Agenda – Executive Policy Committee – September 21, 2023

Report – Standing Policy Committee on Property and Development – September 18, 2023

Moved by Councillor

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

Item No. 12 Subdivision and Rezoning – 914 and 980 St James Street (St. James Ward Ward) File DASZ 22/2023 [c/r DCU 160599/2023D]

STANDING COMMITTEE RECOMMENDATION:

On September 18, 2023, the Standing Policy Committee on Property and Development concurred in the recommendation of the Assiniboia Community Committee and submitted the following to Council:

1. That the subdivision under Development Application No. DASZ 22/2023 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the proposed by-law attached as Appendix "B" to this report and as shown on the map dated August 25, 2023 and attached as Schedule "B" to this report, with such minor changes as may be required, for registration in the Winnipeg Land Titles Office.

2. That the Developer shall meet all terms and conditions as outlined in Schedule "C", the report of the Administrative Coordinating Group, dated August 18, 2023 to the satisfaction of the Director of Planning, Property and Development

3. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "RMU PDO-1 Airport Vicinity" Residential Mixed-Use District, in accordance with the proposed by-law attached as Appendix "B" to this report and as shown on the map dated August 25, 2023, and attached as Schedule "B" to this report, 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. the Owner must submit plans showing the location and design of any and all proposed:

Report – Standing Policy Committee on Property and Development – September 18, 2023

STANDING COMMITTEE RECOMMENDATION (continued):

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 for approval by the Director of Planning, Property and Development ("Director") and the Assiniboia Community Committee 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. *Deleted*.

B. That the City enter into, execute and deliver with the developer a Zoning Agreement in accordance with recommendation 3.A., 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").

C. That authority be delegated to the Director of Planning, Property and Development (the "Director") to negotiate and approve the terms and conditions of 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.

4. That Caveat No. 5037512/1 be discharged as it affects Lot 5, Plan 64291.

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 22/2023, as determined by the City's Director of Planning, Property and Development.

Report – Standing Policy Committee on Property and Development – September 18, 2023

STANDING COMMITTEE RECOMMENDATION (continued):

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 (the "By-law") and bring same directly to Council by way of communication for first reading.

7. That upon instruction from the Director of Planning, Property and Development, that the Developer has submitted the Plan in accordance with recommendation 1 and has paid the Dedication and all other associated ancillary fees (the "Fees"), and subject to 236.1 of The City of Winnipeg Charter, the Director of Legal Services/City Solicitor be directed to return the By-law directly to Council by way of communication for second and third reading.

8. That Development Application No. DASZ 22/2023 will be deemed to be concluded and all approvals in connection with same will expire if the developer has not submitted the Plan and paid all associated ancillary fees (the "Fees") within 2 years following the date on which Council gives first reading to the By-law, 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 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 Development Application No. DASZ 22/2023 will be deemed to be concluded and all approvals in connection with same will expire if the developer fails to secure all necessary Plan approval signatures on behalf of the City within 1 year following 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.

Report – Standing Policy Committee on Property and Development – September 18, 2023

STANDING COMMITTEE RECOMMENDATION (continued):

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 conditional use 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 22/2023

Agenda – Executive Policy Committee – September 21, 2023

Report – Standing Policy Committee on Property and Development – September 18, 2023

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On September 18, 2023, the Standing Policy Committee on Property and Development concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 7, 2023, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service with the following amendments:

- In Recommendations 1 and 3, delete the words “Appendix “A” and replace with “Appendix “B”
- Delete Recommendation 3.A. ii. in its entirety

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

PUBLIC HEARING SUMMARY

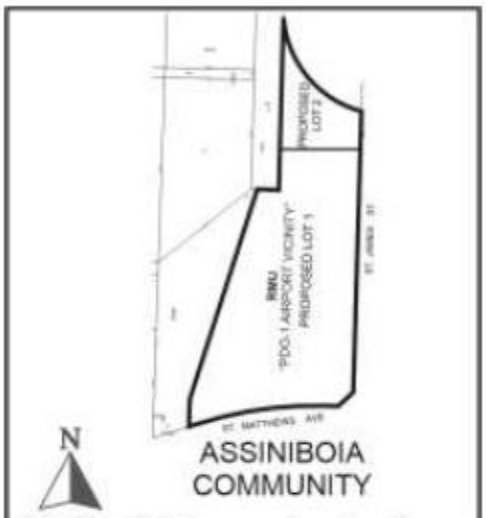
File: DASZ 22/2023

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

Public Hearing: September 7, 2023 (most recent date)
Council Building, 510 Main Street

Applicant: Towers Realty Group (Matthew Narvey)

Subject:



APPLICANT: Towers Realty Group (Matthew Narvey)
FILE: DASZ 22/2023
PROPOSAL : An application for the approval of the plan of subdivision shown outlined above as may be determined by Council and for a proposed zoning change to By-law No. 200/2006 by rezoning the land shown outlined above from a "C3 PDO-1 AIRPORT VICINITY" COMMERCIAL CORRIDOR DISTRICT to an "RMU PDO-1 AIRPORT VICINITY" RESIDENTIAL MIXED-USE DISTRICT to facilitate the consolidation of lands into two (2) zoning lots and allow for the maintenance of an existing drive-thru restaurant use and the construction of a mixed-use development. **For information, phone D. Clark Planner at 204-986-5684**

Premises Affected: 914 and 980 St. James Street

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

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

Report date: September 7, 2023

Community Committee Recommendation:

On September 7, 2023, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and recommended to the Standing Policy Committee on Property and Development:

1. That the subdivision under Development Application No. DASZ 22/2023 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the proposed by-law attached as Appendix "***B***" to this report and as shown on the map dated August 25, 2023 and attached as Schedule "B" to this report, with such minor changes as may be required, for registration in the Winnipeg Land Titles Office.

2. That the Developer shall meet all terms and conditions as outlined in Schedule "C", the report of the Administrative Coordinating Group, dated August 18, 2023 to the satisfaction of the Director of Planning, Property and Development

3. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "RMU PDO-1 Airport Vicinity" Residential Mixed-Use District, in accordance with the proposed by-law attached as Appendix "***B***" to this report and as shown on the map dated August 25, 2023, and attached as Schedule "B" to this report, 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. 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 for approval by the Director of Planning, Property and Development ("Director") and the Assiniboia Community Committee 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 front yard setback for any new buildings shall be 25 feet.***~~

B. That the City enter into, execute and deliver with the developer a Zoning Agreement in accordance with recommendation 3.A., 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").

C. That authority be delegated to the Director of Planning, Property and Development (the "Director") to negotiate and approve the terms and conditions of 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.

4. That Caveat No. 5037512/1 be discharged as it affects Lot 5, Plan 64291.

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 22/2023, 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 (the "By-law") and bring same directly to Council by way of communication for first reading.

7. That upon instruction from the Director of Planning, Property and Development, that the Developer has submitted the Plan in accordance with recommendation 1 and has paid the Dedication and all other associated ancillary fees (the "Fees"), and subject to 236.1 of The City of Winnipeg Charter, the Director of Legal Services/City Solicitor be directed to return the By-law directly to Council by way of communication for second and third reading.

8. That Development Application No. DASZ 22/2023 will be deemed to be concluded and all approvals in connection with same will expire if the developer has not submitted the Plan and paid all associated ancillary fees (the "Fees") within 2 years following the date on which Council gives first reading to the By-law, 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 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 Development Application No. DASZ 22/2023 will be deemed to be concluded and all approvals in connection with same will expire if the developer fails to secure all necessary Plan approval signatures on behalf of the City within 1 year following 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 conditional use 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 22/2023.

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

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

1. I think that this is a great development.

2. I think having the facility, or the development, right against the street at the 25-foot setback would be too close, and having it setback where it is they're proposing at 99 feet works quite well because of the parking and because of all the greenery they're going to place on St. Matthews and St. James.

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 June 14, 2023 2. Notification of Public Hearing dated July 27, 2023 3. Manitoba Status of Titles 2631060/1, 2772182/1, and 2991719/1 4. Letter of authorization dated December 15, 2021 from Oxbow Holdings Ltd. (Lawrence Tapper and Joshua Tapper) to Towers Realty Group 5. Surveyor's Building Location Certificate and sketch dated July 27, 2022 6. Caveats 503751 21 and 503751 3/1 7. Existing and proposed property lines dated August 25, 2022 8. Renderings of subject property 9. Plans (11 pages) 10. Report from the Urban Planning Division dated August 28, 2023 11. Inspection Report 12. Communication dated August 30, 2023 from Matthew Narvey in support of the application 13. Communication dated August 30, 2023 from Jason van Rooy in support of the application 14. Communication dated September 7, 2023 from Kate Moir in support of the application

REPRESENTATIONS:

In Support:

Kate Moir
Matthew Narvey
Jason van Rooy
Michelle Richard
Karen Shanski

In Opposition:

Nil

For Information:

Nil

For the City:

D. Clark, Urban Planner, Planning, Property and Development Department
R. Galston, Urban Planner, Planning, Property and Development Department

Exhibit "10" referred to in File DASZ 22/2023

ADMINISTRATIVE REPORT

Title: DASZ 22/2023 – 914 and 980 St. James Street

Issue: For consideration at the public hearing for an application to subdivide and rezone the subject property for the purpose of establishing a residential and commercial mixed-use building.

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

AUTHORIZATION

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

RECOMMENDATIONS

1. That the subdivision under Development Application No. DASZ 22/2023 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated August 25, 2023 and attached as Schedule "B" to this report, with such minor changes as may be required, for registration in the Winnipeg Land Titles Office.
2. That the Developer shall meet all terms and conditions as outlined in Schedule "C", the report of the Administrative Coordinating Group, dated August 18, 2023 to the satisfaction of the Director of Planning, Property and Development

3. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "RMU PDO-1 Airport Vicinity" Residential Mixed Use District, in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated August 25, 2023, and attached as Schedule "B" to this report, 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. 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; and

(g) free-standing signage

on the Owner's Land ("Works") to the City for approval by the Director of Planning, Property and Development ("Director") and the Assiniboia Community Committee 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 front yard setback for any new buildings shall be 25 feet.

B. That the City enter into, execute and deliver with the developer a Zoning Agreement in accordance with recommendation 3.A., 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").

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12. That Development Application No. DASZ 22/2023 will be deemed to be concluded and all approvals in connection with same will expire if the developer fails to secure all necessary Plan approval signatures on behalf of the City within 1 year following 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 conditional use 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 22/2023.

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 "RMU" 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: August 28, 2023
File No: DASZ 22/2023

List of Schedules and Appendices

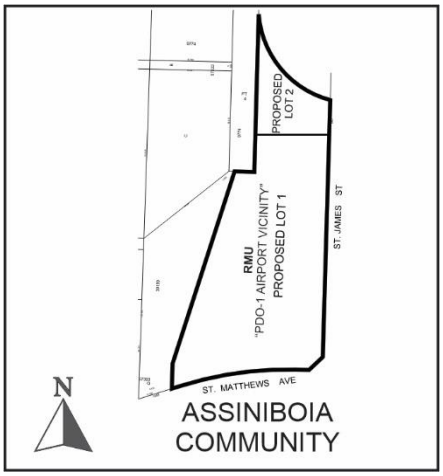
Schedule A – Planning Discussion
Appendix A – Proposed By-law
Schedule B – File No. DASZ 22/2023, Assiniboia Community Committee, dated August 25, 2023
Schedule C – Report of the Administrative Coordinating Group

SCHEDULE 'A'

DATE:	August 28, 2023
FILE:	**DASZ 22/2023**
RELATED FILES:	DCU 23-160599/D
COMMUNITY:	Assiniboia Community
NEIGHBOURHOOD #:	2.125 (Polo Park)
SUBJECT:	For consideration at the public hearing for a subdivision to: consolidate three (3) underlying lots into two (2) lots and rezone the land to the "RMU" Residential Mixed Use District

LOCATION: 914 and 980 St. James Street

LEGAL DESCRIPTION:
LOT 12 PLAN 9429 41 ST JA
LOT 1 PLAN 37253 41 ST JA
PCL Q PLAN 57393 39/41 ST JA
LOT 5 PLAN 64291 41 ST JA



APPLICANT: Towers Realty Group (Matthew Narvey)
1420 Taylor Ave. Unit 100
Winnipeg, Manitoba R3N 1Y6

OWNERS: Ranch Asset Management
5 Donald St.
Winnipeg, Manitoba R3L 2T4

RECOMMENDATION: Approval with conditions

SITE DESCRIPTION

- The subject site is located at the northwest intersection of St. Matthews Avenue and St. James Street within the Polo Park Neighbourhood of the St. James – Brooklands - Weston Ward.
- The subject site has a total land area of approximately 3.75 acres or 163,350 square feet
- The subject site is currently zoned “C3” Commercial Corridor
- The subject site is located within the Mixed Use Centre policy area of the *Complete Communities Direction Strategy 2.0’s* Urban Structure Map.

