Agenda – Executive Policy Committee – November 17, 2021

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 10, 2021

Moved by Councillor

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

Item No. 6 Subdivision and Rezoning – 347, 353, 363 and 365 Oakdale Drive (Charleswood-Tuxedo-Westwood Ward)
File DASZ 30/2021

STANDING COMMITTEE RECOMMENDATION:

On November 10, 2021, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Assiniboia Community Committee and submitted the following to Council:

1. That the subdivision under Development Application No. DASZ 30/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated October 12, 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 September 24, 2021 and attached as Schedule "B" to this report, with the following amendment:

        i. In Section III – Servicing Conditions:

            a. Amend Condition 4) b) by adding the words ", and the Assiniboia Community Committee" immediately after the words "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 "RMU" Residential Mixed-Use District, as shown on the map dated October 12, 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:

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 10, 2021

STANDING COMMITTEE RECOMMENDATION (continued):

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 maximum building height for buildings identified as A, B and C in Schedule C of this report shall be limited as follows:

   a. Building A shall have a maximum building height of 55 feet as measured from grade to top of roof.

   b. Building B shall have a maximum building height of 79 feet as measured from grade to top of roof.

   c. Building C shall have a maximum building height of 55 feet as measured from grade to top of roof.

iii. That the uses permitted on site shall be limited to the following:

   a. Dwelling, multi-family

   b. Community/Recreation Centre

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 10, 2021

STANDING COMMITTEE RECOMMENDATION (continued):

iv. That the maximum number of dwelling units permitted shall be two hundred and seventy (270).

v. That the Community / Recreation Centre (Charleswood 55+ Centre) be limited to a maximum floor area of 4,148 square feet.

vi. That the following setbacks from the property lines to buildings on site shall apply as follows:

a. Building A as identified in Schedule C of this report shall be setback from the north property line no less than 63 feet, and setback from the west property line no less than 70 feet.

b. Building B as identified in Schedule C of this report shall be setback from the north property line no less than 77 feet, and a setback from the east property line no less than 25 feet.

c. Building C as identified in Schedule C of this report shall be setback from the south property line no less than 29 feet 7 inches, setback from the west property line no less than 62 feet 4 inches, and a setback from the east property line no less than 25 feet.

d. Building setbacks to be measured to the building wall and not inclusive of balcony projections and building finishes.

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").

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 10, 2021

STANDING COMMITTEE RECOMMENDATION (continued):

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, the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

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 30/2021, 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 by way of caveat against the lands described therein.

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.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 10, 2021

STANDING COMMITTEE RECOMMENDATION (continued):

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.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 10, 2021

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On November 10, 2021, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Assiniboia Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On October 27, 2021, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service with the following amendments:

- 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 III – Servicing Conditions:

     a. Amend Condition 4) b) by adding the words ", and the Assiniboia Community Committee" immediately after the words "to the satisfaction of the Director of Public Works"

- In Recommendation 2.A., add the following new conditions:

  "iii. That the uses permitted on site shall be limited to the following:

     a. Dwelling, multi-family

     b. Community/Recreation Centre

  iv. That the maximum number of dwelling units permitted shall be two hundred and seventy (270).

  v. That the Community / Recreation Centre (Charleswood 55+ Centre) be limited to a maximum floor area of 4,148 square feet.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 10, 2021

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

vi. That the following setbacks from the property lines to buildings on site shall apply as follows:

a. Building A as identified in Schedule C of this report shall be setback from the north property line no less than 63 feet, and setback from the west property line no less than 70 feet.

b. Building B as identified in Schedule C of this report shall be setback from the north property line no less than 77 feet, and a setback from the east property line no less than 25 feet.

c. Building C as identified in Schedule C of this report shall be setback from the south property line no less than 29 feet 7 inches, setback from the west property line no less than 62 feet 4 inches, and a setback from the east property line no less than 25 feet.

d. Building setbacks to be measured to the building wall and not inclusive of balcony projections and building finishes."

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

PUBLIC HEARING SUMMARY

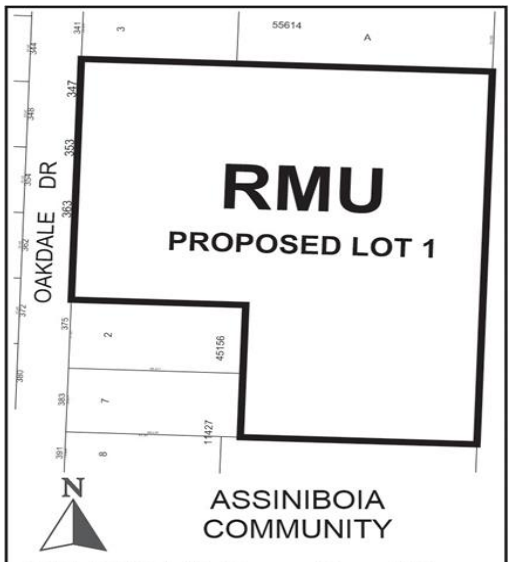
File: DASZ 30/2021

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

Public Hearing: October 27, 2021
Council Building, 510 Main Street

Applicant: McGowan Russell Group (Susan Russell)

Subject:



APPLICANT : McGowan Russell Group (Susan Russell)
FILE : DASZ 30/2021
PROPOSAL : An application for the approval of the plan of subdivision shown outlined above as may be determined by Council and for a proposed zoning change to By-law No. 200/2006 by rezoning the land shown outlined above from an "R1-E" RESIDENTIAL SINGLE-FAMILY (ESTATE) DISTRICT to an "RMU" RESIDENTIAL MIXED-USE DISTRICT to facilitate the consolidation of lands for the construction of a Multi-Family development and a Community Centre. **For information, phone Mr. D. Clark, Planner at 204-986-5684.**

Premises Affected: 347, 353, 363 and 365 Oakdale Drive

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

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

Report date: October 28, 2021

Community Committee Recommendation:

On October 27, 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 30/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated October 12, 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 September 24, 2021 and attached as Schedule "B" to this report***, with the following amendment:***

        i. In Section III – Servicing Conditions:

            a. Amend Condition 4) b) by adding the words ", and the Assiniboia Community Committee" immediately after the words "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 "RMU" Residential Mixed-Use District, as shown on the map dated October 12, 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 maximum building height for buildings identified as A, B and C in Schedule C of this report shall be limited as follows:

a. Building A shall have a maximum building height of 55 feet as measured from grade to top of roof.

b. Building B shall have a maximum building height of 79 feet as measured from grade to top of roof.

c. Building C shall have a maximum building height of 55 feet as measured from grade to top of roof.

iii. That the uses permitted on site shall be limited to the following:

a. Dwelling, multi-family

b. Community/Recreation Centre

iv. That the maximum number of dwelling units permitted shall be two hundred and seventy (270).

v. That the Community / Recreation Centre (Charleswood 55+ Centre) be limited to a maximum floor area of 4,148 square feet.

vi. That the following setbacks from the property lines to buildings on site shall apply as follows:

a. Building A as identified in Schedule C of this report shall be setback from the north property line no less than 63 feet, and setback from the west property line no less than 70 feet.

b. Building B as identified in Schedule C of this report shall be setback from the north property line no less than 77 feet, and a setback from the east property line no less than 25 feet.

c. Building C as identified in Schedule C of this report shall be setback from the south property line no less than 29 feet 7 inches, setback from the west property line no less than 62 feet 4 inches, and a setback from the east property line no less than 25 feet.

d. Building setbacks to be measured to the building wall and not inclusive of balcony projections and building finishes.

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, the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

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 30/2021, 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 by way of caveat against the lands described therein.

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.

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'm supportive with the conditions that have been applied to restrict the development to what was discussed, to restrict the building from becoming a business in any way, shape, or form. This is a community space and cannot be turned into a business.

2. What has been said on the public record, up to and including this moment, as far as working to address traffic concerns, working to address the trees, all of that has been taking into consideration when making this decision, as well as the opposition of residents that I do take very seriously, and those that are in support that have spoken; that did not appear here today, and those in opposition that did not appear here today.

3. There's been a lot of feedback on this one. This is not a decision that has been reached lightly. It really truly has not. But I think at the end of the day, I believe this is the right step forward for our city in what we're going to need down the road.

Exhibits Filed:

1. Application dated July 23, 2021
2. Notification of Public Hearing dated September 13, 2021
3. Manitoba Status of Titles 1473248/1, 3107548/1, 3107549/1 and 3107551/1
4. Letter of authorization dated May 4, 2021 from Wayne Noble and Susan Noble to McGowan Russell Group
5. Letter of authorization dated May 5, 2021 from Oakdale Lands Ltd. and Oakdale Properties Ltd. (Keith Merkel) to McGowan Russell Group
6. Proposed Building Schematics (7 pages)
7. Proposed Material Palette
8. Proposed Exterior Elevations (3 pages)
9. Proposed Exterior Lighting
10. Site Sun & Shadow Studies (2 pages)
11. Site Axonometric Conceptual Visualization (3 pages)
12. Landscape Screen Sections, Plant Materials and Typical Fence and Garbage Enclosure Details (3 pages)
13. Arborist Report and Tree Protection Plan dated April 21, 2021
14. Oakdale 55+ Seniors Residences Public Engagement Summary dated June 23, 2021
15. MORR Technical Memorandum dated June 28, 2021
16. Site Plans (4 pages)
17. Report from the Urban Planning Division dated October 12, 2021
18. Inspection Report
19. Communication dated October 20, 2021, from Merilyn Kemp in support of the application
20. Communication dated October 18, 2021, from Deborah Schlamp in opposition to the application
21. Communication dated October 21, 2021, from Michael Guertin in opposition to the application
22. Communication dated October 21, 2021, from Lillian Iftody in opposition to the application
23. Communication dated October 25, 2021 from Lea Smith and Grant Jackson in opposition to the application
24. Communication dated October 25, 2021 from Guy and Nickie McKim, in opposition to the application
25. Communication dated October 25, 2021 from Robert Arthur, in opposition to the application
26. Communication dated October 25, 2021 from Darlene Ott and Robert Rodway, in opposition to the application
27. Petition in opposition to the application purporting to contain 1,373 signatures, submitted by Darlene Ott
28. Communication dated October 25, 2021 from Shauna Streich, in opposition to the application

Exhibits Filed (continued):

