be completed as required.
occupancy podium below a residential structure.

3. That the City enter into, execute and deliver with the Developer:

A. A Servicing Agreement in accordance with Recommendation 1; and

B. A Zoning Agreement in accordance with Recommendation 2, 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")

4. 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 Servicing 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.

5. 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 21/2021, as determined by the City's Director of Planning, Property and Development.

6. That this matter will be deemed to be concluded and all approvals in connection with this matter will expire if the plan of subdivision (the "Plan") as prepared by the Manitoba Land Surveyor in accordance with Recommendation 1 is not submitted to the City for preparation of 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.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 14, 2021

STANDING COMMITTEE RECOMMENDATION (continued):

7. 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.

8. That the subdivision section of the By-law will come into force when the Servicing Agreement is fully executed and the Plan is registered in the Winnipeg Land Titles Office.

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

10. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Plan and Zoning Agreement is 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.

11. 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.

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

13. That the Variance Order for File DAV 147415/2021D 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 21/2021.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 14, 2021

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 21, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On September 14, 2021, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Assiniboia Community Committee, with the following amendment:

- Delete Recommendation 2.A.v. in its entirety

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

COMMUNITY COMMITTEE RECOMMENDATION:

On September 2, 2021, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service with the following amendment:

- In Recommendation 1.A., delete the period after "Schedule "B" to this report", and replace with the following:

  ", with the following amendments:

  i. In Section II – Engineering Studies, add the following new Condition:

     4) The Developer shall, at no expense to the City, conduct an updated comprehensive traffic impact study to determine the effects of on-street parking within 400m of the Planned Area, including the effect of the development on existing on-street parking availability (including Gull Lake Road), as determined by and to the satisfaction of the Director of Public Works.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – September 14, 2021

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

ii. In Section III – Servicing Conditions:

a. Add the following new Condition:

7) c) The Developer shall, prior to the commencement of construction, provide to the City a separate Letter of Credit in an amount equal to $5,000 to ensure the Developer obligations outlined in clause a) and b) above have been satisfied, as determined by and to the satisfaction of the Director of Public Works.

b. Add the following new Condition:

9) The Developer shall pay to the City, in cash, on demand, their share of the cost of on-street signage required by the comprehensive traffic impact study, as determined by and to the satisfaction of the Director of Public Works."

- In Recommendation 2.A.iii., delete the words "110 feet" and replace with "86 feet"

- Add the following new Recommendation 2.A.v.:

"2.A.v. That the developer be required to obtain wrap-up liability insurance, and have an engineer determine the base-line status of interior and exterior building conditions in the immediate residences."

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

PUBLIC HEARING SUMMARY

File: DASZ 21/2021

Before: Assiniboia Community Committee
Councillor Gillingham, Chairperson
Councillor Klein
Councillor Lukes

Public Hearing: September 2, 2021
Council Building, 510 Main Street

Applicant: Richard + Wintrup Planning and Development
(Matthew Robinson)

Subject:



APPLICANT : Richard + Wintrup Planning and Development (Matthew Robinson)
FILE : DASZ 21/2021
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 "RMF-S" RESIDENTIAL MULTI-FAMILY (SMALL) DISTRICT to an "RMF-L" RESIDENTIAL MULTI-FAMILY (LARGE) DISTRICT to facilitate the establishment of two (2) lots and to allow the construction of a multi-family dwelling development, on both lots. **For information, phone Mr. D. Clark, Planner at 204-986-5684.**

Premises Affected: Gull Lake Road and Markham Road

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

Prepared by: L. Cowan, Senior Committee Clerk
Assiniboia Community Committee

Report date: September 3, 2021

Community Committee Recommendation:

On September 2, 2021, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and recommended to the Standing Policy Committee on Property and Development, Heritage and Downtown Development:

1. That the subdivision under Development Application No. DASZ 21/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated August 16, 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, subject to the following condition:

    A. That the Developer be required to enter into a Servicing Agreement with the City pursuant to subsection 259(1) of the City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated August 5, 2021 and attached as Schedule "B" to this report***, with the following amendments:***

        i. In Section II – Engineering Studies, add the following new Condition:

            4) The Developer shall, at no expense to the City, conduct an updated comprehensive traffic impact study to determine the effects of on-street parking within 400m of the Planned Area, including the effect of the development on existing on-street parking availability (including Gull Lake Road), as determined by and to the satisfaction of the Director of Public Works.

        ii. In Section III – Servicing Conditions:

            a. Add the following new Condition:

                7) c) The Developer shall, prior to the commencement of construction, provide to the City a separate Letter of Credit in an amount equal to $5,000.00 to ensure the Developer obligations outlined in clause a) and b) above have been satisfied, as determined by and to the satisfaction of the Director of Public Works.

b. Add the following new Condition:

9) The Developer shall pay to the City, in cash, on demand, their share of the cost of on-street signage required by the comprehensive traffic impact study, as determined by and to the satisfaction of the Director of Public Works.

2. That the Winnipeg Zoning By-law No. 200/06 be amended by rezoning the subject land to an "RMF-L" Residential Multi-Family (Large) District, as shown on the map dated August 16, 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 Section 240 (1) of The City of Winnipeg Charter in accordance with the following:

i. The Owner must submit plans showing the location and design of any and all proposed:

a. Buildings
b. Accessory parking areas
c. Private approaches
d. Garbage enclosures
e. Bicycle enclosures
f. Fencing
g. Lighting
h. Landscaping
i. Free-standing signage

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

ii. That the development of any building on Proposed Lot 1 as identified in Schedule A of this report, dated August 16, 2021, shall be limited to a maximum building height of 45 feet.

iii. That the development of any building on Proposed Lot 2 as identified in Schedule A of this report, dated August 16, 2021, shall be limited to a maximum building height of ***86 feet*** and any portion of any building on site shall be contained below a 45-degree angular plane, as measured from a starting point of 6 feet above grade at the north property line.

iv. That, the developer shall, at no expense to the City, provide safety measures from the CNR Letellier Subdivision consisting of any one of the following three measures:

a. Berm and setback:

1. A 2.0 metre in height berm, measured from grade at the property line, with side slopes not steeper than 2.5 to 1. The berm shall be constructed entirely within the developer's property along the entire eastern property line of the development site. The berm should be compacted to 95% modified proctor. The berm shall be built to the satisfaction of the Director of Planning, Property, and Development. The Developer is to permit the City to file a caveat against the title to the subject property requiring the owner(s) to maintain and/or repair or replace the berm as originally constructed, to the satisfaction of the Director of Planning, Property, and Development.

2. A minimum setback of 9 metres to any portion of a habitable room or space within a building from the west property line abutting the CNR Letellier subdivision.

b. Crash wall and setback:

1. A 2.13 metre in height crash wall, measured from the top of the rail elevation that faces the CNR Letellier Subdivision. The crash wall shall be constructed entirely within the developer's property along the entire length of the eastern property line. The crash wall shall be no less than 0.45 metres thick and shall be of solid, heavy construction.

2. The Developer shall build the crash wall to the satisfaction of the Director of Planning, Property and Development. The Developer must proceed in accordance with in section 3.6.1.3 of the FCM/RAC Guidelines for New Development in Proximity to Railway Operations (2013), including, without limitation, undertaking and submitting the detailed written study referred to in that section of the Guidelines for approval of the Director of Planning, Property and Development before building the crash wall.

3. The Developer is to permit the City to file a caveat against the title to the subject property requiring the owner(s) to maintain and/or repair or replace the crash wall as originally constructed, to the satisfaction of the Director of Planning, Property, and Development.

4. A minimum setback of 9 metres to any portion of a habitable room or space within a building from the west property line abutting the CNR Letellier subdivision.

A. The minimum setback in b.4. above may be measured as a combination of the horizontal and vertical distances equal to 9 metres if the crash wall is incorporated into the entire height of a low

c. A viability assessment.

1. That, prior to issuance of building permits, a certified professional engineers report shall be submitted to the satisfaction of the Director of Planning, Property and Development that addresses rail proximity and safety issues in a sufficient alternative manner to the FCM guidelines, and that the construction of any mitigation measure be completed as required.
occupancy podium below a residential structure.

v. That the developer be required to obtain wrap-up liability insurance, and have an engineer determine the base line status of interior and exterior building conditions in the immediate residences.

3. That the City enter into, execute and deliver with the Developer:

A. A Servicing Agreement in accordance with recommendation 1; and

B. A Zoning Agreement in accordance with recommendation 2, 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")

4. 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 Servicing 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.

5. 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 21/2021, as determined by the City's Director of Planning, Property and Development.

6. That this matter will be deemed to be concluded and all approvals in connection with this matter will expire if the plan of subdivision (the "Plan") as prepared by the Manitoba Land Surveyor in accordance with Recommendation 1 is not submitted to the City for preparation of 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.

7. 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.

8. That the subdivision section of the By-law will come into force when the Servicing Agreement is fully executed and the Plan is registered in the Winnipeg Land Titles Office.

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

10. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Plan and Zoning Agreement is 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.

11. 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.

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

13. That the Variance Order for File DAV 147415/2021D 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 21/2021.

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

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

1. I appreciate hearing all the residents' concerns, I've received emails, I've had many calls with residents; I appreciate the participation in this process, and the time that they have taken to be part of this process and to become engaged, especially in these challenging conditions, with Covid and remote meetings and all. We have to keep moving forward.

2. So we've heard about existing parking issues on Gull, and and I will commit to working with the residents to solve these issues. We've heard many issues, but the key issues I've heard are the building is too large for the area, and the concerns about parking, and congestion.

3. I very much recognize that this proposed development is certainly is a departure from the nature and character of this neighbourhood, and this is the challenge that occurs in a city that is growing. And Winnipeg is growing, and the population is moving to the south. And as cities grow, they change, and nothing really stays the same. It's impossible to have everything stay the same.

4. And I know I've reiterated it many times today, but the reason for this departure from the single family and low multi-family units, and it's solely the reason for this departure, is because of the development of the rapid transit corridor. The corridor has been in the works for decades. People have been aware of the corridor, people who live along the corridor have been most acutely aware of the corridor and understand what it means and what it brings. And it brings transportation and it brings growth. It is a $600 million catalyst for change. There's simply no avoiding it. And if you don't support the development of this corridor, it's $600 million for not.

5. It is a significant change. It was built to transport people, it was built to reduce the city's carbon footprint and to reduce human impact on climate change. And after this summer I think things are becoming much clearer. But it was also built to increase density so that city resources can be focused along the corridor vs spread out all over, throughout the city in an inefficient manner. We built this corridor for many reasons and development is one of them.

6. We addressed the concerns about the size of the building, and that we're going to reduce the height which results in less units. And these units are going to provide affordable accessible housing for many. These units are close to many, many amenities, already in existence; hospitals, shops, and services.

7. And to address the need for more information on parking and congestion, the reports that we've asked for will provide further clarity around the issues in and around the development. We will then work with the public works department, and parking authority to address any of them that result from the study.

8. I think we need to look to many other cities around the world, winter cities like Edmonton, Calgary, Ottawa, and see and understand the use of their LRT's and transit corridors. They work, they really work. People use transit, and we have to shift towards using transit. We have to protect our future, adapt to climate change, and we have to get more vehicles off the road, and focus our limited resources.

7. These decisions are not easy, they impact people, they impact lives, and it's very difficult. Councillors wear two hats, we hear from our residents, we work to support our residents, but we also have to look at the big picture. And the defining factor in this whole development is the rapid transit corridor. Many cities, Minneapolis, Edmonton, they don't even allow parking, along the corridor. We're allowing parking.