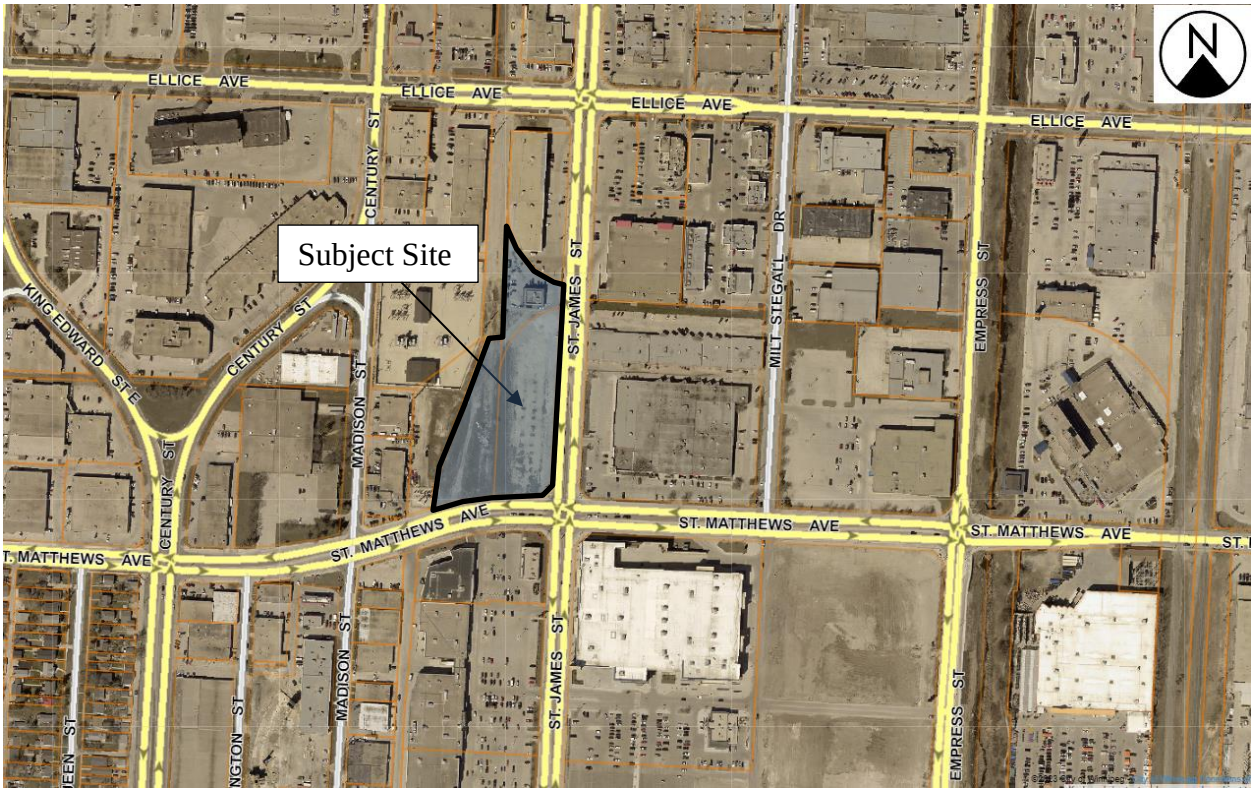


Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2021)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

- To the north of the subject site are commercial uses zoned “C3” Corridor Commercial and a Hydro substation, zoned “M1” Light Manufacturing.
- To the east is St. James Street then a large format, multi-tenant commercial retail use zoned “C3” Corridor Commercial
- To the south is St. Matthews Avenue then a large format multi-tenant commercial retail use zoned “C3” Corridor Commercial.
- To the west there is a vacant lot and a Hydro substation, zoned “M1” Light Manufacturing.

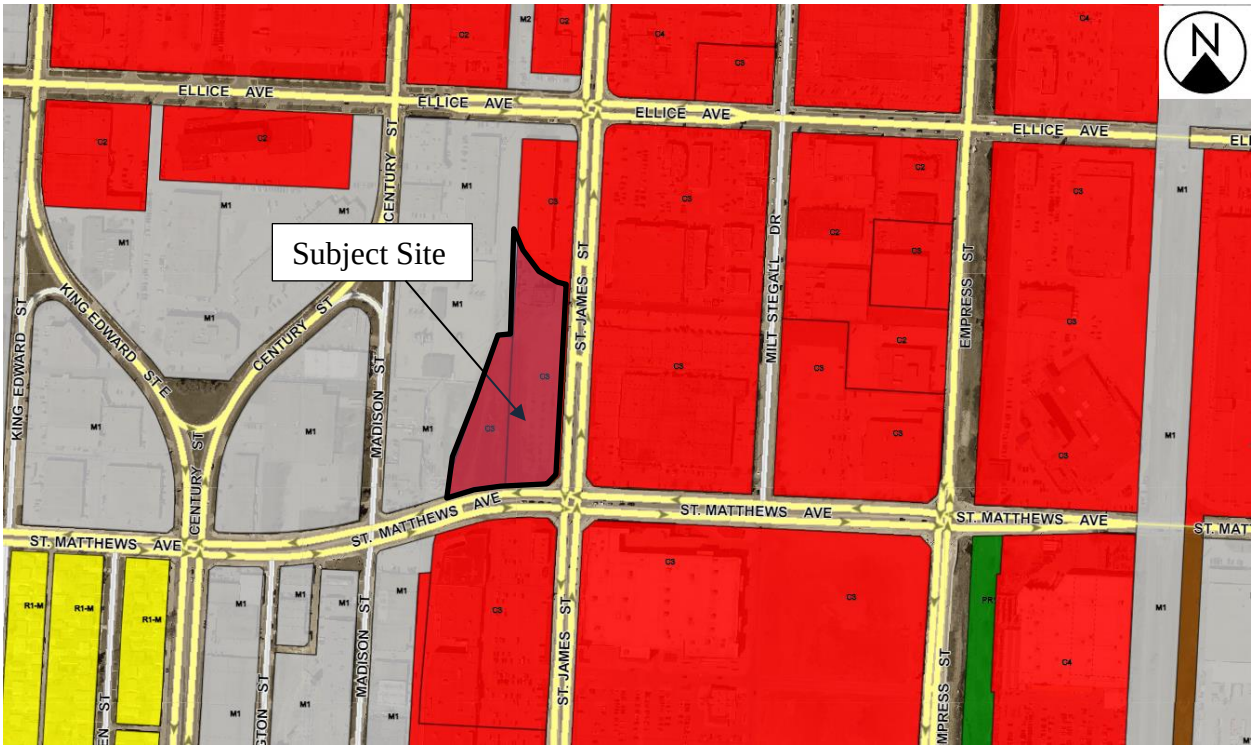


Figure 2: Zoning of the Site and Surrounding Area

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing to consolidate three (3) existing lots and re-subdivide into two (2) lots and rezone to the "RMU" Residential Mixed-Use zoning district to accommodate a multi-unit mixed use residential building and a stand-alone commercial building. An existing restaurant (Tim Horton's) with a drive through is currently located on site and is proposed to be maintained on Lot 2.
- The free-standing commercial building is identified in submitted plans as a one storey building that is 6,000 sq. ft. and to be located to the north of the proposed mixed-use building.
- The mixed-use building is proposed to be eight (8) storeys, or approximately 100 feet in height, with 101 dwelling units and approximately 9,300 sq. ft. of commercial uses on the main floor.
- The proposed development plans indicate that there will be a mix of 1- and 2-bedroom suites in the building. Units are identified to range from 670 sq. ft. to 1200 sq. ft.
- 207 parking stalls are proposed on site:
    - For the multifamily component,142 stalls are proposed.
    - For the commercial component in the mixed-use building, 41 vehicle parking stalls are proposed.

- For the stand-alone commercial building, 24 parking spaces are proposed.
- A total of 40 stalls are to be located underground and 167 stalls will be located on the surface.
- 6 accessible stalls including 2 van accessible stalls will be established with the multi-unit residential portion of the site. 2 accessible stalls will be established with the commercial retail component in the mixed-use building and 2 accessible with 1 van accessible stall will be established with the stand-alone commercial building.
- Bike parking is proposed to meet the 10% requirement for each of the uses. 14 stalls for the residential component, 4 stalls for the commercial retail uses in the mixed-use building and 2 stalls associated with the stand-alone restaurant.

- Landscaping is proposed in the following manner:
  - For street edge landscaping along St. James St, 18 trees and 81 shrubs are required and 18 trees and 84 shrubs are provided. For St. Matthews Street, 11 trees and 51 shrubs are required and 12 trees and 52 shrubs are provided.
  - Under the urban infill area 1 of the Zoning By-law, foundation landscaping is not required.
  - Parking lot interior landscaping requires 11 trees and 34 shrubs. 50 trees and 259 shrubs are proposed.
- According to the landscape plans a total of 80 trees, 395 shrubs are proposed to be planted on site. Information in the letter of intent indicates that 50 new trees and 253 shrubs are to be located throughout the site.
- Amenities on site include a public parklet, a dog park and a commercial patio, as well as the commercial services that may locate within the approximate 9,300 square feet of commercial space. A roof deck is proposed at both the north and south portions of the building.
- Plans indicate a variety of uses and amenities will be located within the ground floor of the residential building including a 400 sq. ft. bicycle storage area, a “kid’s club”/ library space, a 1,600 sq. ft. lounge, a pet spa and space for mail/package storage.

Associated Conditional Use Application (DCU)

- The proposed development is also the subject of an associated Conditional Use application (DCU) with respect to permitting an accessory outdoor dining/drinking area use.

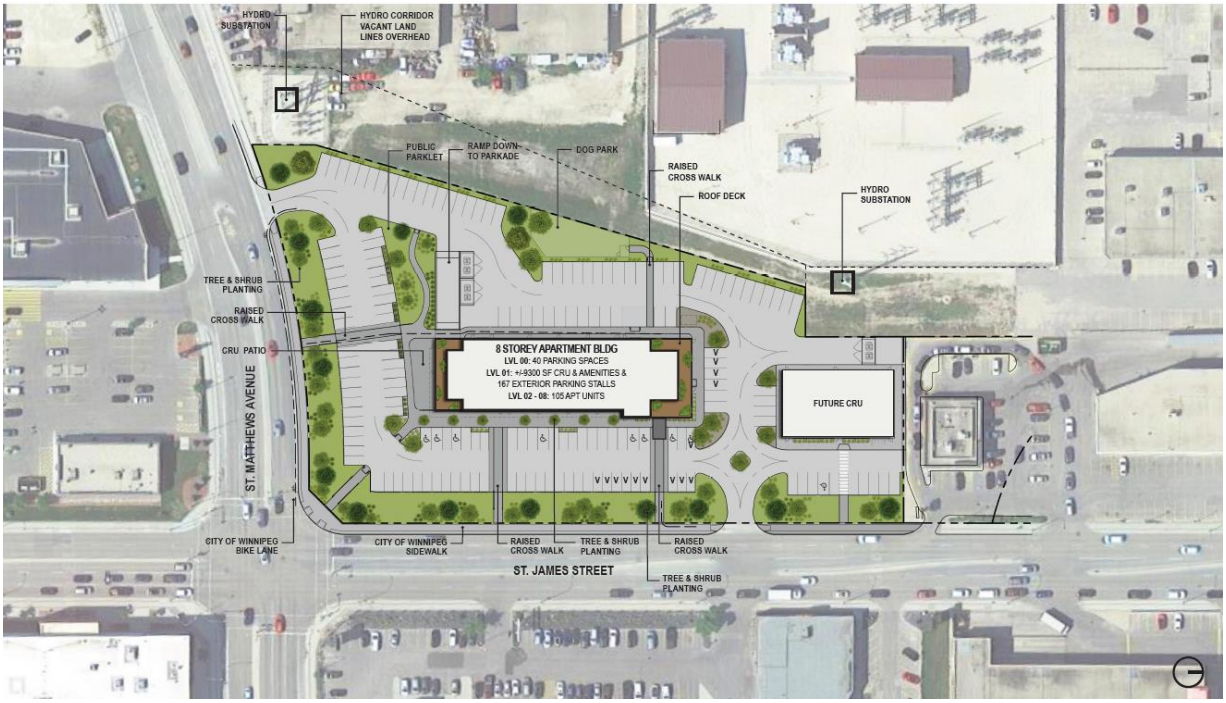


Figure 3: Site plan showing the proposed development of the subject property.

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING

Pre-Application Feedback

- The applicant requested a pre-application feedback letter from the Public Service which was completed in June of 2022.
- The below feedback from the Urban Planning Division in the pre-app letter indicated that a rezoning to the “RMU” zoning district could be supported with considerations for changes to the location of the building on site.

  Site Design Considerations

  - *Please refer to policy objectives above and take into consideration when finalizing site plan details. Particularly building location on site/pedestrian orientation. The Urban Planning Division would not consider the current site configuration to be prominently pedestrian oriented in terms of the setbacks from the property lines and parking located within the front yard portions of the site.*
  - *The proposed height would be considered reasonable provided that it conforms with Transport Canada regulations. Please confirm separately with Transport Canada*

Public Engagement

- 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).

- The Urban Planning Division encouraged the applicant to undertake public consultation with nearby 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.
- According to the applicant, public engagement was conducted through an in-person, open house session with presentation boards outlining the project details on January 11, 2023 between 5:30-7:30 PM.
- Social media ads were posted on January 2nd, 2023 and Flyers were delivered to residents in proximity of the property on January 3rd and 4th, 2023.
- A total of 1,357 flyers were delivered.
- A total of 15 people attended the open-house session, and a total of 18 people provided feedback online.
- The applicant provided a summary of the main themes of questions and comments through the engagement process.
    - Unit Pricing and Affordability – questions and concerns were raised about affordability of units. The open house team indicated that unit price had not yet been determined and would depend on market trends for the area, construction costs, and financing.
    - Design and Development – Concerns were raised about the higher ratio of surface parking to underground parking, potential for private balconies and materials used for exterior and interior.
    - Construction
    - Senior Housing
    - Traffic and Sound Control

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.

6.15 Transformative Areas

Designate Downtown, Corridors, Mixed Use Centres, Major Redevelopment Sites and New Communities as Transformative Areas within the Urban Structure in Complete Communities, representing lands that provide the best opportunities to accommodate significant growth and change.

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.