29. Communication dated October 25, 2021 from John and Allison Graumann, in opposition to the application
30. Communication dated October 25, 2021 from Margaret Gibson, in support of the application
31. Communication dated October 25, 2021 from Donald Spradbrow, in opposition to the application
32. Communication dated October 25, 2021 from Lisa Craig, in opposition to the application
33. Communication dated October 26, 2021 from James and Andrea O'Meara in opposition to the application
34. Communication dated October 26, 2021 from Adam Chartrand in opposition to the application
35. Petition in opposition to the application purporting to contain 317 signatures, submitted by Michael McEwen
36. Communication dated October 26, 2021 from Marina Olson and Les Kotyk in opposition to the application
37. Communication dated October 26, 2021 from Sheri and Cory Bakker in opposition to the application
38. Communication dated October 26, 2021 from Bev Zimmerman in opposition to the application
39. Communication dated October 26, 2021 from Jenna and Kelly Lauber in opposition to the application
40. Communication dated October 26, 2021 from Suzanne Blouin in opposition to the application
41. Petition in opposition to the application purporting to contain 317 signatures, submitted by Suzanne Blouin
42. Communication dated October 26, 2021 from Bonnie Chartrand in opposition to the application
43. Presentation in support of the application submitted by the applicant at the public hearing
44. Documentation titled "Public Engagement Summary Chart" in support of the application submitted by Jackie Wilkie
45. Communication dated October 26, 2021 from Reverly and Ryan Hart in opposition to the application
46. Recording of Representations

REPRESENTATIONS:

In Support:

Caroly Alberti
Leslie Alexander
Vaughan Alexander
Elizabeth Allebone
Henry Amogu
Sheila Andrich
Janice Appleyard
Wendy Arbuckle
Ernie Armitt
Lois Armstrong
Lynn Barthel
Greg Baylis
Linda Baylis
Barbara Berven
Bruce Berven
Mary Bibik
Arlene Blair
Charlie Blair
Ruth Booth
Candy Brown
Joletta Brown
Debbie Browne
Maxine Bryan
Don Bryk
Doreen Bryk
Grant Buchanan
Mary Buchanan
Ronald Cameron
Arlene Cherepak
Gordon Cherepak
Michelle Clarke
Brian Clerihew
Mary Clerihew
Madeline Coopsammy
Karen Curtis
Judith Danchura
Bonnie Davies
Karen Delaney
Clancy Delbarre
Yvonne Dew
Sartaj Dhillon
Harold Dodds
Louise Fedorchuk
Stan Fedorchuk
Lynne Foley
Margaret Foster
Marlene Frayer
Marilyn Gessell
Margaret Gibson
Dee Godfrey
Daniel Graham
Phyllis Gwilliam
Valerie Hachey
Glen Hacking
Barb Hartley
Rhue Hayden
Worth Hayden
Gwen Henwood
Linda Jones
Maureen Kalansky
Jas Kalar
Merilyn Kemp
Hazra Khan
Linda Kiselbach
Colleen Klatt
Sandy Kluka
Harold Korne
Yvonne Kyle
Betty Linton
Eric Lister
Judith Lister
Nina Logan
Valoree Lovatt
Charmaine Lyons
Dianne Majury
Barb Markham
Shirley Mason
Barbara May
Michele McCaughey
Sandra McCausland
Susanne McConnell
Darlene McCulloch
Kathy McDonald
Kenn McDonald

REPRESENTATIONS (continued):

In Support (continued):

Adele McMurtrie
Jim McMurtrie
Keith Merkel
Carol Mills
Sherry Mooney
Irene Nelson
Jim Nelson
Leona Nichol
Kim Paquette
Patti Poirier
Robert Poirier
Charmaine Poleshuk
Lois Pratt Martin
Bonnie Prophet
Douglas Prophet
Susan Reimer
Daniela Remple
Judy Reynolds
Agatha Rohs
Rudy Rohs
Susan Russell
Karen Sabine
Herb Schellenberg
Shirley Schellenberg
Carole Schoenfeld
Rick Schoenfeld
Jill Scott
Karen Shanski
Linda Shaw
Barbara Shumeley
Eric Sim
Helen Sim
Virginia Stephenson
Maureen Streick
Doug Taylor
Donald Thompson
Maureen Thompson
Carol Vandale
Adele Warren
Diane Webb
Jakee Werbuk
Jackie Wilkie

In Opposition:

Robert Arthur
Cory Bakker
Sheri Bakker
Suzanne Blouin
Adam Chartrand
Bonnie Chartrand
Lisa Craig
Michel D'Aoust
Allison Graumann
John Graumann
Michael Guertin
Reverly Hart
Ryan Hart
Duane Huntly
Lillian Iftody
Grant Jackson
Les Kotyk
Terry Land
Jenna Lauber
Kelly Lauber
Michael McEwen
Guy McKim
Nickie McKim
Sean Moore
Marina Olson
Andrea O'Meara
James O'Meara
Darlene Ott
Robert Rodway
Deborah Schlamp
Lea Smith
Ivan Speidel
Joan Speidel
Donald Spradbrow

REPRESENTATIONS (continued):

In Opposition (continued):

Shauna Streich

Beverley Zimmerman

For Information:

Nil

For the City:

D. Clark, Urban Planner, Planning, Property and Development Department
D. Trenchard, Land Development Engineer, Planning, Property and Development Department

Exhibit "17" referred to in File DASZ 30/2021

ADMINISTRATIVE REPORT

Title: DASZ 30/2021 – 347, 353, 363 & 365 Oakdale Dr.

Issue: For consideration at the Public Hearing for an application to consolidate the property from four lots into one lot and rezone to the RMU 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, RPP, MCIP	n/a	n/a	

RECOMMENDATIONS

1. That the subdivision under Development Application No. DASZ 30/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated October 12, 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 September 24, 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 "RMU" Residential Mixed-Use District, as shown on the map dated October 12, 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 maximum building height for buildings identified as A, B and C in Schedule C of this report shall be limited as follows:

a. Building A shall have a maximum building height of 55 feet as measured from grade to top of roof.
b. Building B shall have a maximum building height of 79 feet as measured from grade to top of roof.
c. Building C shall have a maximum building height of 55 feet as measured from grade to top of roof.

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, the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

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 30/2021, 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 by way of caveat against the lands described therein.
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.

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, Water and Waste

OURWINNIPEG POLICY ALIGNMENT

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

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

- 01-4 Housing Direction 1: Support diverse housing options in each neighbourhood or neighbourhood cluster throughout the city.
- Section 03-1, Direction 9: Collaborate with developers, community organizations and other partners to foster an age-friendly and accessible urban environment. With guidance from Complete Communities, encourage age-friendly and accessible new development in existing neighbourhoods.

The following excerpts from *OurWinnipeg* are also relevant to the proposed development.

- *City Building - Create Complete Communities - Our communities need to support various lifestyles, providing a range of options for living, working and playing. The daily necessities of life should be within reach, with options for accessing services, amenities and resources like grocery stores, banks and restaurants, together with community centres, schools and day care centres. These complete communities should provide a range of housing options to accommodate various incomes, household types, abilities and stages of life* (p.25)
- *Connect and Expand our Sustainable Transportation and Infrastructure Networks Ensuring mobility for people of all ages and abilities and for goods and services is an important part of improving our social, environmental and economic sustainability. Options for getting around are important to remaining livable, desirable and affordable in the future – options like enhanced public transit and active transportation routes that support walking, cycling and other human powered forms of transportation* (p.25)

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*

> *Increasing access to mobility options and fuel switching are key directions for reducing emissions from transportation. Key directions aim to directly shift residents out of single occupancy vehicles through sustainable transportation options with lower or no emissions (walking, cycling, public transit, carshare, and carpooling) or indirectly enable diverse mobility choices through the development of higher density, and more complete communities* (p.vi)
>
> *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, RPP, MCIP
Date:	October 12, 2021
File No.	DASZ 30/2021

List of Schedules and Attachments

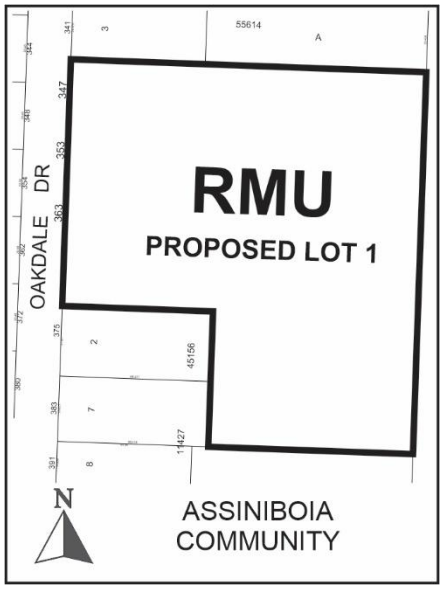
- **Appendix "A," Planning Discussion.**
- **Schedule "A," of File** DASZ 30/2021**,** Assiniboia **Community Committee, dated October 12,** 2021**.**
- **Schedule "B," Report of the Administrative Co-ordinating group, dated September 24 2021, Re: Proposed Subdivision and Rezoning of land located at 346, 353, 363 and 365 Oakdale Dr.**
- **Schedule "C" Site Plan noting location of buildings A, B and C with reference to condition number 2.A.ii**

APPENDIX 'A'

DATE: October 12, 2021
FILE: **DASZ 30/2021**
RELATED FILES:
COMMUNITY: Assiniboia Community
NEIGHBOURHOOD #: 2.617 (Marlton)

SUBJECT: For consideration at the public hearing for a subdivision and rezoning to consolidate four lots and rezone proposed Lot 1 to the "RMU" Residential Mixed-Use District.

LOCATION: 347, 353, 363 & 365 Oakdale Dr.
LEGAL DESCRIPTION: LOT 4 PLAN 11427 PCL B PLAN 55614 40/41 ST C
LOT 1 PLAN 26902 40/1 ST C
LOT 2 PLAN 26902 40/1 ST C
LOT 1 PLAN 45156 41 ST C



APPLICANT: McGowan Russell Group (Susan Russell)
825 St. Joseph Street
Winnipeg, MB R2H 3A8

OWNERS: Oakdale Lands Ltd.
Unit 1-1480 Plessis Road
Winnipeg, MB R2C 5R5

Wayne R & Susan Noble
353 Oakdale Dr.
Winnipeg, MB R3R 0Z6

RECOMMENDATION: Approval with Conditions

HISTORY

N/A

DISCUSSION

SITE DESCRIPTION

- The subject site is located west of the William Clement Parkway in the Marlton Neighbourhood of the Charleswood – Tuxedo – Westwood Ward.
- The subject site has a total lot area of 5.41 acres and is comprised of 4 separate lots being consolidated into 1 lot. Presently there are single family dwellings and a church building located on the subject lands.
- The property is zoned Residential Single-Family Estate "R1-E" and is located within 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-E" Residential Single Family - Estate

South: Single family dwellings zoned "R1-E" Residential Single Family – Estate and Multi-family residential dwellings zoned "RMF-S" Residential Multi-Family

East: William Clement Parkway

West: Single family dwellings zoned "R1-L" Residential Single Family - Large



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- **The proposed development involves the consolidation of 4 lots into 1 lot and rezoning to the RMU "Residential Mixed Use" zoning district.**
- **The consolidated parcel will be +/-** 5.41 acres.
- **3 buildings are proposed on site, identified in submitted plans as buildings A, B and C. Building A is proposed at the north portion of the property and is to be 5 storeys (55 feet) with 82 units. Building B is proposed along the east portion of the property and is to be 7 storeys (79 feet) with 125 units. Building C is to be located along the south portion of the property and is to be 5 storeys (55 feet) with 68 units. A combined total unit count of 275 is proposed between all three buildings.**
- **A total of 412 parking stalls are proposed. There are 161 underground stalls and 251 surface parking stalls. Of these stalls, 46 are reserved for visitor parking and 20 are reserved for the Charleswood 55+ centre. The remaining 347 stalls will be assigned residential parking stalls. 2 car share vehicles are proposed on site as well as 1 shuttle van stall.**
- **The Charleswood 55+ centre is being incorporated into the development. The proposed area will be approximately 4,100 sq. ft. and will include a fitness room workspace, reception, storage, arts and crafts room and multipurpose room with kitchen. There will also be an outdoor patio.**
- **The proposed development does not require any variances.**

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.*

Section 01, Direction 3:

- *Promote Compact Urban Form and Manage the Extension of Municipal Services for New Growth.*

01-4 Housing Direction 1

- *Support diverse housing options in each neighbourhood or neighbourhood cluster throughout the city.*

Section 03-1, Direction 9

- Collaborate with developers, community organizations and other partners to foster an age-friendly and accessible urban environment. With guidance from Complete Communities, encourage age-friendly and accessible new development in existing neighbourhoods.

