Agenda – Executive Policy Committee – May 16, 2023

REPORTS

Item No. 11 Subdivision and Rezoning – 2308 and 2320 McGillivray Boulevard (Waverley West Ward)
File DASZ 7/2023 [c/r DAV 111107/2023]

COMMUNITY COMMITTEE RECOMMENDATION:

On April 24, 2023, 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 7/2023 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated April 14, 2023 and attached as Schedule "B" and with the Proposed By-law attached as Appendix "A" to this report, with such 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 April 13, 2023 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 April 14, 2023 and included within Schedule "B", subject to the following conditions:

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

        i. {For those portions of the Owner's Land zoned "RMF-L" Residential Multi-Family (Large)}, 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. fencing
            f. landscaping
            g. free-standing signage

COMMUNITY COMMITTEE RECOMMENDATION (continued):

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 located within 195 feet of the front property line, as measured from the McGillivray Blvd. ROW, shall be limited to 75 feet, as measured from grade to top of roof. The maximum building height for buildings located beyond 195 feet of the front property line, as measured from the McGillivray Blvd. ROW, shall be limited to 35 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 7/2023, as determined by the City's Director of Planning, Property and Development.

6. That, upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor prepare a By-law in accordance with this report and bring same directly to Council for first reading at the next available Council meeting.

COMMUNITY COMMITTEE RECOMMENDATION (continued):

7. That upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor be directed to return the By-law to Council to be given second and third reading to the By-law if a legal plan of subdivision (the "Plan"), prepared by the Manitoba Land Surveyor in accordance with Recommendations 1 and 6 of this Report, and all associated ancillary fees (the "Fees") are submitted to the City within 2 years after the By-law has been given first reading.

8. That the matter will be deemed to be concluded and all approvals in connection with this matter will expire if the Plan and all associated ancillary fees (the "Fees") are not submitted within 2 years after the By-law has been given first reading unless the developer applies for an extension of time before the expiration of the 2-year period and Council approves the extension.

9. 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.

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

11. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Plan and the Zoning Agreement are not registered in accordance with recommendations 9 and 10 unless the developer applies for an extension of time before the expiration of the 1-year period and Council approves the extension.

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

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

14. That the variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 7/2023.

DECISION MAKING HISTORY:

COMMUNITY COMMITTEE RECOMMENDATION:

On April 24, 2023, 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 7/2023

Before: Assiniboia Community Committee
Councillor Lukes, Chairperson
Councillor Dobson
Councillor Duncan

Public Hearing: April 24, 2023
Council Building, 510 Main Street

Applicant: Landmark Planning & Design Inc. (Brendan Salakoh)

Subject:



Premises Affected: 2308 and 2320 McGillivray Boulevard

For submission to: The Executive Policy Committee

Prepared by: Leah Cowan, Senior Committee Clerk
Assiniboia Community Committee

Report date: April 24, 2023

Community Committee Recommendation:

On April 24, 2023, 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 7/2023 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated April 14, 2023 and attached as Schedule "B" and with the Proposed By-law attached as Appendix "A" to this report, with such 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 April 13, 2023 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 April 14, 2023 and included within Schedule "B", subject to the following conditions:

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

        i. {For those portions of the Owner's Land zoned "RMF-L" Residential Multi-Family (Large)}, 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. fencing
            f. landscaping
            g. 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 located within 195 feet of the front property line, as measured from the McGillivray Blvd. ROW, shall be limited to 75 feet, as measured from grade to top of roof. The maximum building height for buildings located beyond 195 feet of the front property line, as measured from the McGillivray Blvd. ROW, shall be limited to 35 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 7/2023, as determined by the City's Director of Planning, Property and Development.

6. That, upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor prepare a By-law in accordance with this report and bring same directly to Council for first reading at the next available Council meeting.

7. That upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor be directed to return the By-law to Council to be given second and third reading to the By-law if a legal plan of subdivision (the "Plan"), prepared by the Manitoba Land Surveyor in accordance with Recommendations 1 and 6 of this Report, and all associated ancillary fees (the "Fees") are submitted to the City within 2 years after the By-law has been given first reading.

8. That the matter will be deemed to be concluded and all approvals in connection with this matter will expire if the Plan and all associated ancillary fees (the "Fees") are not submitted within 2 years after the By-law has been given first reading unless the developer applies for an extension of time before the expiration of the 2-year period and Council approves the extension.

9. 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.

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

11. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Plan and the Zoning Agreement are not registered in accordance with recommendations 9 and 10 unless the developer applies for an extension of time before the expiration of the 1-year period and Council approves the extension.

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

14. That the variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 7/2023.

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

1. This project makes excellent use of land, is a desired need for housing in the community, and incorporates a good connectivity from an active transportation perspective, and aligns with all our growth and development policies.

Objections under the Charter:

Total number of **v**alid objections as per section 125(2) – 0

In accordance with section 236.1(1), the threshold for sufficient objection has not been met.

Exhibits Filed:

1. Application dated February 8, 2023
2. Notification of Public Hearing dated March 17, 2023
3. Manitoba Status of Titles 2018436/1, 2018442/1
4. Letter of authorization dated December 14, 2022 from The Trustee Board of the Presbyterian Church in Canada (Olivia Ng) to Landmark Planning & Design Inc.
5. Drawing of proposed subdivision
6. Traffic Analysis dated November 25, 2022
7. Sewer Servicing Report dated January 19, 2023
8. Plans (19 pages)
9. Landscape plans
10. Report from the Urban Planning Division dated April 14, 2023
11. Revised Report from the Urban Planning Division dated April 18, 2023
12. Inspection Report
13. Communication dated April 20, 2023 from Patricia Sliwa in support of the application
14. Communication dated April 20, 2023 from Sarah O'Neill in support of the application
15. Communication dated April 21, 2023 from Alyce Kupskay in support of the application
16. Communication dated April 24, 2023 from Brennan Johnson in support of the application
17. Communication dated April 21, 2023 from Dexter Kirby in support of the application
18. Recording of Representations

REPRESENTATIONS:

In Support:

Brennan Johnson
Dexter Kirby
Alyce Kupskay
Bonnie Leon
Sarah O'Neill
Brendan Salakoh
Patricia Sliwa

In Opposition:

Nil

For Information:

Nil

For the City:

D. Clark, Senior Planner, Planning, Property and Development Department
K. Kowalyk, Land Development Engineer, Planning, Property and Development Department

Exhibit "11" referred to in File DASZ 7/2023

REVISED ADMINISTRATIVE REPORT

Title: DASZ 7/2023 – 2308 and 2320 McGillivray Blvd.

Issue: For consideration at the public hearing for an application to subdivide and rezone the subject property for the purpose of establishing multi-unit residential dwellings.

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, RRP, MCIP	n/a	n/a	

RECOMMENDATIONS

1. That the subdivision under Development Application No. DASZ 7/2023 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the map dated April 14, 2023 and attached as Schedule "B" and with the Proposed By-law attached as Appendix "A" to this report, with such changes as may be required, and registration in the Winnipeg Land Titles Office, subject to the following conditions:

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

14. That the variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 7/2023;

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 to the "RMF-L" zoning district, subject to conditions.

CONSULTATION

- In preparing this Report there was consultation with: Relevant City of Winnipeg Departments per the Administrative Coordinating Group.

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg 2045 Goal – City Building

A successful strategy for sustainable city growth uses a variety of planning approaches. It strikes a balance between 'growing out' and 'growing up', offering choices ranging from traditional, single-family neighbourhoods to denser forms of urban housing and new neighbourhoods designed around a mix of land uses and a sustainable transportation system (p.17).

Building a city of complete communities provides the following additional benefits:

- *Minimization of environmental impacts per capita, in support of better air quality, resource efficiency, waste management, and climate change mitigation*
- *Adaptability to climate change and resilience to natural hazards*
- *Promotion of more active lifestyles and increased social interaction* (p.17).

City Building Objectives

City Building Objective 1. Responsibly plan, prioritize and accommodate growth in areas that best support Complete Communities principles, to achieve this Plan's sustainable development goals:

Facilitate growth and change strategically within Winnipeg's unique Transformative Areas and Established Neighbourhoods, to enhance the ability of the urban environment to contribute towards this Plan's goals.

City Building Objective 2. Integrate resilient land use, transportation and infrastructure planning, and investments**:**

Ensure that land use, transportation, and infrastructure planning are aligned to provide the conditions for compact, complete and connected communities, supported by sustainable transportation options and municipal infrastructure capacity.

City Building Objective 3. Facilitate development opportunities that complete established communities, and plan new communities as complete and connected from the outset:

New and existing communities are complete when they demonstrate: universally designed environments; mixed-income neighbourhoods; a continuum of housing types; multi-modal connections within and to elsewhere in the city; heritage conservation; opportunities for physical activity, social interaction, and access to healthy food, daily needs, employment, education, recreation, and green infrastructure (p.31).

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Climate Action Plan

A more compact use of land as well as multi-unit housing in close proximity to transit and active transportation aligns with policy objectives of reducing or limiting the increases in Green House Gasses (GHG) per the Winnipeg Climate Action Plan.

- Under Section 5.1 Emission Reduction Sector Targets, the Climate Action Plan indicates the following:
    - *The contribution of land use to GHG emission reductions is primarily realized through other sectors (i.e., transportation and buildings). For example, as the City becomes more spread out with growth occurring primarily at the periphery, the number and length of personal vehicle travel increases, and other mobility options become less viable or more costly to implement. The type of residential development influences building emissions – in general single detached houses are more energy intensive than multi-unit residential buildings. Therefore, supporting diverse housing forms, density, complete community and transit-oriented development are land use strategies that support the reduction of GHG emissions from transportation and buildings. Evaluating the success of land use related actions therefore necessitates a consideration of indicators in these other sectors. To work towards the City's overall emission reduction goals, the City seeks to support residential infill and greater densities in strategic locations that provide convenient access to transit.*

      More specifically, it is envisioned that by 2031: » 50% of all new residential construction takes place in strategic infill locations. (p.22)
- 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 (p. iv)

- 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

- Strategic Opportunity #5 *Low Carbon and Energy Efficient Buildings*
  In order to lower energy and greenhouse gases used in Winnipeg's new and existing buildings, the City and community need to find better ways to understand the energy use and emissions from buildings and provide builders with the tools and resources (where needed and feasible) to support these retrofits and designs.

  5.2 Improve energy performance of new buildings

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to any of the specific Goals and Objectives in the *Poverty Reduction Strategy* (PRS) and it was determined that the PRS is not applicable to this report.

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning
Prepared by: Devin Clark, RPP, MCIP
Date: April 18, 2023
File No: DASZ 7/2023

List of Schedules and Appendices

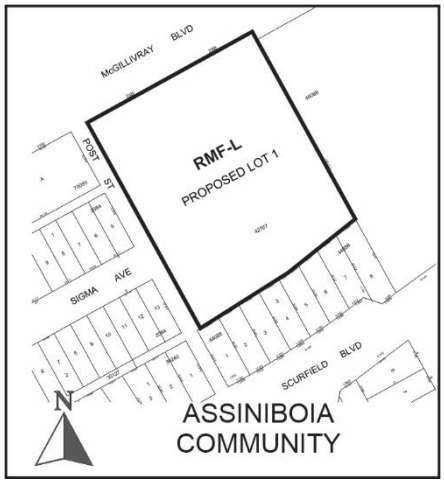
Schedule A – Planning Discussion
Appendix A – Proposed By-law
Schedule B – File No. DASZ 7/2023, Assiniboia Community Committee, dated April 14, 2023
Schedule C – Report of the Administrative Working Group
Schedule D – Shadow Study

SCHEDULE 'A'

DATE:	April 14, 2023
FILE:	**DASZ 7/2023**
RELATED FILES:	DAV 23-111107/D
COMMUNITY:	Assiniboia Community
NEIGHBOURHOOD #:	2.647 (Whyte Ridge)
SUBJECT:	For consideration at the public hearing for a subdivision to: consolidate two (2) underlying lots into one (1) lot and rezoning the land to the "RMF-L" Residential Multi-Family (Large) District

LOCATION: 2308 and 2320 McGillivray Boulevard

LEGAL DESCRIPTION: LOTS 1 AND 2 PLAN 42767 WLTO IN OTM LOTS 31 TO 35 PARISH OF ST VITAL.



APPLICANT: Landmark Planning & Design, Inc. (Brennan Johnson)
298 Waterfront Drive
Winnipeg, Manitoba R3B 0G5

OWNERS: The Trustee Board of the Presbyterian Church of Canada
50 Wynford Drive
North York, ON M3C 1J7

RECOMMENDATION: Approval with conditions

SITE DESCRIPTION

- The subject site is located on McGillivray Boulevard, between Post Street and Columbia Drive. It is in the Whyte Ridge Neighbourhood of the Waverley West Ward.
- The subject site has a total land area of approximately 3.06 acres
- The subject site is currently zoned “A” Agricultural
- The subject site is located within the Established Neighbourhoods – Recent Communities policy area of the *Complete Communities Direction Strategy 2.0’s* Urban Structure Map.



Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2021)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

- To the north of the subject site is McGillivray Blvd. then large format commercial uses zoned “C4” Regional Commercial.
- To the east is a place of worship use, zoned “A” Agricultural.
- To the south of the site there are single family residential uses zoned “R1-M” Residential Single-Family (Medium).
- To the west there is a mix of vacant land and single-family residential uses zoned “A” Agricultural and then multi-family uses zoned “RMF-M” Residential Multi-Family Medium.

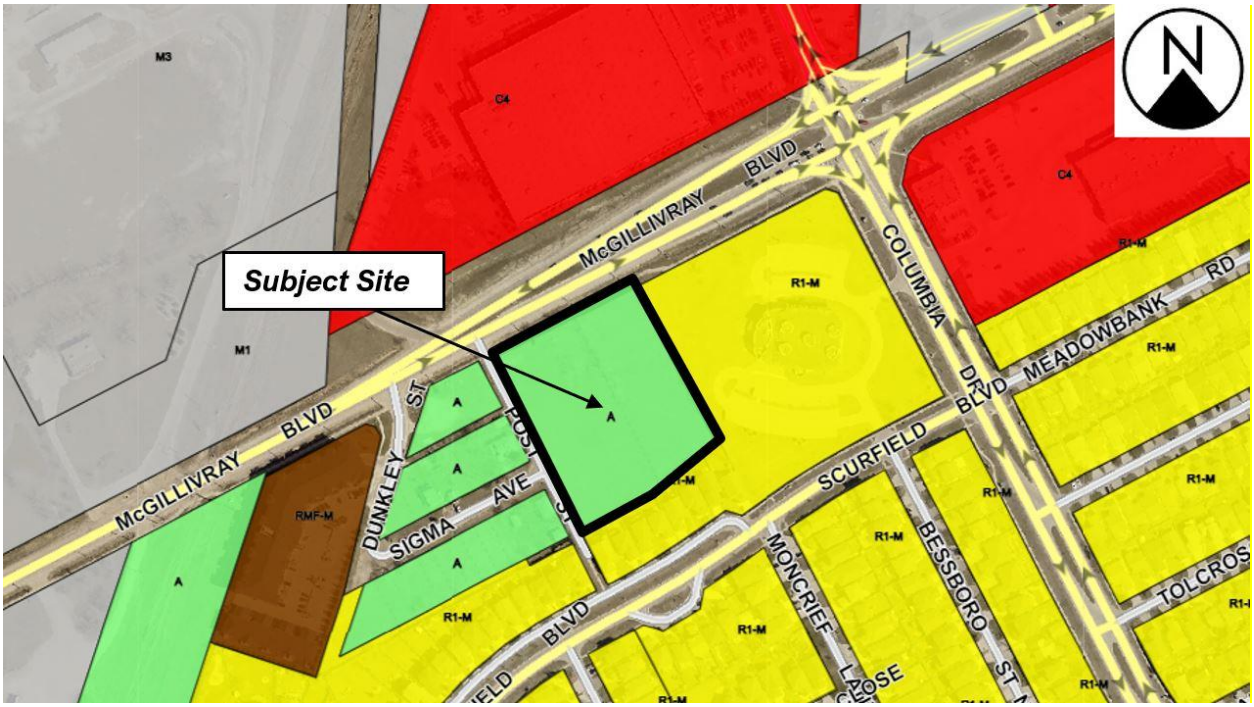


Figure 2: Zoning of the Site and Surrounding Area

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing to consolidate the two (2) existing lots on the subject site and rezone to the “RMF-L” zoning district to accommodate a multi-unit residential building.
- The proposed development is to have 294 dwelling units. 246 of these units would be located within the apartment building oriented toward the front of the property, and 48 units would be townhouses located at the rear of the property.
- The proposed 7-storey building dwelling unit breakdown is approximately:
    - 60% 1-bedroom,
    - 30% 2-bedroom, and
    - 10% 3-bedroom.
- The proponents identify that 25 % of the units will be affordable, as identified under the CMHC (Canada Mortgage and Housing Corporation) MLI select program.
- The building is also planned to be 25% more energy-efficient than the 2017 National Energy Code for Buildings, and falls under the CMHC MLI select program.
- The apartment building will have a building height of approximately 75 feet.
- The townhouses are shown to have a building height of 35 feet (37 feet to the parapet).
- 382 parking stalls are proposed – 213 stalls are to be on the surface. 85 stalls are to be underground and 84 stalls located within the main floor of the building. 8 accessible and 3 van accessible stalls will be provided. 38 visitor parking stalls will be provided and 44 bicycle stalls provided.