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 located within a Regional Mixed-Use Centre under *Complete Communities 2.0*.
- Regional Mixed Use Centres are described as:
    - *the most prominent retail destinations in the city, anchored by regional-scale Major Retail uses and supported by smaller-scale retail and service uses. Located strategically across the city, most Regional Mixed Use Centres serve as key transit hubs. Generally larger than 100 acres in area, they are preferred for conventional large format retail given their location on the transportation network and clustering of similar uses* (p.65)
- Characteristics of Regional Mixed Use Centres
    - *As city-wide or regional destinations, they are the most prominent retail locations in the city and are best suited to accommodate Major Retail uses*
    - *Typically, larger than 100 acres in area*
    - *Located at major intersections, they are generally well-connected to Corridors, the Primary Transit Network, and the city road network*
    - *Located in the existing built-up area, they are capable of major transformative change and are strategically valuable given their large site areas, relative underdevelopment, proximity to commercial amenities, and general connectivity to multiple modes of transportation*
    - *They are located strategically throughout the city, not only to provide balanced access to commercial amenities but to create opportunities for intensification over time*
- Vision for Mixed Use Centres
    - *The City's commercial areas will be vibrant and vital, providing access to goods and services necessary in creating complete communities. Supported by a significant residential population nearby, Mixed Use Centres will provide opportunities to accommodate Major Retail uses. Over the long term, they will become vibrant, pedestrian-friendly areas connected by multiple modes of transportation, offering a variety of housing options, activities, services, and jobs.*

Goal 3 - *3.0 Ensure that Regional Mixed Use Centres continue to function as prominent retail destinations that serve a city-wide and regional population.*

Policies

- 3.6 Polo Park

Development within the Polo Park Regional Mixed Use Centre must conform with the Airport Vicinity Protection Area Regulation, M.R. 66/2021 and any successor to that regulation.

Goal 5 - 5.0 Allow for the long-term, residential mixed-use intensification of Mixed Use Centres.

Policies

- *5.1 Where compatible with surrounding land uses, direct the highest multi-family residential densities to areas within Mixed Use Centres that provide the best transit service.*
    - *5.1.1 Direct the highest multi-family residential densities to the areas in closest proximity to rapid transit, Corridors, and the Primary Transit Network in accordance with Policy 3.1 of the General Growth section, at a height and scale compatible with surrounding land uses. Densities should then decrease with distance from transit stops.*
    - *5.1.2 Beyond these areas, residential uses may be introduced to consolidate underutilized commercial lands and extend existing adjacent neighbourhoods at intensities that should not exceed the mid-range of medium multi-family residential densities.*
- *5.2 Require that proposals to exceed the densities described in Policy 5.1 consider the scale of the proposed residential development in relation to annual city-wide residential growth and its impact on realizing other city growth priorities as articulated in this By-law.*
- *5.3 Require that proposals to add residential uses in Mixed Use Centres be accompanied by a demonstrable commitment to establish a pedestrian-oriented residential neighbourhood, by:*
    a. *Establishing a fine-grained network of local streets with sidewalks and street trees;*
    b. *Designing ground-floor building frontages to reinforce a pedestrian scale; and*
    c. *Encouraging the extension of adjacent local roads and paths into the site to enhance permeability and to enable future connection opportunities, where possible.*
- *5.4 Require that proposals to add residential uses in Mixed Use Centres limit negative shadow impacts experienced by rear- and side-adjacent residential properties, by ensuring adequate sunlight penetration through appropriate building massing, setbacks, and building design.*
- *5.5 Require that, where appropriate, the introduction of residential uses be designed in a way that will not create land use conflicts with existing commercial uses.*
- *5.6 Plan for the long-term redevelopment of Mixed Use Centres by:*

a. *Encouraging the alignment, spacing, and width of parking lot drive aisles in a grid-like pattern to allow for their potential long-term conversion to a future public right-of-way, including allowing for future sidewalks and street trees.*
b. *Encouraging pedestrian-oriented siting and design of buildings to reinforce the street grid described in Policy 5.3.*

- *5.7 A concept plan may be required to indicate how a fine-grained network of local streets will be established and/ or extended into the Mixed Use Centre and to ensure that development will not preclude future connectivity. The requirement for this concept plan shall be determined by the Director of Planning, Property & Development.*

- Within the Urban Design policy section of CCDS 2.0, the following goals and policies are relevant to the proposed development.

  Goal 1 1.0 Enhance Winnipeg as an exceptional and distinct city through design.

  Policies

  - *Winter city design 1.4 - Support exemplary winter city design through site planning and building techniques that encourage year-round use of streets and civic spaces, facilitate walking and cycling, maximize sun exposure, minimize wind, and facilitate snow storage and removal.*

  Goal 2 2.0 Promote the design of Winnipeg as a city of vibrant and exciting places.

  - *Encourage compactness 2.4 Strengthen vibrancy, animation and walkability through the cultivation of compact, human-scale streets, blocks and buildings.*
  - *Pedestrian movement 2.5 In areas with a high concentration of pedestrian activity, make pedestrian movement a priority by adding and/or widening sidewalks, adding curb extensions, and better defining pedestrian crossings to help improve accessibility and movement to and from destinations.*

  Goal 3 3.0 Promote the design of a livable and beautiful city

  - *Great buildings 3.3 In areas with a high concentration of pedestrian activity, encourage new buildings that engage the street through elements that may include, but are not limited to:*
    a. Windows;
    b. Context appropriate materials;
    c. Awnings;
    d. Store signage;
    e. Entrances;
    f. Lighting;
    g. Reduced setbacks, where appropriate;
    h. Parking hidden from the view of streets and sidewalks; and
    i. Ensuring that space between and surrounding buildings relates to the context.

- *Design for a human scale 3.10 - New developments should reflect a human scale to ensure that it is a comfortable, safe, and appropriate environment for pedestrians.*

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

- The development adds residential uses within a Regional Mixed-Use Centre at a mid to low residential density, consistent with policy 5.1 and a height that is compatible with the surrounding area.
    - The proposed density of 101 units on a lot size of 163,350 sq. ft. equates to a lot area per dwelling unit of 1,617 sq. ft. The "RMU" zoning district permits a lot area per dwelling unit of 500 sq. ft., which would permit a total number of 326 residential units. The proposed density is well below the permitted maximum and in alignment with policy 5.1, which indicates mid to low residential densities on sites that are not located in close proximity to future rapid transit.
    - With respect to building height, the "RMU" zoning district permits buildings up to 100 feet tall, which is what is being proposed. Building height was flagged early on in conversations with the proponent to confirm with Transport Canada that this height would be permitted at this location. According to the applicant, discussions were had with Transport Canada and that an unofficial preliminary review indicated that the proposed development at 100 feet tall would be compliant with the airport regulations.

The Urban Planning Division would not consider the proposed development to be in alignment with policy in *CCDS 2.0*, with respect to the building setbacks that allow for parking to be located within the front yard.

- The residential mixed-use building is proposed to be located with a setback of approximately 99 feet from St. James Street and approximately 99 ft. from St. Matthew's St to the patio. The proponents provide reasons for the layout as proposed with the setback. The primary reasons include:
    - Maintaining view corridors to adjacent commercial uses
    - Setbacks to buffer from noise
    - Parking distributed around the site in order to reduce long walks through a parking area.
- Ways that the proponents indicate that these setbacks still address the pedestrian orientation of the site is:
    - Inclusion of multiple raised and direct pedestrian connections to the building from the public sidewalk.
    - Landscaping along the street edge
    - Patio setback away from the noise of the vehicles on St. Matthew's Ave.
    - Wide pedestrian walkways throughout the site.

- The Urban Planning Division agrees that these site design elements do improve the pedestrian connectivity on site over what was initially proposed; however, the Division believes that pedestrian orientation would be further improved by having the building located more prominently along the street edge of St. Matthews Ave., St. James St. or both, with parking located at the rear or to the side of the building, wider public sidewalks and the use of landscaping, pedestrian plaza space, seating, street trees, etc. The Urban Planning Division believes that a reduced setback to the building could be provided, that still allows for sightlines to the commercial use to the north, while providing landscape buffers from the vehicle traffic and adequate parking for the proposed uses.

TRANSIT MASTER PLAN

- The Transit Master Plan recognizes the interrelated nature of land use and transit use.
- The Transit Master Plan promotes multimodal connections with land use that better enable people to choose to live without a car or drive less. (p.26)

CLIMATE CHANGE ACTION PLAN

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

  3.1 Increase Use and Efficiency of Public Transit Systems

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

  3.4 Increase Active Transportation Rates

  3.5 Reduce Traffic Congestion

  3.6 Increase the Use of Electric Vehicles

- 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

  4.4 Support Redevelopment of Former Commercial and Industrial Lands into Active Use.

- Strategic Opportunity #5 *Low Carbon and Energy Efficient Buildings*

  5.2 Improve energy performance of new buildings

SUBDIVISION

- The proposal is to consolidate three (3) existing lots and re-subdivide into two (2) lots. The existing commercial restaurant on site (Tim Horton's) is to be maintained on proposed Lot 2.

REZONING

- The subject site is currently zoned "C3" Corridor Commercial.
  - The applicant is proposing to rezone the land to the "RMU" Residential Mixed-Use zoning district.
  - The Zoning By-law describes the "RMU" zoning district as follows:

    Residential Mixed Use (RMU) The Residential Mixed Use (RMU) district is intended to facilitate the development of primarily medium- to higher-density residential development, though it also may contain limited small-scale commercial, institutional, recreational, and service facilities needed to support residential development. The area, site, or building should retain a predominantly residential character. Development in the RMU district should provide convenient access for pedestrians and transit users from the public street, and should facilitate pedestrian travel between residential and non-residential uses. This district is often part of Community or Regional Mixed Use Centres, Major Redevelopment Sites, and Rapid Transit Corridors.
- The dimensional standards for multi-family residential uses in the "RMU" zoning district are:
  - Minimum front yard of 20 feet;
  - Minimum rear yard of 25 feet;
  - Minimum interior side yard of five (5) 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.
  - Minimum corner side yard of eight (8) feet; and,
  - Maximum building height of 100 feet.
  - The minimum lot area in the "RMU" district is 9,000 square feet and the minimum lot area per dwelling unit is 500 square feet.
  - For principal non-residential structures the dimensional standards in the "RMU" district are as follows:
    - Minimum Lot Area – 9,000 sq. ft.
    - Minimum Lot Area per dwelling unit – N/A
    - Minimum Front Yard – 20 ft.
    - Minimum Rear Yard – 25 ft.
    - Minimum Interior Side Yard – 5 ft.
    - Minimum Corner Side Yard – 20 ft.

    - Principal Building Separation – 20 ft.
    - Maximum Building Height – 39 ft.
- No variances are required for the proposed development, or to maintain the existing commercial restaurant on Lot 2 under the “RMU” zoning district.
- A conditional use is required for the establishment of a patio in the “RMU” zoning district.

TRANSPORTATION ANALYSIS

- The Public Works Department indicated that a traffic impact study was not warranted or required for the proposed development.

TRANSIT

- The subject site is currently served by transit route 77, which is located at stops 20003 and 10369 located immediately in front of the subject site and kitty-corner to the subject site.
- On weekdays route 77 runs between 6:20 AM to 10:30 PM. Approximately 48 buses each way (total 96) serve this route throughout the day. The nearest stop is located immediately in front of the subject site at the northwest corner of St. Matthews Ave. and St. James Street. The proposal includes raised pedestrian connections from the building, through the surface parking area to the bus stop. Route 77 connects from the Polo Park area, north to Red River College, Chief Peguis Trail and eventually Kildonan Place shopping centre.
- Transit identified the subject site as being located within close proximity of class 2 service on St. James and approximately 200 metres south of class 2 service that is to be established on Ellice Ave within five years. Class 2 service (Frequent service) is identified as transit arriving every 15 minutes or less. Frequent service is lower than Rapid Transit, which would provide service every 5 minutes during peak periods and every 10 minutes for other parts of the day.

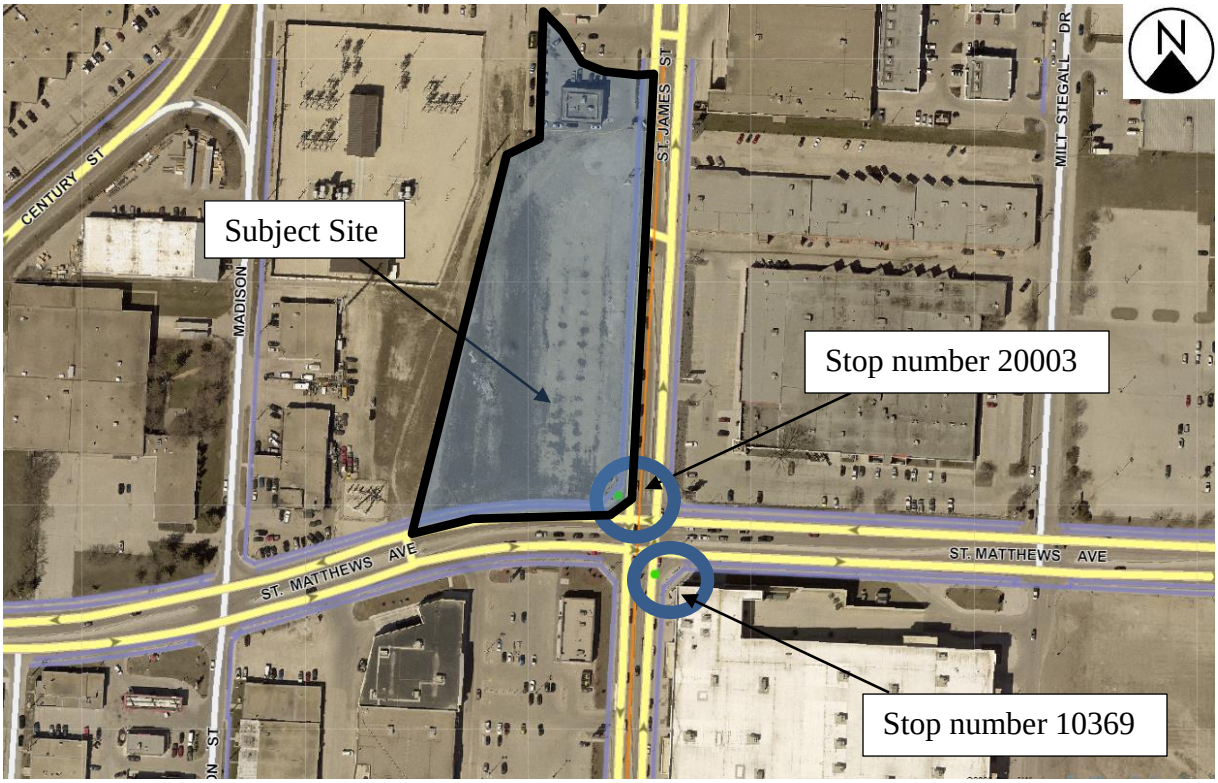


Figure 4: Transit stops in close proximity to the subject site

- The proposed development provides access to existing transit stops in close proximity to the subject site as mentioned above.
- 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).