8. So I think it's a compromise, I know many won't feel that way, but I have to think also, about the bigger picture.

Exhibits Filed:

1. Application dated May 14, 2021
2. Notification of Public Hearing dated July 7, 2021
3. Manitoba Status of Title 1090247/1
4. Letter of authorization dated February 16, 2021 from The City of Winnipeg, Real Estate and Land Development Division to 10055798 Manitoba Ltd.
5. Letter of authorization dated September 1st, 2020 from 10055798 Manitoba Ltd. (Ryan Skrabyk) to Richard + Wintrup (Matthew Robinson)
6. Declaration for Easement No. 1390137 dated April 17, 1990
7. Renderings of subject property
8. Plans (13 pages)
9. Report from the Urban Planning Division dated August 16, 2021
10. Inspection Report
11. Submission dated August 30, 2021, in opposition to the application submitted by Cynthia Boux-Collins
12. Submission dated August 30, 2021, in opposition to the application submitted by Jenning Wang
13. Submission dated August 31, 2021, in opposition to the application submitted by Scott and Sasha Clarke
14. Submission dated August 31, 2021, in opposition to the application submitted by Lyndon Miller and Cathy Skrumeda-Miller
15. Submission dated August 31, 2021, in opposition to the application submitted by Nicholas Temull
16. Submission dated August 31, 2021, in opposition to the application submitted by Sandra Holder
17. Submission dated August 31, 2021, in opposition to the application submitted by John and Sandra Landrie
18. Submission dated August 31, 2021, in opposition to the application submitted by William Stevens
19. Submission dated August 31, 2021, in opposition to the application submitted by Johnny L Rogoza
20. Submission dated August 31, 2021, in opposition to the application submitted by Frank Devries
21. Submission dated August 31, 2021, in opposition to the application submitted by Gerry Hawryluk
22. Submission dated September 1, 2021, in support of the application submitted by Chris Ferris
23. Submission dated September 1, 2021, in opposition to the application submitted by Heather Pontifex
24. Submission dated September 1, 2021, in opposition to the application submitted by Dave Holder

25. Submission dated September 1, 2021, in opposition to the application submitted by Lisa Laurence
26. Submission dated September 1, 2021, in opposition to the application submitted by Sam Steinfeld
27. Submission dated September 1, 2021, in opposition to the application submitted by Moriah Gross
28. Submission dated September 1, 2021, in opposition to the application submitted by Vera and Gord Willson
29. Submission dated September 1, 2021, in opposition to the application submitted by Teresa Montanti
30. Submission dated September 1, 2021, in opposition to the application submitted by Shireen Loat
31. Submission dated September 1, 2021, in opposition to the application submitted by Martins Ola
32. Submission dated September 1, 2021, in opposition to the application submitted by Heather Chow
33. Submission dated September 1, 2021, in opposition to the application submitted by Anita Munn
34. Submission dated September 1, 2021, in opposition to the application submitted by Naline Rampersad
35. Presentation titled "Assiniboia Community Committee Markham / Gull Lake Road TOD", submitted by the Applicant
36. Submission dated September 1, 2021, in opposition to the application submitted by Noris Zeid
37. Submission dated September 1, 2021, in opposition to the application submitted by Kimberly and Ward Hobson
38. Submission dated September 1, 2021, in opposition to the application submitted by Talina Husack
39. Submission dated September 1, 2021, in opposition to the application submitted by Janice and Robb Miles
40. Submission dated September 1, 2021, in opposition to the application submitted by Eckhard Goerz
41. Submission dated September 1, 2021, in opposition to the application submitted by Maria Helen Camara
42. Photos in support of the application submitted by the Applicant at the public hearing

REPRESENTATIONS:

In Support:

Stephen Chapman
Chris Ferris
Neil Minuk
Matthew Robinson

In Opposition:

Cynthia Boux-Collins
Ryan Bridgelall
Maria Helen Camara
Oz and Lucy Cantafio
Alejandro Chomski
Heather Chow
Scott and Sasha Clarke
Frank Devries
Blake Friesen
Corinna Fulton
Travis Fulton
Eckhard Goerz
Moriah Gross
Janice and John Haines
Gerry Hawryluk
Kimberly and Ward Hobson
Dave Holder
Sandra Holder
Talina Husack
Marlene Karsin
Aileen Khan
Joanne King
John and Sandra Landrie
Lisa Laurence
Shireen Loat
Janice and Robb Miles
Lyndon Miller and Cathy Skrumeda-Miller
Teresa Montanti
Anita Munn
Jim Nostedt
Martins Ola
Dali Phiri
Raffaela Pingitore
Michael Pham
Heather Pontifex
Hamidur Rahman
Naline Rampersad
Johnny L Rogoza
Nitin Sharma
Jodi Shaw
Garry Sheldon
Sam Steinfeld
William Stevens
John Sullivan
Nicholas Temull
Audrey VanderSpek
Jenning Wang
Deyi Wei
Vera and Gord Willson
Noris Zeid

For Information:

David Chamberlain
Gregory Liverpool
Steve Vincze

For the City:

D. Clark, Urban Planner, Planning, Property and Development Department
D. Patman, Manager of Transportation, Public Works Department
D. Trenchard, Land Development Engineer, Planning, Property and Development Department

Exhibit "9" referred to in File DASZ 21/2021

ADMINISTRATIVE REPORT

Title: DASZ 21/2021 – Gull Lake – Markham Rd.

Issue: For consideration at the Public Hearing for an application to subdivide the property into two lots and rezone both lots to the RMF-L zoning district.

Critical Path: Assiniboia Community Committee → Standing Policy Committee on Property and Development, Heritage and Downtown Development → Executive Policy Committee → Council as per the Development Procedures By-law and *The City of Winnipeg Charter.*

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Clark, MCP	n/a	n/a	

RECOMMENDATIONS

1. That the subdivision under Development Application No. DASZ 21/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated August 16, 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, subject to the following conditions:

    A. That the Developer be required to enter into a Servicing Agreement with the City pursuant to subsection 259(1) of the City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated August 5, 2021 and attached as Schedule "B" to this report

2. That the Winnipeg Zoning By-law No. 200/06 be amended by rezoning the subject land to an "RMF-L" Residential Multi-Family (Large) District, as shown on the map dated August 16, 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 Section 240 (1) of The City of Winnipeg Charter in accordance with the following:

    i. The Owner must submit plans showing the location and design of any and all proposed:

        a. Buildings;

        b. Accessory parking areas;

        c. Private approaches;

d. Garbage enclosures;

e. Bicycle enclosures;

f. Fencing;

g. Lighting;

h. Landscaping; and

i. Free-standing signage

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

ii. That the development of any building on Proposed Lot 1 as identified in Schedule A of this report, dated August 16, 2021, shall be limited to a maximum building height of 45 feet.

iii. That the development of any building on Proposed Lot 2 as identified in Schedule A of this report, dated August 16, 2021, shall be limited to a maximum building height of 110 feet and any portion of any building on site shall be contained below a 45-degree angular plane, as measured from a starting point of 6 feet above grade at the north property line.

iv. That, the developer shall, at no expense to the City, provide safety measures from the CNR Letellier Subdivision consisting of any one of the following three measures:

a. Berm and setback:

1. A 2.0 metre in height berm, measured from grade at the property line, with side slopes not steeper than 2.5 to 1. The berm shall be constructed entirely within the developer's property along the entire eastern property line of the development site. The berm should be compacted to 95% modified proctor. The berm shall be built to the satisfaction of the Director of Planning, Property, and Development. The Developer is to permit the City to file a caveat against the title to the subject property requiring the owner(s) to maintain and/or repair or replace the berm as originally constructed, to the satisfaction of the Director of Planning, Property, and Development.

2. A minimum setback of 9 metres to any portion of a habitable room or space within a building from the west property line abutting the CNR Letellier subdivision.

b. Crash wall and setback

1. A 2.13 metre in height crash wall, measured from the top of the rail elevation that faces the CNR Letellier Subdivision. The crash wall shall be constructed entirely within the developer's property along the entire length of the eastern property line. The crash wall shall be no less

than 0.45 metres thick and shall be of solid, heavy construction.

2. The Developer shall build the crash wall to the satisfaction of the Director of Planning, Property and Development. The Developer must proceed in accordance with in section 3.6.1.3 of the FCM/RAC Guidelines for New Development in Proximity to Railway Operations (2013), including, without limitation, undertaking and submitting the detailed written study referred to in that section of the Guidelines for approval of the Director of Planning, Property and Development before building the crash wall.

3. The Developer is to permit the City to file a caveat against the title to the subject property requiring the owner(s) to maintain and/or repair or replace the crash wall as originally constructed, to the satisfaction of the Director of Planning, Property, and Development.

4. A minimum setback of 9 metres to any portion of a habitable room or space within a building from the west property line abutting the CNR Letellier subdivision.

i. The minimum setback in b.4. above may be measured as a combination of the horizontal and vertical distances equal to 9 metres if the crash wall is incorporated into the entire height of a low occupancy podium below a residential structure.

c. A viability assessment.

1. That, prior to issuance of building permits, a certified professional engineers report shall be submitted to the satisfaction of the Director of Planning, Property and Development that addresses rail proximity and safety issues in a sufficient alternative manner to the FCM guidelines, and that the construction of any mitigation measure be completed as required.

3. That the City enter into, execute and deliver with the Developer

   A. A Servicing Agreement in accordance with recommendation 1; and

   B. A Zoning Agreement in accordance with recommendation 2,

   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”)

4. 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 Servicing 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.

5. 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 21/2021, as determined by the City's Director of Planning, Property and Development.

6. That this matter will be deemed to be concluded and all approvals in connection with this matter will expire if the plan of subdivision (the "Plan") as prepared by the Manitoba Land Surveyor in accordance with Recommendation 1 is not submitted to the City for preparation of 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.
7. 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.
8. That the subdivision section of the By-law will come into force when the Servicing Agreement is fully executed and the Plan is registered in the Winnipeg Land Titles Office.
9. That the zoning section of the By-law will come into force when the Zoning Agreement is registered in the Winnipeg Land Titles Office.
10. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Plan and Zoning Agreement is 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.
11. 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.
12. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.
13. That the variance order for File No. DAV 21-147415\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 21/2021.

REASON FOR THE REPORT

- Subdivision and 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 Winnipeg Public Service are concurred in, the subject property may be subdivided and rezoned consistent with the map provided in Schedule "A" of this report.

CONSULTATION

In preparing this Report there was consultation with: Transit, Public Works

OURWINNIPEG POLICY ALIGNMENT

The proposed development aligns with *OurWinnipeg* through the following directions and policies:

- 01-01a – Direction 1
  Ensure land use, transportation and infrastructure planning efforts are aligned to identify where growth will be accommodated and how it will be serviced.

- 01-1b – Key Directions for the Entire City
  Dynamically integrate transportation with land use.

- Section 01, Direction 3: *"Promote Compact Urban Form and Manage the Extension of Municipal Services for New Growth."*

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

One of the Vision Statement's in the Climate Action Plan is that:

Winnipeg facilitates compact development and healthy neighbourhoods that are connected through a network of active and transit-oriented mobility options. This means that the City strategically integrates climate action within both land use and transportation decision-making.

Strategic Opportunity #3 *Advancing Sustainable Transportation – Increasing Mobility Options and Shift to Zero Emission Vehicles*

3.1 Increase Use and Efficiency of Public Transit Systems

3.2 Increase the Density of Urban Development Along Key Transit Corridors.

Strategic Opportunity #4 *Facilitate Compact, Complete Development and Increase Density*

4.1 Increase Strategic Infill Development that Provides Access to and Capitalizes on Existing and Planned Corridors with Frequent Transit Service

4.3 Pursue Transit-Oriented Development

SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning
Prepared by	D. Clark, MCP
Date:	August 16, 2021
File No.	DASZ 21/2021

List of Schedules and Attachments

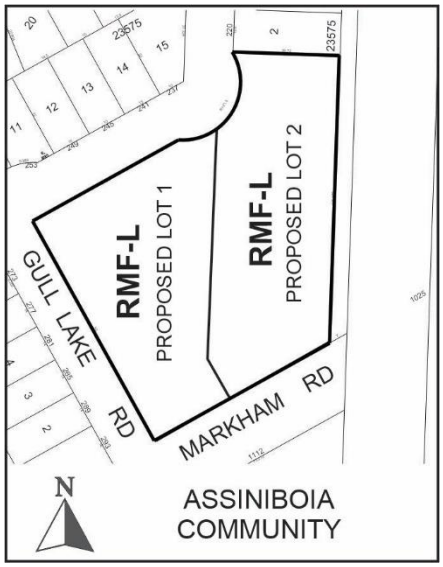
- Appendix “A,” Planning Discussion.
- Schedule “A,” of File DASZ 21/2021**,** Assiniboia Community Committee, dated August 16, 2021**.**
- Schedule “B,” Report of the Administrative Co-ordinating group, dated August 5, 2021, Re: Proposed Subdivision and Rezoning on land located at the northeast corner of Gull Lake Road and Markham Road.