COMPLETE COMMUNITIES DIRECTION STRATEGY

Under the *Complete Communities Direction Strategy,* the proposed development is located within the Recent Communities policy area.

- 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.*

TRANSIT MASTER PLAN

- The Transit Master Plan identifies the interrelated nature of land use and transit use.
- The Transit Master Plan 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

SUBDIVISION

- The proposal is to consolidate 4 lots into 1 lot creating a parcel that is +- 5.41 acres

REZONING

- The site is currently zoned *"R1-E" Residential Single Family - Estate.*
- The dimensional standards for development in the R1-E 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 the R1-E district is 20,000 square feet.
- The proposed zoning district is *"RMU" Residential Mixed Use.*
- The dimensional standards for multi-family structures in the RMU zone are:
  - a minimum front yard of 20 feet;
  - a minimum rear yard of 25 feet;
  - a minimum interior side yard of 5 feet;
  - a minimum corner side yard of 20 feet; and,
  - a maximum building height of 100 feet.

- The minimum lot area in the RMU district is 9,000 square feet and the minimum lot area per dwelling unit is 500 square feet.

TRANSPORTATION ANALYSIS

- **The applicants hired a transportation consulting firm to conduct a Traffic Impact Study.**
- **Materials submitted by the applicant indicate that a traffic study concluded the following:**
    - *The current vehicle trips per day (vpd) is estimated at 460. The development is forecast to generate 560 vpd.*
    - *The former church land use saw approximately 120 to 160 vehicle trips per day, 260-350 vpd five times a month associated with specific events, and 450-600 vpd on two Sundays per month.*
    - Two scenarios were considered:
        - Scenario 1 – vehicles can make all movements at the development approach on Oakdale
        - Scenario 2 – vehicles must turn left to go south on Oakdale Drive when leaving the development.
    - Over a typical weekday the development is forecast to:
        - Scenario 1 – increase traffic volumes by 340 vpd on Oakdale Drive north of the development approach and by 220 vpd on Oakdale Dr. south of the development approach.
        - Scenario 2 – increase traffic volumes by 170 vpd on Oakdale Drive north of the development approach and by 390 on Oakdale Drive south of the development approach.
    - **AM peak hour (7:30-8:30 AM) the development is forecast to:**
        - **Scenario 1 – generate 15 trips north of development and 11 trips south of development**
        - **Scenario 2 – generate 10 trips north of development and 16 trips south of development.**
    - **PM peak hour (4:00 – 5:00 PM)**
        - **Scenario 1 – generate 27 trips north of site and 20 trips south of site.**
        - **Scenario 2 – generate 12 trips north of site and 35 trips south of the site.**

- **The consultant indicates that traffic volumes can be mitigated by the following:**
    - **The existing speed humps on Oakdale Drive are an appropriate traffic calming treatment to continue to limit vehicle speeds on Oakdale.**
    - **The City's requirement that the Developer construct a sidewalk on the east side of Oakdale Drive from Grant Avenue to the public walk 55 m north of the site is an appropriate measure to mitigate effects on pedestrians from the increased traffic volumes on Oakdale Dr.**

- **The consultant concludes that the projected traffic from the development is not forecast to create any undue congestion impacts relative to Oakdale Drive's function as a local street, and the existing speed humps and future sidewalk are appropriate measures to mitigate concerns of traffic speed and pedestrian safety.**

TRANSIT

- **Presently, the site is served by two transit stops along the William Clement Parkway with an approximate walking distance from the development of 300 metres to the stop for southbound travel and 400 metres to the stop for northbound travel (see Figure 4 below). For southbound travel there are a total of 10 buses that serve this stop through the day, primarily in the AM and PM peak periods. For northbound travel there are a total of 10 buses that serve this stop through the day, primarily in the AM and PM peak periods.**
- **The site is also served by transit along Grant Avenue, with stops located approximately 300 metres from the subject site (see Figure 5 below). The weekday scheduling indicates that approximately 53 buses per day will arrive at the westbound stop and approximately 53 buses per day will arrive at the eastbound stop. The majority of the bus travel occurs in the AM and PM peak periods coinciding with a typical work day.**



Figure 3: Transit stops along William Clement Parkway in close proximity to the subject site

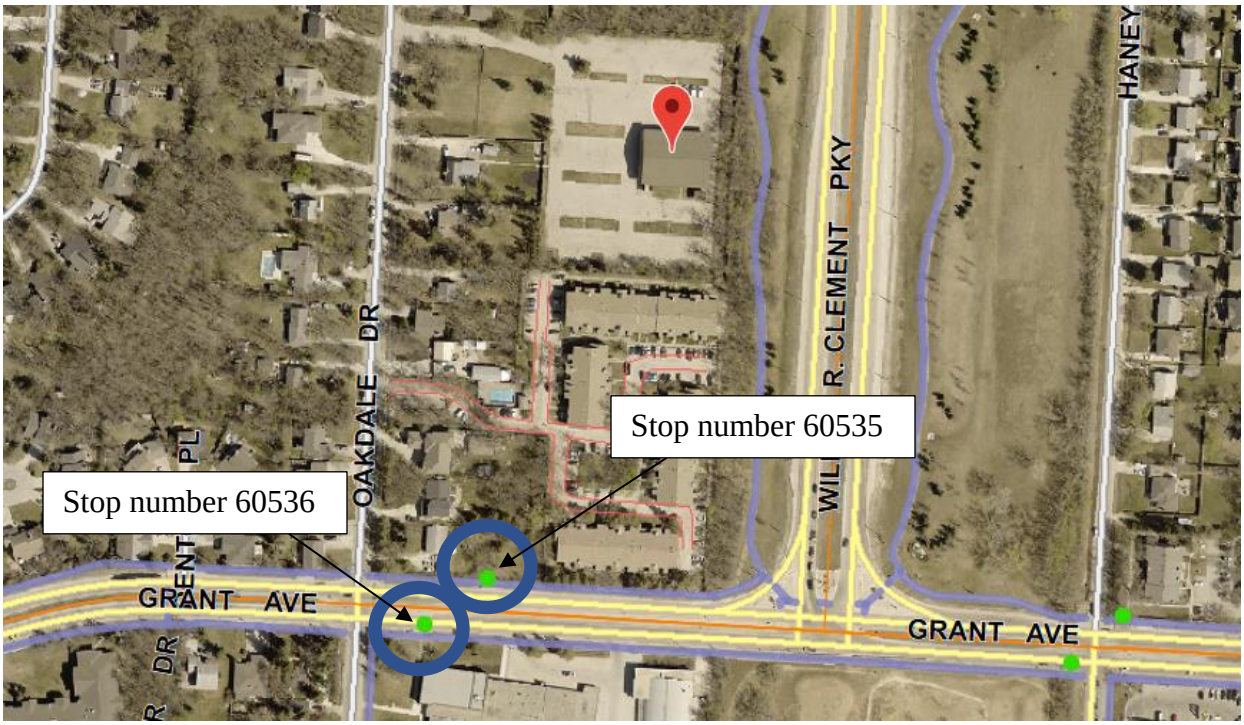


Figure 4: Transit stops along Grant Ave. in close proximity to the subject site

- **The Transit Master Plan identifies the William Clement Parkway as part of the Rapid Transit Network 'Rose Line'.**
- As indicated in the Transit Master Plan, the ROSE Line is intended to form the primary east-west connector providing a direct connection from Transcona in the east to Grace Hospital in the west, making use of the rapid transit infrastructure proposed for both the BLUE and ORANGE Lines through downtown (see Figure 5 below).
- The Transit Master Plan identifies these lines being established by 2045 and that they can be adapted as required from on-street to separated routes based on increases in demand.