- The combined lot area in its current configuration is 133,534 square feet. Public Works will be requiring a portion of the frontage as part of a road right-of way widenings for McGillivray Blvd. and Post St. and as such, the reduced lot size will be around 117,871 square feet.
- Landscaping is proposed in the following manner:
    - For street edge landscaping: McGillivray Blvd. requires 10 trees and 48 shrubs. 13 trees and 105 shrubs are proposed. Post St. requires 13 trees and 60 shrubs. 15 trees and 84 shrubs are proposed.
    - For building foundation landscaping: Around all buildings on site a total of 106 shrubs are required. The proposal shows 169 shrubs.
    - For parking lot interior landscaping: 8 trees and 24 shrubs are required. 8 trees and 26 shrubs are provided.
    - Along the rear property line the applicants are proposing 29 trees and 127 shrubs.
- In total, 76 trees, 511 shrubs and 15 Feather Reed Grasses are proposed to be planted on site.
- The applicant indicates that amenities will include outdoor park areas, as well as a gym and resident lounge in the 7-storey building.

Associated Variance Application (DAV)

- The proposed development is also the subject of an associated Variance application (DAV) concerning a reduction to the front yard setback, reduction to the required parking stalls, insufficient building foundation landscaping, and reduced setbacks associated with the accessory parking area. Please refer to the Administrative Report under file no. DAV 23-111107/D for more information.



Figure 3: Site plan showing the proposed development of the subject property.

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING

<u>Pre-Application Feedback</u>

- The applicant requested a pre-application feedback letter from the Public Service which was completed in August of 2022. The applicant submitted 3 options.
- Under Option 1, the applicant proposed to construct a building with one portion that is seven storeys and another portion with a height of four storeys. A total of 280 dwelling units was contemplated.
- Under Option 2, the applicant proposed to construct a seven-storey building and three, three-storey townhouse dwellings. A total of 294 dwelling units was contemplated.
- Under Option 3, the applicant proposed two separate buildings seven storeys each and a four storey building. A total of 252 dwellings was contemplated.
- The Urban Planning Division noted potential concerns may arise with Option 3, with respect to privacy and the proximity of the 4 storey building in relation to the single-family residential properties to the south. However, notably, this proposal came in with the lowest density of all three options.
- Urban Planning noted that Option 1 and 2 better mitigate this potential impact. Option 1 is mitigated by a four-storey building portion turned perpendicular to the rear lot line; with

Option 2, it is mitigated by three-storey townhouse style development turned perpendicular to the rear lot.

- The proponents ultimately decided to proceed with Option 2.
- The feedback in the pre-app indicated that the Urban Planning Division could be supportive of a rezoning to the “RMF-L” zoning district, provided that:
    - The building and site be designed in a manner that mitigates adverse visual and privacy impacts on adjacent residential properties, particularly residential properties to the south of the subject site;
    - The building massing and building design details are oriented toward McGillivray Boulevard; and,
    - Consideration be given to providing strong pedestrian connections to transit and commercial amenities to the east of the site, and providing outdoor amenity space and landscaping for the enjoyment of residents of the proposed development.
- Additionally, recommendations included that:
    - The building(s) meet the 45 angular plane
    - The site design should locate densely planted landscaping, buffering, and/or fencing along the south property line, in order to buffer the building(s) and accessory parking areas from the adjacent residential properties
    - In general, the following guidelines should be considered when designing any future multi-family development at this location:
        - The site layout and building orientation should ensure that the buildings relate appropriately to the street and surrounding developments and create a cohesive visual identity for the neighbourhood;
        - Parking areas should be located behind or beside principal buildings and should be screened with landscaping;
        - Universally accessible pedestrian connections should be linked to public sidewalks;
        - Outdoor recreation areas for the future residents, including patios, pathways around the site, gazebos, children’s play areas, etc. should be included;
        - Garbage storage areas and other building services should be internal to buildings or screened from view with appropriate fencing/landscaping;
        - The overall design should be made up of a distinctive, quality, architectural character and style that also avoids monotonous and featureless building massing and design; and,

- Landscaping should enhance the overall development in key areas such as the development perimeter, corners, common areas, areas along pathways, and entryways.

Public Engagement

- The Urban Planning Division encouraged the applicant to undertake public consultation with surrounding residents and other stakeholders prior to proceeding with a formal application. The Urban Planning Division encourages consultation in order to give stakeholders an opportunity to discuss any potential issues or concerns with the developer and to potentially address these issues through site and building design amendments.
- The applicant notes a series of stakeholder meetings and public open houses took place over a 6-month period between July 2022 and December 2022. This included meetings with adjacent residents, businesses, and stakeholders potentially impacted by this proposal on a total of two occasions.
- The first set of meetings took place on July 18th, 2022. The first meeting was at 4 pm and the second at 7 pm via Zoom. At this meeting the applicants introduced themselves, provided an overview of the project, shared preliminary design concepts for the site, received feedback, and outlined next steps in the planning process. For this round, the applicant notes that 5 people RSVP'd that they would attend and 3 people attended.
- At the second set of meetings and public open houses, which took place on December 5th, 2022 at 4 pm and 7 pm via Zoom, the project team provided an update on the progress, demonstrated how feedback received had been taken into consideration, shared a preferred design concept and outlined next steps in the planning process. Residents, business owners, and stakeholders were provided another opportunity to share input. For this round, the applicant notes that 13 people RSVP'd and 14 people attended.
- For notification, residents and businesses in the immediate vicinity of the project received direct invitations to the stakeholder meetings via hand delivered notices. For the second set of meetings and public open houses, notices were hand-delivered to residents on the surrounding blocks and an advertisement was placed in the Winnipeg Free Press Community Review – West newspaper. The project team also sent email invitations to all stakeholders that attended the first round of engagement and local stakeholder groups.

- Below is the table provided by the applicant to the City with respect to comments/concerns raised during the consultation process.

Comment/Concern	Project Team Response
Building Height, Massing and Setbacks	• The site was designed to push the taller building as far away as possible from single family homes in Whyte Ridge. • Three storey townhomes serve as a buffer between the multi-family building and the existing residences on Scurfield Blvd. • The closest townhome building is over 50' from the nearest Scurfield Blvd. property line (and over 75' from the closest home). The Multi-family building is over 200' to the closest Scurfield Blvd. home. • The site layout, parking, and landscape buffer along the south property line maintain a transition between scales of uses. • The proposal will include various design elements, landscaping, and feature a mix of materials, colours, and articulations to reduce the scale and the bulk.
Density and Type of Units	• The proposed development meets the density requirements of the RMF-L zoning district. • The proposed development would include a variety of one-, two-, and three-bedroom units
Parking	• The proposal features a parking ratio of 1.3 parking stalls per unit. • The proposed development is in close proximity to transit and active transportation infrastructure. • The preferred concept features a mix of underground and surface parking.
Privacy	• Landscape buffering and fencing are provided along the south property line • Windows along the south facades of the townhomes have been minimized to address privacy concerns, while balconies are oriented to the east and west.
Shadows	• A shadow study was prepared by the project architect, the results of which are included as part of this pre-application package. • Due to the building's northern orientation, the height, step downs, and large setbacks, there are no major shadow impacts to adjacent residential properties.
Traffic	• Transportation Engineering firm MORR Transportation Consulting was retained to undertake a Traffic Impact Study for the proposal. • The results of the study are included as part of the pre-application package.
Process	• If approved, the proposed development is anticipated to be built in at least two phases.

- The Implementation Section of CCDS 2.0 provides the following policy with respect to engaging with the community.

  Community engagement

  1.2 Ensure community engagement is a component of the planning process and is a fundamental tool in building ownership of this By-law and in achieving its goals and objectives (p.160).

- Consultation prior to the public hearing process has been undertaken by the applicants who identified the above comments/concerns raised during consultation and identified how the concerns have been addressed.
- The Urban Planning Division encourages dialogue at the public hearing process to address any potential questions or concerns with the development proposal.

Within City Departments

- Upon submission of the plans for the subdivision-rezoning application, Public Works and Water and Waste provided comments with respect to the necessary upgrades or enhancements required to accommodate the proposed development. These items are captured within the ACG report (Schedule B of this report). With respect to the pre-application, the following comments are noted as they could affect the site and building design layout.

Public Works

- Public Works notes that the southern proposed private approach to Post Street is considered non-conforming under the *Private Access By-Law 49/2008*. The centrelines of the private approach and Sigma Avenue need to be coincident. Public Works advises that private approaches require separate application to the Public Works Department and ss such, it is suggested that the site plan is developed with conforming approaches.
- Public Works does not support vehicular access to Post Street south of Sigma Avenue as this portion of Post Street may be converted to a public walk in the future.
- If the section of Post Street south of Sigma Avenue were to be converted to a public walk, Public Works wouldn't require a right-of-way widening from the subject property south of Sigma Avenue.
- It is suggested that the applicant work with the other future developments within the area of Post Street, Sigma Avenue, and Dunkley Street and develop a concept plan for the area including but not limited to:
  - public walks,
  - proposed rights-of-way locations,
  - street widths, and
  - property requirements.

- The pedestrian connection between Scurfield Boulevard and Sigma Avenue must be maintained.

Transit

- Transit indicated that the orientation of the building(s) within each site plan option appear to emphasize access from the west side for pedestrians and vehicles alike. Transit service (and all nearby commercial amenities) would be accessed by walking to the east from the north limit of the property. It is preferable for adjustments to the site plan that mitigate unnecessary additional walking distance to transit service and commercial amenities, by placing a building entrance near the northeast corner of the site.
- As such, consideration should be given to including direct and safe pedestrian access from the east side of the site, to the A.T path in front of the subject site.

OURWINNIPEG 2045

OurWinnipeg 2045 is the City's long-range development plan. The following policies are relevant to the proposed development:

6.1 Sustainable Urban Growth

The City must accommodate physical development that reflects this Plan's goals, and achieves a continuum of complete and connected communities over the lifecycle of the Plan.

6.5 Climate Resilient Growth

The intensification target adopted in Complete Communities must align at a minimum with climate change mitigation and adaptation goals, objectives, and adopted greenhouse gas emissions reduction targets.

6.6 Intensification Target

Achieve the intensification target by making development in intensification target areas easier and more desirable and predictable, as directed in Complete Communities.

6.16 Established Neighbourhoods

Designate Established Neighbourhoods within the Urban Structure, representing lands that will accommodate additional growth in a context-sensitive manner, while promoting the efficient use of land, cost-effective municipal servicing, enhanced housing choice and affordability, and conservation of green infrastructure and heritage resources and districts, as defined in Complete Communities.

6.22 Complete Streets

Apply complete streets principles in the design, reconstruction, construction and operation of designated Urban Mixed Use Corridors, and other areas of the city where appropriate, to enhance the safety and usability of an integrated and sustainable transportation system based on a hierarchy of users which safeguards those most at risk of fatality and injury.

6.25 Mixed Use Centres

Designate Mixed Use Centres within the Urban Structure, representing the largest commercial areas in the city with the ability to accommodate major retail uses, and become pedestrian-oriented environments connected by integrated and sustainable transportation options, and offering a variety of housing, employment, amenities and services.

6.37 Transit-Oriented Development

Achieve a balanced modal split that reflects greenhouse gas emissions reduction targets, through the integrated planning and development of compact, walkable and connected mixed-use neighbourhoods, that enable a transition to an integrated and sustainable transportation system.

6.38 Transit-Oriented Development

Direct the highest residential and employment densities to areas that can provide the best transit service.

6.39 Affordable and Supportive Housing Options

Facilitate affordable and supportive housing in all neighbourhoods, through a continuum of private and non-profit housing development that includes a mix of sizes, forms and tenures; resilient, low-carbon, and energy-efficient construction; adaptable, universal design accessibility; and proximity to integrated and, sustainable transportation options.

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

The *Complete Communities Direction Strategy 2.0* supports *OurWinnipeg 2045*, and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg.

- The subject property is classified as an Established Neighbourhood – Recent Community under *Complete Communities 2.0*. Key policies for Established Neighbourhoods include:

Vision Statement:

Established Neighbourhoods will continue to evolve as complete communities to increase the diversity of housing choices, improve housing affordability, and more efficiently use land, infrastructure and services.

General Policies

1.0 Encourage compatible residential development within Established Neighbourhoods to build more Complete Communities and align with the City's residential intensification target.

1.1 Encourage residential development that positively contributes to neighbourhood character while expanding housing options for residents in a manner that is sensitive and complementary to existing development.

1.2 Increase the population within Established Neighbourhoods to contribute to the physical renewal and revitalization of older neighbourhoods.

1.3 The subdivision of land or the consolidation of land may occur when it is done in a context-sensitive manner, and only when in compliance with policy section 9.1 of the Strategic Infrastructure and Resources section.

1.5 Support up to mid-rise residential development in Established Neighbourhoods that is compatible with neighbourhood context.

1.6 In the absence of a secondary plan guiding the local development of an Established Neighbourhood, intensification should be guided by a number of factors to ensure compatible development, including:

a. Applicable City-endorsed policies or guidelines;

b. Existing zoning of the property and adjacent properties;

c. Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks, and layout;

d. Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;

e. Characteristics of the lot, including whether it is a corner lot, a larger lot than is typical for the neighbourhood, or the shape of the lot;

f. Proximity to Downtown, Mixed Use Centres, Major Redevelopment Sites and Mixed Use Corridors;

g. The supporting street network (ex. local, collector, or arterial streets) and the street network's ability to support proposed development;

h. The supporting transit, pedestrian and active transportation network; and

i. The supporting water, wastewater, and land drainage infrastructure and capacity to accommodate a proposed development or ability to make the required upgrades necessary to accommodate a proposed development.

Recent Communities

1.14 Mid-rise residential uses will generally be accommodated on arterial roads where compatible with adjacent land uses and where they can be conveniently served with transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.

Mid-rise residential is defined in CCDS 2.0 as:
residential buildings between five and eight storeys in height and typically includes apartment housing. (p.173)

Building setbacks

2.3 Encourage, where contextually suitable, the location of multi-family buildings at or near the front and corner side property lines to create a pedestrian orientation that is respectful of the area context. Use setbacks to provide landscaping, front courtyards for individual units or other amenities that support the pedestrian environment, building design and relationship to the street.

Building design

2.5 Encourage a variety of architectural styles.

2.6 Encourage building design to include a range of architectural features that create visual interest and positively contribute to the visual aesthetics of the street and neighbourhood.

Pedestrian orientation

2.9 Buildings with multi-unit residential uses should be designed to support pedestrian activity and reinforce the public realm through thoughtful use of architectural features which may include, but are not limited to, the following:

a. Window placement that supports passive surveillance;
b. unit entrances with direct access to the street;
c. Front porches;
d. Balconies;
e. Awnings;
f. Lighting; and
g. Height of primary entrances.

2.11 Multi-family residential or mixed-use buildings that front public streets and contain internal parking areas should provide a main entrance facing the public street.

Massing and scale

2.12 New development should respect and complement the existing character of the built form of surrounding properties.

2.13 Where appropriate, taller buildings should use step backs and roof design to mitigate negative impacts on adjacent properties and provide a more comfortable pedestrian environment.

2.14 Avoid buildings that create long blank walls facing public streets.

2.15 Encourage the use of architectural features to articulate building walls in order to mitigate the impact of new building mass.

