Minutes – Executive Policy Committee – November 17, 2021

REPORTS

Item No. 3 Subdivision and Rezoning – 939 to 949 Chancellor Drive (Waverley West Ward) File DASZ 29/2021 [c/r DAV 173284/2921D]

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Assiniboia Community Committee and recommended to Council:

1. That the subdivision under Development Application No. DASZ 29/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated October 15, 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 October 12, 2021 and attached as Schedule "B" to this report.

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 October 15, 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 enclosure
            f. Fencing
            g. Lighting
            h. Landscaping

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

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.

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 29/2021, 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.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

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 are not registered in accordance with recommendations 8 and 9 unless the developer applies for an extension of time before the expiration of the 1-year period and Council approves the extension.

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.

DECISION MAKING HISTORY:

Moved by Councillor Gilroy,

That the recommendation of the Assiniboia Community Committee be concurred in and forwarded to Council.

Yea:	Bowman, Allard, Browaty, Gillingham, Gilroy, Mayes, Rollins	7
Nay:		0

Carried

COMMUNITY COMMITTEE RECOMMENDATION:

On October 27, 2021, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and, via the Priority Rezoning Process, submitted its recommendation to the Executive Policy Committee.

PUBLIC HEARING SUMMARY

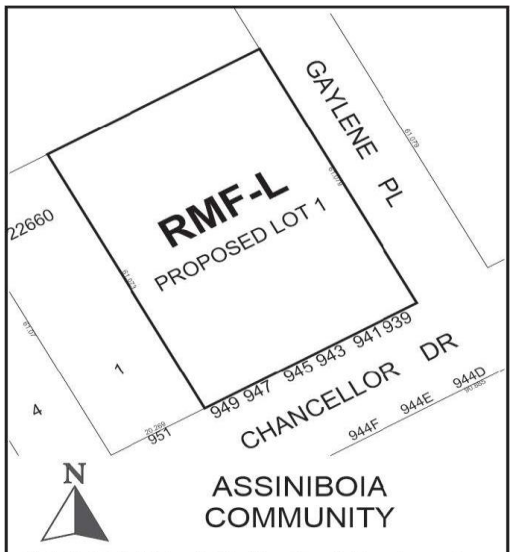
File: DASZ 29/2021

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

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

Applicant: Affinity Architecture Inc. (Evan Hanson)

Subject:



APPLICANT : Affinity Architecture Inc. (Evan Hanson)
FILE : DASZ 29/2021
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 "R2" RESIDENTIAL TWO-FAMILY DISTRICT to an "RMF-L" RESIDENTIAL MULTI-FAMILY (LARGE) DISTRICT to facilitate the consolidation of lands and to allow the construction of a Multi-Family Dwelling use. **For information, phone Mr. D. Clark, Planner at 204-986-5684.**

Premises Affected: 939 to 949 Chancellor Drive

For submission to: Executive Policy Committee

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 and, via the Priority Rezoning Process, recommended to the Executive Policy Committee:

1. That the subdivision under Development Application No. DASZ 29/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated October 15, 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 October 12, 2021 and attached as Schedule "B" to this report.

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 October 15, 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 enclosure
            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.

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 29/2021, 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 are not registered in accordance with recommendations 8 and 9 unless the developer applies for an extension of time before the expiration of the 1-year period and Council approves the extension.

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.

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

1. This is a stellar project representing how we want to grow our city along a rapid transit corridor and major transportation corridors.

Exhibits Filed:

1. Application dated July 27, 2021
2. Notification of Public Hearing dated September 21, 2021
3. Manitoba Status of Titless 1392746/1, 1917512/1, 2954871/1 and 3139203/1
4. Letter of authorization dated March 16, 2021 from Tyrone Francisco Velasco to Affinity Architecture Inc.
5. Letter of authorization dated March 16, 2021 from Keyur Pathak and Phalguni Pathak to Affinity Architecture Inc.
6. Letter of authorization dated August 11, 2021 from Nigel Furgus to Affinity Architecture Inc.
7. Surveyor's Building Location Certificate and sketch dated November 3, 2020
8. Sun Shadow Study dated March 3, 2021 (4 pages)
9. Elevation drawing A3.1 for 939 Chancellor Drive dated December, 2020
10, Pictures of the subject property (6 pages)
11. Plan of Topographic Survey dated January 4, 2021
12. Parking Plan dated March 3, 2021 (3 pages)
13. Site Plan dated June 3, 2021 (1 page)
14. Report from the Urban Planning Division dated October 15, 2021
15. Inspection Report
16. Presentation titled "New Residential Development 939-949 Chancellor Drive", in support of the application submitted by the Applicant at the public hearing
17. Recording of Representations