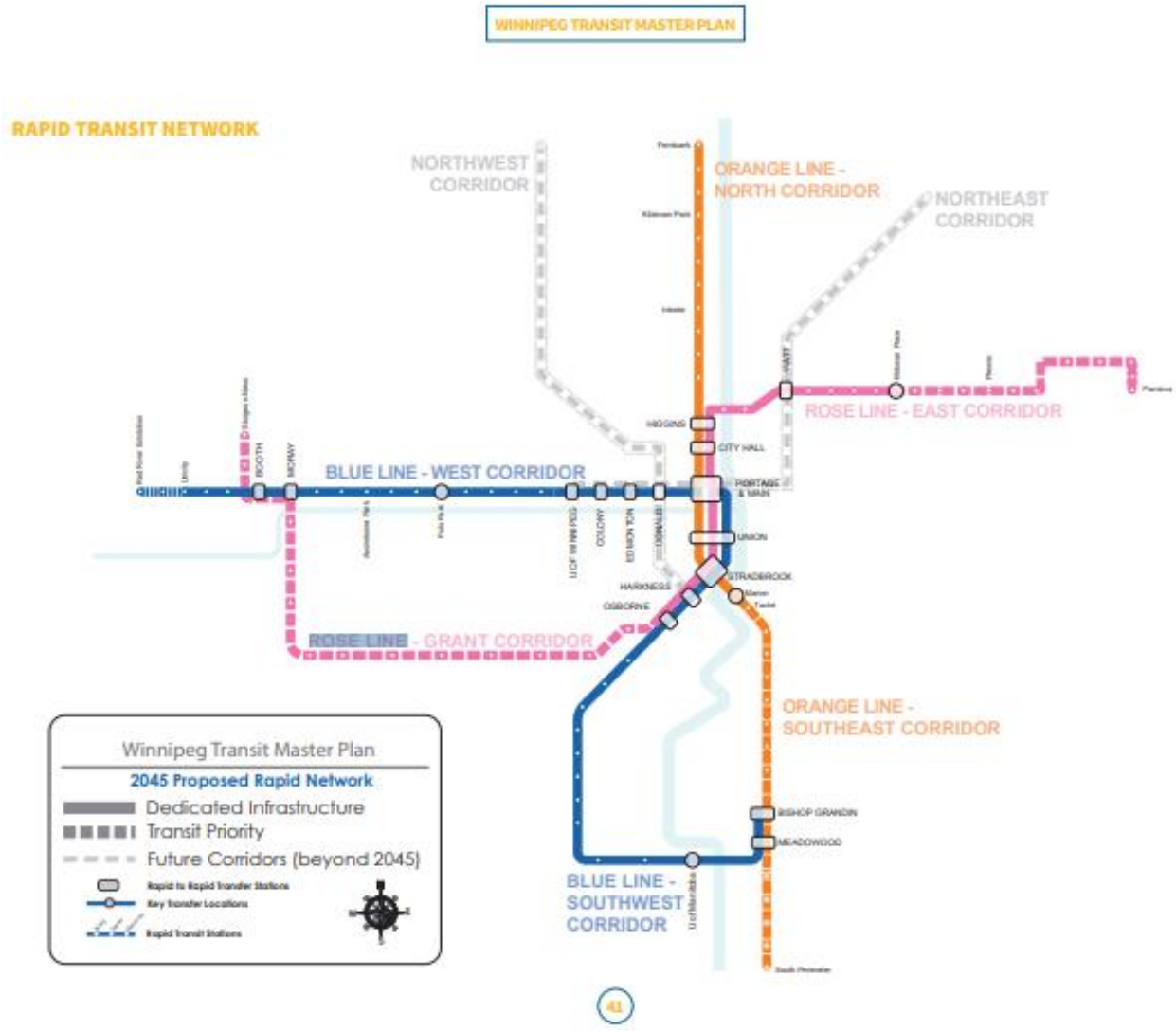


Figure 5: Proposed Rapid Transit Network

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 runs along the William Clement Parkway. This facility is connected on both sides via a pedestrian and cycling bridge.
- Improvements to the pedestrian realm are being made along Oakdale with the inclusion of a sidewalk on one side of the road. The sidewalk is to extend from Grant Ave. to an

existing public walk that is 55 metres north of the subject site. This existing public walk connects to the William Clement Parkway A.T. path.

- A direct connection from the subject site is also proposed to the existing A.T. path along the William Clement Parkway

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:
    - Two rounds of engagement took place. The first focused on consultation with the immediately adjacent neighbours and the second focused on both the neighbours and the broader Charleswood community. For each of the rounds 4 dates and times were offered to accommodate various resident and stakeholder availability.
    - Following the formal engagements, participants and the general public were encouraged to provide comments and/or submit questions on the project website. Frequently Asked Questions with answers were posted on the project website and updated as needed.
    - For the first round of engagement 17 invitations were hand delivered to homes in the immediate vicinity of the project. Four stakeholder meetings were held on March 10 (2:30-4 pm and 6:30-8 pm) and March 11 (2:30-4 pm and 6:30-8 pm). A total of 34 participants attended. A presentation of the conceptual vision was followed by discussion and the opportunity to fill out an exit survey.
    - Generally, the comments received during this first round of consultation focused on building height, traffic/density and environment.
    - For building height, the issues were identified as:
        - Overall aesthetics relative to existing ‘rural’ character
        - Privacy aspects and that the existing tree canopy is not sufficient
        - Shade/shadow discussed but less of a concern
    - For Traffic/Density, the issues were identified as:
        - Potential traffic generated by the Charleswood 55+ centre
        - Concerns about increased traffic and safety of children walking to school.
        - Density as it relates to traffic
        - Additional truck traffic related to snow removal of apartment site.
    - For Environment
        - Wildlife – deer safety
        - Decrease in property value
        - Increase in property taxes
        - Construction
            - Traffic, storage of materials and parking on street

- General disruption and timelines
- Driving of piles, vibration, and potential damage to foundations
- Mud and debris on street

- Public Open House Summary
    - The second round of consultation focused on the broader Charleswood Community. The open house sessions were conducted as webinar style events instead of in person public open houses due to ongoing Covid-19 pandemic and restrictions.
    - Notification of open houses were posted on the property on March 24th. Email invitations were sent out to previous contacts from the neighbourhood stakeholder sessions
    - A public open house flyer was emailed to Oakdale Gardens at 405-409 Oakdale. The website was set up and was live on March 26th www.oakdaleresidences.com
    - Open houses were scheduled for April 7th and 8th via Zoom
    - A total of 68 people attended one of the four sessions. Of the 68 participants, 34 expressed strong support, 23 were strongly against and 11 had general questions or no comments.
    - Traffic and building height were again the two primary concerns that came out of the consultation.

- Site and building design modifications made in response to the feedback received in the Public Open House sessions include:
    - Building height – Buildings A and C were reduced to 5 storeys from 6 storeys to bring them in line with the height of the existing mature tree canopy.
    - Density – a reduction of the density from 287 units to 270 units
    - Traffic – preparation of a Technical Traffic Memo that confirmed proposed traffic volumes do not exceed Local Road Standard Volumes and intersections are not adversely impacted.
    - Parking – Vehicle and bike parking including visitor stalls in excess of the City Standards.
    - Setbacks – All buildings and parking setbacks in excess of City Standards to ensure retention of the majority of mature perimeter trees.
    - Repositioning of Charleswood 55+ Centre to building B which eliminates patio area in front of Building A.
    - Deletion of parking stalls along Oakdale Dr.

COMPATIBILITY WITH THE SURROUNDING AREA

- The proposed development is to be located on a former church site and three single family residential properties. The surrounding land uses include a low-rise multi-unit residential development to the south, single family residential uses to the south, west and north and the William Clement Parkway to the east.
- The site is a former church with a building that is approximately 9,500 sq. ft. and a surface parking area of approximately 86,500 sq. ft. The majority of the site is clear cut for the surface parking lot, with trees surrounding the perimeter.
- 3 multi-unit residential buildings are being proposed on the site, which after consolidation with 3 single family residential properties creates a total site area of 5.41 acres or 235,695 square feet.

Density

- The proposed number of units on site is 275. The permitted density for the RMU district allows for a lot area per dwelling unit of 500 sq. ft. To calculate lot are per dwelling unit and determine the total number of units permitted on site, you take the total lot size and divide it by 500. In this case, 235,695 sq. ft. divided by 500 equals 471 units permitted.
- Based on the proposed number of units at 275, the lot area per dwelling unit being proposed is calculated at 857 square feet.
- The proposed density falls well below the permitted density under the RMU zoning district.

Setbacks/Height

- The submitted plans show that building A is to be setback 63 feet from the north property line and 70 feet from the west property line. These setbacks allow for a large number of existing trees to be preserved along the north property line and provides room for new trees and berms to be placed between the building and the property line at the northwest corner of the site. With building A measuring 55 feet tall, these setbacks allow the building to be contained well below the 45-degree angular plane (as measured from a starting point of 6 feet above grade). The 45-degree angular plane is a common measurement used to help determine an appropriate setback and/or building height in relation to neighbouring properties. See Figure 6 below.
- Building C is to be setback roughly 30 feet from the south property line and 62 feet, 4 inches from the west property line that abuts single family residences. A new 6 ½ foot fence is to be constructed along the south property line and approximately 20 new coniferous trees are to be planted between building C and the south property line to help buffer the building from the adjacent multi-unit residential dwelling to the south. Approximately 15 new trees are proposed to be planted along the west property line to help further buffer the building and sight lines to/from the single-family dwellings.
- Building B is proposed to be 79 feet tall and is to be setback 77 feet from the north property line, approximately 420 feet from the west property line and just under 30 feet from the east property line. This building will be set behind each of the 5 storey buildings (A and C), and will be well buffered from the property edges by existing and new landscaping.

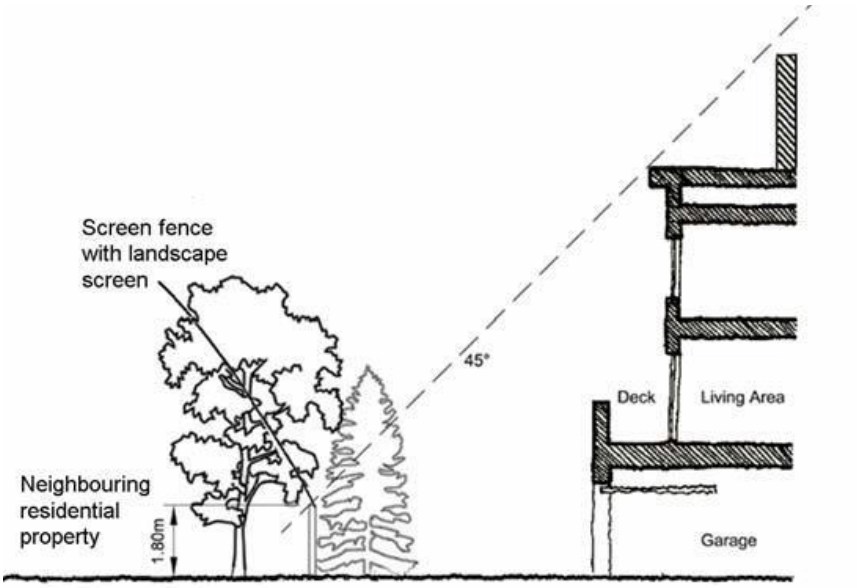


Figure 6: example image of how a building meets the criteria of being contained below the 45-degree angular plane.

Parking

- The Zoning By-law prescribes 1.5 parking stalls per unit for multi-unit residential development. Where a combination of uses is proposed, the parking requirements are reduced by 20% when principal uses have different parking sub-categories. With the inclusion of the Charleswood 55+ centre, the parking requirements on site are considered under the combination of uses and as such a total of 357 parking spaces are required. A total of 412 parking stalls are being provided.
- The Zoning By-law also requires that with multi-unit residential development, 10% of the required parking is provided for visitor parking. The requirement would be for 36 spaces to be provided and the proposal is to include 46 visitor parking spaces and 20 stalls dedicated to the Charleswood 55+ centre.
- 117 underground parking stalls are being provided. Underground parking is provided on the following basis:
    - 54 stalls for Building A
    - 57 stalls for Building B
    - 33 stalls for Building C
    - 17 stalls between Building B and C
- 251 surface parking stalls are also provided
- 9 barrier free parking stalls including 3 van accessible stalls are provided.
- 2 car share vehicle stalls are identified on the submitted site plans.
- 1 parking stall is identified for a bus shuttle service meant to help facilitate group trips to grocery stores or other day trip activities. 1 extra stall is identified to accommodate car or van pool parking.