Parking and loading

2.17 Locate commercial, mixed-use, or multiple family residential parking underground or behind buildings in order to create a more pedestrian-oriented built form. Active uses should be located at grade when these buildings face public streets.

2.18 Strongly discourage locating surface parking lots between streets and building fronts.

Site design

2.21 Site design should take cues from the character of the neighbourhood or street and should mitigate the potential for land use conflict with adjacent properties that have different scales, densities and uses. Parking location (motor vehicle and bicycle), vehicular access, servicing elements, building placement and landscaping treatment will be important design elements to ensure context-sensitive design.

2.22 Create or reinforce compact, pedestrian-oriented urban development patterns by ensuring the siting, form and scale of new development has a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.

Housing

3.0 Ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs.

3.1 Encourage a variety of housing types and tenures within Established Neighbourhoods to meet life-cycle housing needs and affordability ranges.

3.3 Increase the supply of affordable housing within Established Neighbourhoods in proximity to commercial amenities, recreational opportunities and frequent transit service.

3.4 Encourage development that incorporates affordable housing to locate close to the Primary Transit Network, rapid transit stations, and Urban Mixed Use Corridors.

3.5 Encourage multi-family residential development to incorporate affordable housing in accordance with Goal 1 and its associated policies outlined in the Housing section of this By-law.

3.6 Encourage new development that incorporates housing types that enable "aging in place" in Established Neighbourhoods.

- Under the General Growth Section of CCDS 2.0, policy direction indicates the following:

Goal 3

3.0 Direct the highest residential and employment densities to areas that can provide the best transit service.

Policies

Align maximum permitted multifamily residential densities with transit

3.1 Where compatible with surrounding land uses and subject to other applicable policies of this By-law, direct the highest multifamily residential densities to the areas that provide the best transit service.

3.1.1 High multifamily residential densities may be encouraged Downtown and in proximity to existing rapid transit stations and Corridors. Support the highest densities in this range in closest proximity to transit stations.

3.1.2 Medium multifamily residential densities may be encouraged in proximity to the existing and planned Primary Transit Network. Support the highest densities in this range in closest proximity to transit stations.

The proposed development is consistent with *CCDS 2.0* in the following ways:

- The development adds mid-rise residential development, proposed at 7 storeys on an Arterial Street. Mid-rise development is defined in CCDS 2.0 as *residential buildings between five and eight storeys in height and typically includes apartment housing* (p.173).

    - With respect to building height the “RMF-L” zoning district is being considered, given that the “RMF-M” zoning district limits building heights to 60 feet, which does not accommodate building heights of 6 (under typical current construction practices), 7 or 8 storeys. The Urban Planning Division recommends a condition that building heights be limited to 75 feet for the front portion of the property and 35 feet for the back portion of the property, given that the “RMF-L” zoning district permits a maximum of 150 feet.

- The building is proposed to be located at or near the front and corner yards of the property.
- Parking is not located within the front yard and is contained below grade, to the side and to the rear of the buildings as seen from McGillivray Blvd. Landscaping is encouraged and is proposed by the applicants to help minimize visibility of the parking area.
- An entrance is provided facing the public street. It does not appear to be the primary entrance. This entryway is encouraged to create a more prominent and interesting design to reflect policy with respect to pedestrian orientation.
- The proposal introduces a variety of housing typologies to the area that is predominantly established with single family residential dwellings. This includes affordable housing and housing supportive of ‘aging in place.’
- The Urban Planning Division considers the “RMF-L” zoning district to be acceptable as it allows for heights that are in alignment with the mid-rise policy. The Urban Planning Division recommends a condition that limits the heights to mid- and low-rise multi-unit residential.
- As for density, policy noted above indicates the highest densities should be reserved adjacent to areas that provide the best transit service. The Urban Planning Division considers density as proposed to be on the high end, but notes that consideration can be given to some level of higher density based on the following:
    - The site is adjacent to a Regional Mixed Use Centre, which is a consideration under 1.6 (f) of policies for Established Neighbourhoods.
    - The lot area per dwelling calculation is higher as a result of the land required for the road right-of-way widenings on McGillivray Blvd. and Post St.
    - The site is approximately 580 metres from a future Frequent Transit route on Kenaston Blvd., 225 metres from current regular transit and future Direct Transit at Columbia Drive, and located within 100 metres of transit stops on Scurfield Blvd with regular transit service.
    - The subject property is over 3 acres in lot area, which is substantially larger than properties in the surrounding area.
    - The development tapers down in height and density from the front of the site to the back of the site toward the single family residential dwellings.

- The development will incorporate 25% of the units as affordable, under the CMHC (Canada Mortgage and Housing Corporation) MLI select program.

SUBDIVISION

- The subject site is currently made up of two (2) lots. Subdivision is required in order to consolidate these two (2) separate lots into one (1) lot and widen the public right-of-way along McGillivray Blvd and Post St.

REZONING

- The subject site is currently zoned “A” Agricultural. The general purpose of the “A” zoning district is intended to: (a) provide rural and open land for agricultural purposes until such time as it is required for future urban development;
- The specific purpose of individual Agricultural (A) districts is intended for general agricultural activities.
- The applicant is proposing to rezone the land to the “RMF-L” Residential Multi-Family (Large) zoning district.
- The dimensional standards of the “RMF-L” zoning district are:
  - a minimum front yard of 25 feet;
  - a minimum rear yard of 25 feet;
  - a minimum interior side yard of eight (8) feet; - note – where a building is more than one storey in height, the required interior side yard increases by 2 feet for each storey above the ground floor to a maximum of 20 feet.
  - a minimum corner side yard of twenty (20) feet; and,
  - a maximum building height of 150 feet.
- The minimum lot area in the “RMF-L” district is 20,000 square feet and the minimum lot area per dwelling unit is 400 square feet.

TRANSPORTATION ANALYSIS

- The applicants hired a transportation consulting firm to conduct a Technical Memorandum – Traffic Analysis. Below are a few of the highlights from the report and recommendations.
- According to the consultant
  - *The study team conducted turning movement counts using MORR video counting technology. Data collected on-site included:*
    - *An intersection turning movement count for McGillivray Boulevard at Dunkley Street. The count was conducted for the AM peak period (7 AM – 9 AM), and the PM peak period (4 PM – 6 PM) on September 28, 2022.*
  - *Development generated traffic was estimated using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual. Land uses such as*

Single Family Attached Homes (#215) for the townhouse units, Multi Family Low-Rise (#220), and Multi-Family Mid-Rise (#221) were used for analysis.

- *An intersection turning movement count for McGillivray Boulevard at Post Street. The count was conducted for the AM peak period (7 AM – 9 AM), and the PM peak period (4 PM – 6 PM) on September 28, 2022.*

- The traffic study concluded the following:
  - *The proposed 2320 McGillivray development is anticipated to generate:*
    - *114 AM peak hour trips*
    - *124 PM peak hour trips*
    - *1,462 weekday daily trips*
  - *Future development of the Dunkley Street, Sigma Avenue, and Post Street area is anticipated to generate:*
    - *41 AM peak hour trips*
    - *47 PM peak hour trips*
    - *578 weekday daily trips*
  - *The proposed 2320 McGillivray development plus the Dunkley Street, Sigma Avenue, and Post Street area is anticipated to generate:*
    - *155 AM peak hour trips*
    - *171 PM peak hour trips*
    - *2,040 weekday daily trips*
  - *Using 5% background growth along McGillivray Boulevard, peak hour traffic operations analysis indicated acceptable performance for all background scenarios. However, the northbound left turn performance breaks down in 2027 post development conditions.*
  - *Actual growth of traffic on McGillivray Boulevard should be monitored with consideration to prohibiting northbound left turns at McGillivray Boulevard at Dunkley Drive during one or both weekday peak periods if performance breaks down. The displaced northbound left traffic would instead turn right onto eastbound McGillivray Boulevard and make an eastbound U-turn on McGillivray Boulevard at Columbia Drive to continue west.*
  - *Traffic volumes over the peak six hours of the day along with the warrant points do not warrant implementation of traffic signal control at the intersection of McGillivray Boulevard at Dunkley Street post-development.*
  - *The study team recommends a westbound left turn/U-turn storage lane of 40 m with a 55 m taper on McGillivray Boulevard at Dunkley Street – which is sufficient to service left turn/U-turn volumes in post development conditions.*
    - *With full build out of the proposed 2320 McGillivray development and the Dunkley/Sigma/Post area, the breakdown of westbound left turn/U-turn*

volumes on McGillivray Boulevard at Dunkley Street consists of 25% from existing conditions, 50% from the proposed 2320 McGillivray development and 25% from the Dunkley/Sigma/Post area.

Modifications to Post Street include dedicating 4 m from the proposed 2320 McGillivray development as right-of-way to accommodate a new 7.5 m road and 5.25 m of east boulevard with sidewalk based on the City's Transportation Standards Manual (2013).

The study team recommends extending a proposed sidewalk on the east side of Post Street from the multi-use path on McGillivray Boulevard to just south of Sigma.

The study team recommends aligning the south development access on Post Street to be in line with Sigma Avenue to correct misalignment of the intersection.

Based on these findings, the study team recommends:

- *A westbound left turn/U-turn storage lane of 40 m with a 55 m taper on McGillivray Boulevard at Dunkley Street.*
- *Dedicating 4 m from the proposed development as right-of-way to accommodate a new 7.5 m road and 5.25 m of east boulevard with sidewalk on Post Street between McGillivray boulevard and Sigma Avenue.*
- *Aligning the south development access on Post Street to be in line with Sigma Avenue to correct misalignment of the intersection.*

- The Public Works Department notes that the alignment of the south development access was not modified in accordance with the above recommendation and indicates that the proposed alignment is non-conforming with respect to the Private Approaches By-law. The recommendation is that this approach should be realigned with the established intersection at Sigma Ave and Post St.

TRANSIT

- The subject site is currently served by transit routes 650 and 74.
- On weekdays route 650 runs between 5:45 AM and 10:44 PM. Approximately 41 buses each way (total 82) serve this route throughout the day. The nearest stop is located approximately 100 metres from the subject site on Scurfield Boulevard. An established pedestrian path provides access from the subject site to the transit stops on Scurfield. Route 650 connects with the established rapid transit line, which provides service to downtown and the University of Manitoba.
- On Weekdays, route 74 operates between 5:58 AM and 10:10 PM. Approximately 40 buses each way (80 total) throughout the day. The route runs between Polo Park and the University of Manitoba with service through the Whyte Ridge neighbourhood. This route is serviced at stops located on Columbia Drive, which is an approximate 225 metres from the subject site.

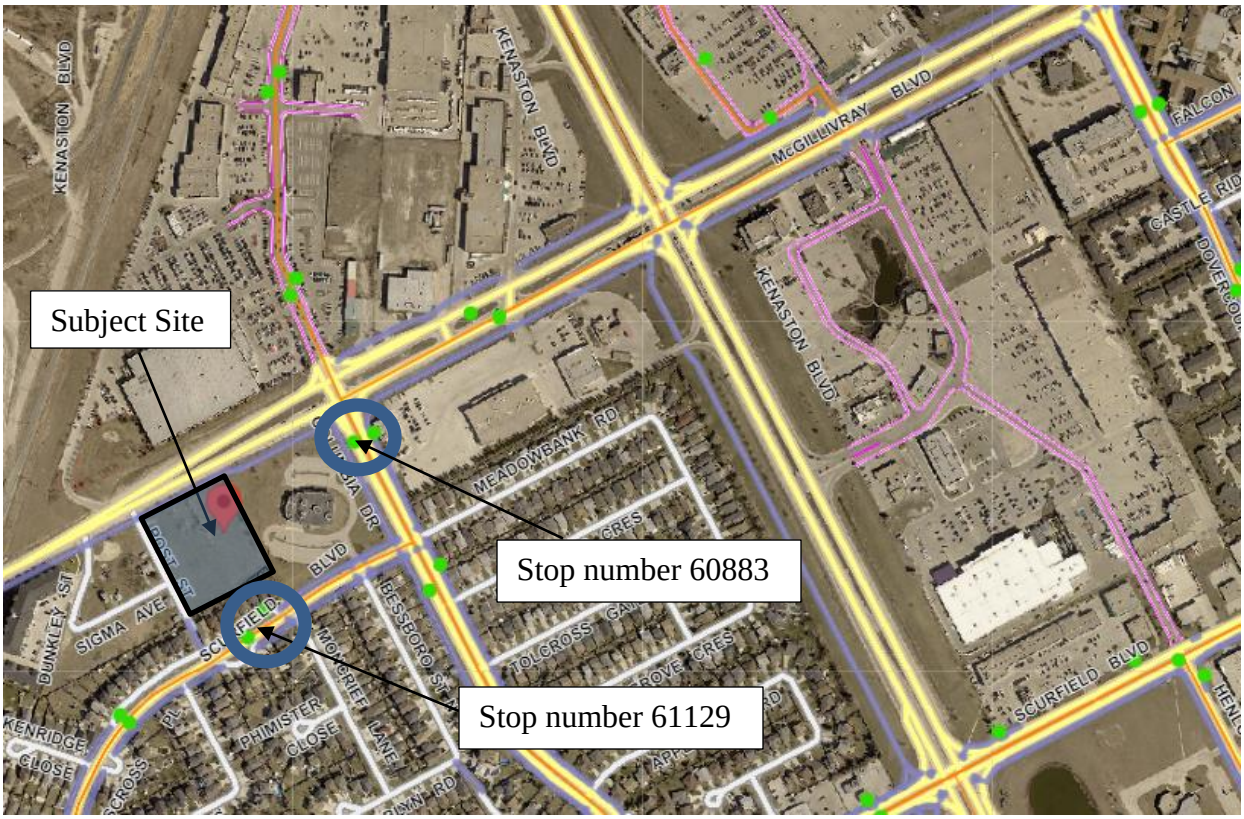


Figure 4: Transit stops in close proximity to the subject site

- The proposed development will be positioned to provide access to existing transit stops in close proximity to the subject site as mentioned above. Service along Columbia Drive is identified within the Transit Master Plan as forming part of the Primary Transit Network as a Direct line, which offers service throughout the day every 10-20 minutes. The long-term transit plan identifies Kenaston Blvd. as a Frequent Transit line, meaning service would be provided every 10-15 minutes throughout the day.

- The City of Winnipeg's Transit Master Plan states that:
  The Winnipeg metro area's population is expected to approach one million citizens within 25 years. Accommodating the transportation needs of this future population requires enhancements to all aspects of the transportation system. The mobility needs of all people, regardless of age and ability, must be addressed in a sustainable, cost-effective, and reliable way (p.14).

  In the current transit system, only slightly more than 20% of Winnipeg homes are within a 500 metre (6-7 minute) walk of frequent transit service. Access to frequent transit service (defined as a bus coming every 15 minutes or less) is a tipping point to make transit an attractive and viable choice (p.14).

  Primary Transit Network lines are designed to increase ridership by offering direct and frequent service, every 15 minutes or better for the majority of the day, seven days a week. Increasing ridership is the most significant way Winnipeg Transit can contribute to reducing greenhouse gas emissions in Winnipeg (p.25).

- During the pre-app, comments provided from Winnipeg Transit encourage an additional pedestrian connection to be located at the north east corner of the site as a means to reduce the potential walking distance for those making their way to transit stops on Columbia Drive and Kenaston Blvd, or accessing cross walks on McGillivray Blvd. to the Regional Mixed Use Centre. To this end, Transit notes it would be preferable for adjustments to the site plan to mitigate unnecessary additional walking distance to transit service and commercial amenities, by placing a building entrance near the northeast corner of the site.
- OurWinnipeg 2045 and Complete Communities 2.0 direct planning to consider supporting higher intensity residential density where served by existing or planned rapid or high frequency transit. The site is located within approximately 225 metres from planned Direct transit on Columbia Drive and 580 metres of planned high frequency transit along Kenaston Blvd. As indicated in the Transit Master Plan, when frequency increases likelihood to choose transit increases. Given the sites proximity to the Regional Mixed-Use centre and proximity to current and future planned transit, the site warrants consideration of a development that is of a higher density.
- With respect to enhancing the interrelated nature of land use and transit, it is believed that site plan improvements should be addressed with the proposal. This could occur at the plan approval stage. At present, even with a parking reduction, the site is heavily utilized by parking stalls and drive aisles. The Urban Planning Division would suggest that higher profile walkways and gathering spaces be explored along the northeast portion of the site and building to further enhance pedestrian connectivity to commercial services and transit.