APPENDIX 'A'

DATE: August 16, 2021
FILE: **DASZ 21/2021**
RELATED FILES: DAV 21-147415/D
COMMUNITY: Assiniboia Community
NEIGHBOURHOOD #: 5.646 (Waverley Heights)

SUBJECT: For consideration at the public hearing for a subdivision and rezoning to subdivide into two (2) lots, Lot 1 and Lot 2, and rezone proposed Lots 1 and 2 to "RMF-L" Residential Multi-Family (Large) District.

LOCATION: Markham RD
LEGAL DESCRIPTION: LOT 1 BLOCK 2 PLAN 23575 6/7 ST V



APPLICANT: Matthew Robinson (Richard + Wintrup Planning and Development)
885 Notre Dame Ave Unit 202
Winnipeg, MB R3E 0M4

OWNER: THE CITY OF WINNIPEG
65 Garry St Floor 3rd Flr (C/O PLANNING PROPERTY DEVELOPMENT SERV)
Winnipeg, MB R3C 4K4

RECOMMENDATION: Approval with Conditions

HISTORY

Subdivision and rezoning of lands under file DASZ 21/86 and DASZ 24/87

DISCUSSION

SITE DESCRIPTION

- The subject site is located at the northeast corner of Markham Road and Gull Lake Road, adjacent to the CN Lettelier Subdivision Railway and the Southwest Rapid Transit Corridor and Station at Markham Road to the east of the site. It is located in the Waverley Heights Neighbourhood of the Waverley West Ward.
- The subject site has a total lot area of 105,445 square feet, is currently vacant and undeveloped.
- The property is zoned Residential Multi Family – Small "RMF-S" and is located within the Centres and Corridors: Rapid Transit Corridor Policy Area and the Areas of Stability – Recent Communities Policy Area under *the Complete Communities Direction Strategy*.



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

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Single family dwellings zoned "R1-M" Residential Single Family - Medium

South: A Hydro substation zoned "R1-M" Residential Single Family – Medium and rowhouses zoned "RMF-S" Residential Multi Family – Small

East: CN Letellier line then multi-family residential zoned "C2" Community Commercial and "RMF-M" Residential Multi Family - Medium

West: Single family dwellings zoned "R1-M" Residential Single Family - Medium

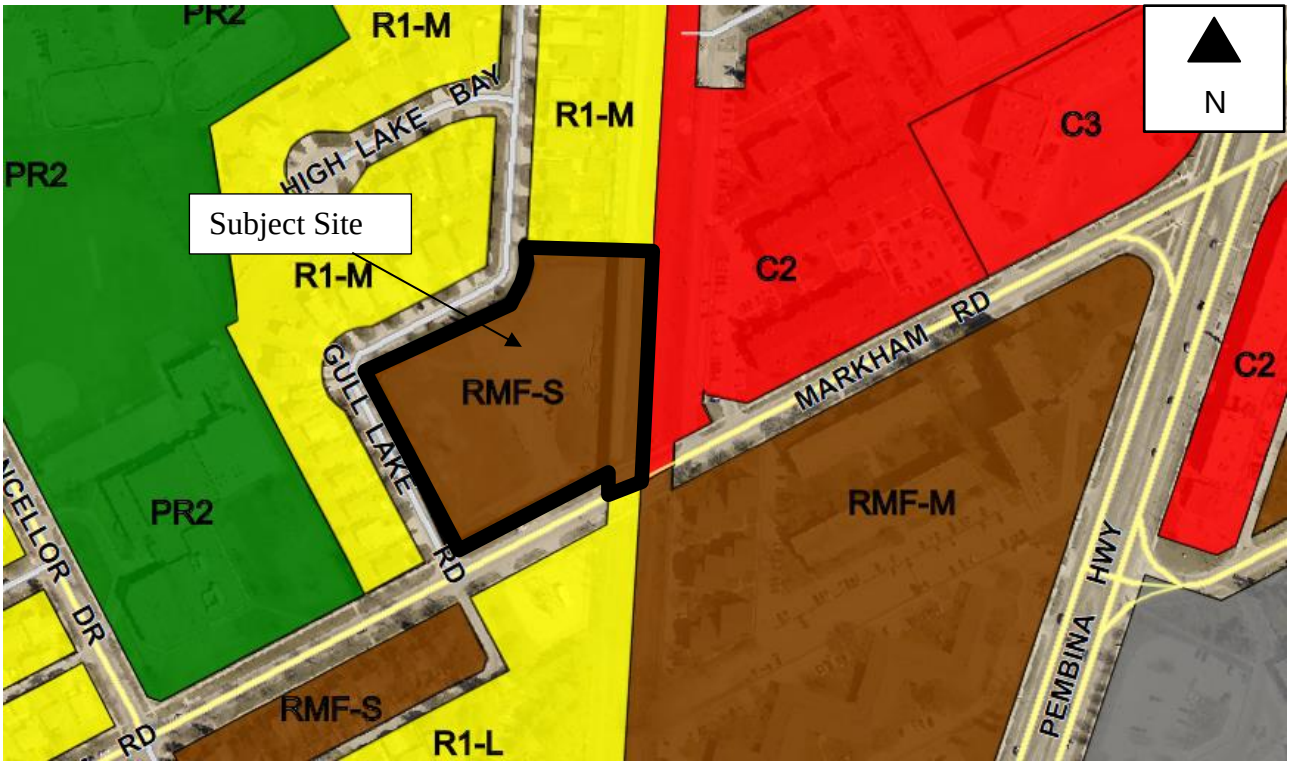


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The proposed development involves subdividing and rezoning a parcel that is +/- 105,445 sq. ft of vacant and undeveloped land in order to establish 2 lots for the development of multi-unit residential dwellings. Lot 1 is proposed to be 50,660 sq. ft. and Lot 2 is proposed to be 54,885 sq. ft.
- For proposed Lot 1, submitted plans indicate the intent is to establish a 4 storey building with a building footprint of 19,515 sq. ft. a total of 80 units and a building height of 47 feet to the tallest point of a moderately sloped roof.
- For parking, a total of 84 vehicle parking stalls and 34 bike parking stalls (16 exterior and 18 interior) are proposed.
- For proposed Lot 2, submitted plans indicate the intent is to establish a 10 storey building with a footprint of 16,175 sq. ft., a total of 180 units and a building height of 106 feet tall measured to a flat roof.
- For parking, a total of 156 vehicle parking stalls, as well as 44 bike parking stalls (20 exterior and 24 interior) are proposed.
- 2 car share vehicles are proposed.
- The proposed development is also subject to a variance application under file DAV 21-147415/D. See associated report for discussion of variances. The variances include items such as reduced parking, yard setbacks to parking areas, density, landscaping and fencing.

Background and Collaboration:

- The applicant applied for a Pre-application to explore the development potential for this site. Further to the pre-app, the applicant engaged in follow up discussions regarding modifications made to the site plan.

ANALYSIS AND ISSUES

OUR WINNIPEG

Key policies applicable to the proposed development include:

01-1c Key Directions for Specific City Area's – Areas of Stability

- Enhance the quality, diversity, completeness and sustainability of stable neighbourhoods and expand housing options for Winnipeg's changing population.

01-1c Key Directions for Specific City Area's – Centres and Corridors

- Focus a significant share of growth to Centres and Corridors in a manner that:
    - provides compact, mixed-use, high-quality urban development.
    - concentrates people and jobs in areas well-served by the primary transit service, located close to transit stops.
    - concentrates urban development in a built form that helps to optimize existing investment, municipal infrastructure, and facilities.
    - encourages a built form that supports a pedestrian friendly environment while incorporating climate sensitive site and building design.
    - Where appropriate, develop Corridors in accordance with Transit Oriented Development principles.

COMPLETE COMMUNITIES DIRECTION STRATEGY

Under the *Complete Communities Direction Strategy,* the proposed development is located within two policy areas, both within the Recent Communities policy area and along a Rapid Transit Corridor.

- With regard to this proposal, key policies guiding development of Recent Communities include:
    - Encourage intensification to occur at centres and along corridors.
    - Support low to moderate change in low-density neighbourhoods through development and redevelopment that is complimentary to the existing scale, character and built form.
    - Promote the form of buildings and spaces that are sensitive to the community context and address the transition between new and existing developments.
    - Support Complete Communities by ensuring diverse and high-quality housing stock.
    - In order to meet the full life-cycle of housing needs within the community, promote a mix of housing type and tenure, such as duplexes, low rise apartments, secondary suites, semi-detached homes, townhouses.

- Key policies guiding development along Rapid Transit Corridors include:

    - Direction 1 - Promote Transit Oriented Development (TOD) to accommodate growth and change at centres along rapid transit corridors through integrated land use, transportation and infrastructure planning.

    - Direction 2 - Promote transit-supportive land use and urban form at centres along rapid transit corridors.

        - The type and quality of transit service that can be supported in a community is largely determined by the surrounding land use and urban form.
        - Promote high quality pedestrian-oriented environments, particularly in public spaces, such as sidewalks and transit stations.

    - Direction 3 - Promote Transit Oriented Development at centres along Rapid Transit Corridors through incentives and innovative approaches where required.

        - Successful implementation of TOD involves both taking advantage of supportive real estate market trends and promoting the market in new directions. Winnipeg should utilize a variety of tools and approaches to support TOD. A combination of these approaches may promote a series of desirable outcomes, such as higher density, more amenities, better use of parking, calming of streets, improvements to the public realm and greater affordability than would be financially feasible otherwise in a traditional market driven project.

- Rapid Transit Corridors 03-2i - Characteristics of Rapid Transit corridors and transit-oriented development.
    - Nodal rather than linear development.
    - Medium to high density development that is greater than the community average.
    - A mix of uses.
    - Compact, high quality pedestrian-oriented environment.
    - An active, defined centre.
    - Innovative parking strategies
    - Rapid Transit Stations.

TRANSIT ORIENTED DEVELOPMENT (TOD) HANDBOOK

The site would also be considered Transit Oriented given the immediate adjacency to the Southwest Rapid Transit corridor and the Markham Rapid Transit station. The Transit Oriented Development Handbook was endorsed in principle by Council on February 22, 2012 and provides a framework that guides and facilitates mixed-use, pedestrian-oriented infill development along rapid transit corridors and high frequency transit corridors.

- Principles that can be applied at a site-specific level include:

    1. Medium to high density development that is greater than the community average.

2. A mix of uses.
3. Compact, high quality pedestrian-oriented environment.
4. An active, defined centre.
5. Innovative parking strategies.
6. Public leadership.

TRANSIT MASTER PLAN

- The Transit Master Plan identifies the interrelated nature of land use and transit use. The strategy aligns with OurWinnipeg and Complete Communities, with respect to promoting Transit-oriented development (TOD) at key transit nodes. (p.25)
- The Transit Master Plan also promotes multimodal connections with land use that better enable people to choose to live without a car or drive less. (p.26)

CLIMATE CHANGE ACTION PLAN

- Strategic Opportunity #3 *Advancing Sustainable Transportation – Increasing Mobility Options and Shift to Zero Emission Vehicles:*
  3.1 Increase Use and Efficiency of Public Transit Systems
  3.2 Increase the Density of Urban Development Along Key Transit Corridors.

- Strategic Opportunity #4 *Facilitate Compact, Complete Development and Increase Density:*
  4.1 Increase Strategic Infill Development that Provides Access to and Capitalizes on Existing and Planned Corridors with Frequent Transit Service
  4.3 Pursue Transit-Oriented Development

The following is an excerpt from the Climate Change Action Plan, with respect to why there is a desire to shift away from personal vehicle travel and diversifying the modes of transport.