- 42 bicycle parking stalls are also proposed on site.

The parking provided on site exceeds the vehicle parking requirements of the Zoning By-law and is anticipated to adequately handle the needs of tenant and visitor parking including those from the Charleswood 55+ centre. The additional provision of shuttle bus service and car share vehicles further facilitate those with various transportation needs. Close proximity to the Active Transportation path along the William Clement Parkway and transit amenities on Grant Ave. and the William Clement Parkway are available to accommodate additional modes of transportation.

Age-Friendly

- *OurWinnipeg* encourages age-friendly and accessible new development in existing neighbourhoods.
- The development is identified as a 55 plus residential complex that will also accommodate space for the Charleswood 55+ centre.
- According to the applicants, they identify in the letter of intent that a variety of residential suites proposed within the project will be adaptable and universally accessible. The intent is to allow people to age in place, address mobility challenges, maintain independence and allow for safe and convenient forms of social interaction with other residents.
- The Charleswood 55+ centre is identified in submitted plans as being located within building B and will occupy approximately 4,100 sq. ft. Within the 55+ centre there will be a fitness room, workspace, reception, storage, arts and crafts room and a multipurpose room (designed for educational, mental, and physical health related programming and social interaction) as well as kitchen facilities and an outdoor patio.
- Within building A, two amenity rooms and a bike parking amenity are proposed on the main floor. Within building B, a fitness studio amenity and secure bicycle parking facility and other small common amenity space are identified on the ground floor. Likewise, in building C, a bike amenity and small common amenity space are identified on the ground floor.
- Shuttle service being provided on site will support and allow transportation options for those who no longer can or choose to drive.

Arborist Report

- The preservation of natural features on site such as trees and shrubs were identified early on as one of the key features that any site design must accommodate. As such, a tree inventory report was completed on April 13, 2021 and provided information of existing species, size and condition of the trees on the site and tree preservation recommendations.
- Trees were assessed by visual inspection from the ground. Trees were evaluated in consideration of overall health and structural integrity and assigned a condition rating ranging from good to fair to poor. 477 trees were assessed on site. Of these trees that were assessed 130 are identified as needing to be removed, 96 of these trees due to falling within the construction footprint and 34 of the trees are identified as dead and are to be removed. The remaining 347 are identified by the applicants to be preserved.
- The arborist report indicates that protective barriers should be installed around all trees to be retained prior to construction commencing on site. The report identifies what's

called a Tree Protection Zone (TPZ) and it correlates with trunk diameter. E.g. a tree with a trunk diameter of 91-100 cm would require a TPZ of 6m. The barriers are to enclose a TPZ within which no construction-related activity is permitted. This means that within the TPZ there is to be no *construction, altering of grade due to cut and fill, surface scraping, excavating, or soil disturbance, no storage of construction materials, soil, waste, or debris, no disposal of any solid or liquid, no parking, operation or passage of vehicles or equipment, no personal access.*

- Barriers should be 4 feet high, and constructed of high orange plastic web snow fencing on a wood frame, or as directed by the City of Winnipeg Urban Forestry Branch. Supports and braces for the barriers must be installed outside of the TPZ. The barrier locations can be adjusted to align with curbs and edges at clear path of travel zones.

Landscaping

- The Zoning By-law indicates that a development shall receive credit against the amount of landscaping material otherwise required by section 190 for each healthy mature tree over 2½ inches diameter at breast height (DBH) preserved on the site. The credit for preserved trees is determined based on the size of the preserved tree, as shown below.

TABLE 5-16: Tree Preservation Credits

Caliper of Preserved Tree (in inches)	Number of Required Trees Credited
Over 12 inches	6
8 inches to 11.9 inches	4
2.5 inches to 7.9 inches	2

- An assessment conducted by the proponents indicates that 347 trees are to be preserved on site, with various caliper sizes, resulting in a total tree credit of 920.
- In addition to a number of trees being preserved on site, the following is a breakdown of the total amount and type of landscaping being proposed as part of this project. Based on the Zoning By-law requirements, a total of 30 trees and 197 shrubs are required on site. The applicant indicates that they will be providing 122 new trees and a total of 252 shrubs, as well as 115 grasses, in addition to the 347 trees being preserved.
- The breakdown of landscaping requirements versus what is being proposed is as follows:
    - For street edge landscaping (based on a 367.16-foot frontage) a total of 12 trees and 55 shrubs are required. The applicant is proposing to preserve 24 existing trees with 8”-11.9” caliper, which garners a tree credit of 4 times that amount for a total of a tree credit of 96 trees. In addition to the 24 trees being preserved an additional 13 trees and 55 shrubs are being proposed.
    - Building foundation landscaping required along the façade of Building A facing Oakdale Dr. (for 66 feet) is 7 shrubs. 7 shrubs are being proposed.
    - Along the façade containing the main entrance for Building A (289.1 feet in length) 29 shrubs are required and 47 shrubs are proposed as well as 24 additional grasses.
    - Along the façade containing the main entrance for Building B (312.1 feet in length) 31 shrubs are required and 49 shrubs and 47 additional grasses are being proposed.

- Along the façade containing the main entrance for Building C (217 feet in length) 22 shrubs are required and 39 shrubs and 44 additional grasses are proposed.
- Parking lot interior landscaping is required for 105,702 square feet of parking area x 5% = 5285.1 square feet. One tree must be provided for each 300 square feet of parking lot interior landscape area and one shrub must be installed for each 100 square feet of parking lot interior landscape area. As such, 18 trees and 53 shrubs required. 35 trees and 55 shrubs are proposed.

- With the commitment to preserve existing and healthy mature trees, the site maintains a high-quality natural screen that buffers the established uses from the proposed development. Additional coniferous trees are proposed along the property edges to further enhance this visual buffer.

Shadow study

- Submitted materials by the applicant indicate that the shadow impacts are minor on surrounding properties based on March 21st and September 21st studies
- The goal is to ensure that a minimum of 5 hours of uninterrupted sunlight are provided to surrounding properties.
- Upon review of the shadow impact study, the Urban Planning Division can confirm that for March 21st the shadow impacts are contained predominantly within the subject site and provide for the 5 hours of uninterrupted sunlight between 9 am and 6 pm.
- For September, similarly, the shadow impacts are predominantly contained within the subject site and allow for 5 hours of uninterrupted sunlight on adjacent properties.

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
- The second Zoning Agreement recommendation is that the building heights be limited to the those which are being proposed with this development plan. The RMU zoning district permits a maximum building height of 100 feet. The building heights as proposed are 55 feet for building A, 79 feet for building B and 55 feet for building C. This condition

helps further ensure that buildings on site will remain at the proposed heights and maintain a level of compatibility with the surrounding uses.

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:
    - Construction of an urban standard roadway from the existing urbanized roadway to the north extent of the proposed development
    - Construct a sidewalk from Grant Avenue, to approximately 55m north of the proposed development to connect with an existing Active Transportation pathway
    - Boulevard sodding and tree planting 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 increased value of the subject site as a result of the subdivision and rezoning.

RECOMMENDATION

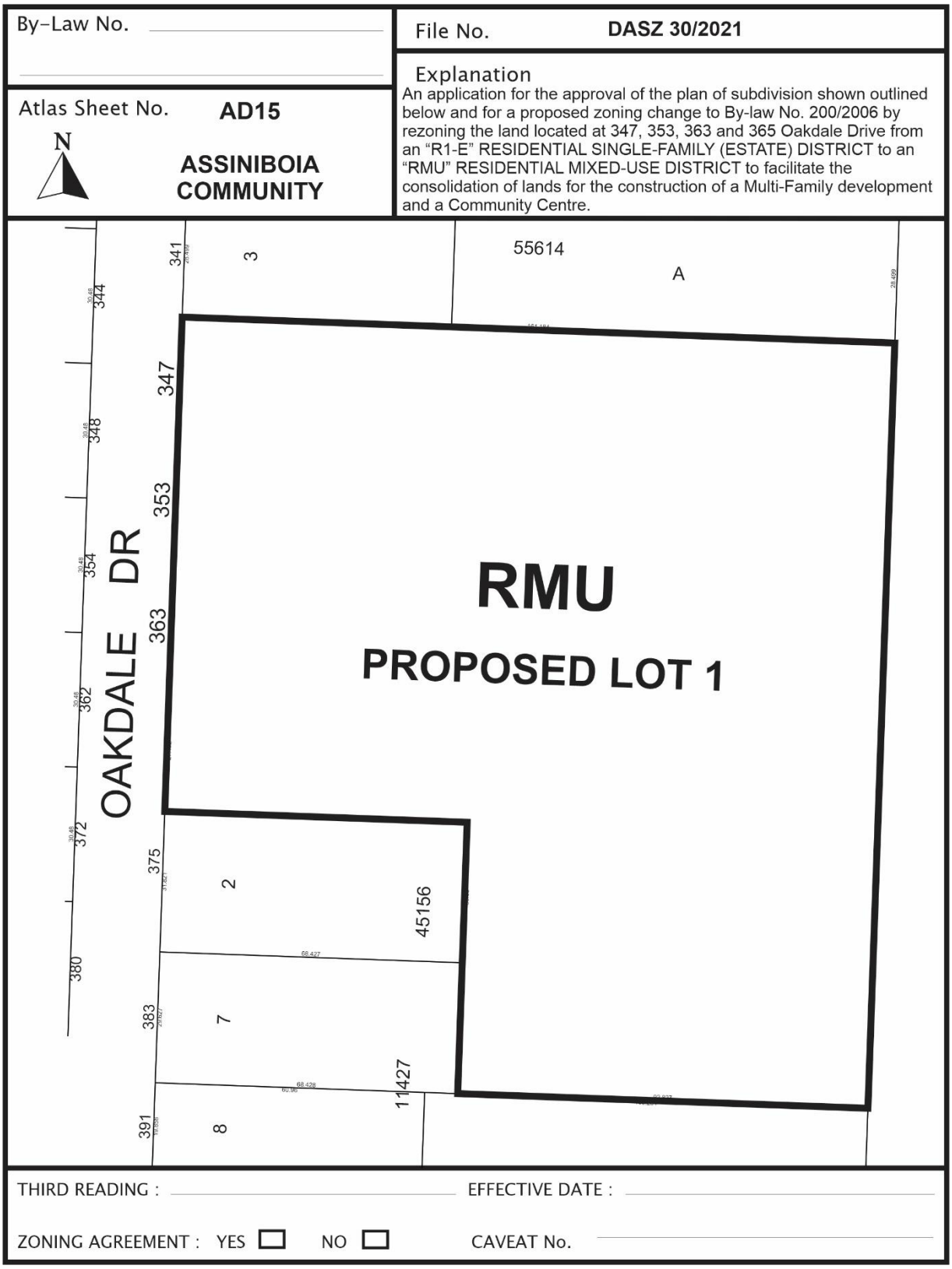
The Urban Planning Division recommends **approval** for the following reasons:

- The proposed development aligns with *OurWinnipeg, the Complete Communities Direction Strategy, the Climate Action Plan, Pedestrian and Cycling Strategy and Transit Master Plan,* in that it provides a variety of housing options, options for people to age in place, access to Active Transportation, access to transit and access to potential future Rapid Transit.
- The subdivision and rezoning, subject to the recommended conditions, is compatible with the surrounding area, as it is adjacent to the William Clement Parkway and multi-unit residential to the south, that the design of the buildings in terms of setback and height, in combination with preservation of mature trees and new landscaping, can help minimize the visibility and visual and massing impacts on adjacent residential properties.
- With the recommended upgrades, it has been determined that the road will be able to accommodate the increased traffic volumes.