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 "buffered" A.T. path runs along the north and south side of St. Matthews Avenue. To the west this ties into a dedicated greenway path that terminates at Saskatchewan Ave. close to the Perimeter Highway. To the east, this path ties into a protected, paved, bikeway along Empress, to Wolseley Ave. and continues east into the Downtown.
- A direct pedestrian connection from the subject site is proposed to the existing A.T. path along St. Matthew's Avenue.
- An indoor bicycle parking room of approximately 400 sq. ft. is proposed within the ground floor of the mixed-use building.

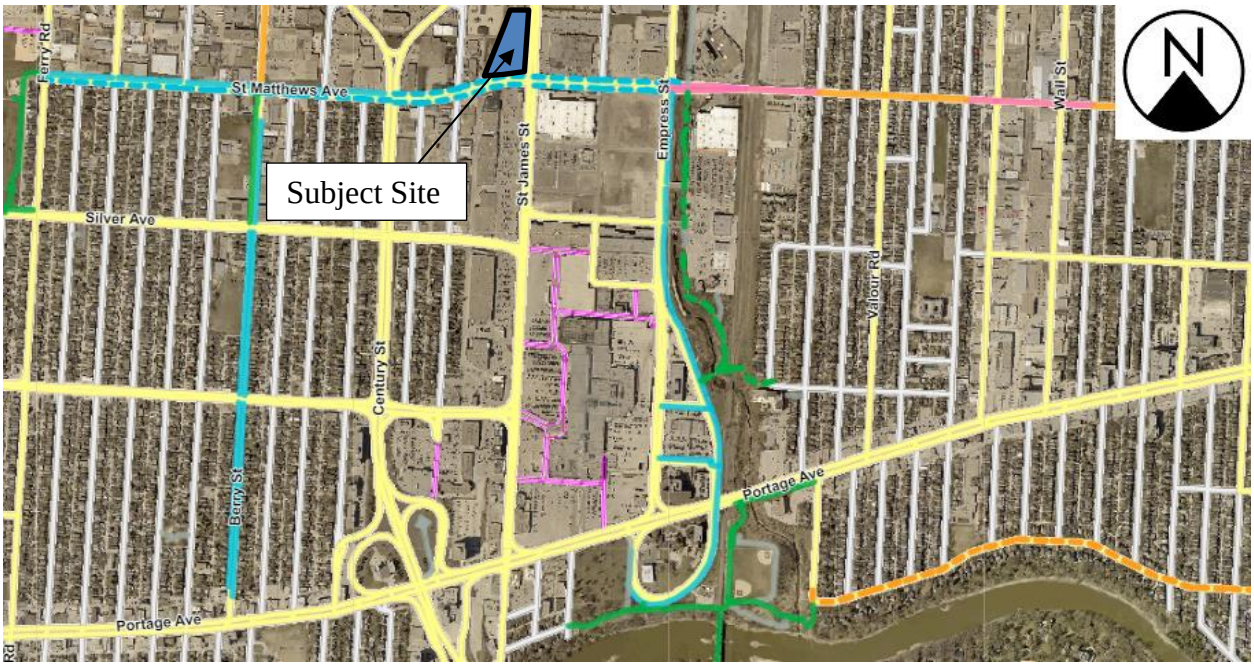


Figure 5 - Established Active Transportation Pathways around the subject property

COMPATIBILITY WITH THE SURROUNDING AREA

Area Context

- The proposed development is to be located within an area that is primarily established with large format commercial uses and finer grained quasi industrial uses. The Polo Park area is identified as a Regional Mixed-Use Centre under *CCDS 2.0*. The site is located at the northwest corner of St. James Street and St. Matthews Avenue. To the west of the site is a Hydro substation. To the north is a commercial restaurant use with a drive through. To the east of the site is a mix of commercial uses and to the south, large format commercial retail uses.

- The Polo Park neighbourhood has served as a regional commercial destination with no higher density residential development permitted for several years as a result of the Airport Vicinity Protection Area. The existing uses are auto-oriented in nature, which are typically larger format retail, with large building setbacks, parking in the front and minimal landscaping along the street edge. Examples of these uses that surround the property are discussed below:
    - North
        - 1000 St. James St. has an approximate setback of 65 feet from the street with parking located in the front yard and no landscaping.
    - East
        - 1450 Ellice is established with setbacks ranging between approximately 20 feet and 40 feet with delivery truck loading zones and parking lot fronting the street along St. James.
        - 953 St. James has a setback of approximately 5 ft., with the store front oriented to the north and parking setback approximately 10 feet.
        - 947 and 937 St. James have an approximate setback of 85 feet, with parking located along St. James and St. Matthews, with an approximate 15-foot setback for landscaping and no pedestrian access to a public sidewalk.
    - South
        - 900 St. James St. has a variety of single-storey commercial retail uses and restaurants. The commercial unit at the corner has a landscaped setback of approximately 20 feet along St. James. And 42 feet from St. Matthews. The commercial units are oriented away from the street facing the internal parking lot with no doors facing St. James St. or St. Matthews Ave.
    - West
        - these lands are predominantly vacant and dedicated for the open Hydro substation and tower corridor.
    - South/East
        - The building at 875 St. James is positioned in a manner that presents a more urban form than most other buildings in the area, having setbacks ranging between approximately 17 feet and 5 feet. Landscaping is established along the foundation of the building and street trees have been planted to define the edge of the property from the public sidewalk. The combination of public sidewalk and private plaza create a much wider pedestrian area, which can create a more comfortable pedestrian environment along busier streets. See Figure 6 below:



Figure 6: Street view of 875 St. James located "kitty-corner" to the subject site.

- The Urban Planning Division agrees with the proponents who note that building placement alone does not equate to pedestrian friendly design and acknowledges that this example is not entirely pedestrian friendly at the moment either. There are no ground floor entrances to the commercial space at the corner, and the building façade is not overly transparent and activated with uses. However, changes to materials, introduction of doorways, and inclusion of pedestrian scale design details such as awnings, benches, etc. could activate this space to become more pedestrian friendly over time. This building and site include elements such as wider sidewalks, street trees, and concealed parking, which are a positive step toward more pedestrian oriented and friendly spaces.

Established Multi-family

- New multi-family residential has not been established in this area for several years. Primarily, this is due to the restrictions that were recently amended (Regulation 66/2021 Registered August 12, 2021) with respect to the Airport Protection Vicinity Development Plan.
- As such, there are few examples in the area to compare to. One comparable example is the development at 666 St. James Street, which includes ground floor commercial uses and 221 residential uses above. This site has parking located in the front yard, below grade and behind the building. It does not include landscaping along the street edge, nor raised pedestrian crossings through the parking lot to the commercial uses.

Density

- The proposed density of 101 units on a lot size of 163,350 sq. ft. equates to a lot area per dwelling unit of 1,617 sq. ft. The "RMU" zoning district permits a lot area per dwelling unit of 500 sq. ft., which would allow a total of 326 residential units.

- As such, in accordance with policy 5.1 (below) for Mixed Use Centres under CCDS 2.0, establishing the highest residential densities in closest proximity to rapid transit, (anticipated along Portage Avenue), the proposed density is modest and aligns with these policy objectives.
    - *5.1 Where compatible with surrounding land uses, direct the highest multi-family residential densities to areas within Mixed Use Centres that provide the best transit service.*
        - *5.1.1 Direct the highest multi-family residential densities to the areas in closest proximity to rapid transit, Corridors, and the Primary Transit Network in accordance with Policy 3.1 of the General Growth section, at a height and scale compatible with surrounding land uses. Densities should then decrease with distance from transit stops.*
        - *5.1.2 Beyond these areas, residential uses may be introduced to consolidate underutilized commercial lands and extend existing adjacent neighbourhoods at intensities that should not exceed the mid-range of medium multi-family residential densities.*

Building Heights

- The development adds residential uses within a Regional Mixed Use Centre at a mid to low residential density, consistent with policy 5.1 and a height that is compatible with the surrounding area.
- The "RMU" zoning district permits buildings up to 100 feet tall, which is what is being proposed. Building height was noted early on in conversations with the proponent to double check with Transport Canada that this would be permitted at this location, given its relation to the flight path at the Winnipeg Airport. According to the applicant, discussions were had with Transport Canada and that an unofficial preliminary review indicated that the proposed development at 100 feet tall would be compliant with the airport regulations.
- The proponents should submit a letter confirming a formal review from Transport Canada has occurred at the time of submitting for plan approval.

Shadow impacts

- Policy 5.4 under *Regional Mixed Use Centres* indicates the following*:*
  Require that proposals to add residential uses in Mixed Use Centres limit negative shadow impacts experienced by rear- and side-adjacent residential properties, by ensuring adequate sunlight penetration through appropriate building massing, setbacks, and building design.
- The subject site is not adjacent to any residential uses, the closest being a single-family dwelling located approximately 300 metres to the west. As such, a sun/shadow study was not requested as part of this application.

Landscaping

- Landscaping is proposed in the following manner:

- For street edge landscaping along St. James St, 18 trees and 81 shrubs are required and 18 trees and 84 shrubs are provided. For St. Matthews Street, 11 trees and 51 shrubs are required and 12 trees and 52 shrubs are provided.
- Under the urban infill area 1 of the Zoning By-law, foundation landscaping is not required. Submitted plans show that 7 Snowbird Hawthorn trees are proposed along the east elevation of the building and 9 Dakota Pinnacle Birch are proposed along the south foundation of the building.
- Parking lot interior landscaping requires 11 trees and 34 shrubs. 50 trees and 259 shrubs are provided.

- In total, 80 trees, 395 shrubs are proposed to be planted on site.
- Submitted plans also indicate that a dog park is proposed along the west edge of the property and a parklet in the southern portion of the property.
- Landscaping exceeds the requirements in the Zoning By-law.

Parking

- The total required parking on site for both commercial and residential uses is 166 stalls. 207 parking stalls are proposed with the development application.
- Typical parking requirements for a multifamily residential use prescribe 1.5 stalls per unit under Table 5-9 of the Zoning By-law. For commercial uses, parking requirements vary by the type of use proposed. The Zoning and Permits Division has calculated the proposed commercial uses with the unreduced parking requirements as follows:
  - Ground floor commercial uses in the mixed-use building – 18 stalls required.
  - Restaurant use with patio in mixed use building – 29 stalls required
  - Free standing commercial restaurant use – 60 stalls required
- Combined, the unreduced parking stall requirements amount to 259 required parking stalls.
- With the above noted, section 171 of the Zoning By-law indicates that the off-street requirements for parking may be reduced as a result of the subject property being located within what are identified as Urban Infill Areas, as well as being a site with a combination of uses (a mix of residential and commercial).
- Note, reductions to the vehicle parking spaces does not apply to the total number of accessible parking spaces required or bicycle parking spaces required within sections 168 and 169 of the Zoning By-law.
- Urban Infill Area parking requirements allow for the reduction of parking down to 80% of the minimum number of stalls required where the property either currently does not meet the minimum standards for accessory off-street parking, or the property is located with frontage on a public transit route with regular daily service. In this case, the subject site is located with frontage on a public transit route with regular daily service (see public transportation section of this report).

- The combination of uses clause allow a reduction down to 80% of the required amount of aggregate off-street parking required and can be combined with the Urban Infill Area parking reductions.
- As such, based on 101 proposed residential units, parking requirements would be 152 stalls based on the required 1.5 stalls per unit. With the reduction of parking under the Urban Infill Area to 80%, this number reduces down to 122 stalls. Then, it is further reduced under the combination of uses clause, bringing the total required parking for the residential units down to 98 parking stalls.
- For the proposed commercial uses a total of 68 stalls are required after the Urban Infill Area reduction and the Combination of Uses reduction.
- The total required parking on site for both commercial and residential uses is 166 stalls. 207 parking stalls are proposed with the development application.
    - multifamily component,142 stalls are proposed.
    - commercial component in the mixed-use building, 41 vehicle parking stalls are proposed.
    - For the stand-alone restaurant building, 24 parking spaces are proposed.
- A total of 40 stalls are to be located underground and 167 stalls will be located on the surface. 6 accessible stalls including 2 van accessible stalls will be established with the multi-unit residential portion of the site. 2 accessible stalls will be established with the commercial retail component in the mixed-use building and 2 accessible with 1 van accessible stall will be established with the stand-alone commercial building.
- The commercial units in the ground floor of the mixed-use building are calculated to reflect a higher intensity use given that the actual parking requirements will depend on the specific use that ultimately is established through the permitting process. Each commercial unit is identified as being 1,600 sq. ft. In this instance, the calculation is based on parking category 20, which allows for personal service and retail sales uses and requires 1 stall for every 250 sq. ft. of floor area over 2,000 sq. ft. Calculated as a whole at 6,400 sq. ft. the commercial uses would require 18 stalls. If the units establish as individual 1,600 sq. ft. units then parking requirements would decrease to at least 1 stall per unit, but again, the parking requirements will ultimately depend on the commercial uses that are established.
- Bike parking is proposed to meet the 10% requirement for each of the uses. 14 stalls for the residential component, 4 stalls for the commercial retail uses in the mixed-use building and 2 stalls associated with the stand-alone restaurant.
- 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, 10 visitor stalls are required.

- 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.
- The subject site is located within the Polo Park Regional Mixed-Use Centre, with a significant amount of commercial services and amenities within a 5-10-minute walk from this site.
- The subject site has convenient access to an A.T. network, which runs along St. Matthews Avenue immediately in front of this property.
- Submitted material in the letter of intent indicates that the 10% requirement for bicycle parking will be provided. The building plan drawings include an at grade bicycle parking area within the building and plans indicate that an approximate 400 sq. ft. room will be provided for bicycle parking as well as outdoor space for 10 bike parking stalls for the mixed-use building and 10 bicycle parking stalls with the proposed restaurant CRU.
- 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 sidewalks.

