Verne Reimer
Architecture
INCORPORATED

July 23, 2021

File 2019.01400
Via: Email

ZONING & PERMITS BRANCH
31 - 30 Fort Street
Winnipeg, Manitoba
R3C 4X7

Attn: Elise Finnigan

RE: Plan of Subdivision and Rezoning (DASZ) – Off-Site Parking Study
158 and 160 Rue Dumoulin
Winnipeg, MB

Introduction:
158 and 160 Rue Dumoulin is intended as a vibrant residential development that positively contributes to the pedestrian experience and is responsive and respectful of the community's history, culture, and surrounding context. Through a collaborative process with the community and municipal planners, we intend to pursue the vision and objectives outlined in the North St. Boniface Secondary Plan. The development incorporates the most parking spaces possible without degradation of the quality of the street-scape and pedestrian experience.

Place Dumoulin is located in a highly walkable neighbourhood with diverse residential, commercial, community and cultural amenities. The development is within walking distance of Winnipeg's downtown and Exchange District, and is located within walking distance of two major employment and educational institutions: the Université de Saint-Boniface and the St. Boniface Hospital.

In addition, the site is located in close proximity to high quality pedestrian/cycling routes. The site is also located within the study area for the St. Boniface to Downtown Walk Bike Project which is invested in improving travel choices, accessibility, and connectivity between the Esplanade Riel bridge and the multi-use path on Archibald Street. Transit access from Place Dumoulin is high quality, and future planning for the Winnipeg Transit Master Plan proposes significantly improving the all-day frequency of transit service on boulevard Provencher.

Target Demographic:
The target demographic of Place Dumoulin includes young professionals, educators and post-secondary students working and studying at the nearby university and hospital. The units will appeal to those interested in the experience of living in an amenity-rich, well developed neighbourhood without the costs and responsibilities of detached home ownership. It is expected that the allocated single parking stall per residential unit will be sufficient to meet the needs of residents, given the excellent diversity of alternative transportation options available, as outlined above.

Analysis:
Verne Reimer Architecture collected street parking data as described by the City of Winnipeg Zoning and Permits Branch. The data is represented in this document as per the guidelines provided.
Time-limit parking restrictions are in place throughout the study area, with the majority limiting time to 2 hours during standard business hours. These time restrictions will limit and deter residents from parking

additional vehicles on the street and will continue to enable visitor and patron parking for existing residences and businesses in reasonable proximity.
The parking on this particular block of Dumoulin provided data that suggests parking is normally available, as parking was generally 0-40% occupied, with one instance at 40-59% occupied. The parking in the balance of the study area also provided data that suggests parking is typically available, whether during restricted or unrestricted time periods.

Mitigation Strategy:
The development is seeking a variance to reduce on-site parking to 20 stalls from a required 26 (20 units +8 SROs on an infill property). The project is proposing a single car share vehicle be located on site to reduce impact of on street parking by providing alternatives to vehicle ownership. In addition, the owner also is developing the property across the laneway at 155-165 Provencher in which has agreed to the City of Winnipeg to provide 2 car share vehicles with public access. The SRO's in which require 2 spaces, are primarily targeted to air travelers whom would be mainly using other forms of transportation.

Conclusion:
Considering the proximity of high quality alternative forms of transportation, including 3 upcoming car share spaces, the target rental market, and the data obtained regarding current availability of parking, we do not anticipate a substantial impact on street parking availability.