REPRESENTATIONS:

In Support:

Evan Hanson

In Opposition:

Nil

For Information:

Nil

For the City:

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

Exhibit "14" referred to in File DASZ 29/2021

ADMINISTRATIVE REPORT

Title: DASZ 29/2021 – 939-949 Chancellor Drive

Issue: For consideration at the Public Hearing for an application to consolidate three (3) lots and rezone from an "R2" Residential Two-Family District to an "RMF-L" Residential Multi-Family (Large) District, in order to facilitate the construction of a multi-family building.

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
R. Galston, MCP	n/a	n/a	

RECOMMENDATIONS

1. That the subdivision under Development Application No. DASZ 29/2021 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated October 15, 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 October 12, 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 October 15, 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.

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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.

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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: N/A

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	R. Galston, MCP
Date:	October 15, 2021
File No.	DASZ 29/2021

List of Schedules and Attachments

- **Appendix "A," Planning Discussion.**
- **Schedule "A," of File** DASZ 29/2021**,** Assiniboia **Community Committee, dated October 15,** 2021**.**
- **Schedule "B," Report of the Administrative Co-ordinating group, dated October 12, 2021, Re: Proposed Subdivision and Rezoning on land located at 939 to 949 Chancellor Drive.**

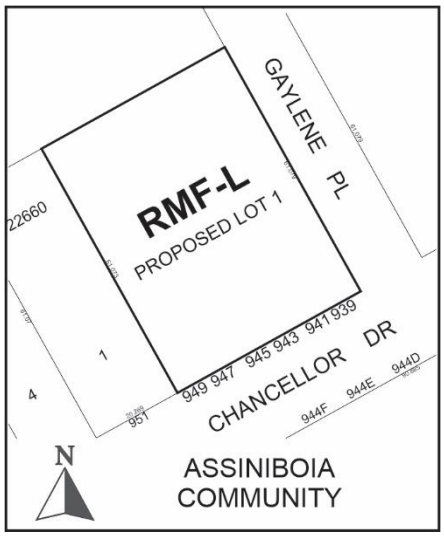
APPENDIX 'A'

DATE:	October 15, 2021
FILE:	**DASZ 29/2021**
RELATED FILES:	DAV 21-173284/D
COMMUNITY:	Assiniboia Community
NEIGHBOURHOOD #:	5.64 (Montcalm)

SUBJECT: For consideration at the Public Hearing for an application to consolidate three (3) lots and rezone from an "R2" Residential Two-Family District to an "RMF-L" Residential Multi-Family (Large) District, in order to facilitate the construction of a multi-family building.

LOCATION: 939-949 Chancellor Drive

LEGAL DESCRIPTION: PARCEL 1, 2, 3 PLAN 8049 WLTO IN RL 11 PARISH OF ST VITAL



APPLICANT: Affinity Architecture, Inc. (Evan Hanson)
4 Fort Street, Unit 200
Winnipeg, MB R3C 1C4

OWNER: Tyrone Velasco
1198 Chancellor Drive
Winnipeg, MB R3T 4H9

RECOMMENDATION: Approval

HISTORY

N/A

DISCUSSION

SITE DESCRIPTION

- The subject site is located on Chancellor Drive, at the northwest corner of Chancellor Drive and Gaylene Place. It is in the Montcalm Neighbourhood of the Waverley West Ward.
- The subject site is located approximately 330 feet east of the CN Lettelier Subdivision Railway and the Southwest Rapid Transit Corridor.
- The subject site has a total lot area of 30,045 square feet. It is currently made up of three (3) separate lots that each contain a duplex dwelling constructed in 1962.
- The property is zoned “R2” Residential Two-Family 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: Residential multi-family uses zoned “RMF-M” Residential Multi-Family (Medium).

South: Chancellor Drive, then residential multi-family uses zoned “C2” Commercial Community.