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)

- Many features of a multi-unit residential dwelling, or mixed-use building are inherently more age friendly than single family dwellings. At the time of submitting this report, details about how the site and building design include accessible and age friendly design elements were not specifically identified. Additional information could be provided at the plan approval stage on how units may be designed as accessible or adaptable, as well as any other site or building design features that support an aging population. Internal sidewalk widths should be able to accommodate wheel chairs, and should be free of barriers such as electrical outlets in order to maintain sufficient space for movement.

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 housing options to the neighbourhood, which is predominantly comprised of commercial and manufacturing type uses.

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.

- According to the feedback provided through the public engagement summary by the proponent, unit price has not yet been determined and will depend on market trends for the area, construction costs, and financing.

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).
- Details with respect to the energy efficiency of the building were not included with the development application submission.

Urban Design

The proponent has provided the following site and building design rationalization:

- *The proposed building and public realm have been designed to be pedestrian, cycling and transit supportive through consideration of building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation.*
- *The raised pedestrian walkways are designed to connect directly from the building to the public sidewalks. The walkways can also act as traffic speed calming devices. The parking area is distributed on the site to allow tenants, visitors, and customers to safely access the building on foot without needing to navigate multiple rows of parking and drive lanes. The parking area allows the commercial units to be oriented toward the street and contribute to the sustainability of the commercial businesses. An internal pedestrian and cycle network has been incorporated through the site to allow pedestrians and cyclists to navigate the site with east. The on-site paths connect to the buildings bicycle storage area, the AT path on St. Mathews and are adjacent to the parking area along St. Mathews and St. James.*
- *The site plan incorporates activity at grade with frontages oriented towards St. James and St. Matthews, wide walkways around the building and large landscaped areas through the site contributing to the pedestrian focused design. The commercial patio area along St. Matthews is in a highly visible location that will contribute to increased liveliness of the street edge while setback appropriately for patrons to enjoy the space away from heavy traffic noise. The proposed development's setback along St. James will maintain the continuity of the existing street wall. This also maintains the viewpoint for neighbouring commercial properties. The proposed development will contribute to helping the city meet the much-needed residential unit targets and increase the tax revenue while tapping into the existing infrastructure.*

The Urban Planning Division has the following commentary with respect to site and building design:

- Within the Urban Design policy section of CCDS 2.0, the following goals and policies are relevant to the proposed development.

  Goal 1 1.0 Enhance Winnipeg as an exceptional and distinct city through design.

  Policies

  - *Winter city design 1.4 - Support exemplary winter city design through site planning and building techniques that encourage year-round use of streets and civic spaces, facilitate walking and cycling, maximize sun exposure, minimize wind, and facilitate snow storage and removal.*

  Goal 2 2.0 Promote the design of Winnipeg as a city of vibrant and exciting places.

  - *Encourage compactness 2.4 Strengthen vibrancy, animation and walkability through the cultivation of compact, human-scale streets, blocks and buildings.*
  - *Pedestrian movement 2.5 In areas with a high concentration of pedestrian activity, make pedestrian movement a priority by adding and/or widening sidewalks, adding curb extensions, and better defining pedestrian crossings to help improve accessibility and movement to and from destinations.*

  Goal 3 3.0 Promote the design of a livable and beautiful city

  - *Great buildings 3.3 In areas with a high concentration of pedestrian activity, encourage new buildings that engage the street through elements that may include, but are not limited to:*
    a. Windows;

    b. Context appropriate materials;

    c. Awnings;

    d. Store signage;

    e. Entrances;

    f. Lighting;

    g. Reduced setbacks, where appropriate;

    h. Parking hidden from the view of streets and sidewalks; and

    i. Ensuring that space between and surrounding buildings relates to the context.
  - *Design for a human scale 3.10 - New developments should reflect a human scale to ensure that it is a comfortable, safe, and appropriate environment for pedestrians.*

- With consideration of the above policy, the Urban Planning Division, is of the opinion that the building design as submitted is attractive with what appears to be the use of high-quality materials, visual interest through horizontal articulation, vertical recesses on the upper floors and a canopy over the entryway. The commercial units at grade and the patio support activation of the ground floor, and the raised pedestrian connections improve the safety and convenience of crossing the vehicle parking area.

- The Urban Planning Division is also of the opinion that there are varying degrees of how to achieve a high-quality pedestrian oriented environment that is geared toward creating a safe, and comfortable space for pedestrians. Typically, this means creating spaces that cater to the pedestrian first, that are safe and comfortable and enjoyable to be a pedestrian in. Often, this is achieved through the introduction of wider sidewalks, design elements such as street trees and places to sit and where pedestrians have priority over vehicles when accessing buildings and store fronts.

- To this point, the Urban Planning Division understands that concerns about noise from the vehicles on the roadway is one of the reasons for the proposed setback. The Urban Planning Division believes that some level of setback could benefit the location of this building from a noise perspective; however, using a parking area to buffer this noise does not necessarily reduce the impacts of noise from the street.

- Further, under the Airport Vicinity Protection Area sound mitigation requirements are necessary to address the noise from airplanes in order to protect the 24-hour operation of the Winnipeg Airport. These measures are anticipated to be incorporated into the building in order to mitigate the impacts of airplane noise. Noise considerations are discussed further under the subheading Airport Vicinity Protection Area.

- Within *CCDS 2.0* a number of images are included throughout the document demonstrating how redevelopment may occur in a manner that aligns with Complete Communities principals. Below is the “see the possibilities” images for Regional Mixed-Use Centres. These images show the conversion of larger format retail sites that are primarily established with large areas of vehicle parking in the front. Overtime, these changes demonstrate a more defined street edge, with pedestrian and cycling amenities and a more urban form with new buildings that help frame the street into an attractive pedestrian and cycling environment.

- These images are not policy, but rather reflect what *Complete Communities* Principals envision as part of the transformation within Regional Mixed-Use Centres.



Figure 7 – See the Possibilities image for Regional Mixed Use Centres in Complete Communities 2.0

Visibility of the existing commercial restaurant

- The proponents indicate that maintaining visibility of the commercial use to the north on site is one of the reasons for the larger setback of the mixed-use building. The existing commercial building is currently a Tim Hortons restaurant with a drive through and is setback approximately 50 feet from the street. The site also has a free-standing sign located right up to the street edge, which provides use identification and visibility from the street. There does not appear to be signage on south side of building and the identification of the site is primarily indicated through the free-standing sign.
- This building will remain visible to south bound traffic based on current land uses. Northbound, visibility to the sign should also be maintained given the sightlines from northbound lanes of traffic (see Figure 8 below).



Figure 8 - Northbound sightlines to commercial use from street

AIRPORT VICINITY PROTECTION AREA

- The subject property is located within Area 2 of the Airport Vicinity Protection Area. The regulations for Area 2 of the Airport Protection Area allow for residential development without restriction on density, per policy 6 of the Provincial AVPA standards

  New or replacement single-family residential dwellings and multiple-family residential dwellings may be constructed in Area 2.

- Noise mitigation Standards

  All new single-family or multiple-family residential dwellings in the AVPA must be designed and constructed with components to achieve the following indoor sound level, or less, with windows and doors closed:

Area of dwelling	Sound levels[1] (dBA)
Bedrooms	35 dBA
Living room, dining room and recreation room	40 dBA
Kitchen, bathroom, hallway and utility room	45 dBA

[1] The aircraft noise level measured is the 24-hour equivalent (Leq) sound level expressed in dBA.

M.R. 131/2022

- The construction of the building is required to address noise from aircrafts passing overhead, with the purpose being to minimize noise complaints from residents.

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:
    - Building location and design – positioning of the building may change based on the suggestions within this report and as such, the overall site plans would be redesigned. The Urban Planning Division is supportive of the design of the building itself as it incorporates the use of what appear to be high quality materials, and good visual interest through projections, recesses, windows and ground floor uses.
    - Landscaping – In particular, ensuring that landscaping along the street edge is substantial and effectively helps to serve as a buffer between vehicle activity on the street.
    - Parking Areas – As indicated within the body of this report, the Urban Planning Division encourages parking to be located below, or behind the building to promote an optimal pedestrian orientation to the site. Policy also 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
    - Garbage bin location and access.

- Planning recommends a condition that a maximum building setback not to exceed 25 feet be included from the property lines at St. James Street and/or St. Matthews Street to address concerns about the location of parking between the street and the building. The purpose behind this condition is to ensure that building placement establishes a more urban form with pedestrian elements being the primary focus of the street edge. As plans currently show, the building placement is setback from the street to allow for surface parking. While the proposal introduces raised pedestrian crossings and has at grade commercial uses to activate the site, the Urban Planning Division is of the opinion that pedestrian oriented development should cater to the pedestrian in a more predominant manner. The Urban Planning Division recommends a design that locates the majority of parking behind or below the building.
- The Urban Planning Division understands that the setback is proposed as is for the mixed-use building is to maintain visibility to the established commercial retail use to the north and mitigate noise from the street. The Urban Planning Division believes that a reduced setback would still allow for visibility of this site from the street as discussed previously. Noise from traffic could be mitigated through the introduction of additional landscaping, and through aligning with the Airport Vicinity Protection Area noise mitigation standards. Larger areas of parking could be mitigated through the use of a dedicated pedestrian walkway in the surface parking area, inclusion of landscaped islands and the overall reduction of parking stalls.

Administrative Coordinating Group

- The Public Service recommends that the proponent meets all terms and conditions outlined in the Report of the Administrative Coordinating Group (ACG), which is attached to this report as Schedule “B.”

Land Dedication

- As a condition of rezoning or subdivision of a parcel of land, a developer is required to contribute a portion of the land to be developed to the City of Winnipeg for parks purposes. The amount of land is not less than ten percent (10%).
- 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 with conditions** for the following reasons:

- Rezoning to the “RMU” zoning district can be supported under *CCDS 2.0*, which encourages residential development in Regional Mixed Use Centres.
- The Urban Planning Division recommends that the building setback be limited to 25 feet in order to better position the building in a manner that emphasizes the pedestrian environment over the private vehicle environment. Ideally, this would result in having a building closer to the street, with landscaping, wider sidewalks or plaza space for pedestrian gathering, street trees, while de-emphasizing vehicle parking within the front yard.
- A condition of plan approval to the Community Committee is recommended and provides an opportunity to address changes to the site plan if decided.
- The total required parking on site for both commercial and residential uses is 166 stalls. 207 parking stalls are proposed with the development application. The Urban Planning Division suggests that reductions to the amount of parking may allow for opportunities to reposition the building, or create room for more landscaping and buffering of the commercial uses and patio from the busy street and to break up the potentially larger parking area located behind the building.
- A different building orientation may still achieve both the goals of the proponent and the objectives laid out in Complete Communities 2.0, particularly with respect to urban design and creating interesting spaces that are comfortable for the pedestrian.
- This site falls within the Polo Park neighbourhood, which is envisioned to evolve into a unique destination and neighbourhood in Winnipeg. The Urban Planning Division is concerned that this proposal, being the first residential development in the Polo Park area in many years, may set a precedent for further residential development that is not optimally pedestrian oriented.

This Report Submitted by:

Planning, Property and Development Department
Urban Planning Division

Report Prepared by: Devin Clark, RPP, MCIP
PPD File #: DASZ 22/2023

Schedule "B" for File DASZ 22/2023, Assiniboia Community Committee, dated August 25, 2023

By-Law No. _____

File No. **DASZ 22/2023**

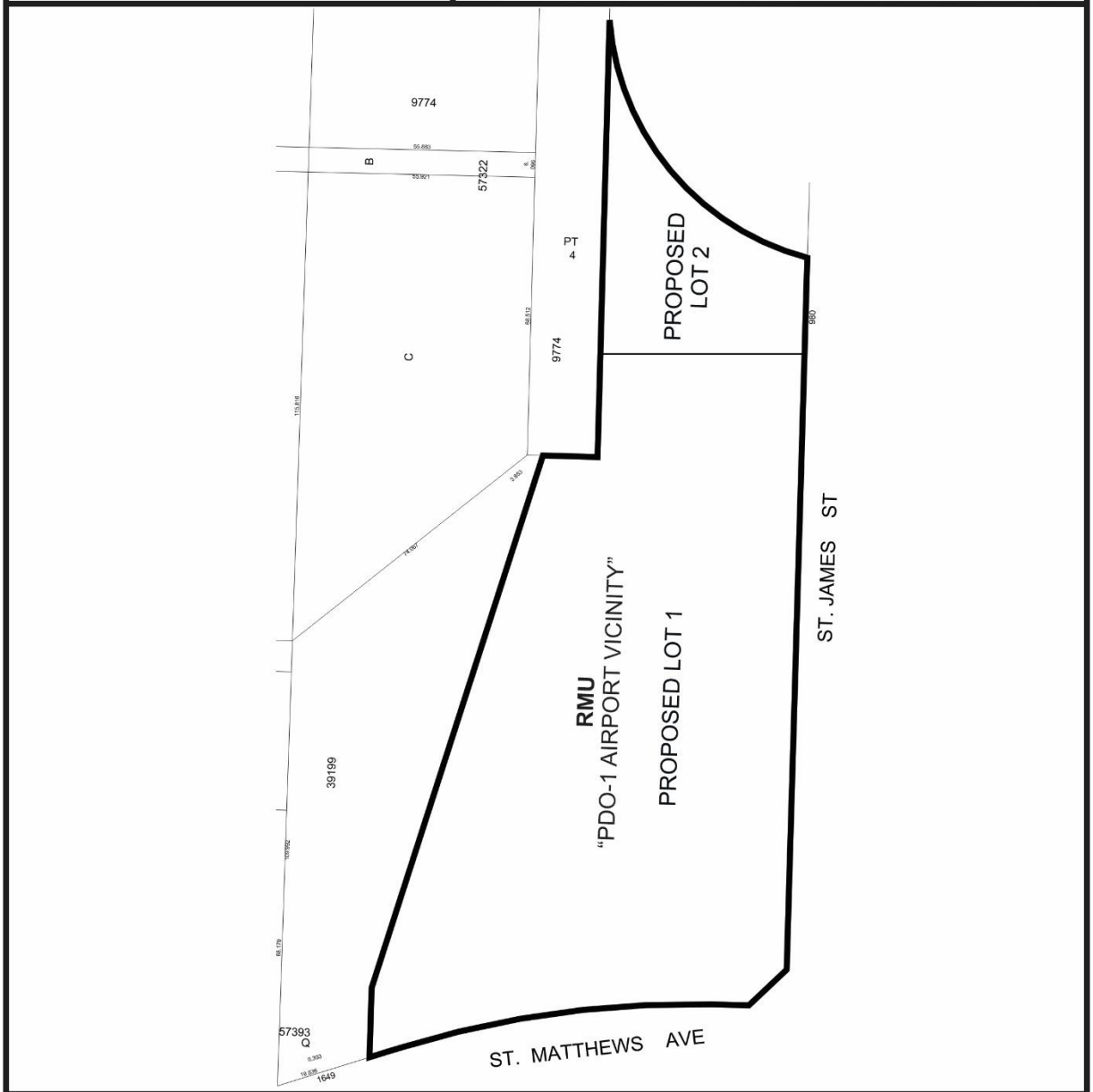
Atlas Sheet No. **Z20**

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ASSINIBOIA COMMUNITY

Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 200/2006 by rezoning the land located at the northwest corner of St. James Street and St. Matthews Avenue from a "C3 PDO-1 AIRPORT VICINITY" COMMERCIAL CORRIDOR DISTRICT to an "RMU PDO-1 AIRPORT VICINITY" RESIDENTIAL MIXED-USE DISTRICT to facilitate the consolidation of lands into two (2) zoning lots and allow for the maintenance of an existing drive-thru restaurant use and the construction of a mixed-use development.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