Yours truly,
VERNE REIMER ARCHITECTURE INCORPORATED



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CC. Verne Reimer VRA

PLACE DUMOULIN
PARKING STUDY

Verne Reimer Architecture Incorporated
VRA File No.: 2019.01300

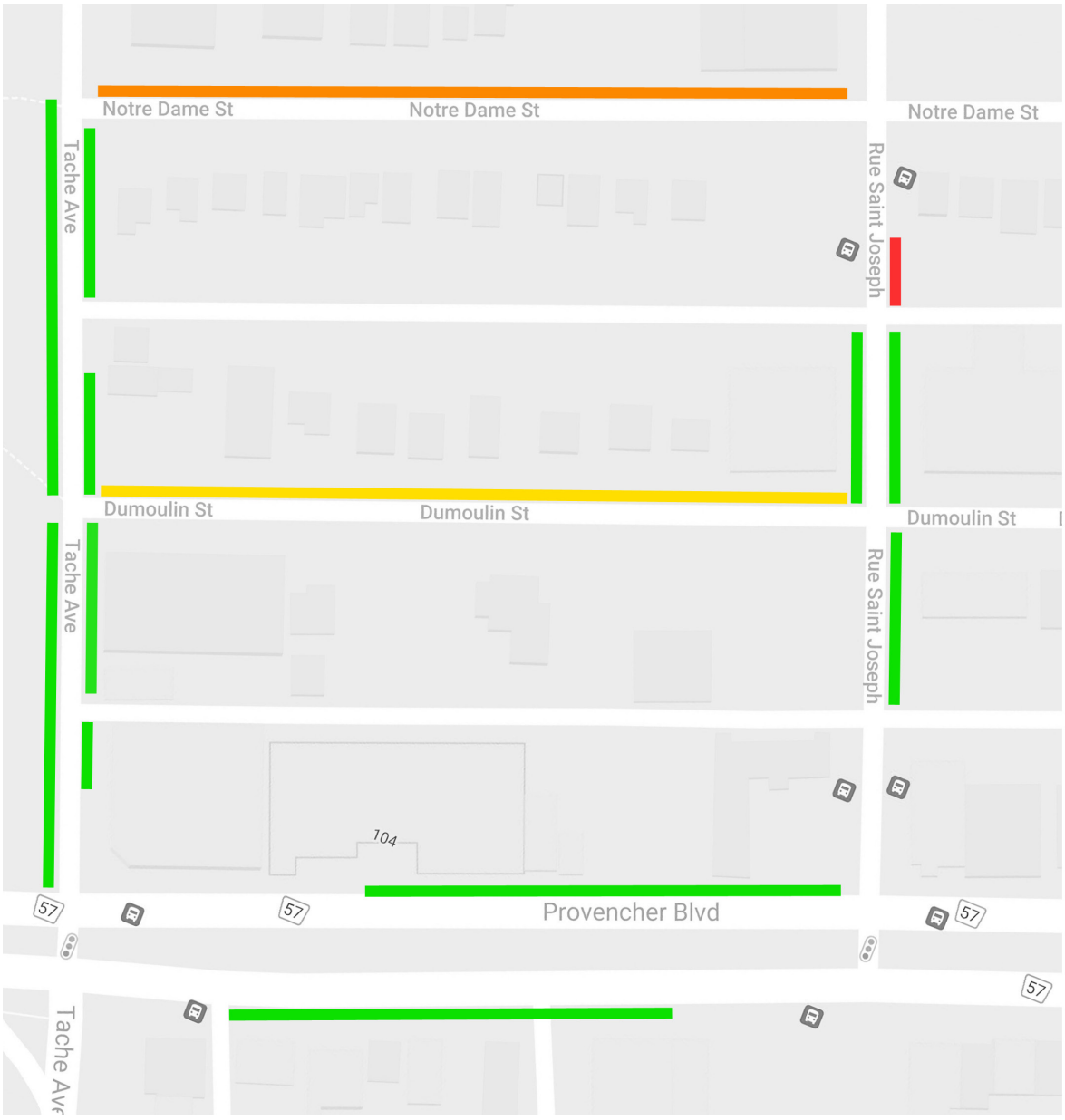
07 | 12 | 2021



PARKING RESTRICTIONS

- NO STOPPING
- NO PARKING/LOADING
- NO PARKING
- BUS STOP
- 2 HOUR PARKING
  9:00 - 17:30 ; MON - FRI
- 2 HOUR PARKING
  9:00 - 17:30 ; MON - SAT
- 2 HOUR PARKING
  9:00-22:00 ; MON - SAT
- 1 HOUR PARKING
  9:00-17:30 ; MON - SAT

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THURS JUNE 24, 8 AM

PARKING UTILIZATION

- 0-39%
- 40-59%
- 60-84%
- 85+%



Provencher looking west.



Provencher looking east.



Rue Saint Joseph looking north.