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 established and well connected to the surrounding area. A separated, paved, multi-use path runs along the south side of McGillivray Boulevard in front of the subject site. Further east, this path continues on the north side of McGillivray Boulevard and connects with established pathways on Kenaston Boulevard, Waverley St., the Rapid Transit Corridor and currently terminates at Pembina Highway. The A.T. path continues along Kenaston Boulevard moving south and ties into the Waverley West neighbourhood. To the west, the A.T. path continues into Fort Whyte Alive and continues through this site to Sterling Lyon Parkway and the Assiniboine Forest. See Figure 5 below
- A direct connection from the subject site is proposed to the existing A.T. path along McGillivray Blvd.

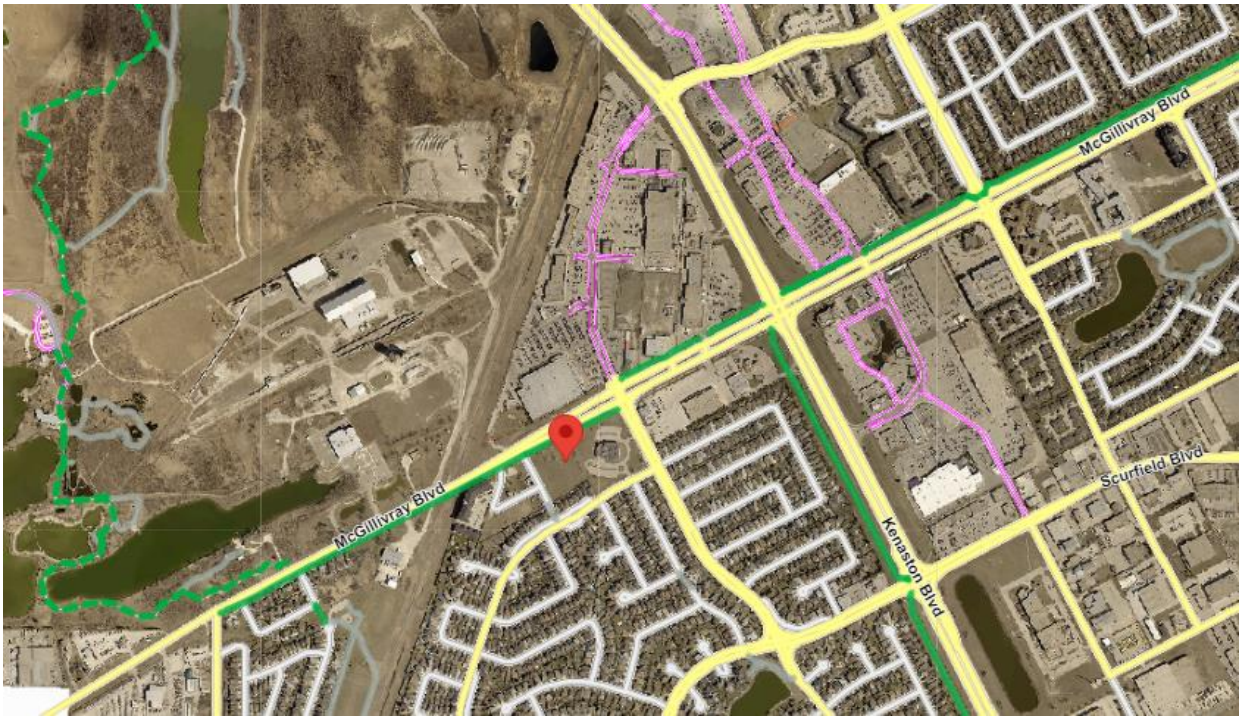


Figure 5 - Established Active Transportation Pathways around the subject property indicated in green

COMPATIBILITY WITH THE SURROUNDING AREA

Area Context

- The proposed development is to be located on a 133,534 sq. ft. (3.07 acre) parcel of land located on the south side of McGillivray Boulevard. On the north side of McGillivray Blvd. is a Regional Mixed Use Centre as identified under CCDS 2.0.
- To the west is vacant land and single family dwelling zoned “A” Agricultural, then a multi-unit residential building. This development contains a total of 92 units on a property that is 101,191 square feet. This equates to a lot area per dwelling unit of just under 1,100 square feet.
- To the east is a church use on an approximate 5-acre site.
- To the south are single family residential dwellings. 8 single family dwelling immediately abut the subject property line.

Site characteristics

- The depth of the subject property is currently approximately 400 feet from McGillivray Blvd., the width is approximately 330 feet, and the total site area is 3.07 acres. The property is located along McGillivray Blvd which is an arterial street and capable of handling increased volumes of traffic subject to the required upgrades as identified in the ACG report (Schedule B).

Established Multi-family

- Looking more broadly at the surrounding area, some examples of multi-unit residential dwellings established around the Regional Mixed-Use Centre help provide some context.

2350 McGillivray Boulevard

- Zoned “RMF-M” with a lot size of 101,191 sq. ft. and 92 units, resulting in a lot area per dwelling unit of 1,099 square feet. Building height is approximately 47 ft. This development shares property lines with single family residential dwellings. The distance between buildings is approximately 80 feet. A landscape buffer is provided along the property edge. The Urban Planning Division notes that the property was constructed in 2012, under a previous development plan (CCDS 1.0).

75 Falcon Ridge Drive

- Zoned “RMF-L” with a lot size of 448,983 sq. ft. (10.3 acres) and a total of 478 multi-family units and assisted living units, resulting in a lot area per dwelling unit of 939 square feet. All vehicular access is taken from Falcon Ridge Drive and Linden Ridge Drive. With respect to Falcon Ridge Drive in particular, this is a collector street with existing single-family residential properties on the south side of the street.
- The development of 75 Falcon Ridge Drive includes the following:
    - Phase 1 – 170 assisted living units. The three-storey building is set 34 feet from Falcon Ridge Drive;
    - Phase 2 – 208 multi-family units. The six-storey building (77 feet) is set approximately 308 feet from Falcon Ridge Drive;
    - Phase 3 – 98 multi-family units. The six-storey building (70 feet) is set approximately 90 feet from Falcon Ridge Drive.
- In addition to building setbacks, 75 Falcon Ridge Drive has a landscaped buffer from Falcon Ridge Drive of no less than 25 feet. The Urban Planning Division notes that the property was rezoned to the “RMF-L” zoning district in 1998, under a previous development plan (Plan Winnipeg).
- These examples of multi-unit residential buildings demonstrate that a variety of densities, building heights and separation distances adjacent to or abutting single family residential dwellings have been established in the area surrounding the Regional Mixed-Use Centre.
- The current proposal is consistent in terms of height with the development at 75 Falcon Ridge Dr.
    - Setbacks from the 7 storey building to the single-family dwellings are larger for the subject development (ranging between 206 feet and 166 feet) than at 75 Falcon Ridge (approximately 155 feet including the road right-of-way).

- Density for the subject site is on the higher end, though, the subject site is closer in proximity to the Regional Mixed-Use Centre and closer in proximity to the planned Direct and Frequent transit lines than at 75 Falcon Ridge Dr.

Density

- The proposed number of units on site is 294. The permitted density for the "RMF-L" district allows for a lot area per dwelling unit of 400 sq. ft. To calculate lot area per dwelling unit and determine the total number of units permitted on site, the total lot size is divided by 400. In this case, 133,534 sq. ft. divided by 400 would permit 333 units.
- The 294 units proposed has a lot area per dwelling unit of 454 square feet. However, it is noted that Public Works requires road right-of-way widenings along McGillivray Blvd. and Post Street. As such, the remaining lot area will be 117,871 square feet and the lot area per dwelling unit is calculated at 400 square feet.
- This density falls within the highest range permitted under the "RMF-L" zoning district category and generally, this type of density is encouraged to be reserved for areas best served by transit and in consideration of proximity to other areas of the urban structure under CCDS 2.0, such as Downtown and areas adjacent to the highest quality transit service. The Urban Planning Division considers the proposed density to be supportable given the following considerations:
    - The site is adjacent to a Regional Mixed Use Centre, which is a consideration under 1.6 (f) of policies for Established Neighbourhoods.
    - The lot area per dwelling calculation is higher as a result of the land required for the road right-of-way widenings on McGillivray Blvd. and Post St.
    - The site is approximately 580 metres from a future Frequent Transit route on Kenaston Blvd., 225 metres from current regular transit and future Direct Transit at Columbia Drive, and located within 100 metres of transit stops on Scurfield Blvd with regular transit service.
    - The subject property is over 3 acres in lot area, which is substantially larger than properties in the surrounding area.
    - The development tapers down in height and density from the front of the site to the back of the site toward the single family residential dwellings.

Building Heights

- Complete Communities 2.0 establishes a general range for housing located within Established neighbourhoods. When a property is fronting an Arterial roadway policy 1.14 under the Established Neighbourhoods policy section indicates that:
  Mid-rise residential uses will generally be accommodated on arterial roads where compatible with adjacent land uses and where they can be conveniently served with transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.
- Relevant policies with respect to height under policy 1.6 include the following:

In the absence of a secondary plan guiding the local development of an Established Neighbourhood, intensification should be guided by a number of factors to ensure compatible development, including:

c. *Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks, and layout;*

d. *Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;*

e. *Characteristics of the lot, including whether it is a corner lot, a larger lot than is typical for the neighbourhood, or the shape of the lot;*

f. *Proximity to Downtown, Mixed Use Centres, Major Redevelopment Sites and Mixed Use Corridors;*

- The definition of mid-rise development under CCDS 2.0 are "residential buildings between five and eight storeys in height and typically includes apartment housing," (p.173).
- The proposed apartment style building on site is to be 7 storeys (~75 feet in height). This height falls within the permitted range of mid-rise residential uses located on arterial streets, with convenient service to transit and commercial amenities. With respect to considering building height compatibility, the Urban Planning Division looks at a number of site and building design elements that essentially "test" potential impacts from a massing perspective. The following is a discussion about setbacks, the 45-degree angular plane, transition of massing, shadowing, and landscaping to understand what effect the massing and height has on neighbouring properties.

Setbacks

- The distance that a building is setback from adjacent properties can minimize impacts. In this case, the applicants have proposed to locate the 7 storey building (+-75 feet) between 166 to 206 feet away from the south property line. Setbacks influence the impact of massing on adjacent properties. In this instance, combined with a landscape buffer, and townhouses at a lower height, the impacts of massing can be mitigated.

45-degree angular plane

- One common tool the Urban Planning Division uses is a 45-degree angular plane (see Figure 6 below), which helps understand how the building heights and setbacks can create a reasonable transition to other residential uses. This is done by drawing a line at a 45-degree angle (starting 6 feet above grade) from a shared or adjacent property line between the two sites.

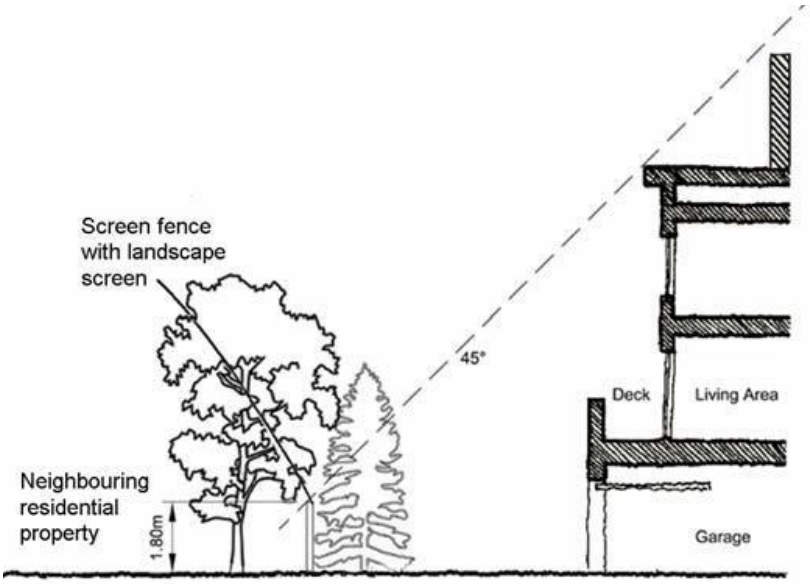


Figure 6: example image of how a building meets the criteria of being contained below the 45-degree angular plane.

- The applicant has provided a cross section view of the site in relation to the established single-family dwellings on Scurfield Blvd. including the 45-degree angular plane. The townhouse dwellings are setback between 50-59 feet from the south property line and as such, fall below the 45-degree angular plane as demonstrated below in Figure 7. The 7-storey building also falls below the 45-degree angular plane



Figure 7: Cross section of sight lines to buildings showing 45-degree angular plane from shared property line

Transition

- The property is approximately 400 feet deep, which allows for a gradual transition in scale from the front of the property to the rear of the property. The proposed development offers two scales of development. The rear portion of the development conforms with the "RMF-S" zoning district, in terms of height at 35 feet and is slightly over the density with 48 units at a lot area per dwelling unit of 1,083 square feet over based on an approximate area of 52,000 square feet for the back portion of the site. "RMF-S" type development within the rear of the site provides a reasonable scale and transition to single family dwellings to the south. This also provides a reasonable scale and transition to the taller building and higher density located at the front of the subject site.

Shadow impacts

- The applicant submitted material demonstrating shadow studies for the spring and fall equinox. This adheres to City of Winnipeg Guidelines, which indicates that sun/shadow tests should be conducted for March 21 and September 21 (equinox) at the following hours: 9 a.m., 12 p.m., 3 p.m. and 6 p.m. (see Schedule D). The applicant has also submitted a shadow study for the summer solstice (June 21st).
- The intent of the shadow study 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 and September 21st the shadows cast from the proposed development are contained predominantly within the subject site and provide for the 5 hours of uninterrupted sunlight between 9 am and 6 pm. Shadows do not appear to cast onto the single-family dwellings located to the south of the subject site.
- For the summer solstice (June 21st) shadows are also predominantly contained on site and do not appear to cast onto the single-family dwellings located to the south of the site.

Landscaping and screening/privacy

- Landscaping is proposed in the following manner:
    - For street edge landscaping: McGillivray Blvd. requires 10 trees and 48 shrubs. 13 trees and 105 shrubs are proposed. Post St. requires 13 trees and 60 shrubs. 15 trees and 84 shrubs are proposed.
    - For building foundation landscaping: Around all buildings on site a total of 106 shrubs are required. The proposal shows 169 shrubs.
    - For parking lot interior landscaping: 8 trees and 24 shrubs are required. 8 trees and 26 shrubs are provided.
    - Landscape buffering of parking areas adjacent to residential uses is required when located within 20 feet of a side or rear lot line.
        - The applicants are required to provide either 1 tree for every 35 linear feet and 3 shrubs per 20 linear feet with a 2 ½ foot berm creating a minimum 6-foot height at the time of planting; or a 4-foot-tall wall/berm/fence.
        - Along the east property line the applicants are proposing a 4-foot-high fence with an additional 11 trees.
        - For the south property line, 9 trees and 48 shrubs are required. The applicants are proposing 29 trees and 123 shrubs.
- In total, 76 trees, 511 shrubs and 15 Feather Reed Grasses are proposed to be planted on site. The proposed landscaping along the rear property line is meant to achieve a natural visual buffer that can soften the transition of higher intensity uses from lower intensity uses. For example, further east of the site a landscape buffer is established

between the commercial site and single-family dwellings. These trees have matured to a point that helps softens the transition between different uses. See Figure 8 below.



Figure 8 - Example of landscaping at 2190 McGillivray between commercial and residential uses

Parking

- The Winnipeg Zoning By-law prescribes 1.5 parking stalls per unit for multi-unit residential development. With 294 dwelling units proposed the total parking required is 441 stalls. The applicant is seeking a variance to this requirement with a request to reduce the stall count down to 382 stalls. This equates to 1.3 stalls per unit.
- The Winnipeg Zoning By-law also requires that with multi-unit residential development, at least 10% of the required parking is allocated toward visitor parking. As such, if the variance were to be granted, 10 percent of the required parking stalls would mean 38 visitor stalls are to be provided. If the variance was not granted, 44 stalls would be required.
- 213 stalls are proposed at surface. 85 underground stalls are proposed and 84 stalls to be located on the main floor.
- 8 accessible stalls and 3 van accessible stall are required per the Zoning By-law, which is what is being proposed by the applicant.
- 38 bicycle stalls would be required if the variance is approved. 44 bicycle stalls are required based on the 1.5 stalls per unit parking stall count, and the applicant maintains that this will be the provided amount of bicycle parking on site.
- The Mobility section of Complete Communities 2.0 provides direction and policy related to the integration of land use and the transportation network, including transit and active transportation.
- With respect to this application, policy 4.2 of the Mobility section indicates that parking reductions may be explored.