East: Gaylene Place, then residential multi-family uses zoned “R2” Residential Two-Family and “RMF-M” Residential Multi-Family (Medium).

West: Two-family (duplex) residential uses zoned “R2” Residential Two-Family.



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing to consolidate the three (3) underlying parcels into one (1) lot, and to rezone the consolidated lot from an “R2” Commercial Community District to an “RMF-L” Residential Multi-Family (Large) District.
- The applicant proposes to demolish the existing duplex dwellings on the subject site and construct a new multi-family residential building.

Site and Building Design

- Plans of development have been submitted with the subject application; including site plans and building elevations.
- The proposed building will contain 95 residential units, and will be seven (7) storeys in height. Elevation drawings show that the proposed building has a height of 72 feet.
- Sample floor plans submitted by the applicant show that the building will contain a mix of studio, one-bedroom, and two-bedroom units.
- The principal entrance to the proposed building is oriented to Chancellor Drive, and is connected to the public sidewalk by a walkway.

Parking and Vehicle Access

- The applicant proposes to provide vehicular access to the subject site from a bi-directional approach from Gaylene Place, on the easterly portion of the subject property.
- The applicant proposes to provide a total of 77 accessory parking stalls.
- Of these 77 parking stalls, a total of 43 stalls will be located underground, beneath the proposed building. The remaining 34 stalls will be located in surface parking areas at the rear of the subject property.

- The applicant proposes to provide 36 indoor bicycle parking spaces, to be located in the underground parking area.
- The applicant has communicated that they intend to provide one (1) car-share vehicle on the subject site.

Associated Variance Application

- The proposed development is the subject of a concurrent Variance application under file no. DAV 21-173284/D. This Variance application concerns front and side yard setbacks, lot area per dwelling unit, accessory parking stalls, as well as parking area setbacks
- Please refer to the Administrative Report for file no. DAV 21-173284/D for discussion of these Variances.

COLLABORATION

- In April, 2020, the applicant engaged the Urban Planning Division in conversations regarding the potential for a residential multi-family development on the subject site.
- In May, 2021, the applicant again reached out to the Urban Planning Division to discuss draft design drawings for the proposed seven-storey multi-family development. At the time, the Public Service recommended the applicant apply for a Pre-Application in order to identify any significant issues or concerns the Winnipeg Public Service may have. The applicant noted that they wished to proceed with the subdivision and rezoning application (DASZ) and associated Variance Application (DAV) without first applying for a Pre-Application.

ANALYSIS AND ISSUES

OUR WINNIPEG

- *OurWinnipeg* is the City's long-range development plan. The Key Direction of *OurWinnipeg* regarding Areas of Stability states:
    - *Enhance the quality, diversity, completeness and sustainability of stable neighbourhoods and expand housing options for Winnipeg's changing population.*
- With regard to this proposal, the key policies guiding the development of Areas of Stability 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

- The *Complete Communities Direction Strategy* is one of four direction strategies supporting *OurWinnipeg* and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg.
- As noted above, the subject property is classified as an "Area of Stability – Recent Community" in *Complete Communities*' Urban Structure map. Areas of Stability accommodate low to moderate density infill development to support more efficient use of land, infrastructure, and services as well as enhance housing choice and affordability.
- Under the *Complete Communities Direction Strategy,* the proposed development is considered to be located along a Rapid Transit Corridor policy area, given that the subject site is approximately 500 feet walking distance from the Chancellor Station of the Southwest 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.*

- Per Complete Communities, Rapid Transit Corridors and Transit-Oriented Development (TOD) have the following characteristics:
    - *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 can be considered Transit Oriented given the close proximity to the Southwest Rapid Transit corridor and Chancellor 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. This plan aligns with *OurWinnipeg* and the *Complete Communities Direction Strategy* with respect to promoting Transit-Oriented Development (TOD) at key transit nodes.
- 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.

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.

SUBDIVISION

- The subject property currently consists of three (3) lots. Subdivision is required in order to consolidate these three (3) lots into the proposed one (1) lot. This proposed lot will have an area of 30,045 square feet**.**

REZONING

- The proposed rezoning is to accommodate a multi-family residential development in accordance with TOD principals adjacent to a rapid transit station.
- As noted above, the subject site is currently zoned “R2” Residential Two-Family. The proposed zoning district is “RMF-L” Residential Multi-Family Large.
- 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.