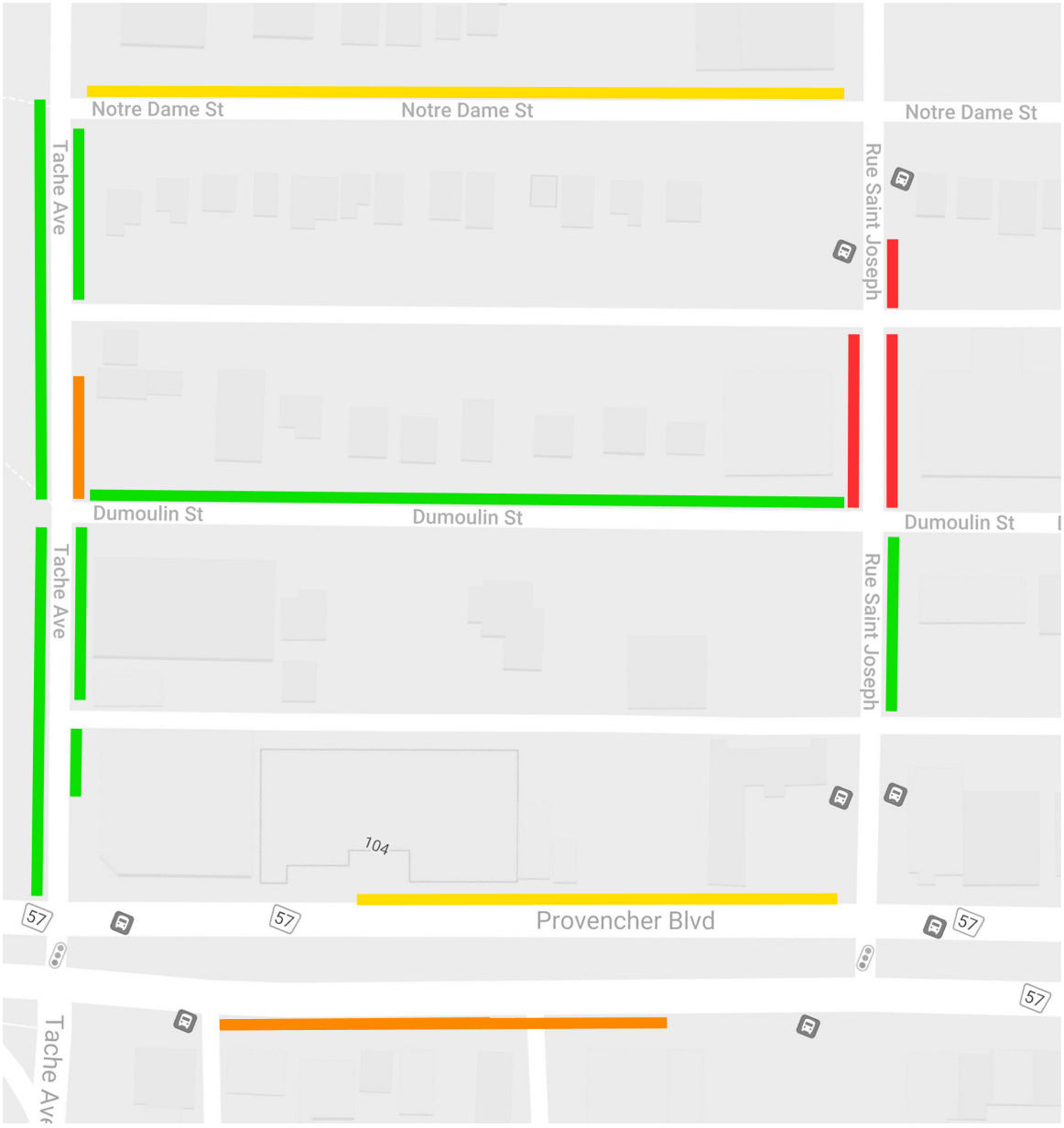
Dumoulin looking west.



Notre Dame looking west.



Rue Saint Joseph looking south.



FRIDAY JULY 2, 1:45 PM

PARKING UTILIZATION

- 0-39%
- 40-59%
- 60-84%
- 85+%



Provencher looking west.



Rue Saint Joseph looking south at Notre Dame.



Tache looking south at Notre Dame.