4.2 Provide opportunities in the development approval process to reduce the number of parking spaces required by the Winnipeg Zoning By-law, when transportation demand offsets are present. Considerations for parking reduction include:

a. Proximity to Rapid Transit Corridors and stations;

b. Proximity to transit routes operating at a high frequency;

c. Proximity to employment, institutional and commercial amenities;

d. Proximity to structured parking;

e. Provision of carsharing services;

f. Shared parking arrangements with adjacent development;

g. Bicycle facilities that exceed the Winnipeg Zoning By-law;

h. End of trip cycling facilities including lockers and shower rooms; and

i. Proximity to bike share stations.

- With consideration of the above, the Urban Planning Division identifies the subject property to be within an approximate 225 metres to the future Direct Transit route along Columbia Drive and 580 metres to the planned High Frequency transit network along Kenaston Blvd.
- The subject site is immediately adjacent to a regional commercial centre with a substantial amount of commercial services and amenities within a 5-10-minute walk.
- The Zoning By-law requires 44 bicycle parking stalls, which is what is being proposed. Vehicle parking reductions can be considered when bicycle facilities exceed the Winnipeg Zoning By-law.
- The subject site has convenient access to an extensive A.T. network immediately in front of this property. As such, the Urban Planning Division encourages more secure and convenient on-site visitor bike parking, as well as secure indoor bicycle parking for residents that exceeds the Zoning By-law minimum of 44 stalls. If the variance was granted, then the 44 stalls would exceed the Zoning By-law minimum; however, in order to justify the vehicle parking reduction, opportunities for more bicycle parking are encouraged to be explored.
- With these considerations, the Urban Planning Division is supportive of the proposed reduction to parking for the proposed development.
- The Urban Planning Division notes the following policies and considerations that are encouraged at the time of plan approval.
    - Policy 4.9.1 of the Mobility section, says:

      (A) Explore strategies to enable the widespread integration of electric vehicle charging infrastructure in new development (p.131)
    - The Urban Planning Division encourages the proponent to identify electric vehicle charging infrastructure as part of this development.
- Policies 6.1, 6.3 and 6.4 within the Mobility section of CCDS 2.0 indicate the following:

6.1 Pedestrian, bicycle, and transit system connections should be incorporated into the plan approval process where present, planned, or appropriate.

6.3 Ensure that new development incorporates pedestrian and cycling connections to both existing and planned pedestrian and cycling networks.

6.4 Work with developers at the planning stage to accommodate transit-supportive neighbourhood design.

- The applicants do provide connections to the established A.T path and will be required to develop a sidewalk along Post St. as part of the servicing agreement. As suggested by Transit, a connection to the A.T. path is encouraged at the northeast side of the site to further reduce walking distances to commercial and transit services.

Aging Demographic

- The Housing section of CCDS 2.0 recognizes the importance of providing housing that allows people to age in place.
  we must provide opportunities such as "aging in place" so residents can remain in their communities as they move through their life phases. Accommodating the aging population will become important over time, and will need to be factored into planning for growth in all neighbourhoods and across all housing types and tenures (p.148).
- The City of Winnipeg's Population, Housing and Economic Forecast from 2016 (most current), indicates that:

  The population of the City of Winnipeg is expected to increase from around 718,400 individuals in 2015 to around 922,600 by 2040, an increase of over 200,000 people. Population growth will be mainly driven by continued international immigration. These individuals will continue to seek housing, maintaining current growth in housing demand; however, aging baby boomers and changing affordability will result in more multiple dwellings being built than single-detached (p.4).

  From 2015 to 2040, the 15-24 and 25-34 age groups will increase by 17% and 10% respectively, whereas the 75+ age group will increase by 140%, resulting in an increase in average age in the Winnipeg CMA from around 39 to approximately 43.

  Single-detached dwelling annual starts will decrease while multiple dwellings will increase, with the annual total remaining around 4,000 per year. (p.4).

  The number of multiples constructed per year is expected to increase each year from around 2,000 in 2017 to 2,500 in 2040, whereas the number of singles is expected to decrease (p.21)
- In response to the changing aging demographics and demands for multi-unit residential development, the proponents have identified the following accessibility features and amenities that will be incorporated into the development:
  - *All exterior areas were designed to be barrier-free, including:*
    - *Pedestrian entrances are barrier-free and lead from outdoors at sidewalk level or include a ramp.*
    - *Barrier-free paths of travel are provided between exterior parking areas and building entrances.*

- *Pathways provide a width of 1524mm, which is greater than the minimum barrier-free path of travel of 1100mm as per the Manitoba Building Code.*
- *All units in the 7-storey apartment building, as well as all common areas, meet the criteria for universal accessibility (usable by all people to the greatest extent possible without the need for adaptation), including:*
    - *Entrances to all units provide minimum door width required to be considered universally accessible and allow for wheelchair users to safely enter the suite.*
    - *Doorways to all master bedrooms and bathrooms provide minimum door width required to be considered universally accessible and allow for wheelchair users to safely enter the suite.*
    - *There will be no thresholds (obstructions, grade changes) to any door.*
    - *Single-lever handles will be used throughout the development.*
    - *Elevators will provide access to all residential floors as well as the underground parking area.*
    - *A KONE 3500 elevator will be included, which can accommodate a stretcher for transport purposes.*
    - *8 accessible parking stalls and 3 van accessible parking stalls.*

- *The intent is for either one entire townhouse building or one full floor of the apartment building to be marketed/geared towards the 55+ population.*
- *A resident lounge will provide opportunities for tenants to interact and socialize with one another, visit with family members and other visitors, as well as provide a space for social events and activities, contributing to overall health and wellbeing.*
- *A fitness centre will provide opportunities for all tenants to stay physically active and provide additional opportunities for socializing, improving health and physical wellbeing.*
- *A business centre for residents will allow tenants to remain active in employment and volunteer opportunities, allowing them to stay involved and connected.*
- *Accessible outdoor park areas will be provided throughout the site connected to the buildings by barrier-free paths will serve as a supportive physical environment and outdoor space to enhance quality of life and provide social spaces and convenient access to outdoor exercise.*
- *Parking will be provided near principal entrances to provide convenient entry to the building and elevator. Underground, heated parking will also be available and connected to the elevator to provide ease of use to tenants.*
- *All tenants will receive complementary water and Wi-Fi.*

Housing

- Policy supporting housing diversity and affordable housing is found on page 149 of CCDS 2.0. This policy states:

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

- The proposed development aligns with this policy as it introduces diverse housing options to the neighbourhood, which is predominantly established with single family residential dwellings.

  Integrate affordable housing

  1.3 Employ tools such as density bonusing and inclusionary zoning that encourage and/or require the development of affordable housing that is integrated with market housing. Identify minimum affordability and accessibility requirements in the development of such tools.

  1.5 Explore ways to reduce developer costs associated with the creation of new affordable housing such as:

  a. Reducing regulatory barriers;

  b. Reducing development approvals costs and associated delays;

  c. Enabling density increases; and

  d. Reducing parking requirements where the proponent can demonstrate other viable transportation options.

- The applicant provided the Urban Planning Division with the below information with respect to incorporating affordable housing into the project.

  At our proposed affordable multi-family project located at 2320 McGillivray Blvd., we will provide 25% of all units will be at a maximum of 30% of the median renter income, CMHC's highest affordability criteria for MLI Select.

- With respect to the above noted policy, the Urban Planning Division is considering density increases as a result of proposed 25% affordable units and reduced parking requirements.

Energy Efficiency

- Within the General Growth Section of CCDS 2.0, Goal 7 is to leverage growth to promote climate change resiliency.

- Policy 7.1, Sustainable building practices says:

  Promote sustainable building practices with a focus on net zero carbon and energy efficiency building standards (p.29).

- To this point, the applicants indicate that the building design will be 25% more energy-efficient than the 2017 National Energy Code of Canada for Buildings (NECB).

Urban Design

- Within the Urban Design policy section of CCDS 2.0, Goal 4 is to Promote high-quality urban design.
- Policy 4.3 encourages privately-owned open space

  Encourage landowners to provide non-dedicated publicly accessible passive and/or naturalized open spaces on private property as a site amenity, particularly for Employment Lands, Downtown, and large multiple-family developments citywide (p.155).
- The Urban Planning Division identifies that are 6 “community parks” identified on site plans where seating and landscaping are provided as places for residents to congregate outside.
- Over 15,000 square feet of the property is anticipated to be required as part of the road right-of-way widening requirements along McGillivray Blvd. and Post Street. Based on the conditions in the ACG report, boulevard tree plantings are required, which will contribute to the natural features around the subject property.

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 requirement is to allow 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 the plan approval stage include, but are not limited to:
    - Landscaping. In particular, ensuring that landscaping along the street edge, and along the rear yard is substantial. For the rear yard it will be important to see tree species that will be able to mature relatively quickly and provide year-round screening as a buffer between the subject site and the abutting single-family residential properties to the south. Landscaping along edges of the property where parking is visible is also encouraged to be substantial in order to buffer and minimize visibility of these parking areas.
    - Private Approaches – Public Works notes the current approach location is non-conforming and would be subject to review under the Private Approaches By-law, which is a separate process from the Subdivision and Rezoning approval. Should the approach location as submitted not be accepted under that review, a redesign would be required to access the site, which would have implications on the building and site layout.

- Parking Areas – As indicated within the report, policy encourages the inclusion of electric vehicle charging infrastructure, which may be identified within plans submitted at the plan approval stage.
- Bicycle Parking – The Urban Planning Division encourages bicycle parking in convenient and secure locations. Given the abundance of A.T. pathways that are available in the surrounding area, consideration may be given to providing more high quality/secure bicycle parking.
- Signage
- Fencing
- Building design, elevations, materials, architectural details. For building design efforts have been made to introduce a second entrance at the front of the building per Complete Communities 2.0 policy. The Urban Planning Division encourages a more prominent design for this portion of the building given it will be public facing.
- Garbage bin location and access.

- Further, consideration should be given to identifying a pedestrian connection on the east side of the building, which can serve to minimize the walking distance to the Regional Mixed Use Centre and Transit stops.
- A condition is recommended under the Zoning Agreement is to limit the height of buildings on site. Building height shall be limited to a maximum of 75 feet within 195 feet from the front property line at McGillivray Blvd. Building heights shall be limited to a maximum of 35 feet for any portion of a building located beyond the 195-foot setback from the front property line located along McGillivray Blvd. This condition ensures building heights will be limited well below the maximum permitted building heights of the "RMF-L" zoning district.

Servicing Agreement

- The Public Service recommends that the developer enter into a Servicing Agreement with the City of Winnipeg, in order to address items relating to municipal services and infrastructure. These items are discussed in the Report of the Administrative Coordinating Group (ACG), which is attached to this report as Schedule "B."
- The ACG report identifies that the wastewater collection system does not have capacity to support the proposed development and that a comprehensive servicing report is required to outline the upgrades required to adequately service the proposed development.

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:

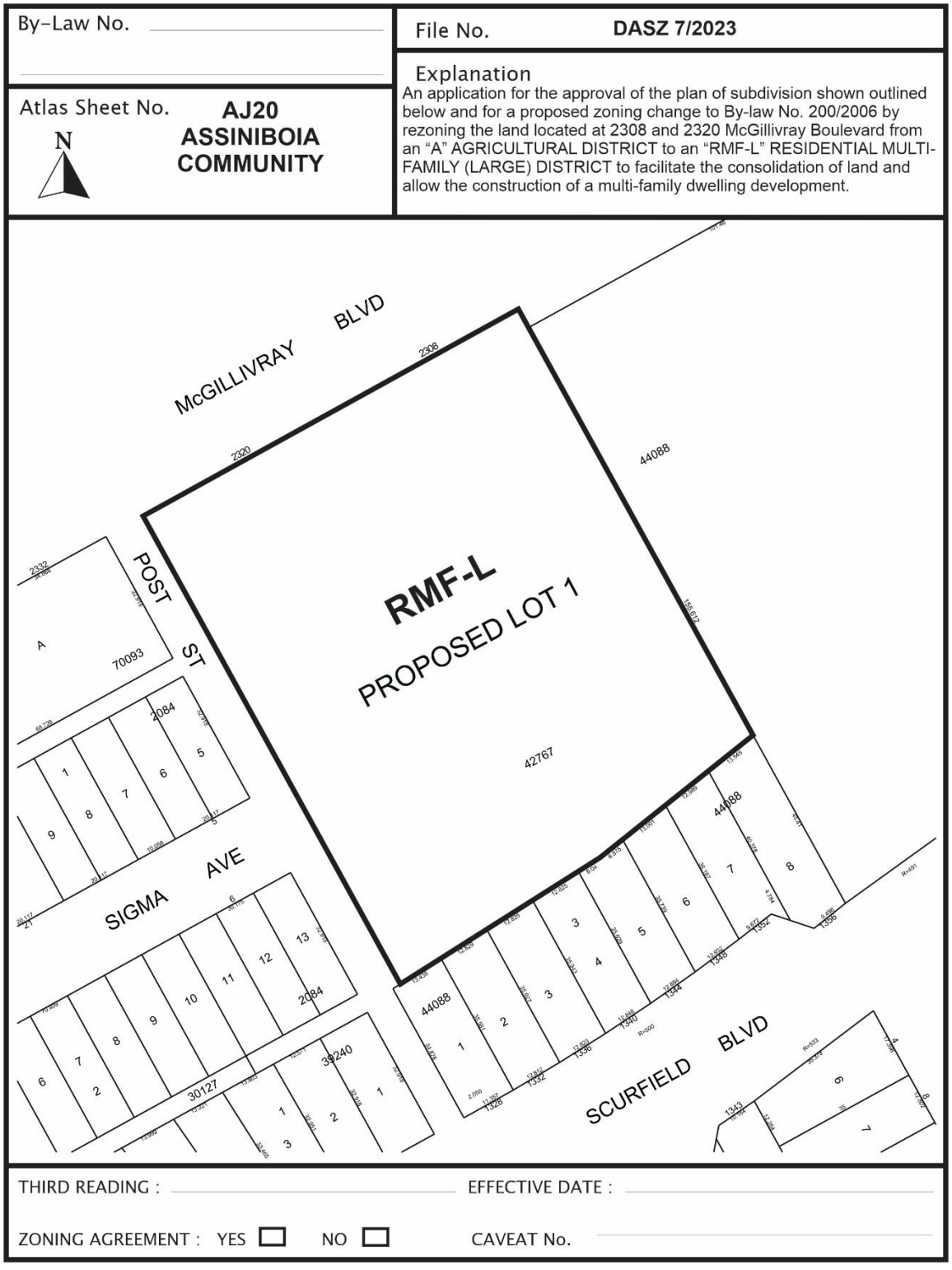
- Rezoning to the "RMF-L" zoning district can be supported under *CCDS 2.0*, which encourages mid-rise multi-unit residential development between 5-8 storeys along arterial roadways.
- The density increase can be supported based on the following:
    - The subject property is located immediately across from a Regional Mixed-Use Centre.
    - To develop the property, road right-of-way widenings are required which reduce the lot size by 15,663 sq. ft. and ultimately affect the density of the development.
    - The development is contained within the permitted form of the mid-rise policy under CCDS 2.0
    - The subject site is located within approximately 250 of the planned Direct Transit route on Columbia Dr. and 580 metres of the planned Frequent Transit network along Kenaston Blvd.
    - The proposed development includes 25% of the units at an affordable rate under the CMHC program for affordable housing.
- The subdivision and rezoning is consistent with policies guiding development in Established Neighbourhoods under the *Complete Communities Direction Strategy 2.0,* which support residential development that adds to the range of housing options in a manner that is sensitive and complementary to existing development.
- The application addresses potential adverse effect on the neighbourhood as the site design and built form transition from the taller building located at the front of the 400-foot-deep property, and scaling down to 35-foot-tall townhouses at the rear of the property resulting in a reasonable transition to the single-family residential uses immediately located to the south of the subject property.
- Considerations identified within the Plan Approval section of this report can be addressed at the time when plans come back to the Assiniboia Community Committee for plan approval.