SCHEDULE "C"

REPORT OF THE ADMINISTRATIVE COORDINATING GROUP

RE: PROPOSED SUBDIVISION AND REZONING OF LAND LOCATED ON 914 AND 980 ST. JAMES STREET AND LOT 5, PLAN 64291

The Administrative Coordinating Group (ACG) reviewed the servicing requirements for DASZ 22/2023. The Developer should take into consideration the following servicing and design requirements and considerations in the redevelopment of the site:

Section I – General Comments

1) The Water and Waste Department wishes to advise that there is adequate servicing for the proposed development based on the development plans provided. Additional review will be required by their Department should the plans of development change during the design process.

2) Water and Waste's understanding is that the consolidated lots will be serviced for wastewater by the St James Ave sewer, as contemplated under AG 11/17 thereby not requiring wastewater sewer to be constructed in St. Matthews Ave.

Section II – Servicing Conditions

1) St. Matthews Avenue

The Developer shall pay to the City, prior to the release of mylars, their share of the costs of services previously installed in St. Matthews Avenue, including concrete pavement, concrete sidewalk, ornamental street lighting, and land drainage, abutting the portion of the Planned Area that has not been previously paid, all as determined by and to the satisfaction of the Director of Public Works.

2) Water Mains

The Developer shall pay to the City, in cash, prior to the release of mylars for registration in the Winnipeg Land Titles Office, their share of the following services installed by others in St. Matthews Avenue, as determined by and to the satisfaction of the Director of Water and Waste.

THIS REPORT SUBMITTED BY:

Administrative Co-ordinating Group
File No. DASZ 22/2023
August 18, 2023

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

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

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

Exhibit “9” referred to in File DASZ 22/2023

PROJECT DATA - 914-980 ST. JAMES STREET:

SITE AREA:	BUILDING AREA:	SITE COVERAGE:	BUILDING HEIGHT:	DENSITY (FT2/UNIT):
±139 375 FT2 / 3.19 ACRES	14 964 FT2	10.7%	8 STOREYS + BASEMENT	1 353 FT2 / UNIT

RESIDENTIAL SUITE DATA:

SUITE LEVELS - LEVELS 02-08	SUITE AREA (FT2)	QTY / FLOOR	1 BR QTY :	2 BR QTY:
UNIT A - 2 BEDROOM / 2 BATH	910 FT2	1 ON LEVEL 02-06		5
UNIT B - 2 BEDROOM / 2 BATH	1040 FT2	2 ON LEVEL 02-06		10
UNIT C - 2 BEDROOM / 1 BATH	750 FT2	1		7
UNIT D - 1 BEDROOM / 1 BATH	670 FT2	1	7	
UNIT E - 1 BEDROOM / 1 BATH	750 FT2	9	63	
UNIT F - 2 BEDROOM / 2 BATH	1200 FT2	1 ON LEVEL 02-06		5
UNIT G - 2 BEDROOM / 2 BATH - PENTHOUSE	1150 FT2	1 ON LEVEL 07 & 08		2
UNIT H - 2 BEDROOM / 1 BATH - PENTHOUSE	890 FT2	1 ON LEVEL 07 & 08		2
			1 BR QTY (TOTAL):	2 BR QTY (TOTAL):
			70	31
		TOTAL SUITES:	101	

COMMERCIAL DATA:

COMMERCIAL UNITS	AREA
CRU01 - RESTAURANT TENANT	+/- 2900 FT2
CRU02 - CRU05	+/- 1600 FT2 PER UNIT (4X)
CRU06	+/- 6000 FT2
TOTAL COMMERCIAL:	+/- 15 300 FT2

ZONING DATA: RESIDENTIAL BLDG

	FRONT YD REQ'D:	REAR YD REQ'D:	INT SIDE YD REQ'D:	COR SIDE YD REQ'D:	MAX BLDG HT:	BLDG SEP:
ZONING SETBACKS - RMU	20'-0"	25'-0"	19'-0"	20'-0"	100'-0"	50% HT OF TALL BLDG
	FRONT YD PRV'D:	REAR YD PRV'D:	INT SIDE YD PRV'D:	COR SIDE YD PRV'D:	BLDG HT:	BLDG SEP:
	94'-0" MIN.	74'-0" MIN.	N/A	113'-5" MIN.	100'-0"	80'-0"

ZONING DATA: COMMERCIAL BLDG

	FRONT YD REQ'D:	REAR YD REQ'D:	INT SIDE YD REQ'D:	COR SIDE YD REQ'D:	MAX BLDG HT:	BLDG SEP:
ZONING SETBACKS - RMU	20'-0"	25'-0"	5'-0"	20'-0"	100'-0"	50% HT OF TALL BLDG
	FRONT YD PRV'D:	REAR YD PRV'D:	INT SIDE YD PRV'D:	COR SIDE YD PRV'D:	BLDG HT:	BLDG SEP:
	75'-6"	29'-9"	8'-0"	N/A	24'-0"	80'-0"

LANDSCAPE DATA: (REFER TO LANDSCAPING PLAN L01 FOR COMPLETE INFORMATION)

STREET EDGE LANDSCAPING	REQUIRED		PROVIDED	
	ST. JAMES	ST. MATTHEW	ST. JAMES	ST. MATTHEW
TREES: 1 PER 30FT OF FRONTAGE	515/30 = 18	325/30 = 11	18	12
SHRUBS: 3 PER 20FT OF FRONTAGE	(515/20)*3 = 81	(325/20)*3 = 51	84	52
FOUNDATION LANDSCAPING	REQUIRED		PROVIDED	
URBAN INFILL AREA MAP 1 (TABLE 5-9) - NOT REQUIRED	N/A		N/A	
PARKING LOT INTERIOR LANDSCAPING (5% GROSS AREA)	REQUIRED		PROVIDED	
TREES: 1 PER 300SF OF PARKING AREA	3280/300 = 11		50	
SHRUBS: 1 PER 100SF OF PARKING AREA	3280/200 = 34		259	
			SITE TOTAL TREES:	80
			SITE TOTAL SHRUBS:	395

PARKING DATA:

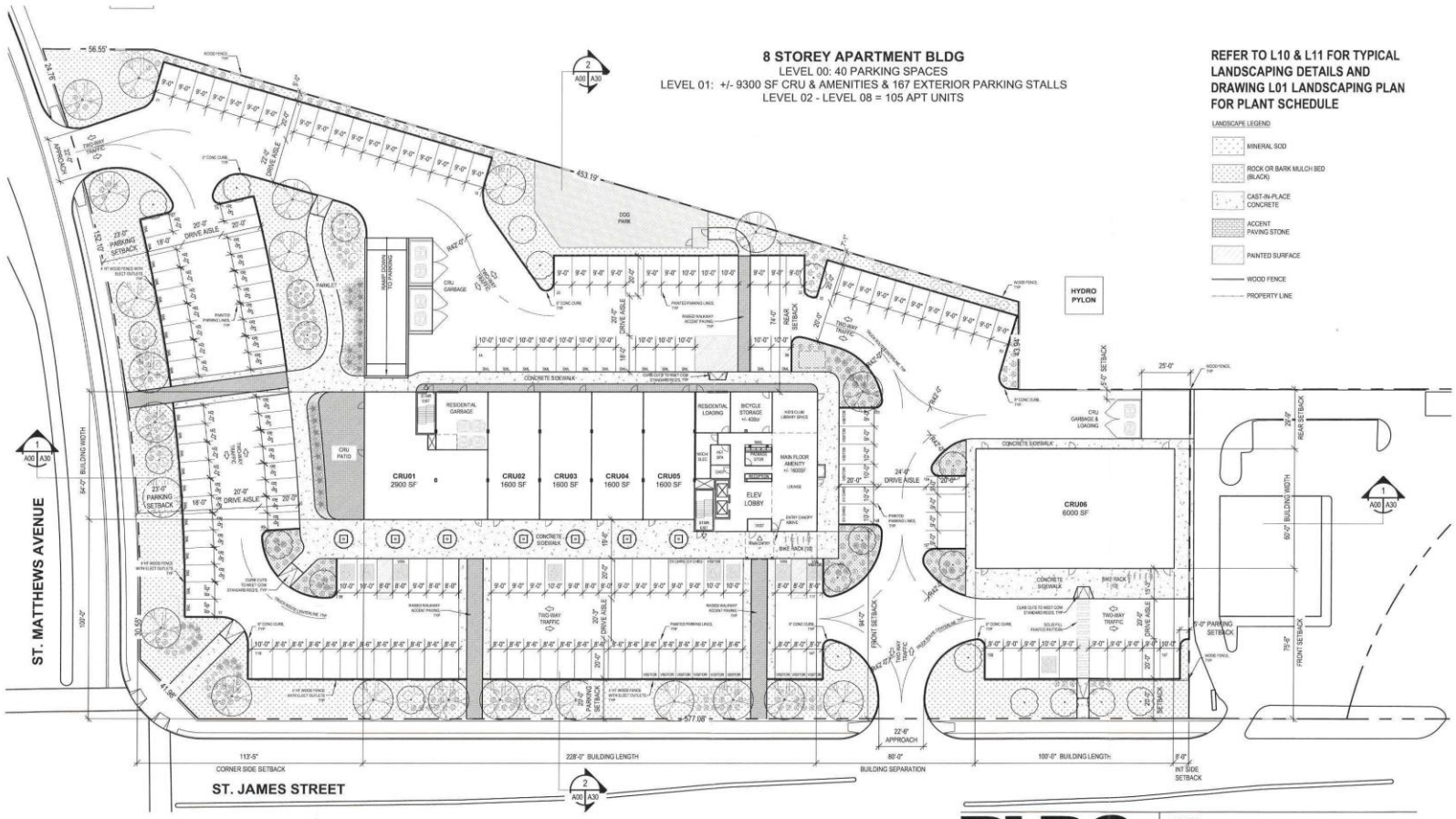
PARKING CATEGORY = CATEGORY 3 MULTI-FAMILY	REQUIRED	PROVIDED	
SPACES REQ'D PER DWELLING UNIT URBAN INFILL AREA MAP 1 (TABLE 5-9) = 1.2 X 105	126	142	
REQUIRED BICYCLE PARKING	MIN. 10%	MIN. 10%	
REQUIRED GUEST PARKING	MIN. 10%	MIN. 10%	
ACCESSIBLE PARKING	6 (2 VAN)	6 (2 VAN)	
PARKING CATEGORY = CATEGORY 22 RESTAURANT	REQUIRED	PROVIDED	
CRU01 - URBAN INFILL AREA MAP 1 (TABLE 5-9) 1 STALL PER 100 SF REDUCED TO 80% OF REQ'D MINIMUM	24	24	
REQUIRED BICYCLE PARKING	MIN. 10%	MIN. 10%	
ACCESSIBLE PARKING	2 (1 VAN)	2 (1 VAN)	
PARKING CATEGORY = CATEGORY 24 COMMERCIAL RETAIL	REQUIRED	PROVIDED	
CRU02 - CRU05 URBAN INFILL AREA MAP 1 (TABLE 5-9) 1 STALL PER 250 SF REDUCED TO 80% OF REQ'D MINIMUM	21	21	
REQUIRED BICYCLE PARKING	MIN. 10%	MIN. 10%	
ACCESSIBLE PARKING	1	1	
PARKING CATEGORY = CATEGORY 24 COMMERCIAL RETAIL	REQUIRED	PROVIDED	
CRU06 (PAD SITE) URBAN INFILL AREA MAP 1 (TABLE 5-9) 1 STALL PER 250 SF REDUCED TO 80% OF REQ'D MINIMUM	20	20	
REQUIRED BICYCLE PARKING	MIN. 10%	MIN. 10%	
ACCESSIBLE PARKING	1	1	
PARKING TOTALS:	INTERIOR	EXTERIOR	
LEVEL 00 - UNDERGROUND INTERIOR	40		
LEVEL 01 - AT GRADE EXTERIOR		167	
		SITE TOTAL PARKING SPACES:	207

914-980 ST. JAMES STREET
MULTI-FAMILY APARTMENTS
101 RESIDENTIAL UNITS
9300 SF CRU AT GRADE

PRELIMINARY DRAWING ONLY
NOT TO BE USED FOR CONSTRUCTION
[REMOVE WHEN DRAWING IS FINAL]