- *Why it matters*
  The transportation sector is the second ranked contributor to GHG emissions in Canada, with personal vehicles and commercial vehicles largely responsible. Commercial and residential vehicles are the largest source of transportation emissions in Winnipeg at 49.7% of overall community GHG emissions. Personal vehicle travel is the predominant mode of transportation in Winnipeg (81% of total weekday traffic). There are a number of reasons for this: a) Winnipeg is one of the lowest density cities in Canada outside of Alberta; b) residents generally have to travel relatively far to get to their destinations (e.g., for school, work, recreation); and c) this is exacerbated by cold winter temperatures…By choosing to carpool, use transit, or engage in active transportation modes, Winnipeg residents can contribute to a substantial reduction in GHG emissions. The City can do its part by continuing to seek improvements in its transit system and developing and maintaining high quality active transportation infrastructure. (p.14)

SUBDIVISION

- The subject property currently consists of one (1) lot. Subdivision is required in order to subdivide this one (1) lot into the proposed 2 lots. Lot 1 is to be the more westerly lot and is to have a lot area of 50,660 sq. ft. Lot 2 is proposed to be 54,885 sq. ft.

REZONING

- The proposed rezoning is to accommodate residential development in accordance with TOD principals adjacent to a rapid transit station.
- The site is currently zoned *"RMF-S" Residential Multi-Family Small.*
- The dimensional standards for multi-family structures in the RMF-S zone are:
    - a minimum front yard of 20 feet;
    - a minimum rear yard of 25 feet;
    - a minimum interior side yard of 4 feet;
    - a minimum corner side yard of 5 feet; and,
    - a maximum building height of 35 feet.
- The minimum lot area in RMF-S districts is 9,000 square feet and the minimum lot area per dwelling unit is 1,250 square feet.
- The proposed zoning district is *"RMF-L" Residential Multi-Family Large.*
- The dimensional standards for multi-family structures in the RMF-L zone are:
    - a minimum front yard of 25 feet;
    - a minimum rear yard of 25 feet;
    - a minimum interior side yard of 8 feet;
    - a minimum corner side yard of 20 feet; and,
    - a maximum building height of 150 feet.
- The minimum lot area in RMF-L districts is 20,000 square feet and the minimum lot area per dwelling unit is 400 square feet.

Additional Zoning Consideration

- In 2017 the Winnipeg Zoning By-law 200/2006 was amended to include a new zoning category for Transit-Oriented Development (TOD). The TOD district is intended to facilitate mixed use development at a scale and density exceeding all other zoning districts. The TOD Zoning District is intended to be adjacent to rapid transit stations and include a Council endorsed local area plan to guide development. Site design should fulfill the objectives of the Transit Oriented Development Handbook. The TOD zoning district prescribes a maximum lot area per dwelling unit of 200 sq. ft. and a maximum building height of 200 feet.
- The dimensional standards for the TOD zoning district facilitate the tallest buildings and greatest density located adjacent to rapid transit stations. With consideration to the surrounding context, the TOD Zoning category is not being sought by the applicant;

rather, the RMF-L district is being proposed in order to accommodate a development that transitions downward in height toward the lower density residential uses.

TRANSPORTATION ANALYSIS

- The applicants hired a transportation consulting firm to conduct a Traffic Impact Study. This information was submitted to the City and the review is currently being undertaken by The Public Works Department.
- Materials submitted by the applicant indicate that a traffic study was conducted by MORR, and concluded the following:
    - *At full build out of 260 units, the development is forecast to generate 76 AM peak hour trips, 92 PM peak hour trips, and 1,145 trips during a typical weekday.*
    - *The development is expected to increase traffic volumes by 2% on Pembina Highway, south of Markham Road and by 32% on Markham Road west of Pembina Highway. In all scenarios, forecast traffic volumes on Markham Road are below the 5,000 vehicle per day threshold for two-lane collector streets.*
    - *The conclusions from the MORR report show that there will be a slight increase to the traffic of Markham Road but is still below the volume the roadway can handle. Reduction of this increase can be mitigated through promoting both the Alternative Transportation network and the Rapid Transit line adjacent to the site.*

TRANSIT

- The subject site is located immediately adjacent to the Southwest Rapid Transit Corridor and the Markham Road station. During the weekday AM peak period (between 6-9 am), a total of 34 buses are scheduled to come through the Markham station heading northbound at stop 61216 (see Figure 3 below). In the PM peak period (between 3-6 PM) there are 29 buses that serve stop 61216.
- During the weekday AM peak period for southbound transit at stop 61217, there are 15 buses coming through the station. In the PM peak period there are 19 buses coming from Downtown, arriving at stop 61217,
- In addition to the Rapid Transit lines, two bus stops are located along Pembina Hwy. and fall within an approximate 400 metre (4-5 minute) walking distance from the subject site. Northbound routes along Pembina Hwy at stop 60121 include 16 buses between 6-9 AM and 16 buses between 3-6 PM. Southbound transit at stop 60123, there are 14 buses in the AM and 16 buses in the PM peak period.
- In total there is a significant level of transit service within a very close proximity to the subject site. AM northbound transit for both the rapid transit line and Pembina Hwy. total 50 buses throughout the AM peak period. This results in the average of one bus every 3.6 minutes. Southbound a total of 29 buses throughout the AM peak period, resulting in an average of one bus every 6.2 minutes.
- In the PM peak period a total of 35 buses are heading southbound, resulting in an average of 1 bus every 5.1 minutes. Northbound, a total of 45 buses serve the area, resulting in an average of 1 bus every 4 minutes.



Figure 3: Transit stops in close proximity to the subject site

PEDESTRIAN AND CYCLING NETWORK

In section 2B of the Pedestrian and Cycling Strategy the desire to increase and Improve multi-modal connections is identified.

- *Improving pedestrian and bicycle access to transit increases multi-modal transportation choices and helps to extend the reach of public transit. To develop a comprehensive pedestrian and bicycle network, it is important to look for opportunities to integrate walking and cycling with other modes of transportation, particularly in regards to opportunities for better integration with transit (p.198)*
- The cycling network around the subject site is already established, with a separated cycling facility that connects to Downtown as well as other separated cycling paths, such as Bishop Grandin. The Markham station is a terminus for the separated southwest cycling corridor when heading southbound; however, SouthPark Dr. continues this separated network toward Pembina Hwy. where there is a prioritization signal that accommodates bike crossing into the former Southwood golf course lands. The path continues along a separated cycling facility toward the University of Manitoba and Investors Group Stadium.
- Improvements to the pedestrian realm are being made on site with the extension of a sidewalk along the north portion of the property, which helps this project further align with TOD principles that support pedestrian friendly environments and walkability.

RAIL PROXIMITY AND FCM GUIDELINES

- The property is located in proximity to the CN Letellier Principal Branch Line. For applications involving a rezoning and/or subdivision, the Urban Planning and Design Division recommends that new development of sensitive uses (such as residential uses) adjacent to rail operations incorporate the mitigation measures identified in *The Guidelines for New Development in Proximity to Railway Operations* (2013) report, which was prepared for the Federation of Canadian Municipalities and the Railway Association of Canada.
- Recommended setbacks are associated with the type of rail line neighbouring the development. In this case, the neighbouring line is a Principal Branch Line for CN. The standard recommended setback from Principal Branch Lines is 15 metres including a 2.0 metre (6.5 feet) high berm with a fence on top. Alternate mitigation measures to the standard setback can include a crash wall, or development viability assessment.
- The applicant has communicated that they intend to provide a development viability assessment; however, at the time of finalizing this report the viability assessment has not been submitted.
- Accordingly, the Public Service is providing three options to address the mitigation measures for rail:
    - Option one: the standard berm and setback, which excludes the fencing as it is already in place and a setback of 9 metres instead of 15 metres given the intervening hydro corridor between the two uses, which accounts for 6 metres.
    - Option two: crash wall mitigation measures; or,
    - Option three: a development viability assessment. Any of the three options should be understood prior to the issuance of building permits and where site design considerations are required, identified on plans when submitted for plan approval.

PUBLIC CONSULTATION

- The applicant provided the Urban Planning Division with a summary of the public consultation process that was undertaken with the area residents. A brief summary of this consultation provided by the applicant indicates the following:
    - Given the on-going public health environment, the proponent conducted online, interactive engagements to deliver information about the development, solicit feedback, and respond to questions from the public.
    - Two (2) Virtual Open House sessions were scheduled for Tuesday, January 19 and Saturday, January 23 via Zoom.
    - Two members of the Applicant's professional team were in attendance to present the proposed development and to participate in the Q & A, post presentation.
    - The announcement of these events was done by hand delivery of flyers to 200 nearby households. Registration for the Virtual Open House was accommodated at the Richard + Wintrup website: https://www.richardwintrup.com/markhamtod
    - The first event was held on Tuesday, January 19, 2021 at 7pm and was recorded for distribution to those who could not attend the session. Approximately 14 people were in attendance.

- The second even was held on Saturday, January 23, 2021 at 3pm and was recorded for distribution to those who could not attend the session. Approximately 11 people were recorded as being in attendance.
- Members of the public submitted questions via the website's RSVP form and throughout the presentation. The Applicant's professional team provided answers to each of these questions during the presentation's Q and A period.
- The summary of feedback received predominantly focused on building height, traffic flow and safety.

- A follow up summary of engagement was sent out to area residents in August 2021 and addressed a number of the concerns that were raised in the previous engagement. The follow up engagement summary submitted to the Public Service identified proposal changed in response to the feedback received and sought to provide further clarification on the policy objectives and supporting rationale for TOD development at this site.
- Changes included a reduction of the building footprint on Lot 1 from 22,700 sq. ft. to 19,515 sq. ft. and a reduction of the building footprint on Lot 2 from 19,380 sq. ft. to 16,175 sq. ft.
- Additional changes included a further setback of the building on Lot 2 to accommodate a 45-degree angular plane and increased bicycle parking. A shadow impact study and updated renderings were also included in this summary.

COMPATIBILITY WITH THE SURROUNDING AREA

The following discussion focuses on some of the site design considerations that can help articulate how the proposed development meets TOD principles while also achieving a compatible relation to the surrounding area.

Design Considerations in Accordance with TOD Principles

- TOD is not contained to just one site, but rather it applies to the broader station area and multiple properties within close proximity to that transit station. The tallest buildings and highest density should be found in the area immediately around the station, tapering down to transition density at the edges of the TOD following the core-centre-edge concept (see Figure 4 below). As such, the proposal for the two buildings align with this concept as the site is immediately adjacent to the Markham rapid transit station. The buildings on site also tapers down, with the ten storey building pushed to the eastern edge of the property, closest to the Markham station, while the building fronting Gull Lake Road is scaled down to four storeys.