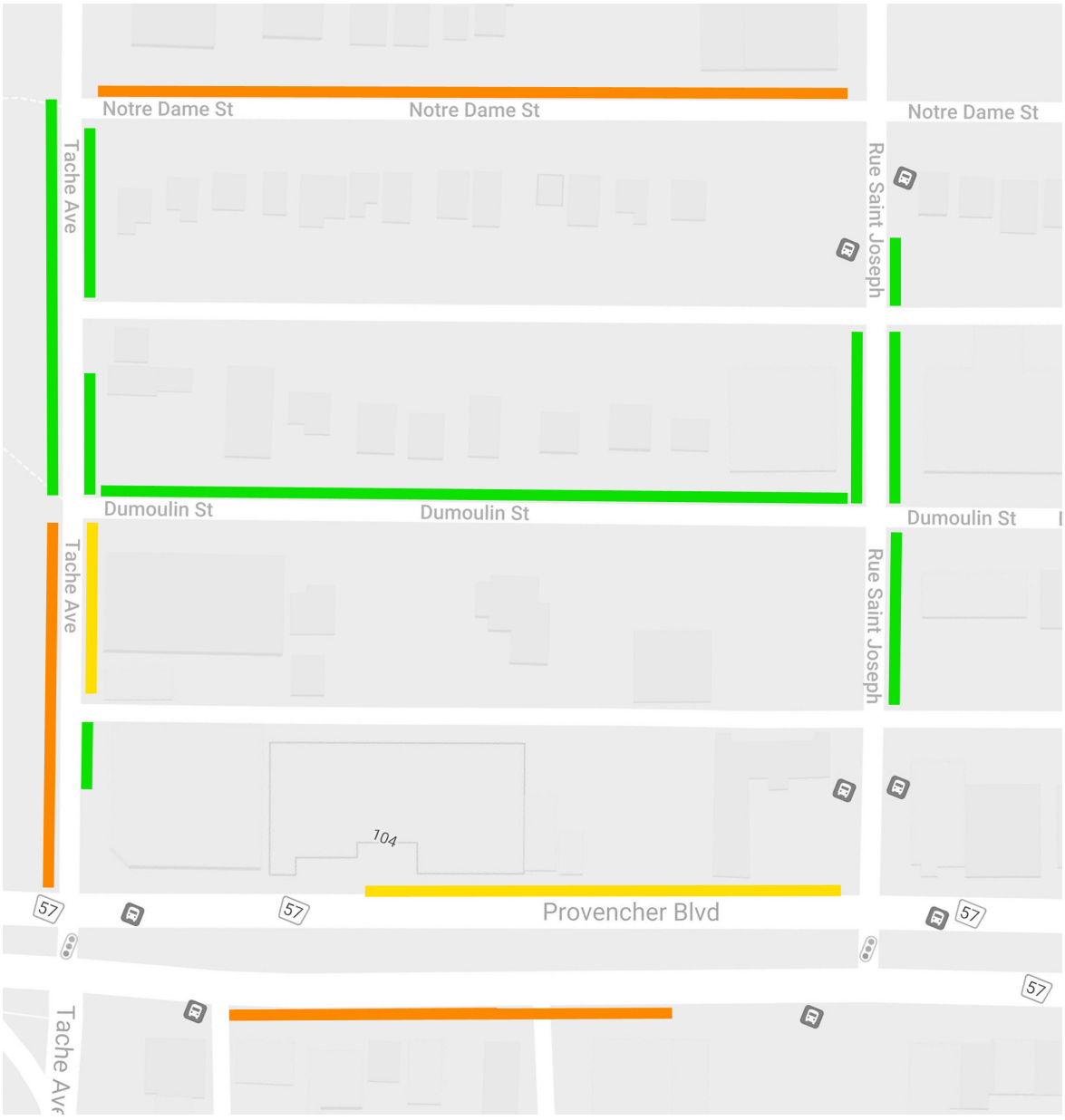
Dumoulin looking east at Tache.



Notre Dame looking west at Rue Saint Joseph.



Rue Saint Joseph looking north at Dumoulin.



THURS JUNE 24, 6 PM

PARKING UTILIZATION

- 0-39%
- 40-59%
- 60-84%
- 85+%



Provencher looking west.



Provencher looking west.



Tache looking south at Notre Dame.