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

Report Prepared by: D. Clark, RPP, MCIP
PPD File #: DASZ 30/2021

Schedule "A" for File DASZ 30/2021, Assiniboia Community Committee, dated September 24, 2021



SCHEDULE B

REPORT OF THE ADMINISTRATIVE COORDINATING GROUP

RE: PROPOSED SUBDIVISION AND REZONING OF LAND LOCATED AT 346, 353, 363 AND 365 OAKDALE DRIVE

It is recommended that approval of DASZ 30/2021, if granted, be subject to the applicant entering into a Servicing Agreement containing the following conditions:

Section I – General Comments

1) The Water and Waste Department has advised that there is adequate water servicing for the proposed development provided that the proposed buildings have sprinkler systems and are constructed using non-combustible construction. Additional review will be required by their Department should the plans of development deviate from these assumptions.

2) The Public Works Department wishes to advise that the proposed plan, as submitted, shows a pathway (sidewalk) connecting to the pathway running alongside the west side of William Clement Parkway. If the intention is to connect and adjoin with the pathway, the following conditions at a minimum must be met, otherwise Parks would expect that the required fence remain continuous along all property abutting park land and that no pathway be constructed:

   i. The Developer must confirm that the path can be constructed to comply with Universal Design Standard gradients;

   ii. The entire length of said path must be constructed by the Developer, at no expense whatsoever to the City;

   iii. Work to be done in accordance with plans and specifications provided by the Developer and approved prior to the commencement of construction and subject to inspections and final acceptance all to the satisfaction of the Director of Public Works;

   iv. The Developer shall obtain all necessary permits and negotiate any agreements deemed necessary by the City, to undertake work on City land (this is expected to include, but is not limited to, a Temporary Construction easement), prior to undertaking any work on City land;

   v. The Property Owner shall be solely responsible for the ongoing maintenance and repairs of the portion of path on private lands, including seasonal maintenance, and shall share the cost of path maintenance and repairs on public land for the path connecting to the private property; and,

   vi. The Property Owner understands and agrees that City shall not be responsible to control public access onto the private property, by this pathway.

Section II – Engineering Studies

1) The Developer shall, at no expense to the City, conduct geotechnical investigations in accordance with the City's "Guidelines for Site Investigation Requirements for Public Works Street Projects" and develop pavement designs, all to the satisfaction of the Director of Public Works.

2) The Water and Waste Department has advised that the wastewater collection system servicing the Planned Area does not have capacity to support the proposed development. The Developer shall provide a comprehensive servicing report, prepared by a qualified municipal engineer, which will outline the wastewater upgrades and land drainage sewer extension required to adequately service the proposed development and adjacent lands, as determined by and to the satisfaction of the Director of Water and Waste.

Section III - Servicing Conditions

1) Wastewater Sewers

a) The Developer shall, at no expense to the City, construct and install wastewater sewer upgrades required to service the proposed subdivision and adjacent lands, in accordance with the accepted servicing report, to the satisfaction of the Director of Water and Waste.

2) Land Drainage Sewers

a) The Developer shall, at no expense to the City, construct and install a land drainage sewer extension to the north limit of the Planned Area, in accordance with the accepted servicing report, as determined by and to the satisfaction of the Director of Water and Waste.

b) The Developer shall pay to the City, in cash, prior to release of subdivision mylars for registration in the Winnipeg Land Titles Office, their share of the cost of the regional land drainage system, as determined by and to the satisfaction of the Director of Water and Waste.

3) Charleswood Transportation Levy

The Developer shall pay to the City, in cash, prior to the release of mylars for registration in the Winnipeg Land Titles Office, their share of the Charleswood Transportation Levy for proposed Lot 1, as determined by and to the satisfaction of the Director of Public Works.

4) Oakdale Drive

a) The Developer shall, at no expense to the City, construct Portland cement concrete pavements, 7.5m wide by 150mm thick, in Oakdale Drive, from the existing urbanized roadway to the north limit of the Planned Area, and all related works, including but not limited to an appropriate asphalt transition, boulevard landscaping, and land drainage sewer, all as determined by the Director of Public Works and to the satisfaction of the Director of Public Works.

b) 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 the property line, and/or on an alignment as determined by the Director of Public Works, on the east side of Oakdale Drive from Grant Avenue to the existing multi-use pathway located approximately 55m north of the Planned Area, as determined by the Director of Public Works and to the satisfaction of the Director of Public Works.

c) In the event the sidewalk cannot be accommodated within the boulevard of the rural portion of Oakdale Drive, the Developer shall, at no expense to the City, extend item a. above to the existing multi-use pathway, located approximately 55m north of the Planned Area.

5) Boulevards

a) The Developer shall, at no expense to the City, sod, and plant trees on all boulevards within and fronting on the Planned Area, all in accordance with City specifications and guidelines and, where required, with concept plans prepared by the Developer and submitted to, and approved by, the Director of Public Works.

b) 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.

6) Fencing

The Developer shall, at no expense to the City, supply and install property line delineation (ie. fence or bollards), the specific style of which is at the discretion of the Developer), for the property line abutting the west side of William Clement Parkway, to the satisfaction of the Director of Public Works and the Director of Planning, Property and Development. Any fencing that abuts the public land is to be located within private property and to be established by caveat to be the be responsible thereafter of the private property owner to maintain and repair.

7) 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.

8) 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.

9) 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.

10) 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 Winnipeg Land Titles Office.

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 subdivision mylars 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 Development Agreement.

THIS REPORT SUBMITTED BY:

Administrative Co-ordinating Group
File No. DASZ 30/2021
September 24, 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 D. Beaton."*
D. Beaton, M.L. Arch.
Urban Planning and Design Division
Planning, Property and Development Department

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

Schedule C - Site Plan noting location of buildings A, B and C with reference to condition number 2.A.ii

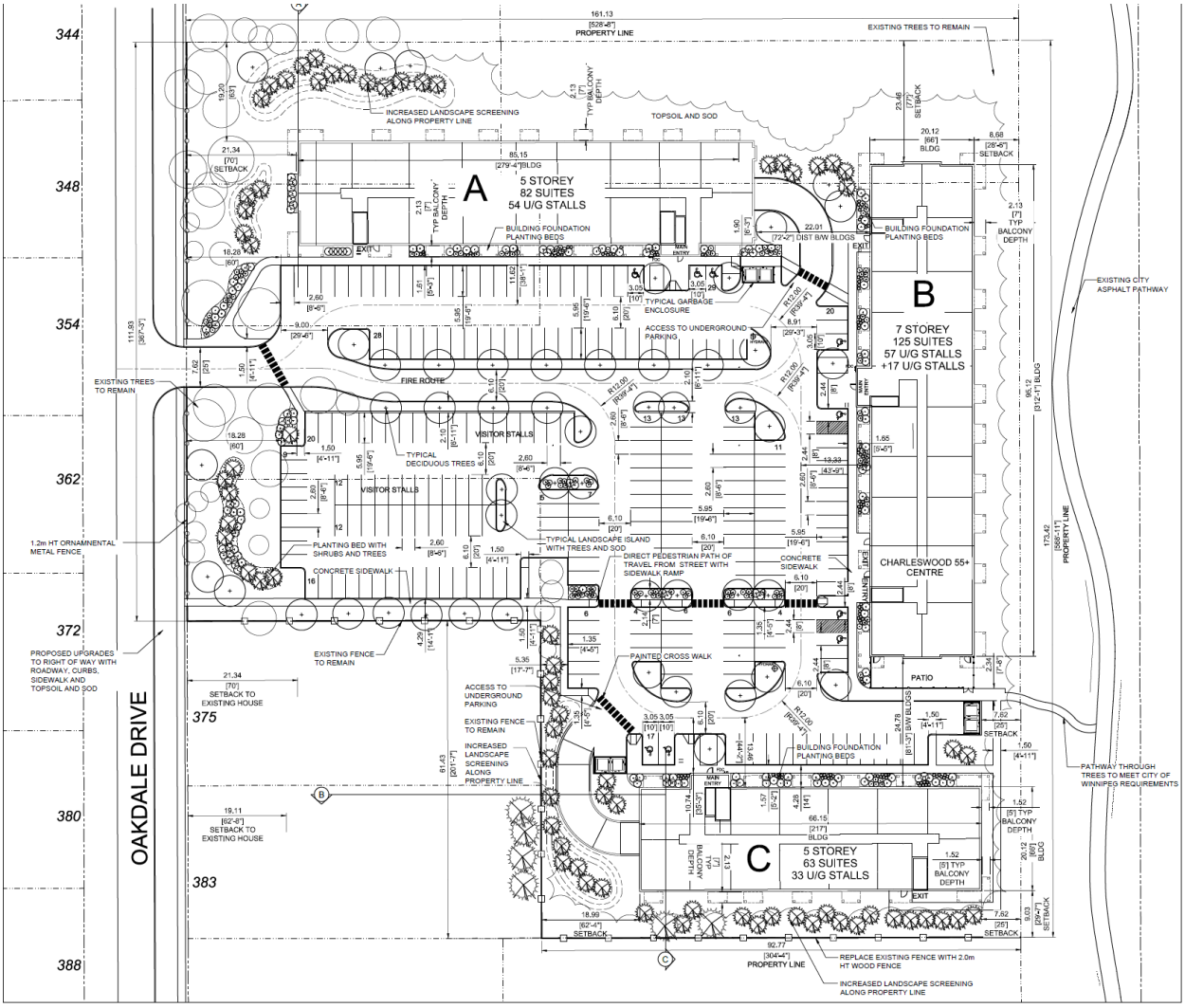
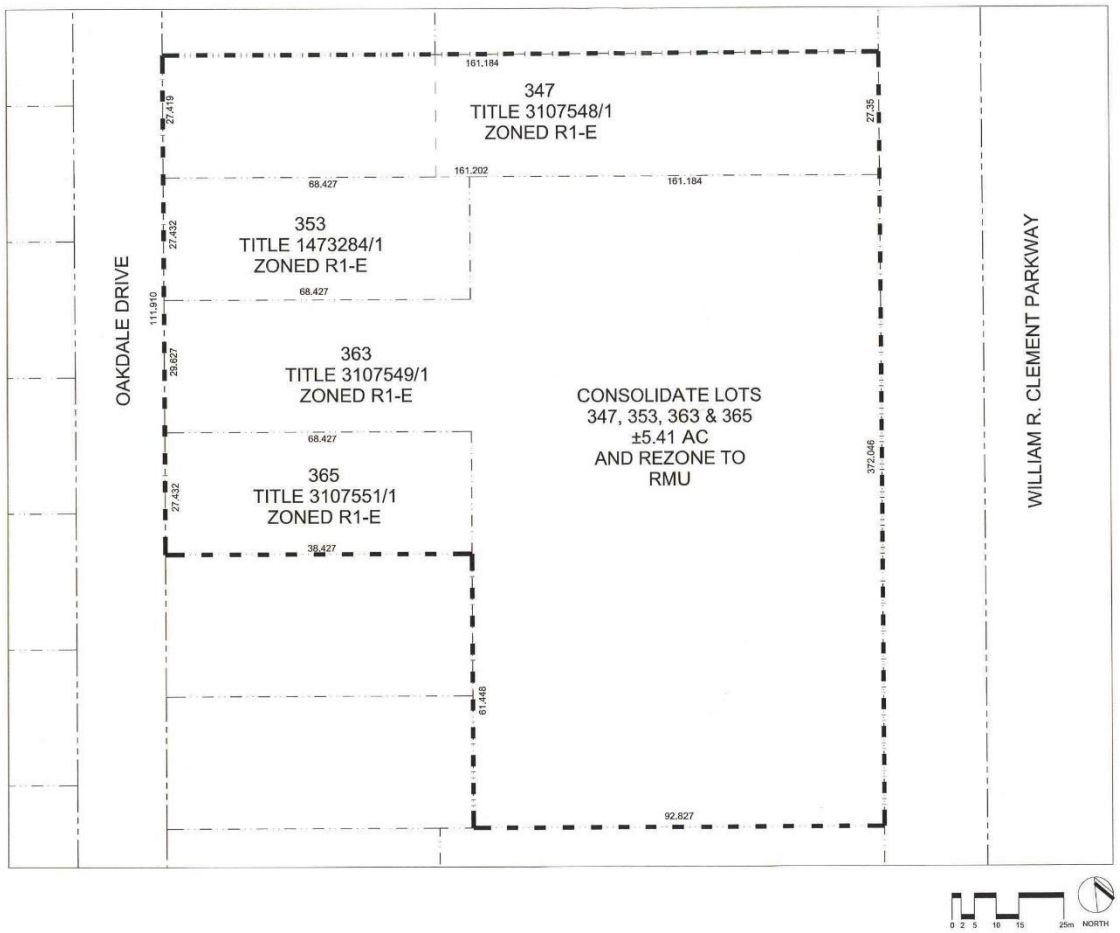