This Report Submitted by:

Planning, Property and Development Department
Urban Planning Division

Report Prepared by: Devin Clark, RPP, MCIP
PPD File #: DASZ 7/2023

Schedule "B" for File DASZ 7/2023, Assiniboia Community Committee, dated April 14, 2023



SCHEDULE C

REPORT OF THE ADMINISTRATIVE COORDINATING GROUP

RE: PROPOSED SUBDIVISION AND REZONING OF LAND LOCATED AT 2308 & 2320 MCGILLIVRAY BOULEVARD.

It is recommended that approval of DASZ 7/2023, if granted, be subject to the applicant entering into a Servicing Agreement containing the following conditions:

Section I – General Comments

The Water and Waste Department wishes to advise that there is adequate water servicing for the proposed development based on non-combustible construction with sprinklers. Additional review will be required by their Department should the plans of development change during the design process.

Section II – Plan Considerations

1) The Developer shall, at no expense to the City, legally open property for a 5.0m widening of the McGillivray Boulevard right-of-way abutting the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

2) The Developer shall, at no expense to the City, legally open property for a 4.0m widening of the Post Street right-of-way between McGillivray Boulevard and the south property line of Sigma Avenue, as determined by and to the satisfaction of the Director of Public Works.

3) The Developer shall, at no expense to the City, re-designate the portion of Post Street from the north limit of 1320 Scurfield Boulevard to Scurfield Boulevard as a Public Walk, as determined by and to the satisfaction of the Director of Public Works.

Section III – 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 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 IV- Servicing Conditions

1) Wastewater Sewers

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) Regional Street Charges

a) The Developer shall pay to the City, in cash, on demand, their share of the cost of the following services installed or to be installed in McGillivray Boulevard along the full length of the Planned Area abutting the south side of McGillivray Boulevard:

(i) a 4.0m wide Portland cement concrete lane of pavement and all related works;

(ii) an asphalt multi-use path in the south boulevard;

(iii) streetlighting in the south boulevard; and

(iv) landscaping (sod and trees) in the south boulevard. The cost of planting trees on the south side of McGillivray Boulevard shall be credited towards the Developer's share of the regional street charges.

all as determined by and to the satisfaction of the Director of Public Works.

b) In lieu of (2)(a)(ii) above:

(i) The Developer shall, remove and reconstruct an asphalt multi-use pathway on the south side of McGillivray Boulevard, on the standard alignment off of property line between the existing path approximately 25m east of the Planned Area to Post Street, all as determined by and to the satisfaction of the Director of Public Works.

(ii) The cost of removing and constructing the pathway shall be credited towards the Developer's share of the regional street charges, as determined by and to the satisfaction of the Director of Public Works.

3) Post Street/Public Walk

a) The Developer shall, at no expense to the City, construct and/or pay, in cash, on demand, their share to construct a 3.5m wide asphalt pathway within Post Street from Sigma Avenue to the existing sidewalk within the proposed Public Walk, and landscape the remainder to include:

(i) Sodding on both sides of the path;

(ii) Fencing within private property, along the east side property line;

(iii) Bollards with appropriate path opening at the Sigma Street end;

(iv) Burying wooden poles within Post Street south of Sigma Avenue;

all as determined by and to the satisfaction of the Director of Public Works.

b) The Developer is to permit the City to file a caveat against the title of each of these proposed lots abutting Post Street south of Sigma Avenue requiring the owner(s) to maintain and/or replace the fence as originally constructed, to the satisfaction of the Director of Public Works.

4) McGillivray Boulevard

a) The Developer shall, at no expense to the City, construct a left turn storage lane and taper, and all related works, including but not limited to a median opening and any required works within McGillivray Boulevard at a location(s) approved by Public Works, all as determined by and to the satisfaction of the Director of Public Works. Alternatively, the Developer shall pay their share of the costs of these services at Public Works discretion.

b) The City will endeavor, within the limits of its powers, to make recoveries from other benefiting privately owned land(s) through subsequent development agreements.

5) Post Street

a) The Developer shall, at no expense to the City, construct a 150mm thick Portland cement concrete pavement, 7.5m wide, and all related works, including but not limited to asphalt transitions, a 2.7m asphalt multi-use pathway on the east side, ornamental street lighting, boulevard landscaping, land drainage facilities, and burying the wooden poles in Post Street from McGillivray Boulevard to Sigma Avenue, all as determined by and to the satisfaction of the Director of Public Works. Alternatively, the Developer shall pay their share of the costs of these services at Public Works discretion.

b) The Developer shall, at no expense to the City, relocate the wooden pole and guy wire on the east side of Post Street, south of Sigma Avenue, if required, as determined by and to the satisfaction of the Director of Public Works.

c) The City will endeavor, within the limits of its powers, to make recoveries from other benefiting privately owned land(s) through subsequent development agreements.

6) 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.

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 V – Costs and Fees

2) 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.

3) 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.

4) 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 7/2023
April 13, 2023

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

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

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

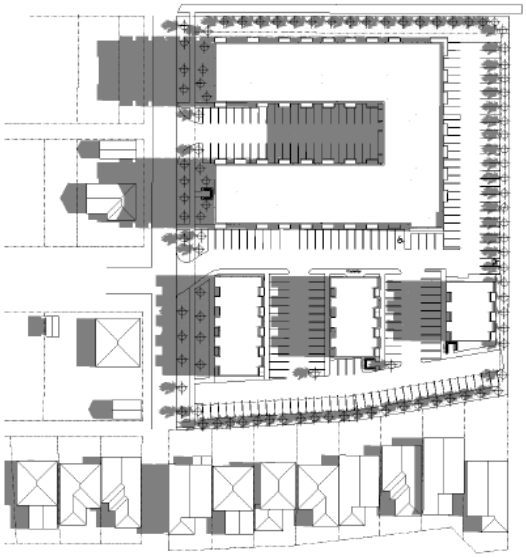
SCHEDULE 'D'

Sun Shadow Study

Description	A technical document that provides a 3-D visual model and written description of the impact of shadows cast by a proposed development on neighbouring properties, parks, and streets. These studies evaluate the impact of shadows at various times of day, throughout the year.
When Required	A shadow study may be required when: • Applying for a height variance • When increasing the allowable height through rezoning • When undertaking variances to reduce yards that could result in additional shadowing of adjacent properties • A shadow study may also be required where rezoning applications are proposing increases in height near shadow sensitive areas such as parks, schoolyards, cemeteries and other open spaces that contribute to the creation of quality urban environments. Excessive shading may adversely affect landscaping and can lessen enjoyment of yards, parks, plazas, streets and other public spaces. The scope of the shadow study should be discussed with the district planner.
Rationale	The *Complete Communities* Direction Strategy is the City of Winnipeg guide to land use and planning. *Complete Communities* contains numerous policies that support context sensitive development. These policies enable the Urban Planning Division to request additional materials, including shadow studies that assist in conducting analysis of a proposed development project, to ensure it aligns with the City's long-term vision for growth and development. Some key policies include: • In Chapter 4 *Areas of Stability,* under Direction 1, *Complete Communities* commits to "promote the form of buildings and spaces that are sensitive to the community context and address the transition between new and existing developments." • Chapter 12 – Urban Design in *Complete Communities* says "the City will encourage a consistent, design led approach in order to build or reinforce unique neighbourhood character by promoting well designed buildings, high quality streetscapes and attractive parks and public spaces."

	• Further, Urban Design policies in *Complete Communities* commit to "promote design solutions that contribute to high quality living environments" and to "recognize and appreciate Winnipeg's unique physical attributes in order to respectfully integrate new development into the existing urban fabric."
Required Contents	Shadow testing of alternative building massing may be required to assist in the analysis and decision-making process. When proposed massing has been agreed upon, a final Shadow Study will be prepared to the following standards and prepared by a design professional such as an architect or engineer: • Models will illustrate how adjacent properties, streets and parks are impacted by shadows cast by the proposed development • Diagrams should be in colour and drawn to a scale that is clearly legible Shadow studies will consist of the following parts: • Illustrations of the existing context • Illustrations depicting the proposed development's impact within the existing context, relative to as-of-right height and massing as per a subject properties existing zoning • Illustrations depicting the proposed development's impact within the existing context and massing per the subject properties proposed new zoning • Shadow studies should illustrate the direction, extent and duration of light **Test Times** • Sun/shadow tests should be done for March 21 and September 21 (equinox) at the following hours: • 9 a.m., 12 p.m., 3 p.m. and 6 p.m. • Additional times and dates may be requested to address site specific contexts.

	Format of the Study The final study will include: • A letter summarizing impacts of proposed development and any measures that will be taken to mitigate these impacts • A visual comparative analysis of the various shadow scenarios, clearly illustrating the shadow impact of proposed development on adjacent lands • Two (2) paper copies of the study • One digital copy of the shadow study
Evaluation	A shadow study should demonstrate that a proposed development (building) will allow for approximately 5 consecutive hours of full sunlight (between the hours of the test times) is cast on: • Surrounding residential properties during spring and fall • A minimum of 50% of community outdoor amenity areas, including but not limited to children's play areas, school yards, tot lots, amenity areas associated with commercial and employment areas during spring and fall • The opposite boulevard including the full width of the sidewalk during spring and fall • A minimum of 50% of public open spaces, parks, plaza during spring and fall In addition to surrounding locations and uses, the development proposal will also be evaluated on the shadow impacts created within the development site in order to ensure comfort and use of any proposed outdoor amenity spaces. A shadow study will be a key input into the assessing the impact and viability of a proposed development concept. Determining what an appropriate shadow impact is will be determined on a case by case basis.



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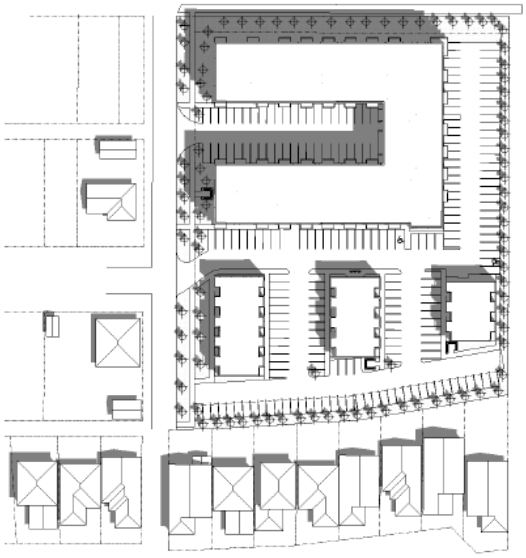

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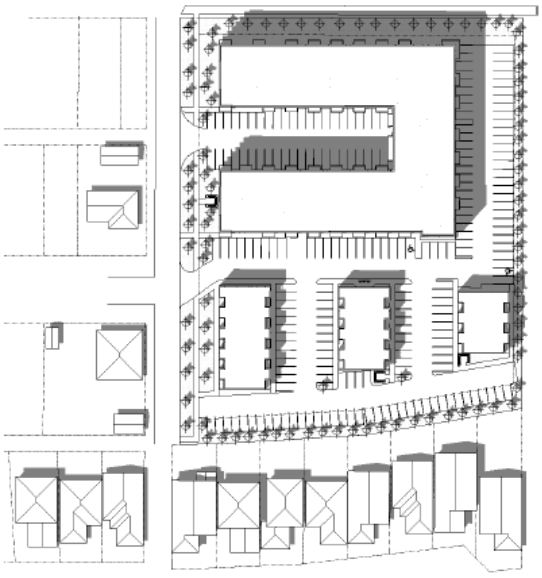
APARTMENT BUILDING & TOWNHOUSES
SCHEMATIC DESIGN
2022.11.30

SK-08



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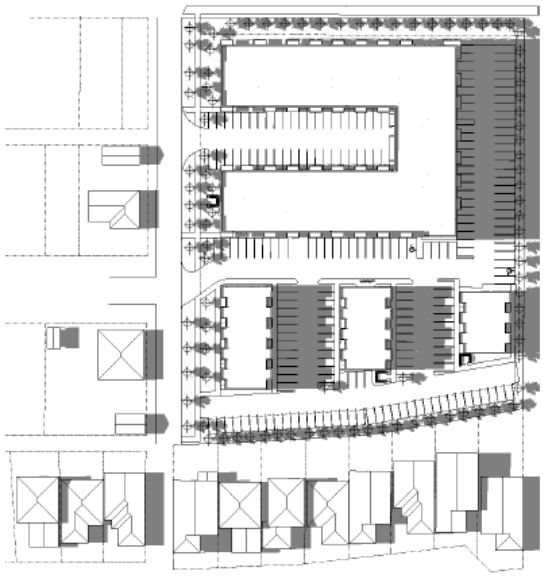

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AFFINITY ARCHITECTURE Inc.

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2022.11.30

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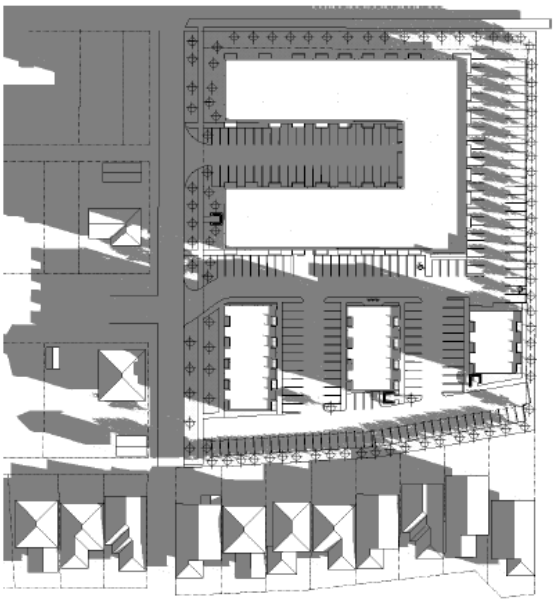

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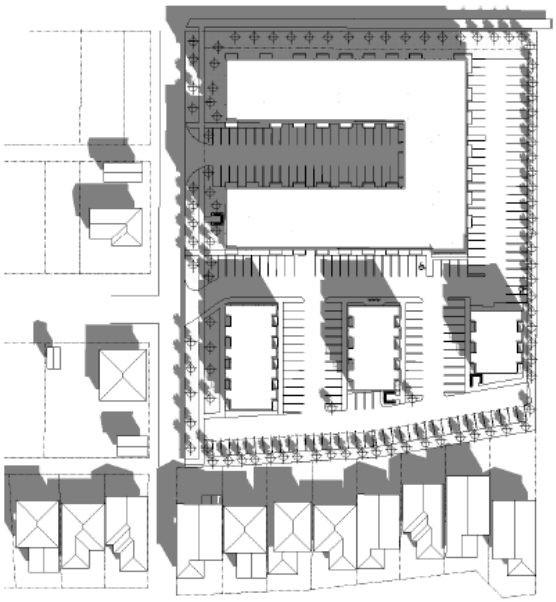

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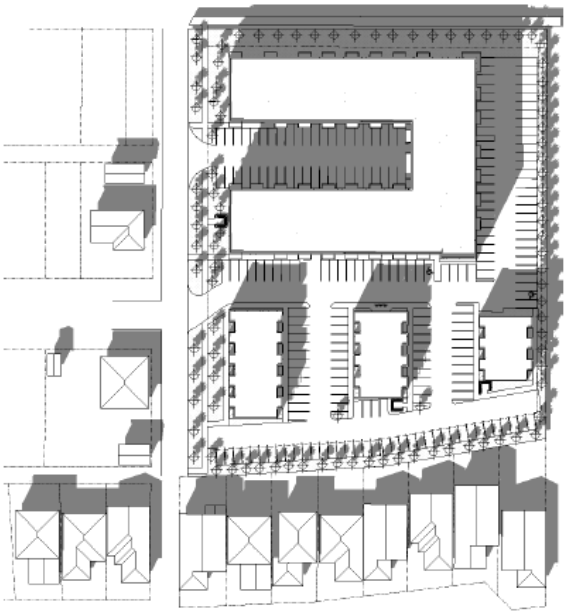