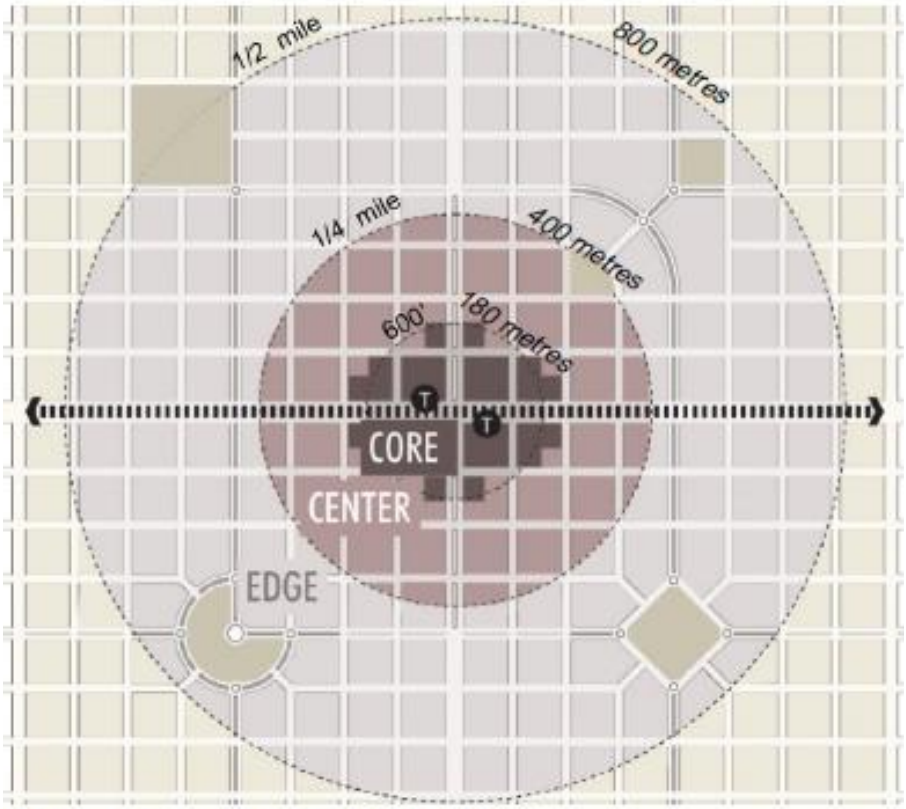


Figure 4: TOD core-centre-edge concept

- Frequency of transit service also helps better understand what intensity of development is appropriate for the context. The TOD Handbook indicates that the ease of access to and frequency of transit helps determine appropriate levels of development. This is based on frequency (every 10 minutes or less during peak periods, every 20 minutes or less during off-peak periods), levels of service throughout the day and week, the quality of the transit stop or station and whether or not the station functions as a major connection point with other transit service.
- As discussed in the previous section under Transit, the frequency of transit service at this site and surrounding area is well above the frequency of every 10 minutes:
    - The AM peak period northbound frequency of one bus every 3.6 minutes and southbound frequency of one bus every 6.2 minutes.
    - The PM peak period frequency of transit heading southbound averages one bus every 5.1 minutes and northbound averages one bus every 4 minutes.
    - The Markham transit station serves as a major stop for through transit service to many areas throughout the City including downtown, the University of Manitoba, Richmond West and the Bridgewater neighbourhoods.
    - The Markham stop is a rapid transit station and would be considered the highest quality station that provides enhanced waiting amenities for passengers.
- The TOD Handbook identifies the inclusion of centrally located, secure and convenient bicycle parking for TOD development. As part of this proposal, the applicant has indicated on submitted plans that they will provide a total of 78 bicycle parking stalls between the two buildings, including on Lot 1, 16 exterior and 18 interior stalls and on

Lot 2, 20 exterior and 24 interior stalls. The requirement in the Zoning By-law prescribes a total of 30 bicycle parking stalls for the development, which this proposal far exceeds. The close proximity to an off-street Active Transportation pathway makes accessing this site by bicycle safe and convenient.

- The TOD Handbook calls for reduced parking requirements as prescribed in the Zoning By-law and the Transit Master Plan among other policy documents support multi-modal transportation. The proposed reductions in parking stalls and introduction of 2 car share vehicles, support the direction of these planning documents. See associated variance report (DAV 21-147415/D) for further discussion on reduced parking.
- One of the design considerations in the TOD Handbook is that entrances should be oriented to be easily accessible from the public sidewalk. The 4 storey building along Gull Lake Rd. provides ground-oriented access to several units. The main entrance to the ten storey building will be highly visible and connected to the Markham Rd. street frontage. Significant levels of glazing are shown in submitted plans, as well as raised pedestrian crossings, benches and bicycle parking.
- The ideal plaza and entrance space to the site would be more ideal without a drive aisle bisecting it; however, given the design features introduced along the building frontage, and considering that the drive aisle can only be accessed via Markham, the Urban Planning Division believes that the present design still generally aligns with this TOD design consideration.
- Another design feature identified in the TOD Handbook is the introduction of street trees. The intent is to soften the urban environment by blending natural features with built features. Street trees are already established along the portion of Gull Lake Road where the sidewalk is established. Additional street trees as well as a sidewalk are proposed to be included along the north edge of Gull Lake Road.

Shadow study

- Submitted materials by the applicant indicate that based on December 21st and June 20th studies the conclusion is that the shadow impacts are minor on surrounding properties. The proposed development orientation, building envelope and step down in building height toward Gull Lake Road maximizes compatibility with the surrounding area in terms of mitigating shadow impact.

Landscaping

- Based on information submitted by the applicant, the proposed landscaping plan will extend to the public realm and include the addition of 5 trees in the public right-of-way. At present, there are 5 Shubert Chokecherry trees already located within the public right-of-way. In the Servicing Agreement report (Schedule B), it is noted that the location and amount of boulevard trees will be determined by and maintained to the satisfaction of the Director of Public Works. This provision extends to the entirety of the site. These boulevard trees will help facilitate a desirable pedestrian environment as well as serve to potentially buffer and screen the relation between the existing dwellings and proposed development.
- Within the property the landscaping plan will include 80 newly planted trees and 230 shrubs throughout the site. Much of this will be located along Gull Lake Road, with 15% of the parking area being landscaped. The Zoning By-law prescribes a total of 50 trees and 189 shrubs required on this site.

- A row of cedar hedges is proposed along the north edge of the property line to further assist in the screening of the site to the property to the north. The Urban Planning Division supports this site plan detail and notes one consideration that may be attended to at the time of plan approval. With respect to the landscape islands within the parking field along the east property line, the Urban Planning Division encourages and supports the breaking up of long rows of parking with landscaping; however, believes in this instance one of the proposed landscape islands may be moved closer to the north property edge to further enhance this landscape buffer.

Setbacks

- The submitted plans show the four storey building to be situated approximately 21 feet back from the property line along Gull Lake Road. These setbacks allow for adequate space to landscape within the property and the submitted plans indicate that 15 trees and 67 shrubs will be included between the west property line and building edge. A 26-foot setback is provided between the north property line and building edge for the four storey building where 10 trees and 50 shrubs are proposed (as well as the 5 additional street trees in the public boulevard).
- For the ten storey building, the setback indicated in the submitted drawings adheres to the 45-degree angular plane as identified in the recommended conditions of approval. The building height is shown at 106 feet and the setback is just under 100 feet from the north property line. The 45-degree angular plane is measured from a 6-foot height above grade to account for when a fence is established on site. Landscaping is also proposed within this space to further buffer and help limit sight lines to and from the proposed development.

CONDITIONS OF APPROVAL

Zoning Agreement

- The Winnipeg Public Service recommends that the developer enter into a Zoning Agreement with the City of Winnipeg for plan approval by the Director of Planning, Property and Development and the Assiniboia Community Committee, prior to the issuance of building permits.
- The intent of this Plan Approval is to require a review of the final plans with respect to site and building design before building permits are issued. Particular elements of the proposal that will be reviewed at Plan Approval include, but are not limited to:
    - Landscaping throughout the subject site
    - Private approaches
    - Traffic circulation within the subject site
    - Building design, elevations, materials, architectural details
    - Parking, bicycle parking
    - Garbage bin location and access

  Further, the Urban Planning Division emphasizes the importance of buffering and screening through the use of landscaping and fencing to mitigate some of the sight lines between the existing established dwellings and the new development on site.
- Building massing – the RMF-L zoning district permits building heights up to 150 ft. The Urban Planning Division is recommending a condition to form part of the zoning

agreement that limits the height of the proposed buildings. On proposed Lot 1, the maximum building height is recommended to be set at 45 feet in height as measured from grade. (Note* building height is measured to the midline of a sloped roof, in accordance with Zoning By-law 200/2006).

- On proposed Lot 2, the maximum building height is recommended to be set at 110ft as measured from grade. In addition to the condition for maximum building height, the Urban Planning Division is also recommending that the building be contained below a 45-degree angular plane as measured from the north property line. Typically, this angular plane is drawn, starting at a 6-foot height above grade reflecting the typical fence height established on adjacent property lines. The plans submitted with this application conform with this 45-degree angular plane. Figure 5 below demonstrates these criteria.

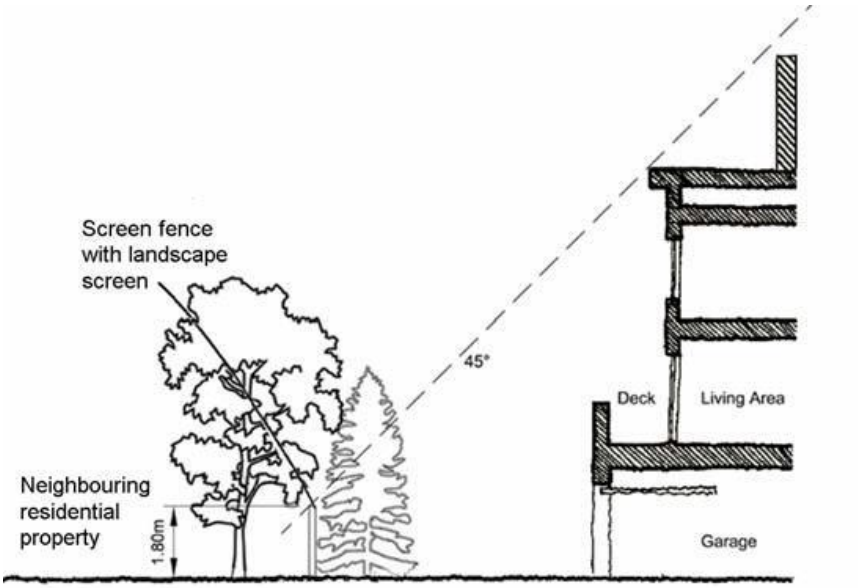


Figure 5: example image of how a building meets the criteria of being contained below the 45-degree angular plane.

- The Winnipeg Public Service recommends that any one of the three options identified for rail safety mitigation be implemented to address rail safety for the proposed development. Through discussions with the applicant, the Urban Planning Division understands the intent is to provide a viability assessment as an alternate to the standard FCM guidelines.

Servicing Agreement

- The Winnipeg Public Service recommends that the developer enter into a Servicing Agreement with the City of Winnipeg, in order to address a number of items relating to municipal services, infrastructure, and access to the subject site. These items are discussed in the Report of the Administrative Coordinating Group (ACG), which is attached to this report as Schedule “B.”
- A brief summary of the comments contained in that report include, but are not limited to:

- The wastewater collection system for the planned area does not have adequate capacity. As such a comprehensive servicing report is required to be submitted to the satisfaction of the Director of Water and Waste.
- A sidewalk is to be constructed and continue along the north side of the property along Gull Lake Rd.
- A cross access agreement is required for access to both properties given the shared approach and creation of two separate lots.
- Boulevard tree planting to be determined by and to the satisfaction of the Director of Public Works.

Land Dedication

- As a condition of rezoning or subdivision of a parcel of land, a developer is required to contribute a portion of the land to be developed to the City of Winnipeg for parks purposes. The amount of land is not less than 10 percent.
- In the case of the subject proposed subdivision and rezoning, the Planning, Property and Development Department is recommending that the developer provide 'cash in lieu' of a dedication of land for the appraised value of the subject site.