BLDG architecture office inc.
3-692 Osborne Street
Winnipeg, Manitoba
Canada, R3L 2B9
T: 1 204 417 6884
E: info@bldgoffice.com

PROJECT
914-980 ST. JAMES STREET
TRG MULTI-FAMILY APTS
WINNIPEG, MB
DRAWN TC REV'D KS PROJECT NO. 2018_10
DATE 18 MAY 2023 DRAWING NO.
SCALE AS NOTED G00



1 / A00 SITE PLAN
NTS

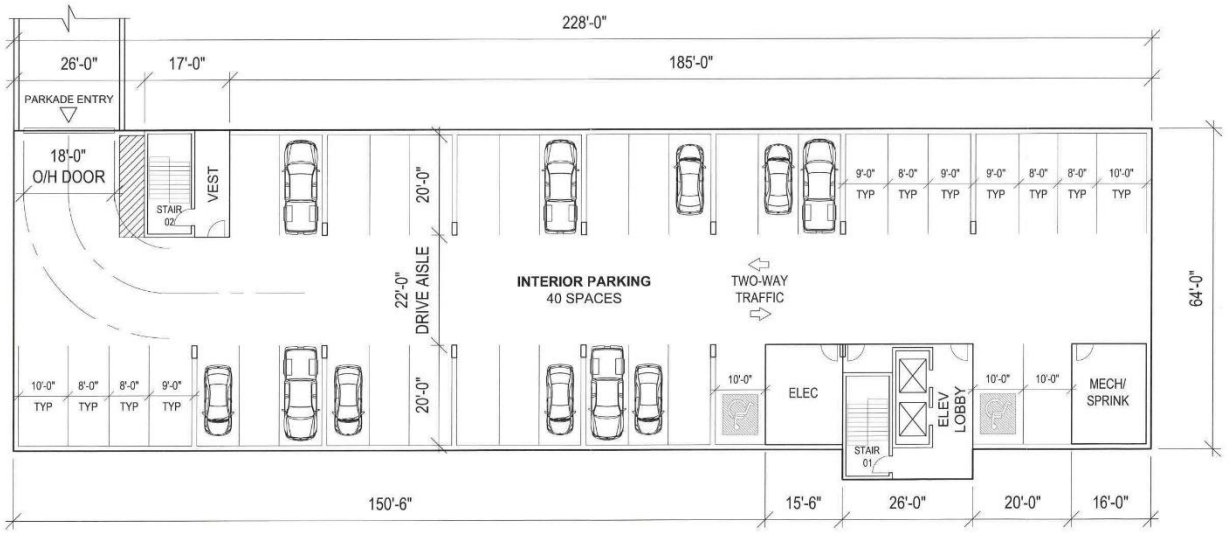
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PRELIMINARY DRAWING ONLY
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PROJECT
914-980 ST. JAMES STREET
TRG MULTI-FAMILY APTS
WINNIPEG, MB

DRAWN	TC	REVD KS	PROJECT NO. 2018_10
DATE	18 MAY 2023		DRAWING NO.
SCALE	AS NOTED		A00



1 - A10 LEVEL 00 FLOOR PLAN

1" = 20.0'

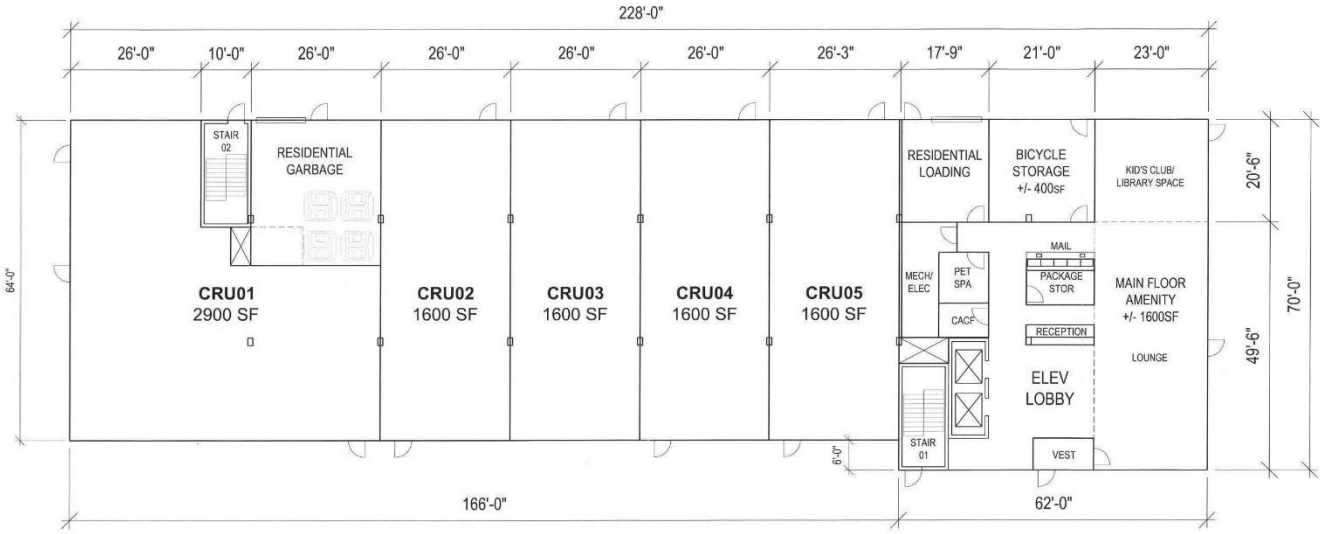
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PROJECT
914-980 ST. JAMES STREET
TRG MULTI-FAMILY APTS
WINNIPEG, MB

DRAWN TC REVD KS PROJECT NO. 2018_10
DATE 18 MAY 2023 DRAWING NO.
SCALE AS NOTED A10



1 - A11

LEVEL 01
FLOOR PLAN

1" = 20.0'

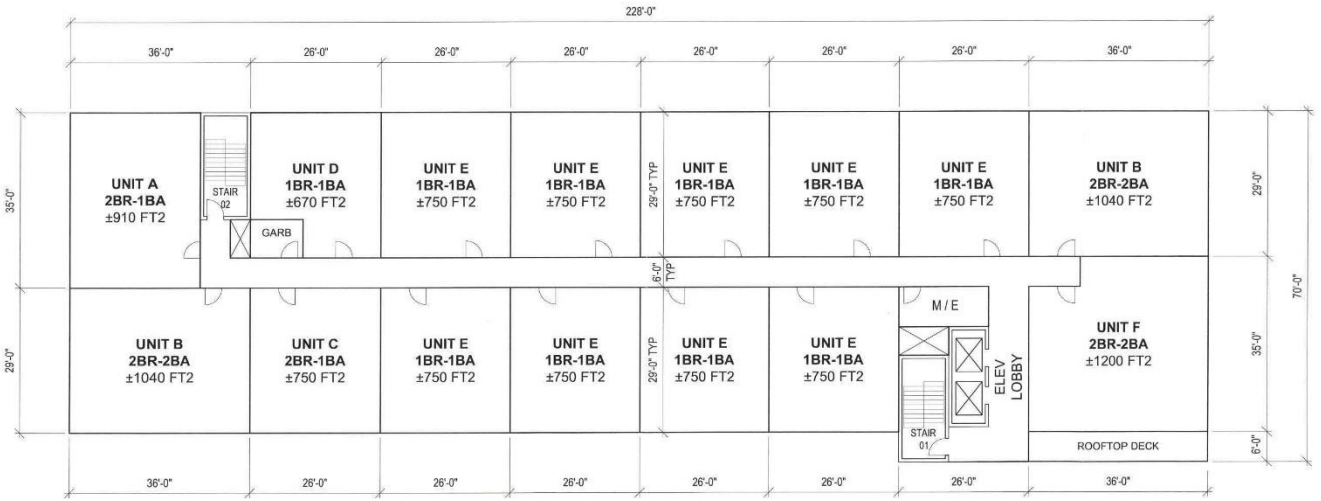
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1 - A12

LEVEL 02
FLOOR PLAN

1" = 20.0'

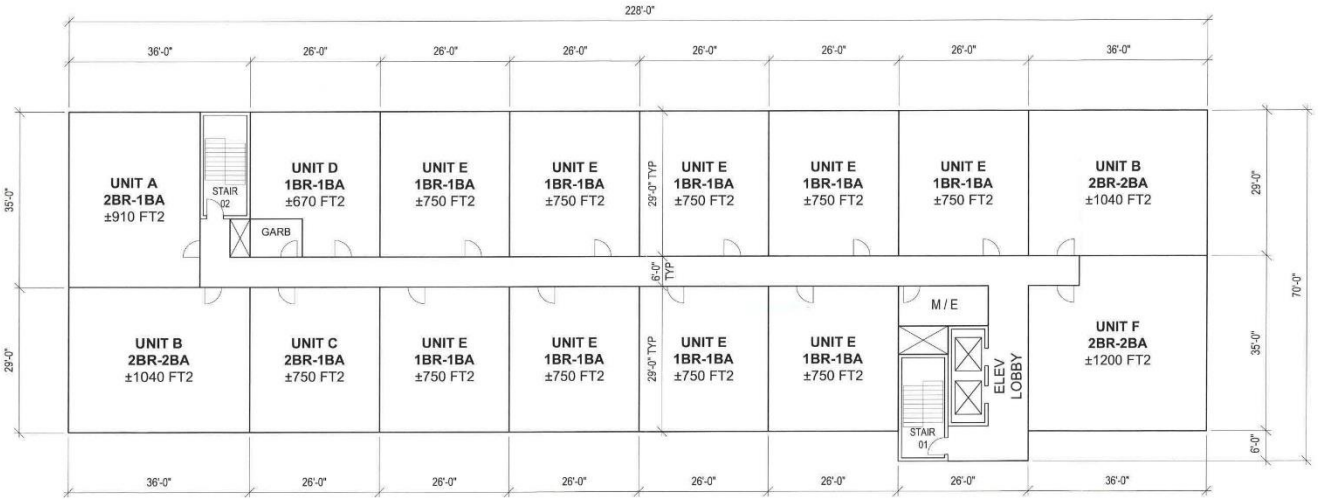
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1 / A13 LEVEL 03 - 06
TYPICAL FLOOR PLAN
1" = 20.0'

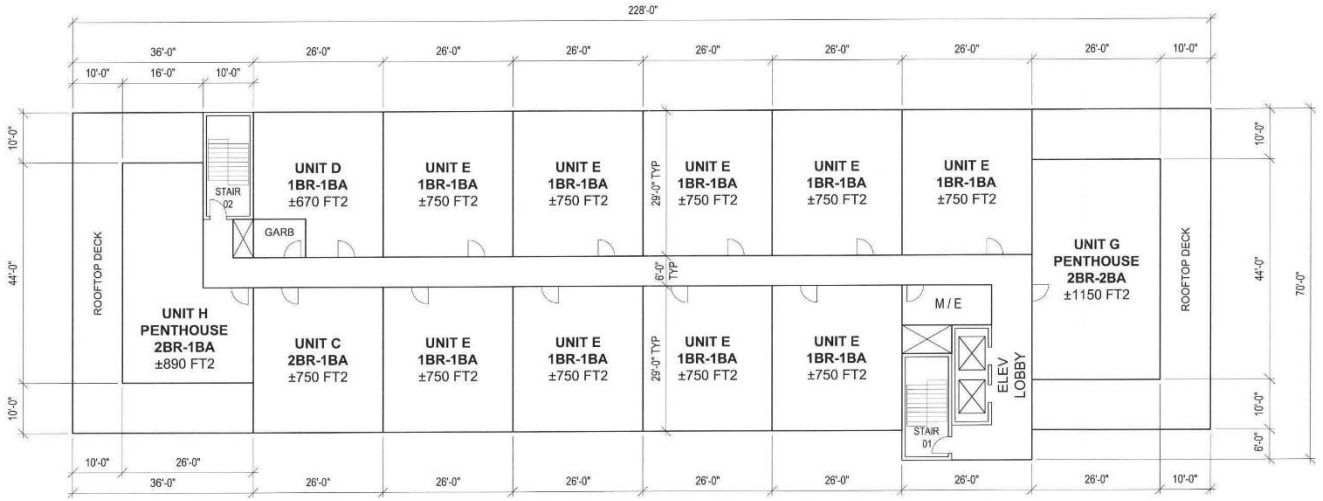
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1 / A14 — LEVEL 07 - 08 TYPICAL FLOOR PLAN

1" = 20.0'