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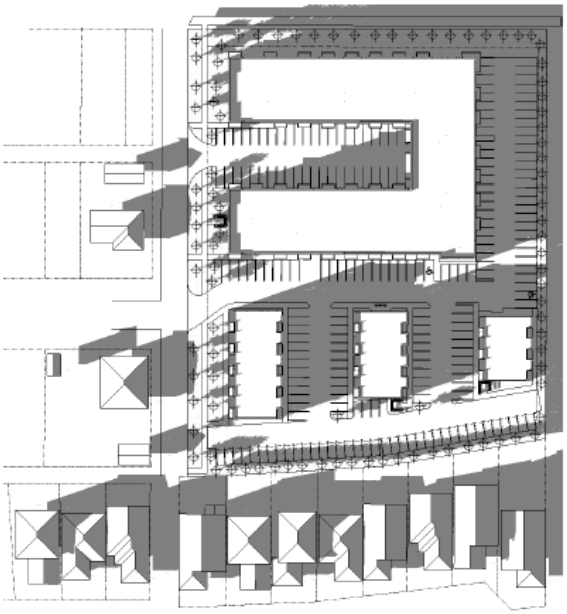

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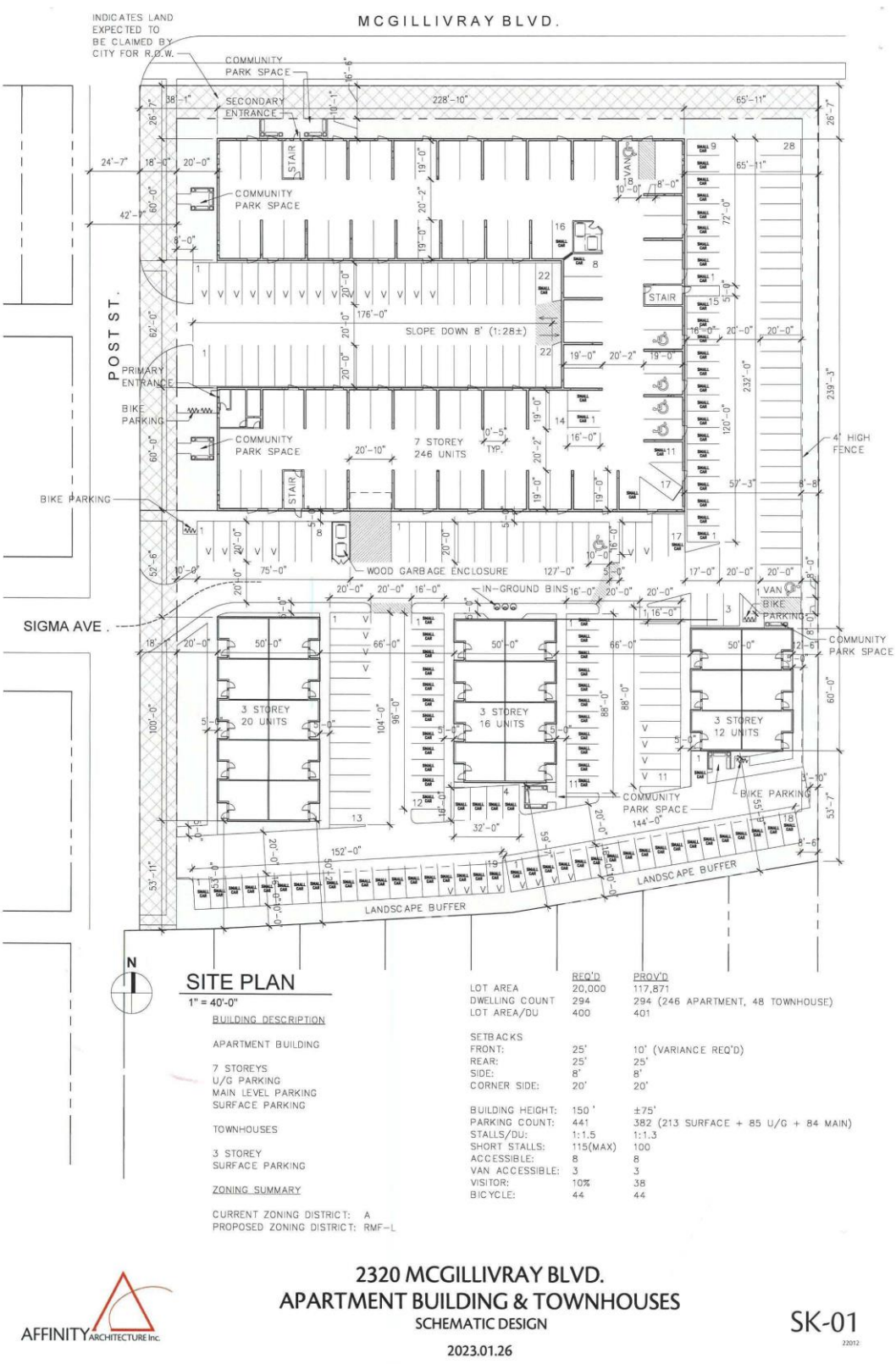
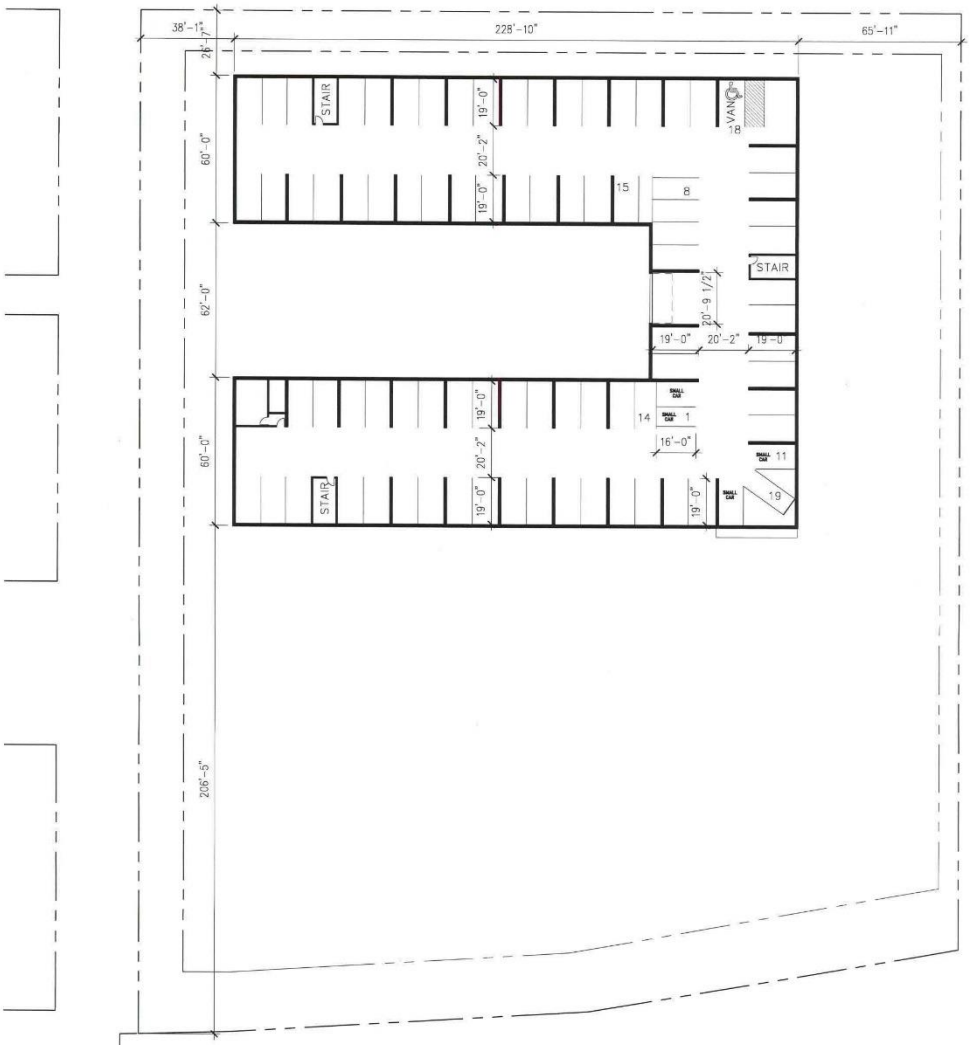
Exhibit “8” referred to in File DASZ 7/2023





LOWER LEVEL PLAN

1" = 40'-0"

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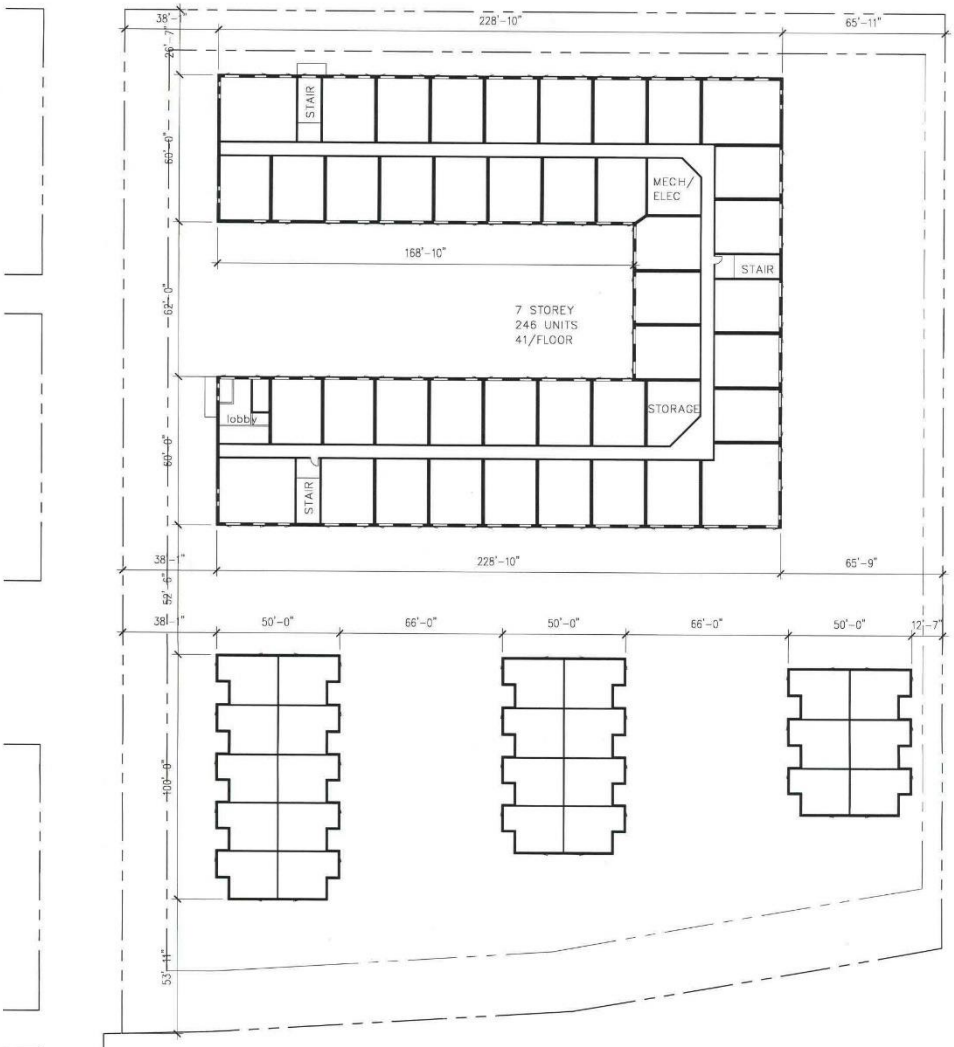

TYPICAL FLOOR PLAN

1" = 40'-0"

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APARTMENT WEST ELEVATION

1" = 30'-0"



APARTMENT SOUTH ELEVATION

1" = 30'-0"

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SK-04
22012



APARTMENT EAST ELEVATION

1" = 30'-0"



APARTMENT NORTH ELEVATION

1" = 30'-0"

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TOWNHOUSE EAST/WEST ELEVATION

1/8" = 1'-0"

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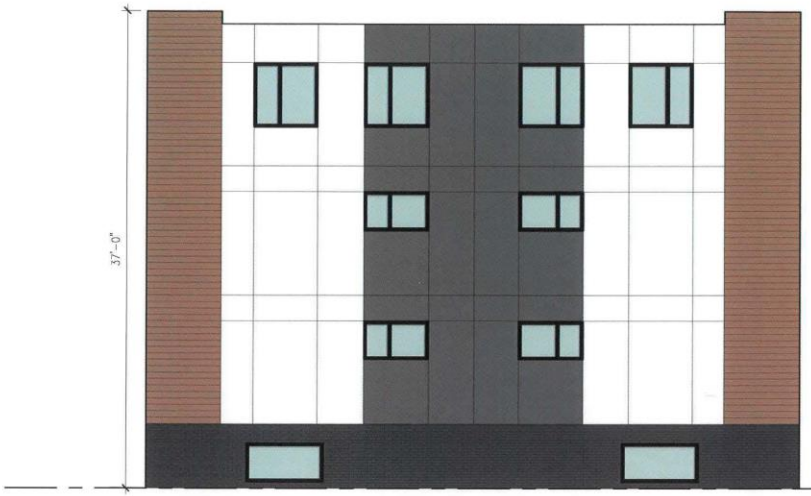

TOWNHOUSE NORTH ELEVATION
1/8" = 1'-0"



TOWNHOUSE SOUTH ELEVATION
1/8" = 1'-0"

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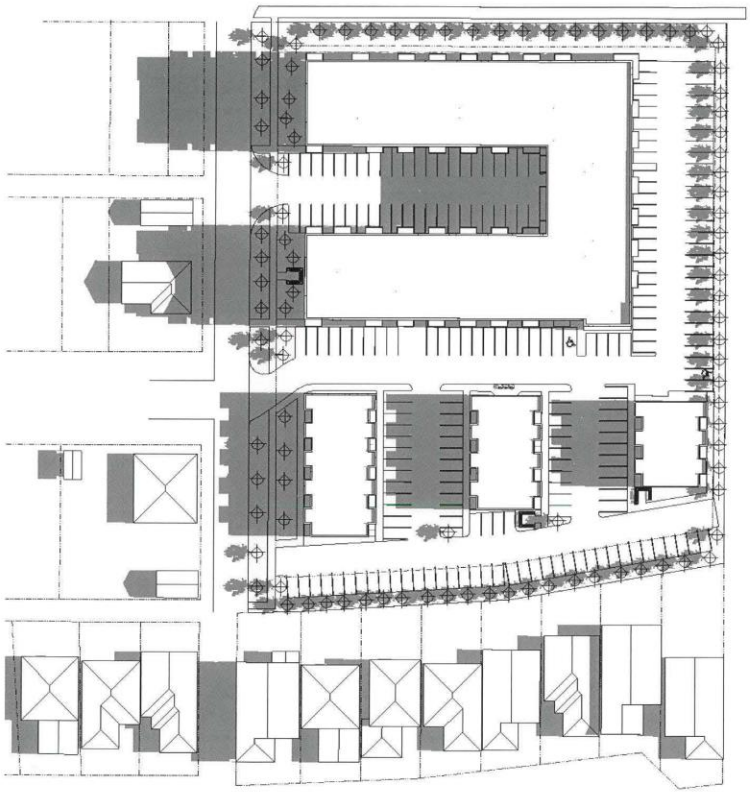

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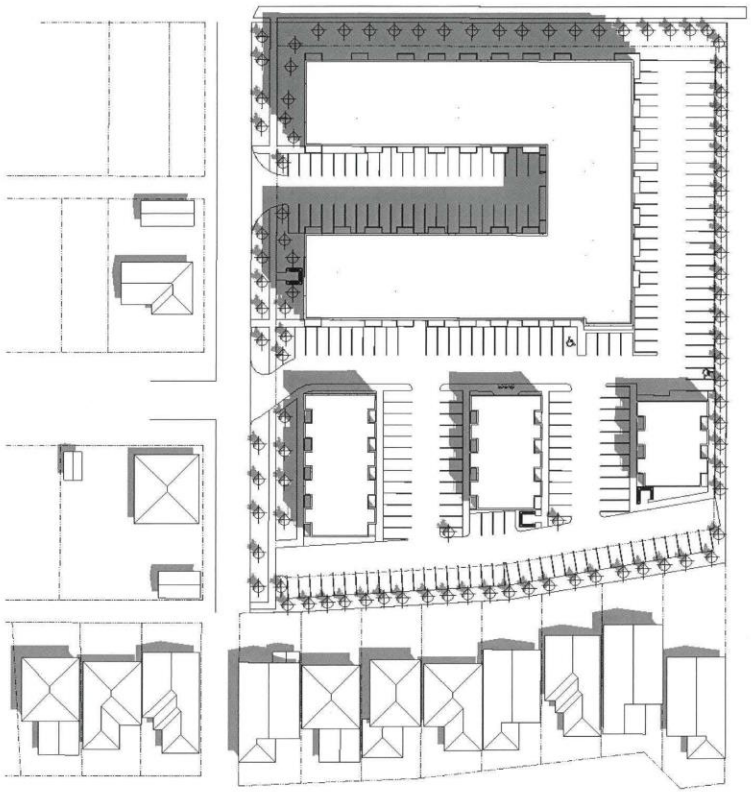