RECOMMENDATION

The Urban Planning Division recommends **approval** for the following reasons:

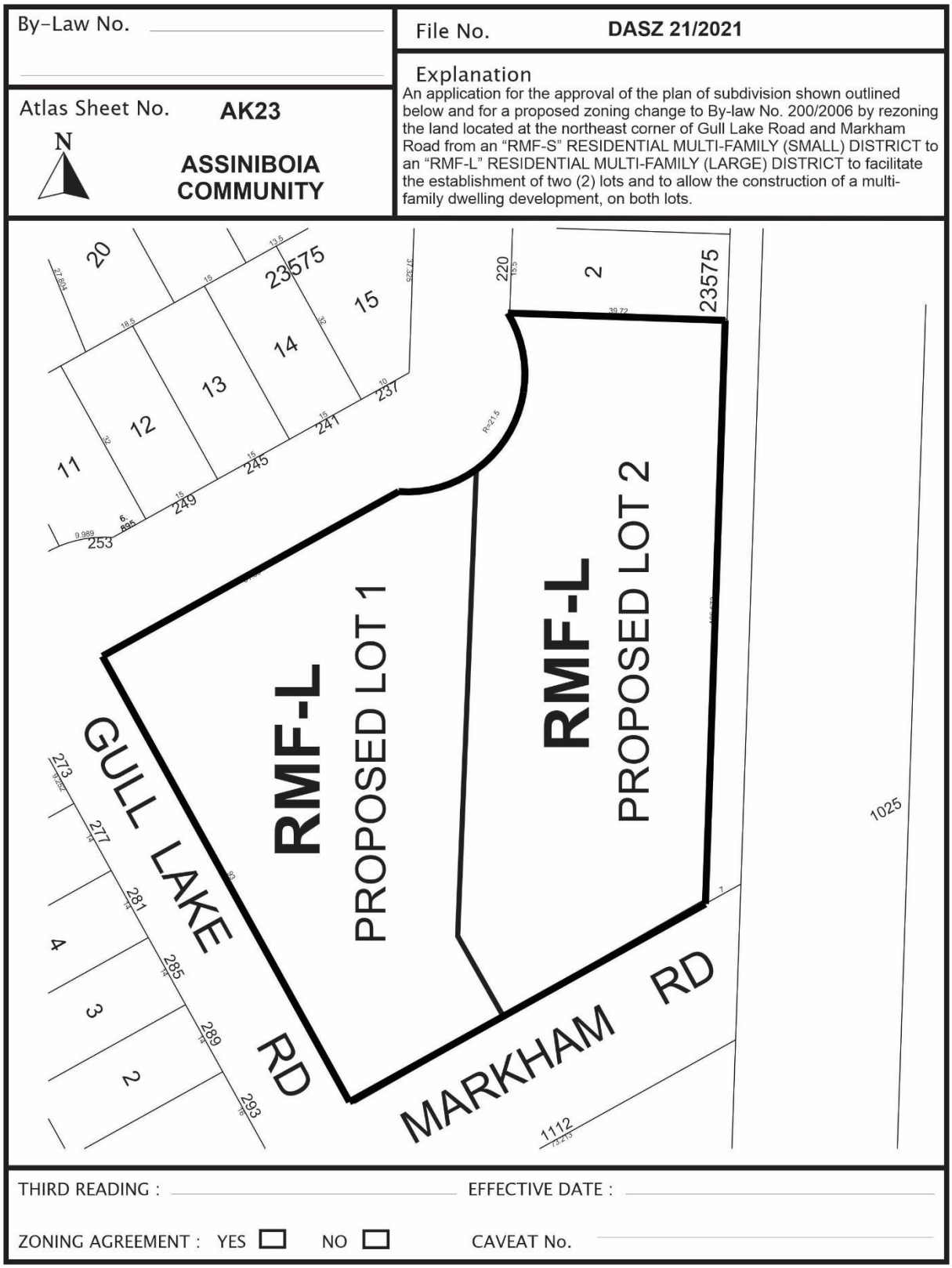
- The proposed development is consistent with *OurWinnipeg, the Complete Communities Direction Strategy, the Climate Action Plan, Transit Master Plan, and the Transit Oriented Development Handbook,* in that it provides higher-density residential development adjacent to a rapid transit station.

  The subdivision and rezoning, subject to the recommended conditions, is compatible with the surrounding area, in that it is adjacent to a rapid transit station, and is designed to limit impacts on adjacent residential properties in terms of building form and buffering.

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

Report Prepared by: D. Clark, MCP
PPD File #: DASZ 21/2021

Schedule "A" for File DASZ 21/2021, Assiniboia Community Committee, dated August 16, 2021



SCHEDULE B

REPORT OF THE ADMINISTRATIVE COORDINATING GROUP

RE: PROPOSED SUBDIVISION AND REZONING ON LAND LOCATED AT THE NORTHEAST CORNER OF GULL LAKE ROAD AND MARKHAM ROAD

It is recommended that approval of DASZ 21/2021, if granted, be subject to the applicant entering into a Servicing Agreement containing the following conditions:

Section I – General Comments

1) The Public Works Department wishes to advise that the proposed private approach requires separate application to their Department.

   a. The Public Works Department was not able to determine whether the proposed private approach is non-conforming based on the site plan provided. Public Works recommends the applicant submit the proposed site plan to pwdprivateaccess@winnipeg.ca for further review.

   b. Public Works 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.

Section II – Engineering Studies

1) The Water and Waste Department wishes to advise that the wastewater collection system servicing the Planned Area does not have adequate capacity to support the proposed development.

2) The Developer shall provide a comprehensive servicing report, prepared by a qualified municipal engineer, which shall outline the provision of upgraded wastewater sewer services required for the Planned Area and adjacent lands, as determined by and to the satisfaction of the Director of Water and Waste.

3) Alternatively, the Developer shall modify the development plans not to exceed the existing land use's design wastewater discharge rate, to the satisfaction of the Director of Water and Waste.

Section III - Servicing Conditions

1) Wastewater Sewers

   The Developer shall, at no expense to the City, construct and install upgraded wastewater sewers required to service the Planned Area and adjacent lands, as determined by the accepted servicing report, to the satisfaction of the Director of Water and Waste.

2) Boulevard Landscaping

The Developer shall, at no expense to the City, install trees and sodding along Markham Road and Gull Lake Road fronting the planned area where and as determined by and to the satisfaction of the Director of Public Works.

The Developer shall, at no expense to the City, maintain the sod for a period of one year and the trees for a period of two years, in accordance with specifications approved by the Director of Public Works.

3) Sidewalks

The Developer shall at no expense to the City, construct 1.5m wide by 100mm thick Portland cement concrete sidewalks, and all related works, on the standard alignment, 0.3m from property line, on the south side of Gull Lake Road from the existing sidewalk to a location to be determined based on the final site plan, as determined by and to the satisfaction of the Director of Public Works.

4) Cross Access Easement Agreement

The Developer and all successors in title to the lots in the subdivision shall enter into, and register at the Winnipeg Land Titles Office (WLTO) under Section 76 of the Real Property Act and maintain in perpetuity by way of instrument (right of way agreement, easement agreement, or declaration) against the titles to the lots, a private cross-access agreement with the owners of the other lots so as to ensure vehicular access to every lot at all times, via streets or internal roads. The cross-access agreement shall be reviewed and approved by the Public Works Department prior to registration at WLTO.

5) Construction Traffic

a) The Developer shall ensure that construction traffic uses access routes as determined by the Director of Public Works.

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

6) Utilities

a) The Developer shall, at no expense to the City, cause underground electrical and telephone services to be installed to serve the Planned Area and will pay the full cost to convert any existing overhead services within the Planned Area to underground to the satisfaction of the Director of Public Works.

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

7) Litter and Refuse Control and Clean-Up

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

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

8) Survey Monuments

a) Subsequent to completion of the Planned Area, as determined by the Director of Planning, Property and Development, the Developer shall pay the full costs of having all survey monuments within the Planned Area verified and/or restored by a Manitoba Land Surveyor and shall prepare a Plan of Survey Perpetuating Certain Monuments, confirming the position of all the survey monumentation within the Planned Area, for filing in The Property Registry.

b) In certain circumstances where all the survey monuments within the Planned Area have been found or restored to their original positions, upon approval by the Director of Planning, Property and Development, the requirements for Plan of Survey Perpetuating Certain Monuments may be waived.

Section IV – Costs and Fees

1) By-laws and Approvals

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

2) Professional Fees

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

b) The Developer shall pay the full cost of construction and landscaping supervision services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following substantial performance

of the work, and all other engineering consulting services related to the installation and acceptance of municipal services, and all associated works to serve the Planned Area.

3) Administration Fees

The Developer shall pay to the City, prior to the release of the agreements for registration in the Land Titles Office, an administration fee plus applicable GST to help defray the City's administration and related costs associated with the preparation and implementation of the Servicing Agreement.

THIS REPORT SUBMITTED BY:

Administrative Co-ordinating Group
File No. DASZ 21/2021
August 5, 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

Exhibit “8” referred to in File DASZ 21/2021



1 SITE LOT PLAN
A0.0 1/32" = 1'

DIN

OWNER
10090181 MANITOBA LTD.

REVISION
No. Date Revision Notes

PROJECT
MARKHAM RD.

DRAWING
SITE LOT PLAN

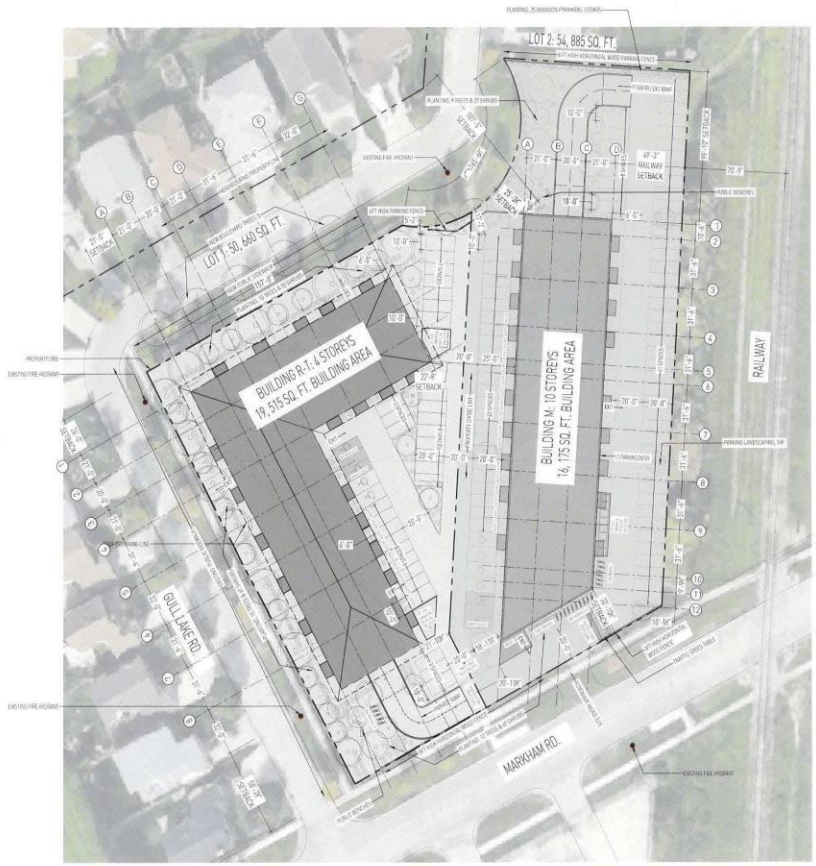
DRAWN BY
RM

REVIEWED BY
NM

SCALE
1/32" = 1'

DATE
26 APRIL, 2021

DRAWING NO.
A0.0



LOT SIZE	BUILDING HEIGHT	MAX HEIGHT	UNITS	BUILDING AREA	DENSITY
LOT 1 50, 660 SQ. FT.	LOT 1 4 STOREYS RESIDENTIAL 1 STOREY UNDERGROUND PARKING	LOT 1 47 FT.	LOT 1 60 UNITS	LOT 1 19, 515 SQ. FT.	LOT 1 630 SQ. FT. / UNIT
LOT 2 54, 885 SQ. FT.	BUILDING M 4 STOREYS RESIDENTIAL 1 STOREY UNDERGROUND PARKING 1 STOREY ON GRADE PARKING	LOT 2 186 FT.	LOT 2 180 UNITS	LOT 2 16, 175 SQ. FT.	LOT 2 305 SQ. FT. / UNIT
TOTAL LOT AREAS 105 545 SQ. FT.			TOTAL UNITS 240 UNITS	TOTAL BUILDING AREA 35, 675 SQ. FT.	TOTAL DENSITY 485 SQ. FT. / UNIT

PARKING

LOT 1

PARKING AREA 15,395 SQ. FT.
PARKING LANDSCAPING AREA 2,719 SQ. FT. (12%)