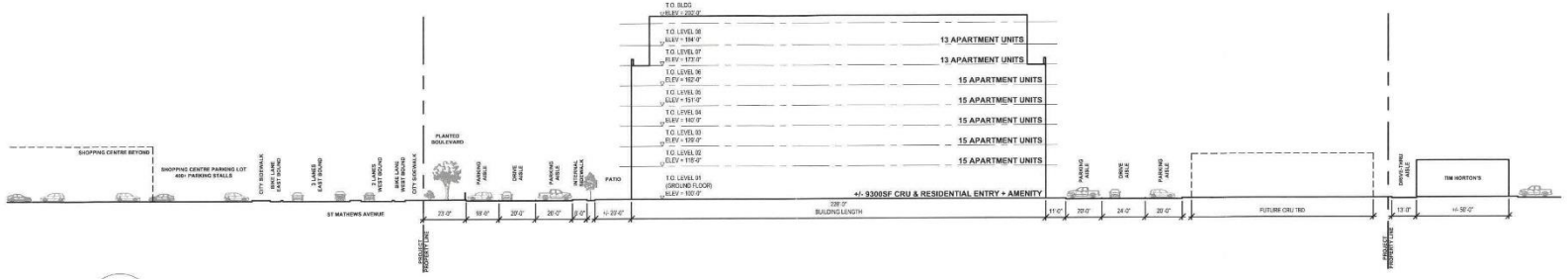
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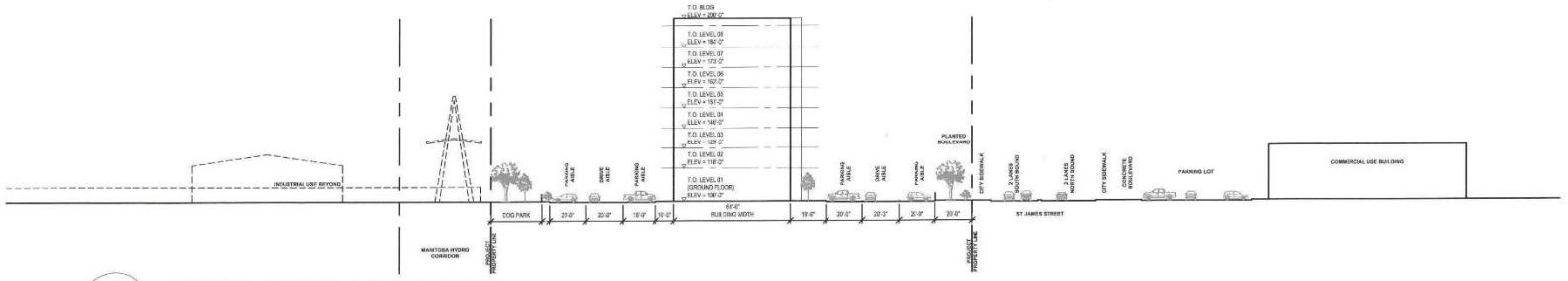
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1 N/S BLDG SECTION - VIEW TO EAST
A00 A30
NTS



2 E/W BLDG SECTION - VIEW TO NORTH
A00 A30
NTS

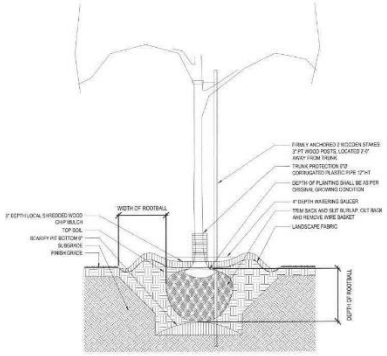
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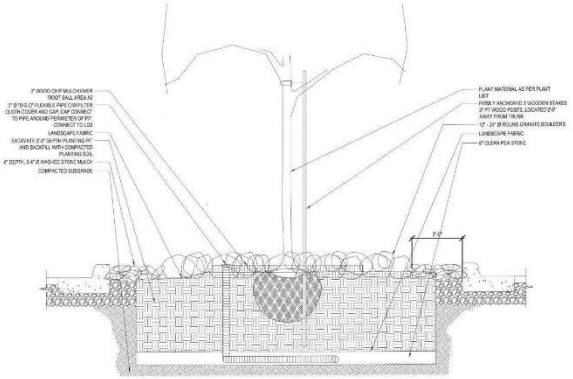
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DATE 18 MAY 2023 DRAWING NO.
SCALE AS NOTED A30


LEGEND
SOD
PLANTING BED - WOOD MULCH 4" DEEP
PLANTING BED - STONE MULCH 4" DEEP
PROPERTY LINE
EARTHEN BERM
STREET EDGE LANDSCAPING
PARKING LOT INTERIOR LANDSCAPING
NEW PLANT SCHEDULE
QTY | COMMON NAME | BOTANICAL NAME | SIZE AND REMARKS (shown are minimum specifications) | SPACING
CONIFEROUS TREES
6 | BLACK HILLS WHITE SPRUCE | Picea glauca 'Densata' | 2" caliper, min. 16" Ht., 3'0" base width, min. 2'3"Ø rootball. Single upright (no broken leader, well-branched, full form 360° to grade. Root flare to be visible. B&B or wire basket. | 8'-0" OR AS SHOWN
DECIDUOUS TREES
7 | SNOWBIRD HAWTHORN | Crataegus x mordenensis 'Snowbird' | 1½" caliper, min. 6'0" Ht. well-branched and balanced, min. 10 major branches, min. 1'6"Ø rootball. B&B or wire basket. | 12'0" OR AS SHOWN
25 | PRAIRIE HORIZON ALDER | Alnus hirsuta 'Harbin' | 2" caliper, min. 7'0" Ht. well-branched and balanced, min. 10 major branches, min. 2'0"Ø rootball. B&B or Wire Basket | 20'0" OR AS SHOWN
21 | DAKOTA PINNACLE BIRCH | Betula platyphylla 'Fargo' | 2" caliper, min 7'0" Ht. well-branched and balanced, min. 10 major branches, min. 2'0"Ø rootball. B & B or wire basket. | 8'0" OR AS SHOWN
21 | TRIUMPH ELM | Ulmus x 'Morton Glossy' | 2½" caliper, min 8'0" ht. well-branched and balanced, min. 10 major branches 4'6" above grade, min. 2'6"Ø rootball. B & B or wire basket. | 30'0" OR AS SHOWN
CONIFEROUS SHRUBS
34 | ARCADIA SPREADING JUNIPER | Juniperus sabina 'Arcadia' | Min. 1'0" Ht., min. 5 major base branches, well balanced. Container grown (min. #2) | 4'0" OR AS SHOWN
DECIDUOUS SHRUBS
204 | GRO-LOW SUMAC | Rhus aromatica 'Gro-Low' | Min. 1'3" Ht., min. 5 major base branches, well balanced. Container grown (min. #2) | 5'0" OR AS SHOWN
104 | BUD'S YELLOW DOGWOOD | Cornus stlo 'Bud's Yellow' | Min. 2'6" Ht., min. 6 major base branches, well balanced. Container grown (min. #2) | 5'0" OR AS SHOWN
53 | WOLF WILLOW | Elaeagnus commutata | Min. 2'6" Ht., min. 6 major base branches, well balanced. Container grown (min. #2) | 6'0" OR AS SHOWN
NOTE: THERE ARE NO TREES OR EXISTING VEGETATION ON THE PROPOSED DEVELOPMENT SITE
ST. MATTHEWS AVENUE
ST. JAMES STEET
DOG PARK
PARKLET
56.55'
24.76'
453.19'
201.25'
43.94'
30.55'
577.08'
NOTES:
1. SODDED AREAS TO BE PLANTED AND MAINTAINED IN ACCORDANCE WITH CW3510.
2. FINISH GRADING AND TOPSOIL PLACEMENT TO BE CONSTRUCTED IN ACCORDANCE WITH CW3540.
3. ROUGH GRADING AND EARTHEN BERMS TO BE CONSTRUCTED IN ACCORDANCE WITH CW 3170. BERMS TO HAVE A MAXIMUM CROSS
3.1. 4H:1V FOR ALL SODDED AREAS
3.2. 3H:1V FOR PLANTING BEDS
4. SHRUBS AND PLANTING BEDS TO BE CONSTRUCTED AS PER CITY OF WINNIPEG SCD-501.
5. TREE PLANTING IN WELLS (ADJ. TO PROPOSED BUILDING) TO BE CONSTRUCTED AS PER CITY OF WINNIPEG SCD-516
6. TREE PLANTING IN PLANTING BEDS OR WITHIN FRONTAGES TO BE CONSTRUCTED AS PER CITY OF WINNIPEG SCD-517.
REV | YY/MM/DD | DESCRIPTION | BY
A. SECTION LETTER DR DETAIL NUMBER.
B. DRAWING WHERE SECTION OR DETAIL IS DRAWN.
OR
A. DRAWING WHERE SECTION OR DETAIL IS INDICATED.
— SECTION OR DETAIL SHOWN ON SAME DRAWING.
SEAL
CLIENT
TOWERS REALTY
SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes
PROJECT TRG MULTI-FAMILY APTS
914-980 ST. JAMES STREET
TITLE LANDSCAPING PLAN
DESIGN CO/SK | DRAWN SM | DATE - Y / M / D 2023/05/11 | SCALE 1" = 500'0"
CHECKED CO | APPROVED XXX | PROJECT NO. 23-2145-002 | DRAWING NO. L01



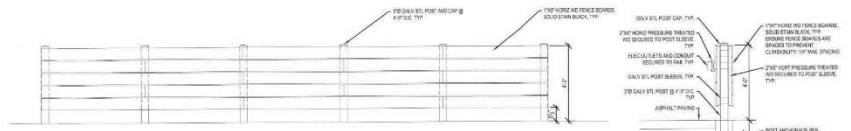
1 - L10 TYPICAL TREE PLANTING DETAIL

1/2" = 1'-0"



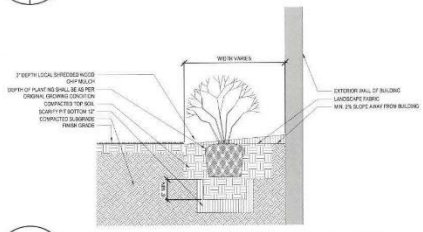
2 - L10 TREE PLANTING DETAIL - IN LANDSCAPE BED

1/2" = 1'-0"



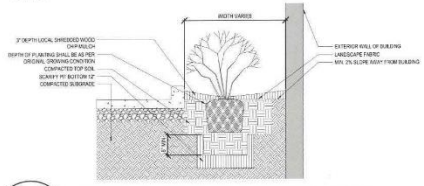
3 - L10 PARKING FENCE

1/2" = 1'-0"



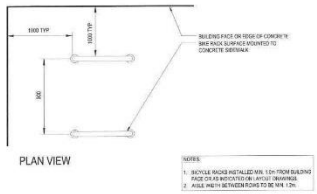
4 - L10 SHRUB BED IN SOFT LANDSCAPE

1/2" = 1'-0"

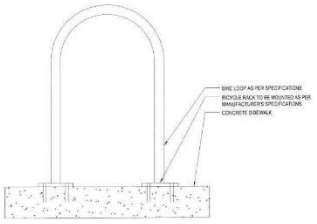


5 - L10 SHRUB BED IN CONC SIDEWALK

1/2" = 1'-0"



PLAN VIEW



6 - L10 TYPICAL BICYCLE RACK

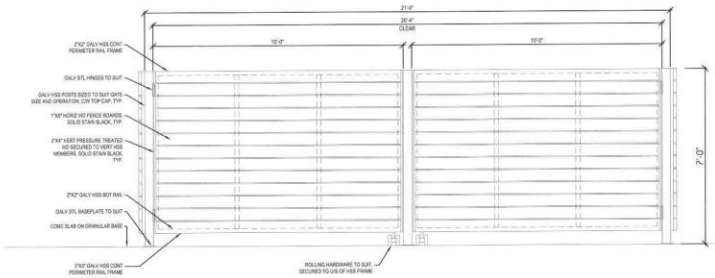
1/2" = 1'-0"

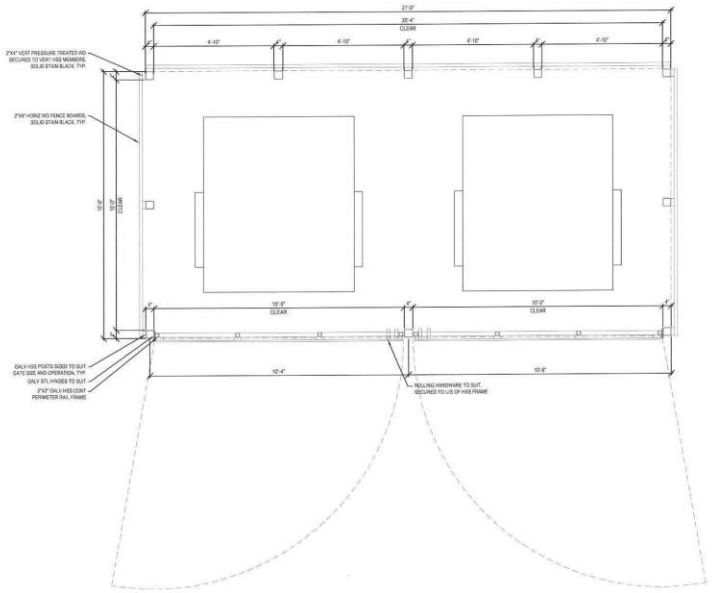
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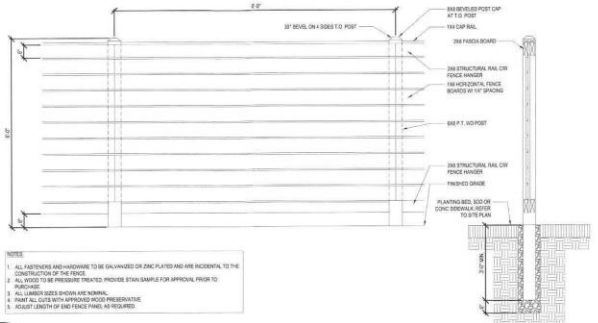
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TRG MULTI-FAMILY APTS
WINNIPEG, MB

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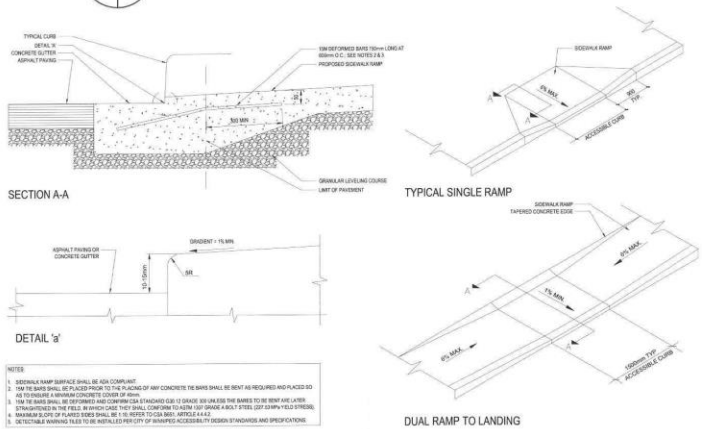




1 - L11 GARBAGE ENCLOSURE DETAILS
1/2" = 1'-0"



3 - L11 6'-0" H WD FENCE
1/2" = 1'-0"



2 - L11 CURB CUT DETAILS
1/2" = 1'-0"

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