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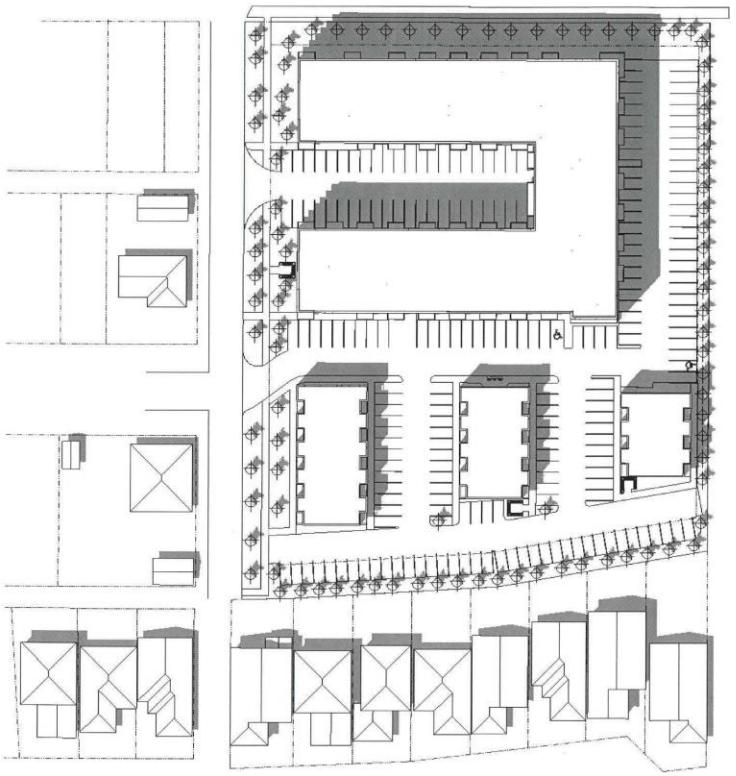

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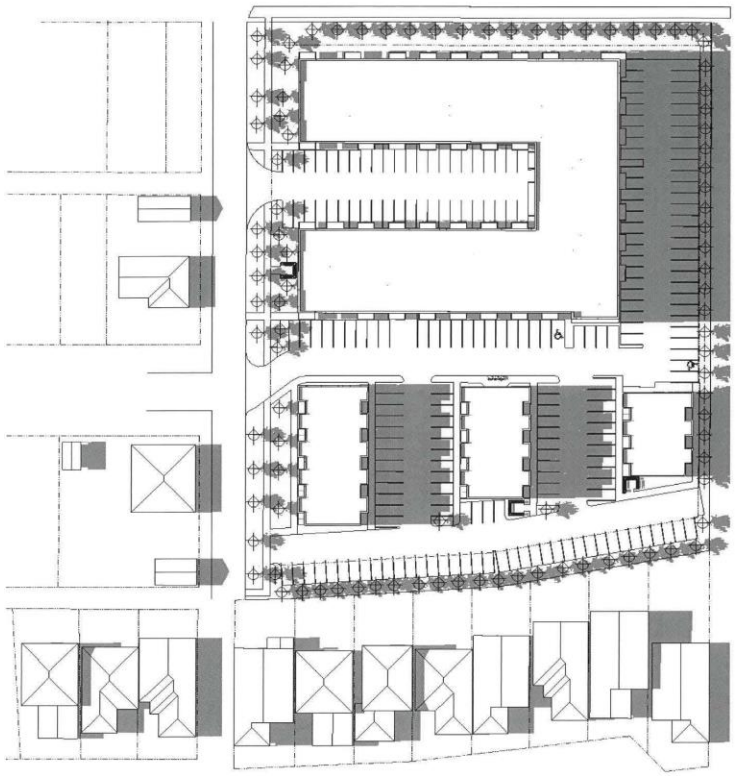

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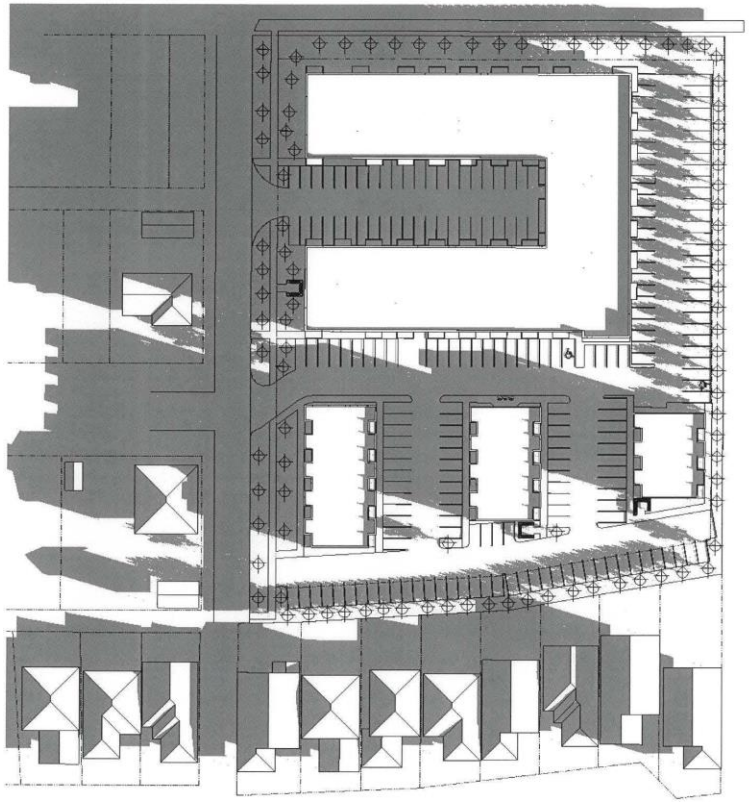

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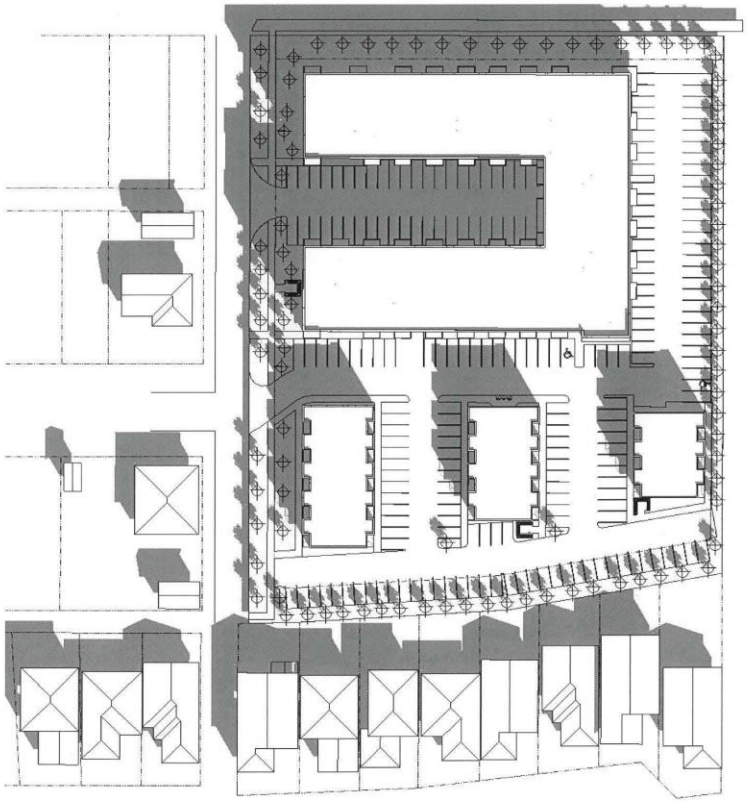

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12" = 1'-0"

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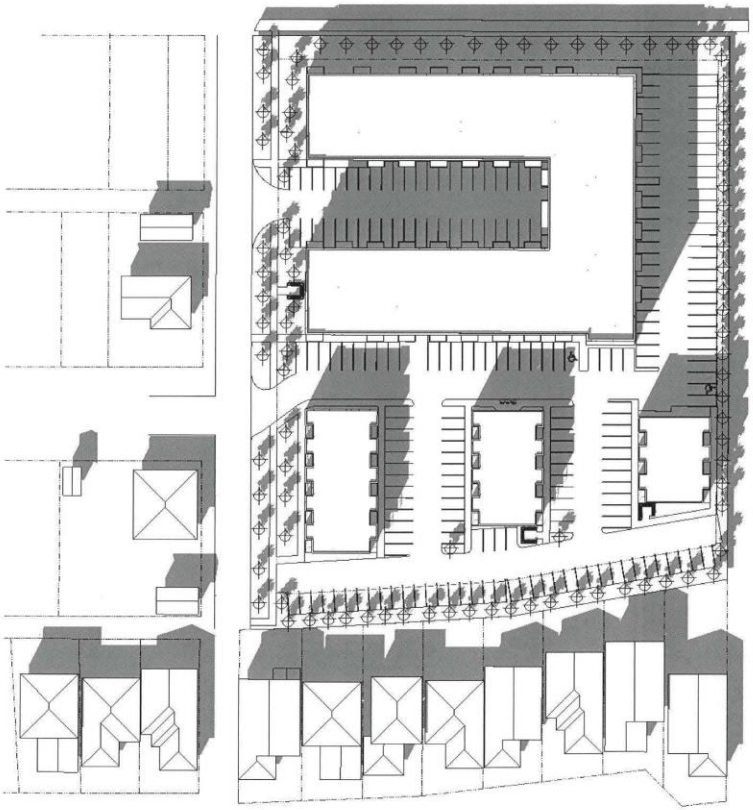

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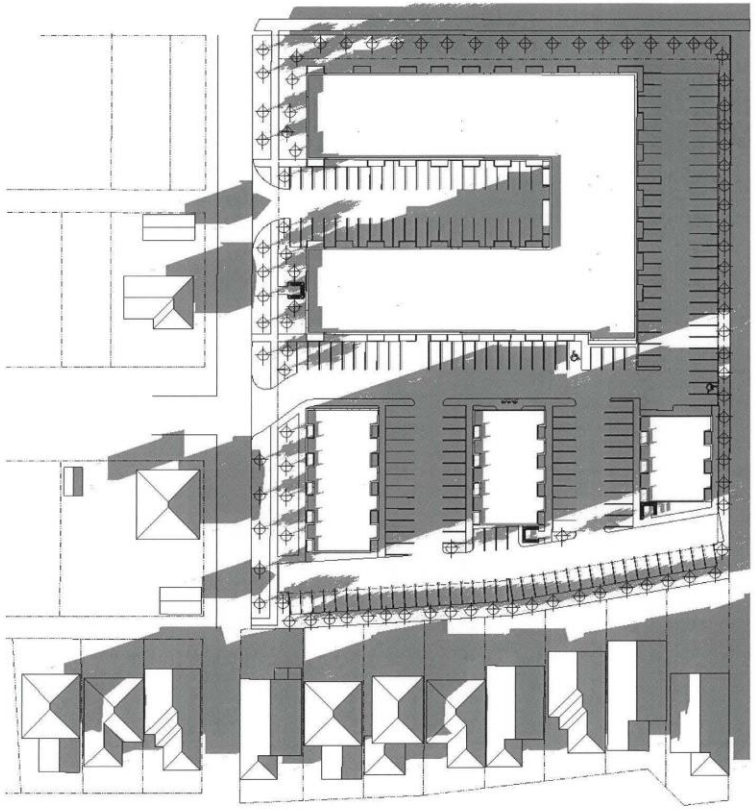

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Proposed Development looking northeast from Scurfield Boulevard



Proposed Development looking northeast from Scurfield Boulevard



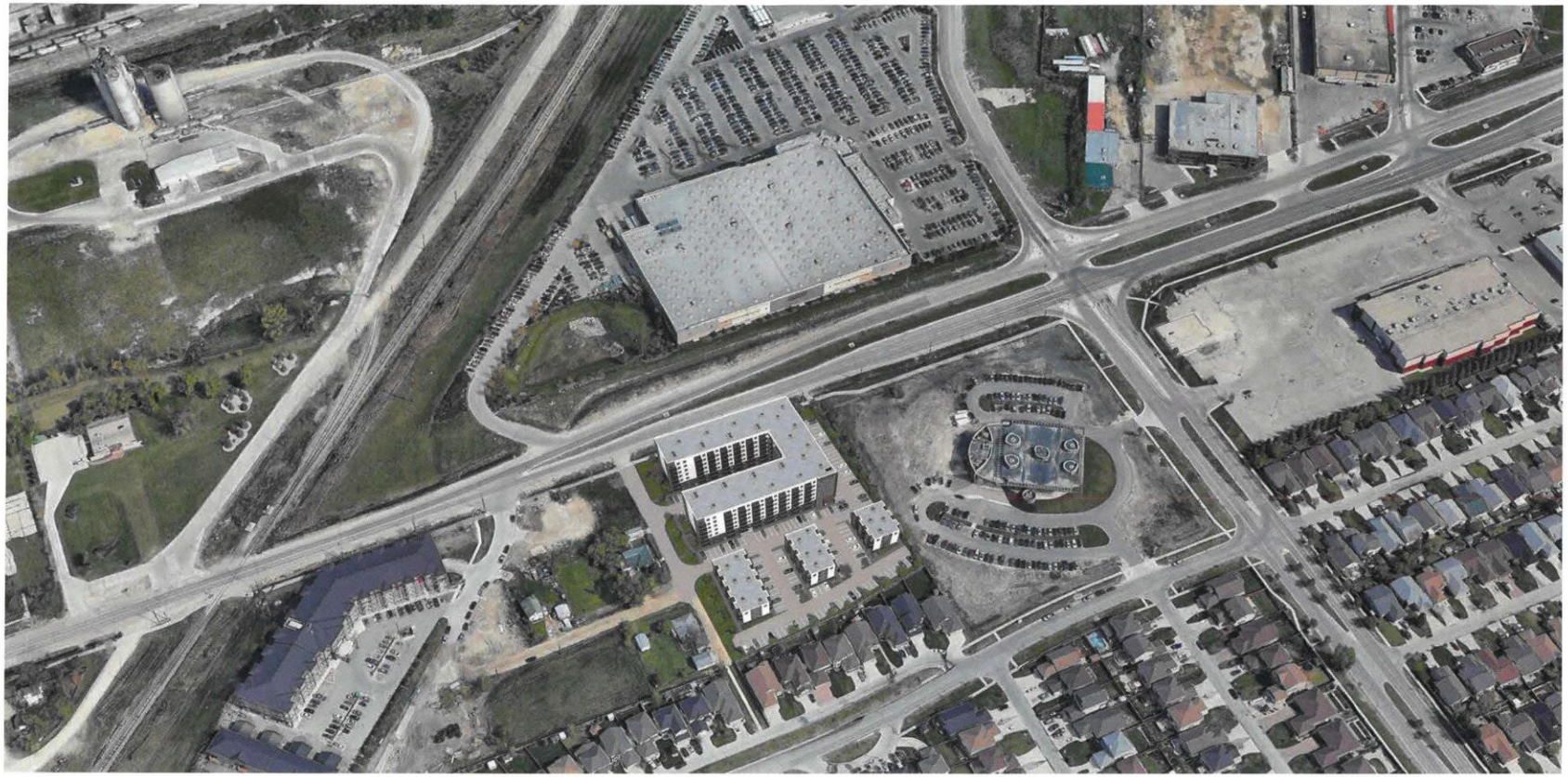
Proposed Development looking southeast from McGillivray Boulevard at Post Street



Proposed Development looking southeast from McGillivray Boulevard



Proposed Development looking east from Post Street



Proposed Development aerial view



Proposed Development looking southwest from McGillivray Boulevard



Proposed Development looking southwest from McGillivray Boulevard