TRANSIT

- As noted above, the subject site is located approximately 500 feet (152 metres) from the Chancellor station of the Southwest Rapid Transit Corridor. During the weekday AM

peak period (between 6-9 AM), a total of 28 northbound buses are scheduled to stop at this station (stop no. 61212). In the PM peak period (between 3-6 PM) there are 32 buses that serve this stop. (Please refer to Figure 3 below.)

- During the weekday AM peak period for southbound Chancellor Station (stop no. 61213), there are 29 buses coming through the station. In the PM peak period there are 30 buses coming from Downtown, arriving at this southbound stop.
- In addition to the Rapid Transit line at Chancellor Station, eastbound and westbound bus stops are located on Chancellor Drive within 330 feet (101 metres) of the proposed development. These stops feature daily service on neighbourhood feeder routes 676 and 693.

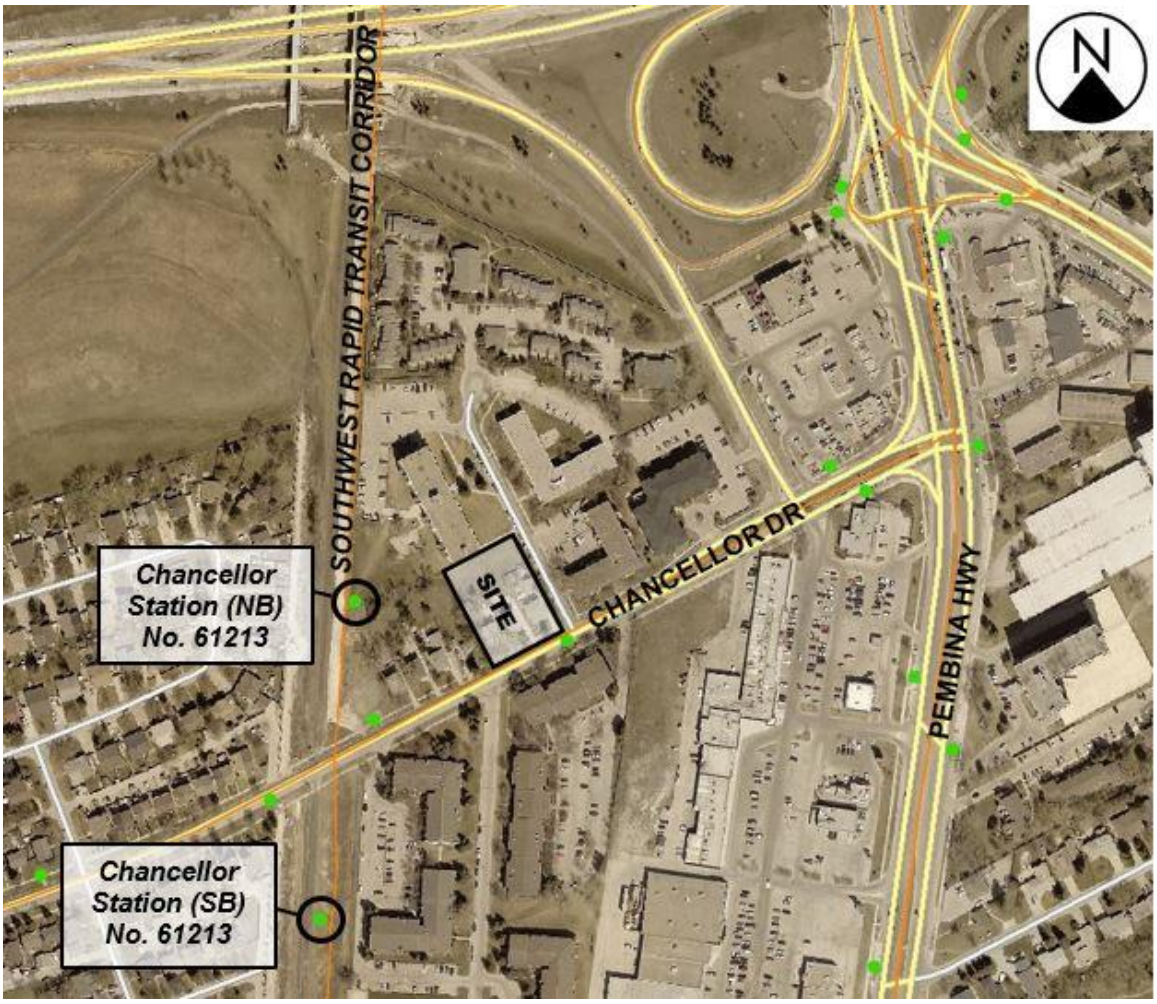


Figure 3: Transit stops (shown in green dots) in close proximity to the subject site.