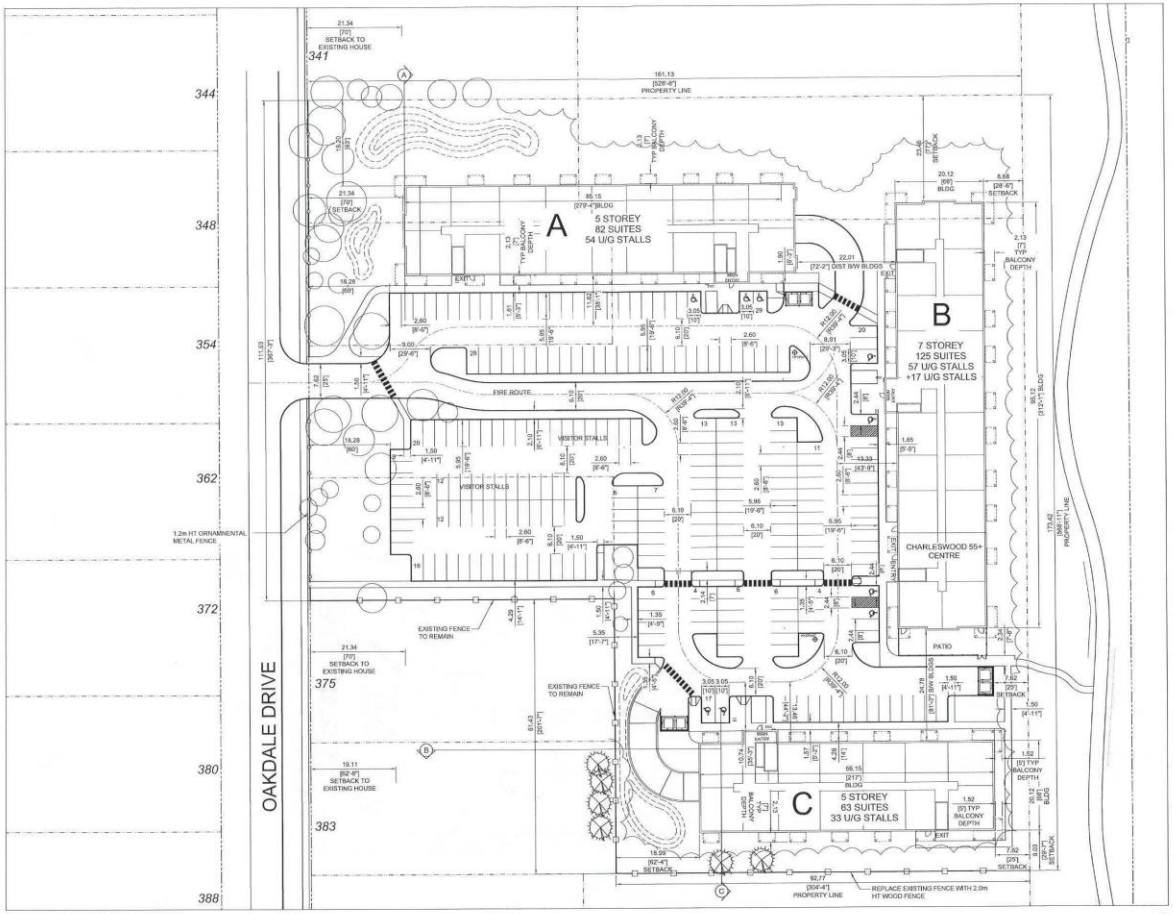
Exhibit “16” referred to in File DASZ 30/2021



OAKDALE
55+ SENIORS
RESIDENCES

McGOWAN·RUSSELL BLDG architecture office inc. EXEMPLAR DEVELOPMENTS EDGECORP GROUP

CONCEPTUAL
PLAN OF
SUBDIVISION AND REZONING



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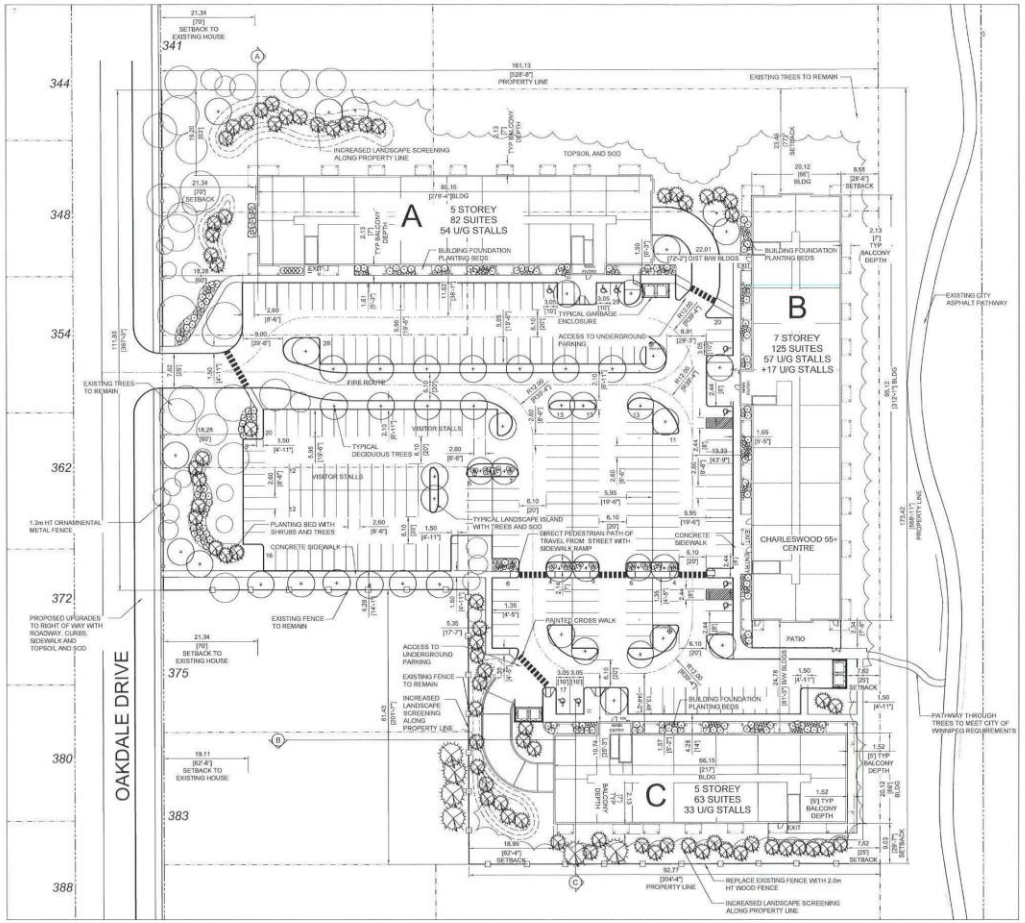
BLDG
architecture office inc.