58 10' 0" X 20' 0" INTERIOR SPACES
19 8' 0 X 20' 0" TYPICAL SPACES
2 10' 0" X 20' 0" TYPICAL EXTERIOR END SPACE
8 8' 0" X 20' 0" EXTERIOR VISITOR SPACES
1 10' 0" X 20' 0" EXTERIOR VISITOR END SPACE
2 10' 0" X 20' 0" EXTERIOR ACCESSIBLE SPACES
2 16' 0" 20' 0" EXTERIOR VAN ACCESSIBLE SPACES
18 EXTERIOR BICYCLE PARKING SPACES

84 TOTAL VEHICLE PARKING SPACES

LOT 2

PARKING AREA 29,010 SQ. FT.
PARKING LANDSCAPING AREA 2,142 SQ. FT. (7%)

85 10' 0" X 20' 0" INTERIOR SPACES
58 8' 0" X 20' 0" TYPICAL EXTERIOR SPACES
4 10' 0" X 20' 0" TYPICAL EXTERIOR END SPACES
17 8' 0" X 20' 0" VISITOR EXTERIOR SPACES
4 10' 0" X 20' 0" ACCESSIBLE EXTERIOR SPACES
2 16' 0" X 20' 0" VAN ACCESSIBLE EXTERIOR SPACE
26 BICYCLE PARKING SPACES

157 TOTAL SPACES PARKING SPACES

1 A0.1 SITE PLAN
1/32" = 1'

DIN

DIN ARCHITECTURE INC
754 SHAFFORD STREET
WINNIPEG, MANITOBA
CANADA R3M 2W8
T/F +1 204 944 1693
WWW.DINARCHITECTS.CA

OWNER

10090181 MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1.	2021.04.26	ISSUED FOR REZONING

This drawing must not be scaled. The contractor shall verify all dimensions and other data on the job site. Commencement of work, all revisions, errors, and omissions are to be reported to the Designer.

Drawings and other documents are the property of Dinarch and the property of the Designer. Copyright and other rights are reserved by law.

No reproduction may be made without the permission of the Designer, and other copy must have a license. All prints or reproduction of the Designer are forbidden.

PROJECT
MARKHAM RD.

DRAWING
SITE PLAN

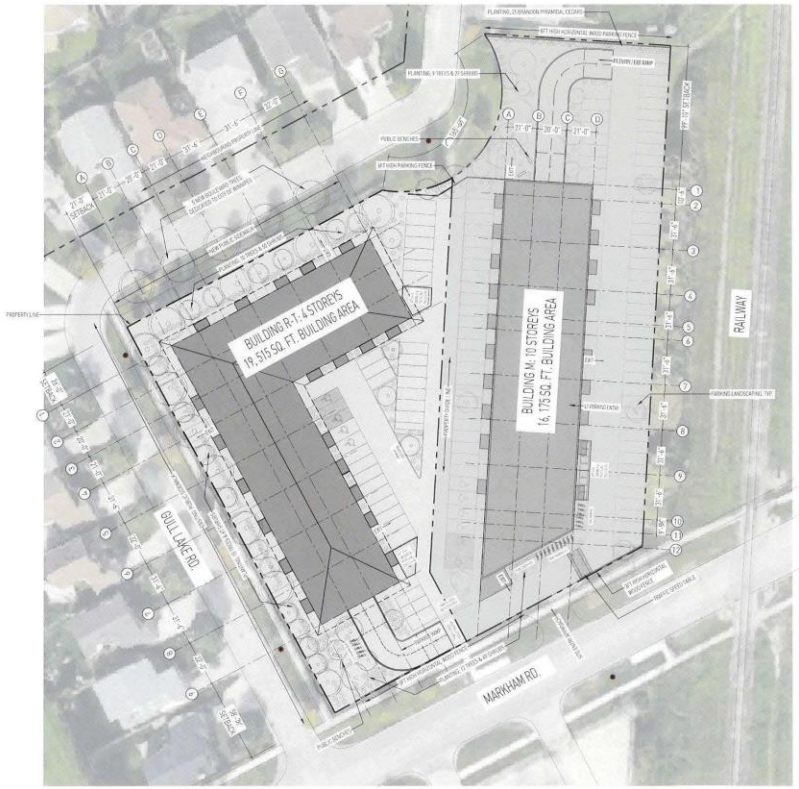
DRAWN BY
RM

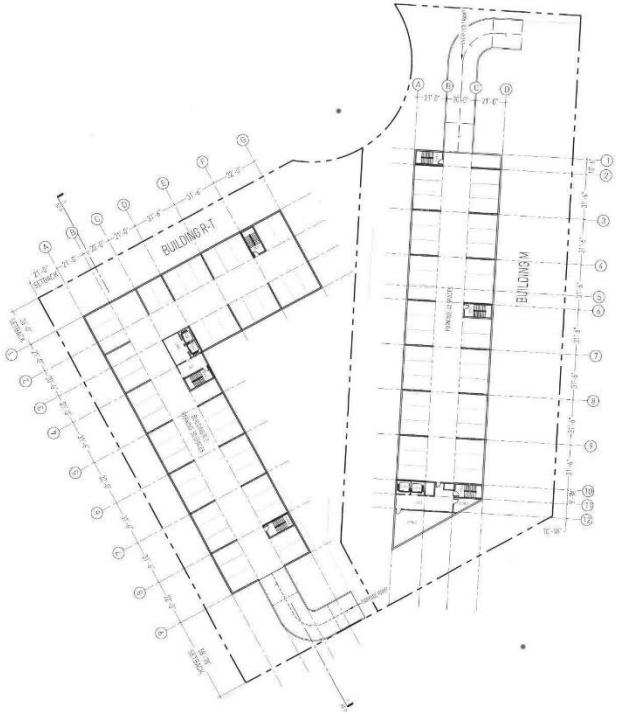
REVIEWED BY
NM

SCALE
1/32" = 1'

DATE
26 APRIL, 2021

DRAWING NO.
A0.1


BUILDING B: 7 - 4 STOREYS
19,515 SQ. FT. BUILDING AREA
BUILDING M: 10 STOREYS
14,175 SQ. FT. BUILDING AREA
RAILWAY
BULL LAKE RD.
MARKHAM RD.
PROPERTY LINE
PLANTING, 25 BRANDON PYRAMIDAL CEDARS
6FT HIGH HORIZONTAL WOOD PARKING FENCE
PLANTING, 9 TREES & 21 SHRUBS
PROPOSED 1 WAY
PUBLIC BENCHES
6FT HIGH PARKING FENCE
PROPOSED 1 WAY
PARKING LANDSCAPING, TYP.
PROPOSED 1 WAY
PROPOSED 1 WAY
PROPOSED 1 WAY



1 / A1.0 BASEMENT PLAN
1/32" = 1'

DIN

OWNER
10090181 MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1	2021.04.26	ISSUED FOR REZONING

PROJECT
MARKHAM RD.

DRAWING
BASEMENT PLAN

DRAWN BY
RM

REVIEWED BY
NM

SCALE
1/32" = 1'

DATE
26 APRIL, 2021

DRAWING NO.
A1.0



1 L1 PLAN
A1.1 1/32" = 1'

DIN

OWNER
10090181 MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1	[illegible]	[illegible]

MARKHAM RD.

L1 PLAN

RM NM

1/32" = 1'

26 APRIL 2021

A1.1



DIN

DIN ARCHITECTURE INC.
154 STANWOOD STREET
WINNIPEG, MANITOBA
CANADA R3W 2W9
TEL +1 204 414 1449
WWW.DINPROJECTS.CA

OWNER

1009018I MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1.	2021.04.26	ISSUED FOR REZONING

PROJECT
MARKHAM RD.

DRAWING
L2 PLAN

DESIGN BY
RM

REVIEWED BY
NM

SCALE
1/32" = 1'

DATE
26 APRIL, 2021

DRAWING NO.
A1.2



1 / A1.3 LEVEL 3 PLAN
1/8" = 1'

DIN

OWNER
10090181 MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1	2021.04.26	ISSUED FOR REZONING

PROJECT
MARKHAM RD.

DRAWING
L3 PLAN

DRAWN BY
R.M

REVIEWED BY
N.M

SCALE
1/32" = 1'

DATE
26 APRIL 2021

DRAWING NO.
A1.3



1 L4 PLAN
1/32" = 1'

DIN

OWNER
10090181 MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1	2021.04.26	ISSUED FOR REZONING

PROJECT
MARKHAM RD.

DRAWING
L4 PLAN

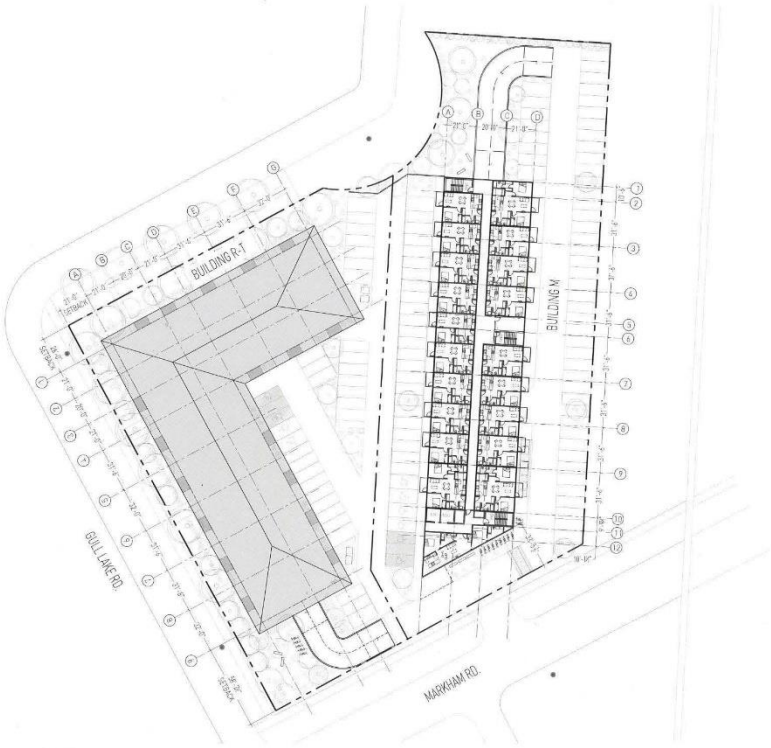
DRAWN BY
RM

REVIEWED BY
NM

SCALE
1/32" = 1'

DATE
26 APRIL, 2021

DRAWING NO.
A1.4



1 / A1.5 L5-L10 PLAN
1/32" = 1'

DIN

OWNER
1009081 MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1	2021.04.26	ISSUED FOR REZONING

PROJECT
MARKHAM RD.