- Additionally, northbound and southbound transit stops on Pembina Highway are located within approximately 1,330 feet (405 metres) of the proposed development. These stops feature daily service on main transit and neighbourhood feeder routes, 47, 60, 75, and 78.
- Given this, the Urban Planning Division considers there to be a significant level of transit service within a very close proximity to the subject site, with frequent peak service on the

rapid transit corridor, and a variety of daily transit routes within approximately 400 metres of the subject site.

PEDESTRIAN AND CYCLING NETWORK

- The Active Transportation (AT) network around the subject site is already established, with a dedicated cycling and walking path that runs parallel to the Southwest Rapid Transit Corridor that, ultimately, connects to Downtown to the north, and to the University of Manitoba campus to the south. This corridor also connects to other AT routes, such as the greenway along Bishop Grandin Boulevard.
- As noted in the ACG Report (Schedule "B" of this report), improvements to the pedestrian realm are recommended for the subject site, with the extension of a sidewalk on the east side of the subject site on Gaylene Place. This recommended sidewalk extension will further help this project further align with TOD principles that support greater walkability in the area.

PUBLIC CONSULTATION

- The applicant reached out to residents of surrounding residential properties in March, 2021 by delivering a printed flyer to nearby residents which showed information on the proposed plans of development, including drawings of the proposed building.
- The residential properties that were provided with flyers included the following:
    - 24 Gaylene Place
    - 26 Gaylene Place
    - 45 Gaylene Place
    - 925 Chancellor Drive
    - 940 Chancellor Drive
    - 948 Chancellor Drive
    - 951-965 Chancellor Drive
- The printed flyers delivered to adjacent residential properties included contact information and a link to a website, 939Chancellor.com, inviting residents to submit any concerns or questions they may have either directly to the consultant or through the engagement tools on the website.
- In a written summary of the public consultation efforts provided to the Urban Planning Division, the applicant notes that that they did not receive any feedback to the printed flyers delivered.

COMPATIBILITY WITH THE SURROUNDING AREA

Design Considerations in Accordance with TOD Principles

- Transit Oriented Development (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 a seven (7) storey building aligns with this concept as the subject site in close proximity of the Chancellor rapid station, but is not directly adjacent to it. The proposed height of seven (7) storeys is generally appropriate at this location, because it is an increase from the existing heights in the surrounding area, while not maximizing the full height that may be appropriate on sites immediately adjacent to a rapid transit station.