EXEMPLAR
DEVELOPMENTS

EDGECORP
GROUP

CONCEPTUAL
SITE
PLAN



FEBRUARY 8, 2020
SCALE 1:400

0 2 5 10 15 25m

NORTH

BUILDING STATS

SITE AREA	0.41 ACRES
UNIT COUNT	
BUILDING A	82
BUILDING B	125
BUILDING C	63
TOTAL	260 (49.91 UNITS / ACRE)

1. AS PER CITY OF WINNIPEG BY LAW SECTION 191, THE OWNER SHALL RECEIVE CREDIT AGAINST THE AMOUNT OF LANDSCAPING MATERIAL OTHERWISE REQUIRED BY SECTION 189 FOR EACH HEALTHY MATURE TREE OVER 2.5 INCHES DIAMETER AT BREAST HEIGHT PRESERVED ON SITE.
   1.1. Over 12" Caliper = 6 Credited Trees
   1.2. 8"-11.9" Caliper = 4 Credited Trees
   1.3. 2.5"- 7.9" Caliper = 2 Credited Trees
   1.4. Under 2.5" Caliper= 1 Credited Tree
2. OAKDALE STREET TO RECEIVE TREE PRESERVATION CREDIT FOR 24 TREES AT 8-11.9" CALIPER= 96 CREDITED TREES
3. AREA OF EXISTING TREE TO REMAIN ON WILLIAM CLEMENT PARKWAY EDGE CALCULATED AT 0.5 TREES PER SQ.M AT AN AVERAGE OF 2.5" CALIPER TREE = 315 CREDITS
   SHRUBS CALCULATED AT 0.5 SHRUBS PER SQ.M = 315 CREDITS
4. PARKING LOT INTERIOR TO RECEIVE TREE PRESERVATION CREDIT FOR 4 TREES AT 8" - 11.9" CALIPER TREE = 16 CREDITS
5. LANDSCAPE BUFFER EXISTING TREES TO REMAIN CALCULATED AT 0.5 TREES PER SQ.M AT AN AVERAGE OF 2.5" CALIPER TREE = 777 CREDITS
   SHRUBS CALCULATED AT 0.5 SHRUBS PER SQ.M = 777 CREDITS

LANDSCAPE STATISTICS - BUILDINGS 1, 2 & 3

	REQUIRED	PROPOSED
STREET EDGE (OAKDALE - 111.93m/367 ft.)		
1 TREE/30 ft.	12	13 (+98 CREDITED)
3 SHRUBS/20 ft.	55	55
WILLIAM R.CLEMENT PARKWAY (173.43m/569 ft.)		
1 TREE/30 ft.	19	0 (+315 CREDITED)
3 SHRUBS/20 ft.	85	0 (+315 CREDITED)
LANDSCAPE BUFFER (254.4m/835 ft.)		
1 TREE/30 ft.	28	34 (+777 CREDITED)
3 SHRUBS/20 ft.	125	0 (+777 CREDITED)
PARKING LOT INTERIOR		
(5% OF 9820 sm/105,782sqft.)	491 sm/5285 sqft	1358 sm/14617 sqft
1 TREE/300 SQ.FT.	18	44 (+16 CREDITED)
1 SHRUB/100 SQ.FT.	55	55
BUILDING FOUNDATION	1 SHRUB/10 ft.	
BUILDING A- 108.67m/356 ft.	36	63
BUILDING B - 95.12m/312 ft.	31	49
BUILDING C - 66.15m/217ft	22	39
GRASSES/PERENNIALS	0	116
TOTAL TREES	48	122 (+1204 CREDITED)
TOTAL SHRUBS	489	261 (+1092 CREDITED)
TOTAL GRASSES/PERENNIALS	0	116

ANY ADDITIONAL PLANTING IS AT THE DISCRETION OF THE OWNER

PLANT LIST

COMMON NAME/SCIENTIFIC NAME	SIZE	REMARKS
DECIDUOUS TREES		
JAPANESE TREE LILAC / SYRINGA RETICULATA	65 mm cal.	SPECIMEN, W.B. MACHINE DUG WITH MIN. 10 BRANCHES IN WELL BRANCHED HEAD, STRAIGHT TRUNK, MIN. HT. 4.5m. BRANCHING HT. 1.8m.
SPRING SNOW FLOWERING CRAB / MALUS X 'SPRING SNOW'	65 mm cal.	SPECIMEN, W.B. MACHINE DUG WITH MIN. 10 BRANCHES IN WELL BRANCHED HEAD, STRAIGHT TRUNK, MIN. HT. 4.5m. BRANCHING HT. 1.8m.
AMERICAN BASSWOOD/ TILIA AMERICANA	65 mm cal.	SPECIMEN, W.B. MACHINE DUG WITH MIN. 10 BRANCHES IN WELL BRANCHED HEAD, STRAIGHT TRUNK, MIN. HT. 4.0m. BRANCHING HT. 1.8m.
AMERICAN ELM/ ULMUS AMERICANA	65 mm cal.	SPECIMEN, W.B. MACHINE DUG WITH MIN. 10 BRANCHES IN WELL BRANCHED HEAD, STRAIGHT TRUNK, MIN. HT. 4.0m. BRANCHING HT. 1.8m.
CONIFEROUS TREES		
BLACK HILLS SPRUCE/PICEA GLAUCA 'BLACK HILLS'	1.6m Ht.	SPECIMEN, W.B. MACHINE DUG WITH SINGLE UPRIGHT LEADER, STRAIGHT TRUNK, WELL BRANCHED, FULL FORM.
COLORADO SPRUCE/PICEA PUNGENS	1.6m Ht.	SPECIMEN, W.B. MACHINE DUG WITH SINGLE UPRIGHT LEADER, STRAIGHT TRUNK, WELL BRANCHED, FULL FORM.
DECIDUOUS SHRUBS		
GALAXAID MOCKORANGE/ PHILADELPHUS X 'GALAXAID'	#3 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 600mm HT.
LITTLE LADY LILAC/ SYRINGA X 'JEFLADY'	#3 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 600mm HT.
PERENNIALS/ORNAMENTAL GRASSES		
KARL FOERSTER GRASS/ CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	#2 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 300mm HT.
HOT ROD SWITCH GRASS/ PANICUM VIRGATUM 'HOT ROD'	#2 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 300mm HT.
AWNED WHEATGRASS/ AGROPYRON SUBSECUNDUM	#2 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 300mm HT.

PLANT LIST SUBJECT TO CHANGE WITH AVAILABILITY AT TIME OF TENDER, CONSTRUCTION AND PLANTING

OAKDALE 55+ SENIORS RESIDENCES

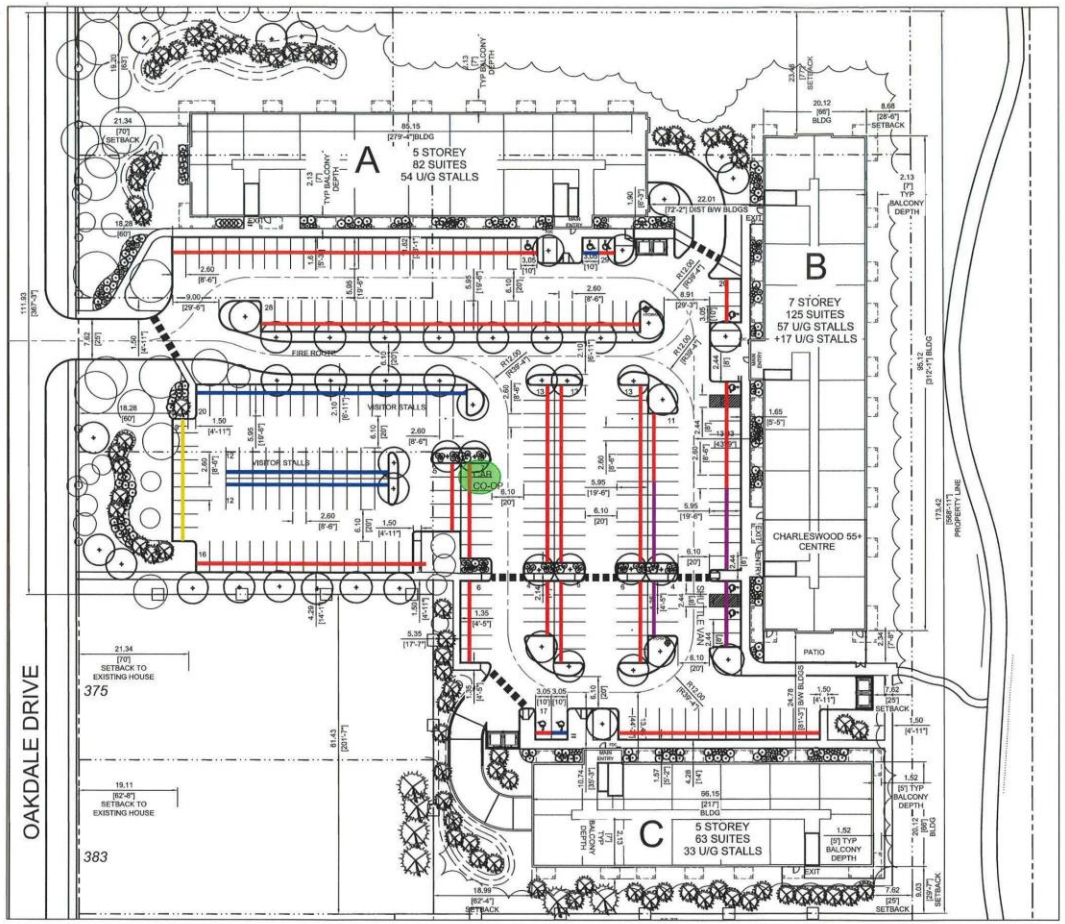
McGOWAN·RUSSELL

BLDG architecture office inc.

EXEMPLAR DEVELOPMENTS

EDGECORP GROUP DEVELOPMENT DESIGN BUILDING MANAGEMENT

CONCEPTUAL LANDSCAPE PLAN



PARKING STATS

TOTAL BUILDING A (82 UNITS)	123 STALLS
MIXED USE BUILDING B	
• RESIDENTIAL UNITS (125 UNITS)	188 STALLS
• CHARLESWOOD 55+ CENTRE	41 STALLS
TOTAL	229 STALLS
TOTAL BUILDING B (Combination of uses under By-Law 171.3) 80% of 229 STALLS	183 STALLS
TOTAL BUILDING C (63 UNITS)	95 STALLS
TOTAL PARKING REQUIRED	401 STALLS
PROVIDED PARKING STALLS	
UNDERGROUND PARKING	
BUILDING A	54 STALLS
BUILDING B	57 STALLS
BUILDING C	33 STALLS
BETWEEN BUILDINGS B AND C	17 STALLS
TOTAL UNDERGROUND	161 STALLS
SURFACE PARKING	251 STALLS
TOTAL PROVIDED	412 STALLS
VISITOR PARKING	
1 PER 10 STALLS REQUIRED	42 STALLS
PROVIDED	46 STALLS
BARRIER-FREE PARKING	
REQUIRED	7 (INCL. 2 VAN)
PROVIDED	9 (INCL. 2 VAN)
BICYCLE PARKING	
1 PER 10 PARKING STALLS REQUIRED	42 STALLS
PROVIDED	
SURFACE	12 STALLS
UNDERGROUND	40 STALLS
TOTAL PROVIDED	52 STALLS
CAR CO-OP	2 STALLS
SHUTTLE VAN	3 STALLS
LOADING	NOT REQUIRED
SURFACE PARKING	
VISITOR STALLS	46
CHARLESWOOD 55+ CENTRE	20
SMALL CAR STALLS	9
ASSIGNED SURFACE RESIDENTIAL STALLS	177
ASSIGNED RESIDENTIAL UNDERGROUND STALLS	161
TOTAL RESIDENTIAL STALLS	347

OAKDALE
55+ SENIORS
RESIDENCES

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CONCEPTUAL
PARKING
PLAN