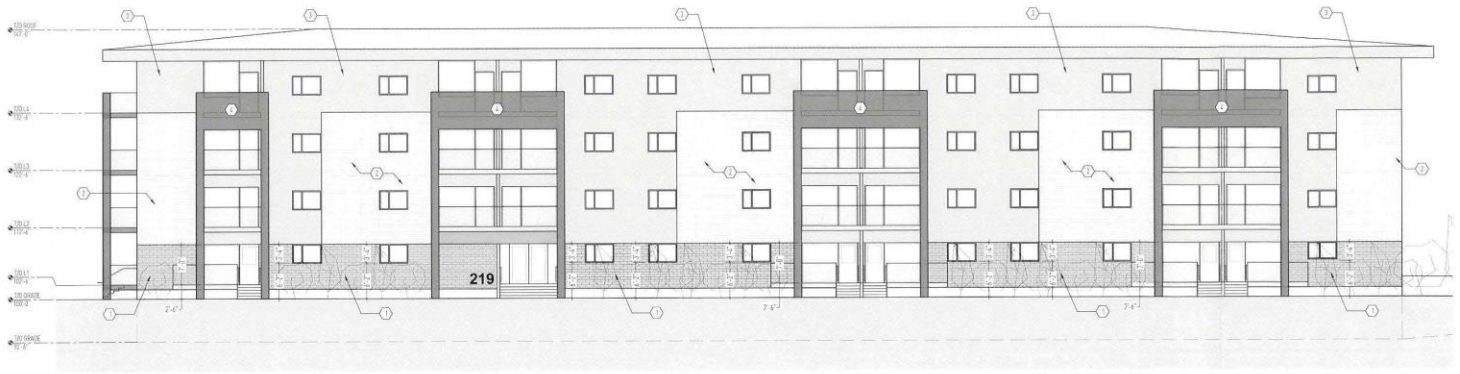
L5-L10 PLAN

DRAWN BY: RM
REVIEWED BY: NM

SCALE
1/32" = 1'

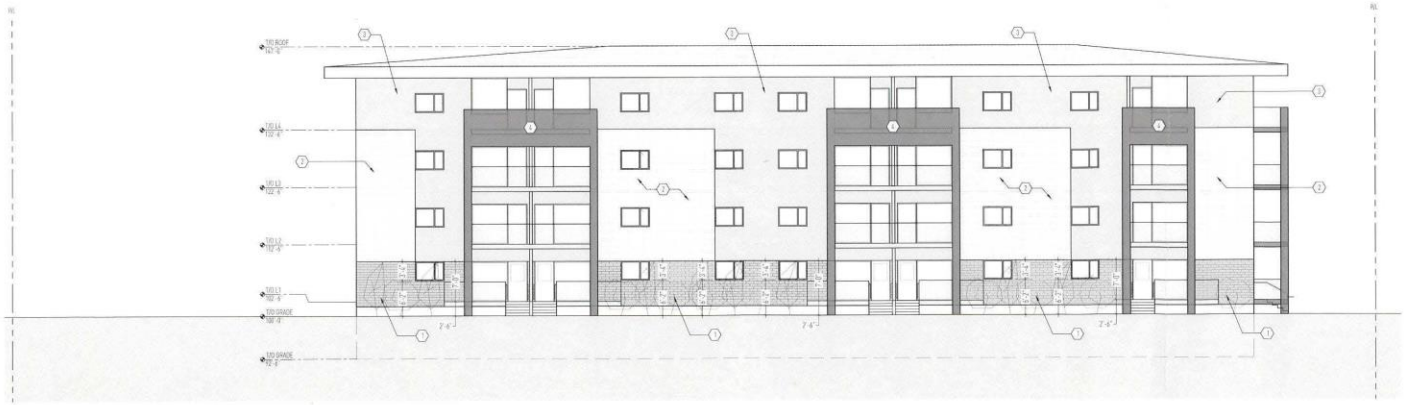
DATE
26. APRIL. 2021

DRAWING NO.
A1.5



1 A2.0 BUILDING R-T WEST ELEVATION 1/8" = 1'

MATERIALS
1. FACE BRICK, DARK
2. FACE BRICK, LIGHT
3. EIFS, LIGHT
4. EIFS, DARK



2 A2.0 BUILDING R-T NORTH ELEVATION 1/8" = 1'

MATERIALS
1. FACE BRICK, DARK
2. FACE BRICK, LIGHT
3. EIFS, LIGHT
4. EIFS, DARK

DIN

DIN ARCHITECTURE INC
15A STAHLCHO STREET
WINNIPEG, MANITOBA
CANADA R2M 2X8
T/F +1 204 944 1425
WWW.DINPROJECTS.CA

OWNER
10090181 MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1	2021.04.26	ISSUED FOR REZONING

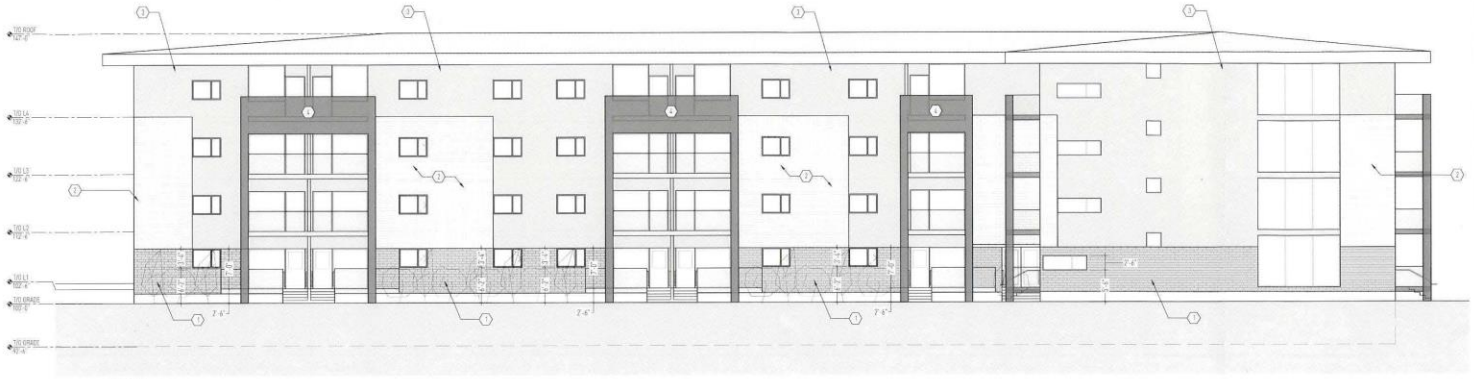
PROJECT
MARKHAM RD.

DRAWING
BUILDING R-T ELEVATIONS

DRAWN BY RM
REVIEWED BY NM

SCALE 1/8" = 1'

DATE 26 APRIL 2021
DRAWING NO. A2.0



1 BUILDING R-T EAST ELEVATION
A2.1 1/8" = 1'

MATERIALS
1 FACE BRICK, DARK
2 FACE BRICK, LIGHT
3 EIFS, LIGHT
4 EIFS, DARK



2 BUILDING R-T SOUTH ELEVATION
A2.1 1/8" = 1'

MATERIALS
1 FACE BRICK, DARK
2 FACE BRICK, LIGHT
3 EIFS, LIGHT
4 EIFS, DARK

DIN

DIN ARCHITECTURE INC
154 STAHMORE STREET
WINNIPEG, MANITOBA
CANADA R3M 2W8
TEL +1 224 944 7485
WWW.DINPROJECTS.CA

OWNER
10090181 MANITOBA LTD.

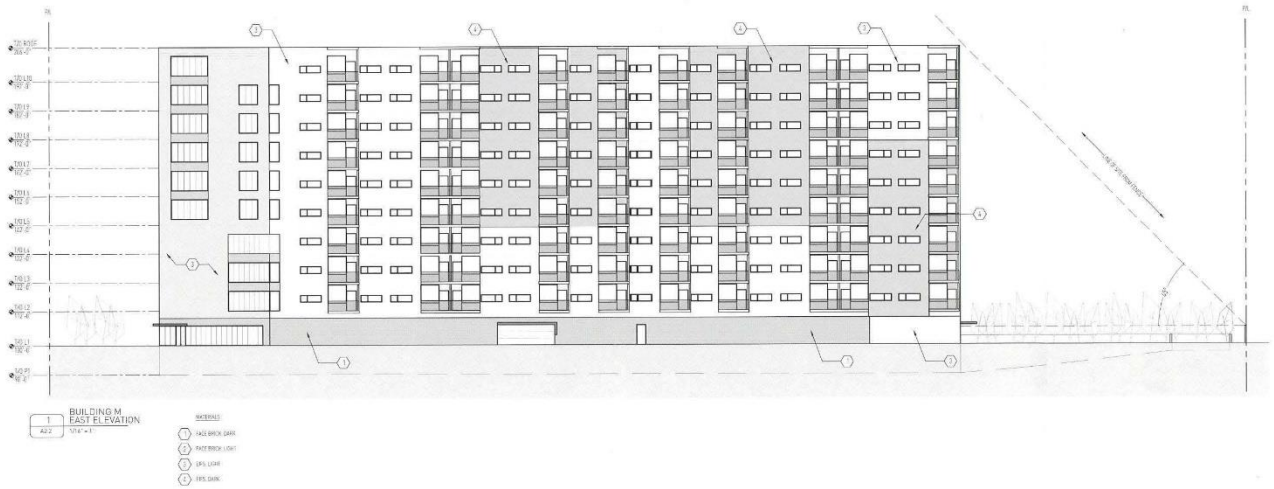
REVISION

No.	Date	Revision Notes
1	2021.04.26	ISSUED FOR REZONING

PROJECT
MARKHAM RD.

DRAWING
BUILDING R-T ELEVATIONS

DRAWN BY RM
REVIEWED BY NM
SCALE 1/8" = 1'
DATE 26 APRIL, 2021
DRAWING NO. A2.1



DIN

DIN ARCHITECTURE INC.
154 STAFFORD STREET
WINNIPEG, MANITOBA
CANADA R3H 0G8
TEL +1 206 744 1483
WWW.DINPROJECTS.CA

OWNER

10090181 MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1	2021-04-26	ISSUED FOR REZONING

PROJECT
MARKHAM RD.

DRAWING
BUILDING M ELEVATIONS

DRAWN BY
RM

REVIEWED BY
NM

SCALE
1/16" = 1'

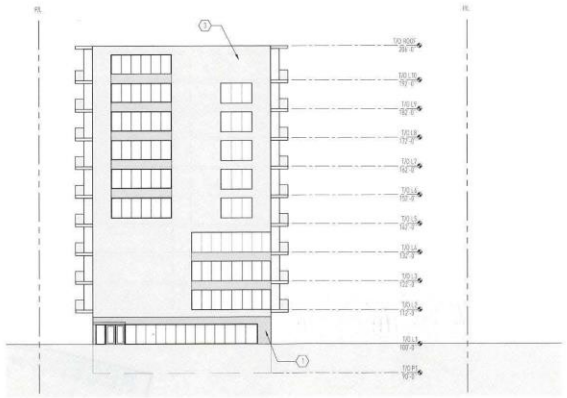
DATE
26 APRIL, 2021

DRAWING NO.
A2.2



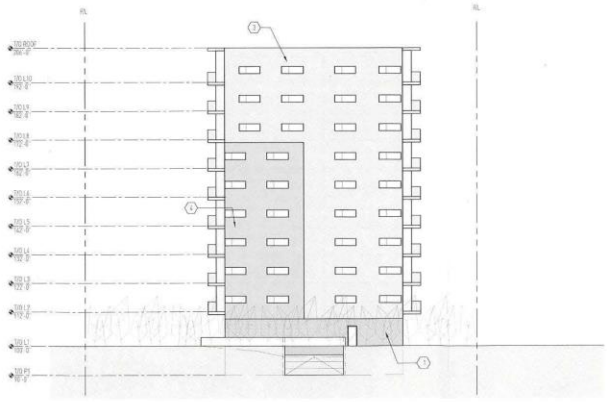
1 BUILDING M WEST ELEVATION
A2.3 1/16" = 1'

MATERIALS
1. FACE BRICK, DARK
2. FACE BRICK, LIGHT
3. EIFS, LIGHT
4. EIFS, DARK



2 BUILDING M SOUTH ELEVATION
A2.3 1/16" = 1'

MATERIALS
1. FACE BRICK, DARK
2. FACE BRICK, LIGHT
3. EIFS, LIGHT
4. EIFS, DARK



3 BUILDING M NORTH ELEVATION
A2.3 1/16" = 1'

MATERIALS
1. FACE BRICK, DARK
2. FACE BRICK, LIGHT
3. EIFS, LIGHT
4. EIFS, DARK

DIN

DIN ARCHITECTURE INC
154 STAFFORD STREET
WINNIPEG, MANITOBA
CANADA M3M 2W8
T/F +7 204 944 1410
WWW.DINPROJECTS.CA

OWNER
10090181 MANITOBA LTD.

REVISION

No.	Date	Revision Notes
1	2021.04.26	ISSUED FOR REZONING

PROJECT
MARKHAM RD.

DRAWING
BUILDING M ELEVATIONS

DRAWN BY RM
CHECKED BY NM

SCALE 1/16" = 1'

DATE 26 APRIL, 2021
DRAWING NO. A2.3