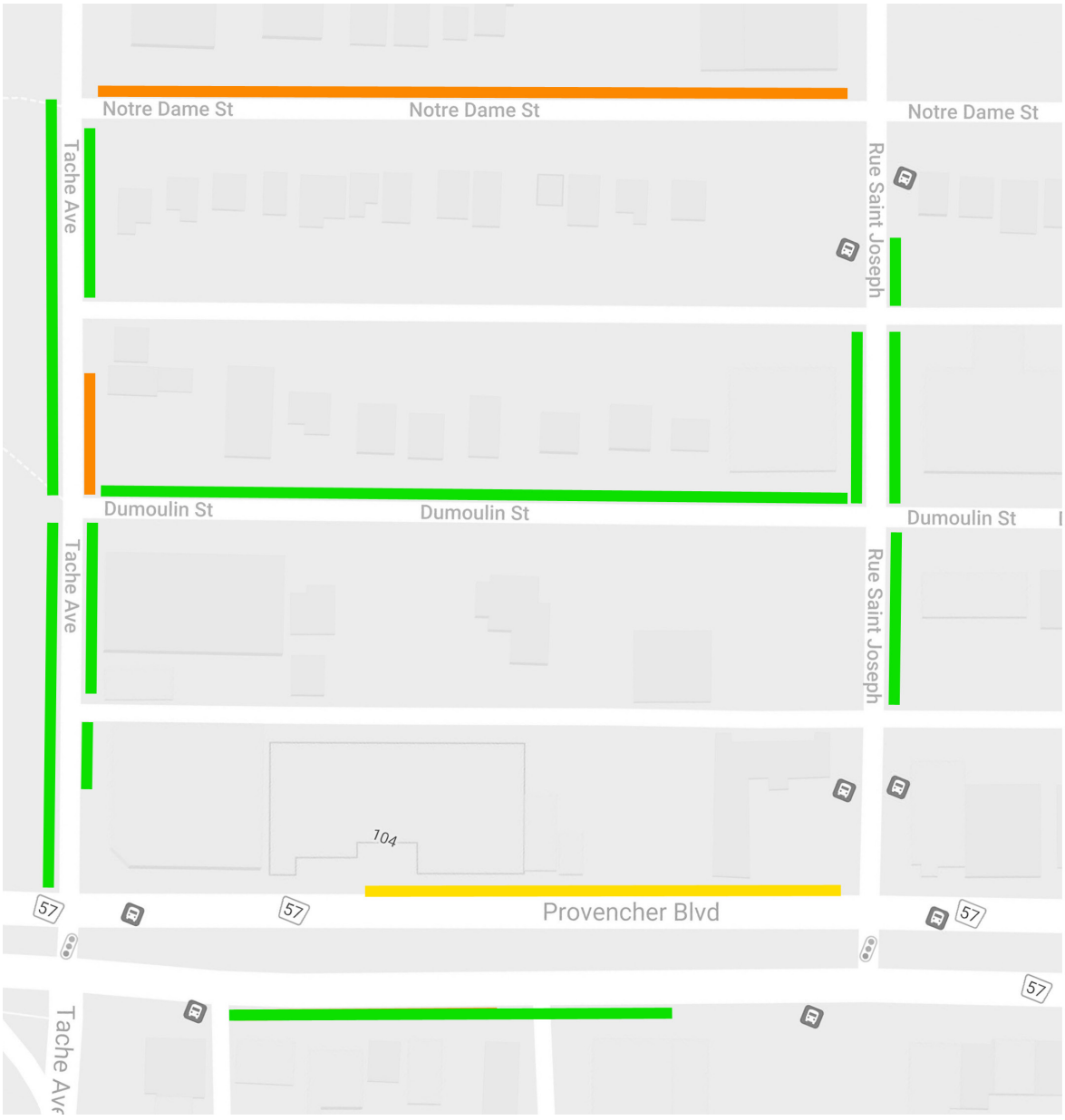
Dumoulin looking east at Tache.



Notre Dame looking west.



Tache looking south at Dumoulin.



SUNDAY JULY 4, 3:15 PM

PARKING UTILIZATION

- 0-39%
- 40-59%
- 60-84%
- 85+%



Provencher looking west.



Provencher looking east.



Tache looking north from Provencher.



Dumoulin looking east at Tache.



Notre Dame looking west.



Rue Saint Joseph looking south.