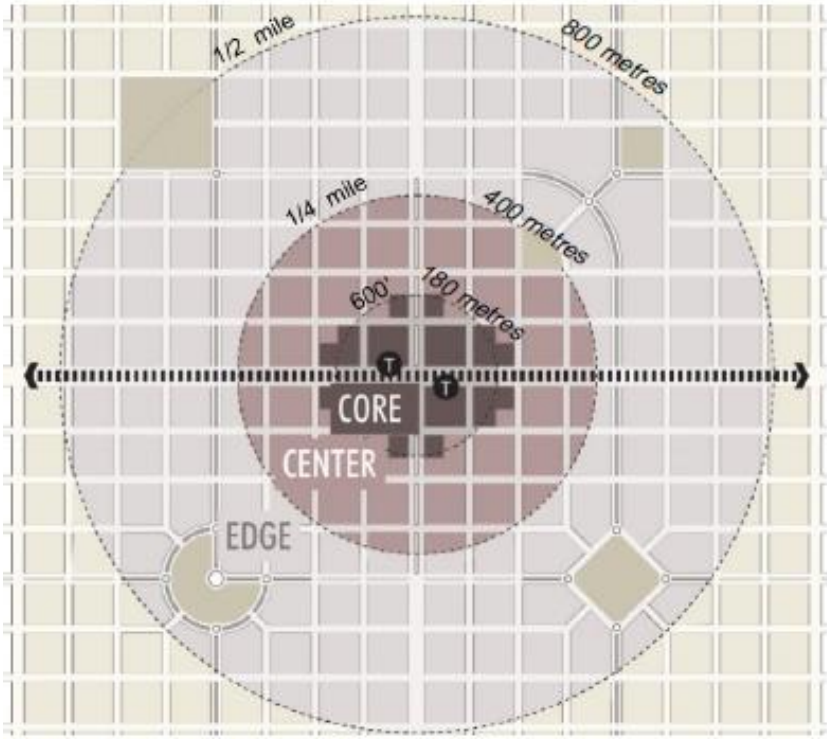


Figure 4: Transit Oriented Development (TOD) core-centre-edge concept

- Additionally, 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 36 secure indoor bicycle parking stalls**.** The requirement in the Zoning By-law prescribes a total of 14 bicycle parking stalls for the development, which this proposal 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 the introduction of a car share vehicle supports the direction of these planning documents. Please refer to the associated Variance report under file no. DAV 21-173284/D) for further discussion on reduced parking.
- A further design consideration discussed in the TOD Handbook is that entrances should be easily accessible from, and oriented to, the public sidewalk. The main entrance to proposed building is oriented to the Chancellor Drive sidewalk, and will be highly visible from the public sidewalk environment.

Sun Shadow study

- Submitted materials by the applicant indicate that, based on the Equinox of March 21 and September 21, shadow impacts of the proposed building, which has a height of seven (7) storeys, is considered minor on surrounding properties, in that only limited shadows are cast on the residential property to the north at 26 Gaylene Place, and to the west at 951 Chancellor Drive.

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:
    - Fencing adjacent to the surfacing parking area;
    - Landscaping throughout the subject site;
    - Building design, elevations, materials, architectural details;
    - Accessory parking areas and bicycle parking areas; and,
    - Garbage bin location and access.
- With respect to fencing, site plans submitted by the applicant do not show any fencing along the edge of the property line adjacent to the proposed surface parking area. It is expected that final drawings submitted for Plan Approval show a solid wood fence adjacent to the parking area, along the north and west property lines.

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.”

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*

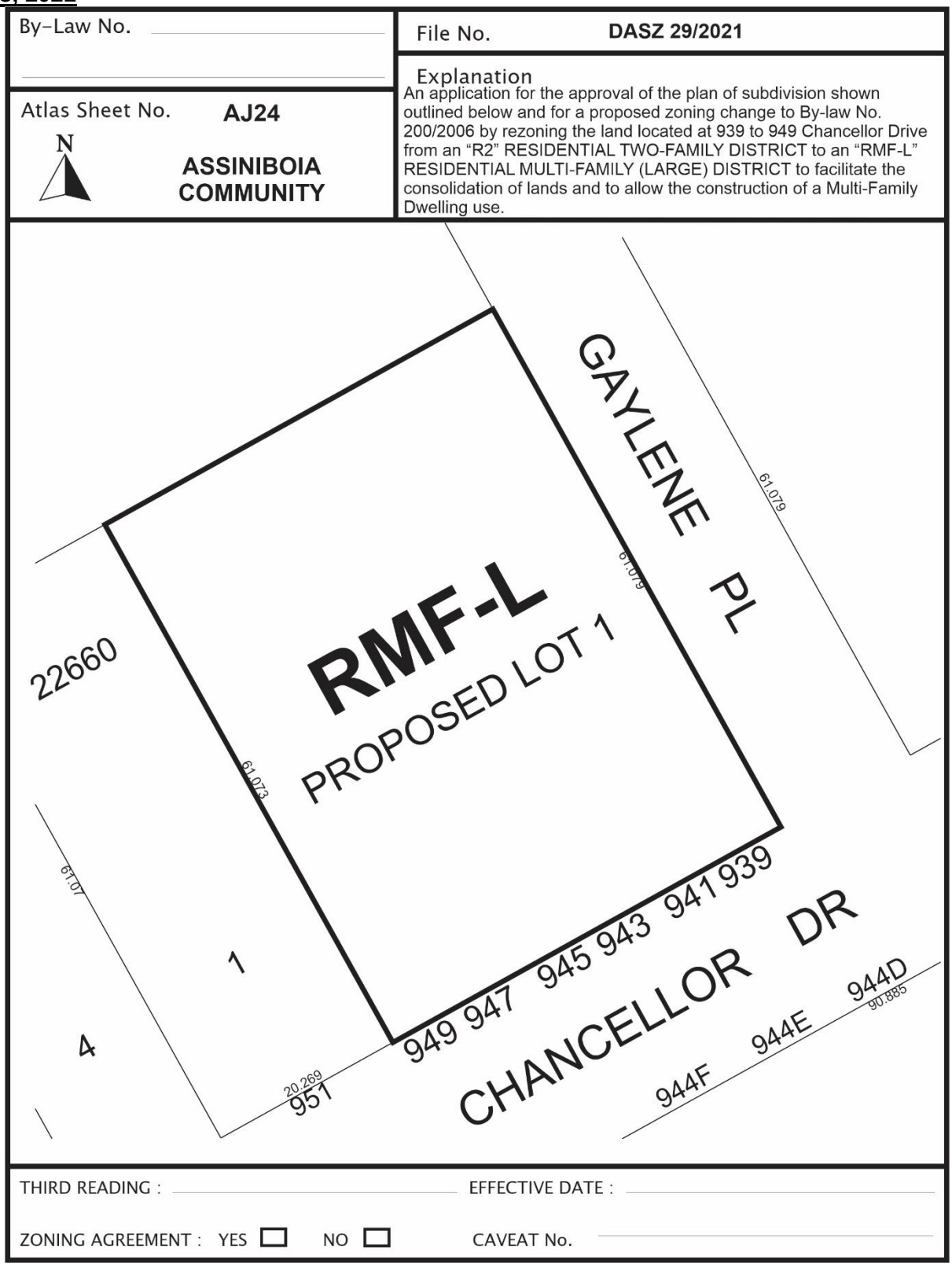
Oriented Development Handbook, in that it provides higher-density residential development in close proximity to a rapid transit station.

- 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 the surrounding area is characterized by multi-family residential properties.
- The proposed building is designed to limit impacts on adjacent residential properties in terms of building form.

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

Report Prepared by: R. Galston, MCP
PPD File #: DASZ 29/2021

Schedule "A" for File DASZ 21/2021, Assiniboia Community Committee, dated October 15, 2021



SCHEDULE B

REPORT OF THE ADMINISTRATIVE COORDINATING GROUP

RE: PROPOSED REZONING OF LAND LOCATED AT 939 TO 949 CHANCELLOR DRIVE

It is recommended that the approval of DASZ 29/2021, if granted, be subject to the applicant entering into a Servicing Agreement and address the following items where applicable:

Section I – General Comments

1) Please note that the proposed approaches/refuse collection on the existing draft site plan will require modifications to accommodate the sidewalk. A few parking stalls may need to be eliminated. Public Works will work with the Developer to minimize the impact to the site plan.

Section II – Servicing Conditions

1) Sidewalks

The Developer shall, at no expense to the City, construct a 1.5m wide by 100mm thick Portland cement concrete sidewalk and all related works, on the standard alignment, 0.3m from the property line, on the west side of Gaylene Place between Chancellor Drive and the private walk located approximately 65m north of Chancellor Drive, as determined by and to the satisfaction of the Director of Public Works.

2) Boulevards

(a) The Developer shall, at no expense to the City, sod, and plant trees abutting the Planned Area on Gaylene Place and Chancellor Drive, if required, 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.

3) Construction Traffic

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

(b) The Developer shall, at no expense to the City, maintain those access routes in a clean, dust-free condition, free of dropped and tracked-on mud; and shall undertake the 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.

4) 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 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.

5) Litter and Refuse Control and Clean-Up

The Developer shall, at no expense to the City, and of its own volition, initiate and control the regular cleanup of litter and refuse related to construction and development of the Planned Area, both on-site and off-site, during the installation of services and construction of buildings, until completion of all construction, as determined by and to the satisfaction of the Director of Public Works.

6) 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 restored as required 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) Where the Director of Planning, Property and Development determines that all the survey monuments within the Planned Area have been found or restored to their original positions, the Director of Planning, Property and Development may waive the requirements for Plan of Survey Perpetuating Certain Monuments under clause (a).

Section III - 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 29/2021
October 12, 2021

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

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

Exhibit “13” referred to in File DASZ 29/2021

