Agenda – Council – July 18, 2024

Report – Executive Policy Committee – July 9, 2024

Item No. 8 Subdivision and Rezoning– 2675 Portage Avenue (St. James Ward) File DASZ 10/2024 [c/r DAV 136543/2024D]

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On July 9, 2024, the Executive Policy Committee concurred in the recommendation of the Assiniboia Community Committee and submitted the following to Council:

1. That the subdivision proposed under Development Application No. DASZ 10/2024 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor for registration in the Winnipeg Land Titles Office in accordance with the proposed by-law attached as Appendix "B" to this report and as shown on the map dated June 13, 2024 and attached as Schedule "A" to this report, with such minor changes as may be required, subject to the following conditions:

    A. That the "Plan" be amended in accordance with Section II of the report of the Administrative Coordinating Group dated June 11, 2024 and attached as Schedule "B" to this Report.

    B. That the developer be required to enter into a Servicing Agreement with the City pursuant to subsection 259(1) of The City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated June 11, 2024 and attached as Schedule "B" to this report.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to a "RMU – PDO-1 Airport Vicinity" Residential Mixed-Use zoning district, in accordance with the proposed by-law attached as Appendix "B" to this report and as shown on the map dated June 13, 2024, and attached as Schedule "C" 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 – Executive Policy Committee – July 9, 2024

EXECUTIVE POLICY 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") prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

3. That the City enter into, execute and deliver with the Developer

A. a Servicing Agreement in accordance with Recommendation 1; and

B. a Zoning Agreement in accordance with Recommendation 2;

and such other agreements as determined necessary by the City Solicitor/Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

4. That authority be delegated to the City's Director of Planning, Property and Development (the "Director") to negotiate and approve the terms and conditions of the Servicing Agreement, the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

5. That in lieu of the dedication of land, the Developer shall provide a cash payment in an amount equal to ten percent (10%) of the appraised value of Development Application No. DASZ 10/2024 (the "Dedication Fee"), as determined by the 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.

Report – Executive Policy Committee – July 9, 2024

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

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 s. 236.1 of The City of Winnipeg Charter, the Director of Legal Services/City Solicitor be directed to return the By-law to Council by way of communication for second and third reading

8. That Development Application No. DASZ 10/2024 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 Servicing Agreement is fully executed and the Plan is registered in the Winnipeg Land Titles Office.

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

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

12. That Development Application No. DASZ 10/2024 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 after the date on which the By-law is enacted unless the developer applies for an extension of time before the expiration of the 1-year period and Council approves the extension.

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

14. That the variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 10/2024.

Report – Executive Policy Committee – July 9, 2024

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On July 9, 2024, the Executive Policy Committee concurred in the recommendation of the Assiniboia Community Committee and submitted the matter to Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On June 21, 2024, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and, via the Priority Rezoning Process, submitted its recommendation to the Executive Policy Committee.

PUBLIC HEARING SUMMARY

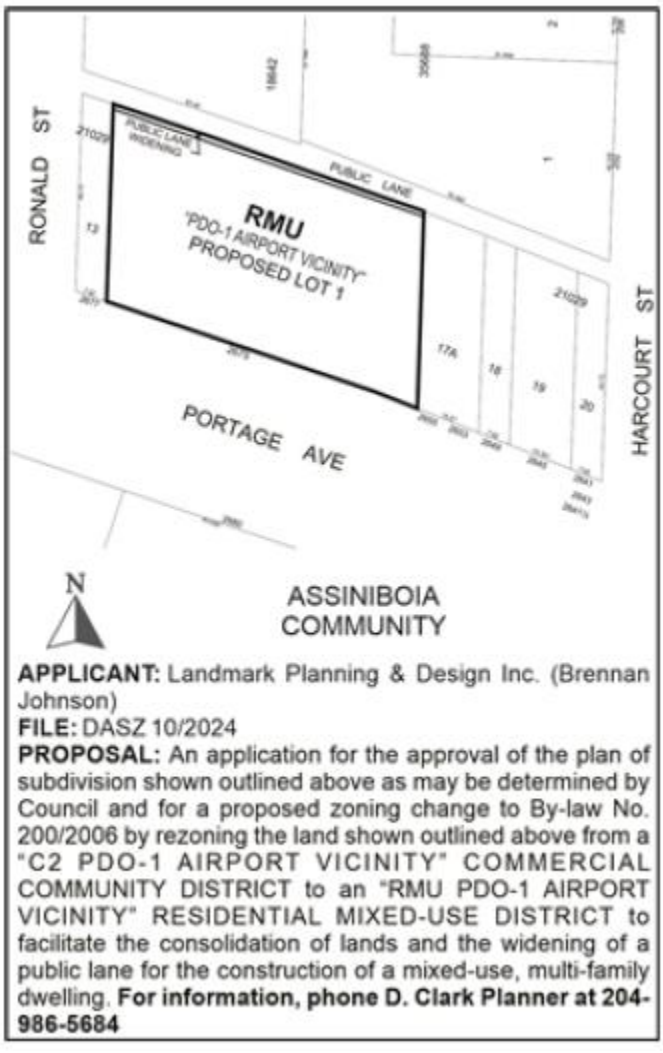
File: DASZ 10/2024

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

Public Hearing: June 21, 2024
Council Building, 510 Main Street

Applicant: Landmark Planning & Design Inc. (Brennan Johnson)

Subject:



APPLICANT: Landmark Planning & Design Inc. (Brennan Johnson)
FILE: DASZ 10/2024
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 "C2 PDO-1 AIRPORT VICINITY" COMMERCIAL COMMUNITY DISTRICT to an "RMU PDO-1 AIRPORT VICINITY" RESIDENTIAL MIXED-USE DISTRICT to facilitate the consolidation of lands and the widening of a public lane for the construction of a mixed-use, multi-family dwelling. **For information, phone D. Clark Planner at 204-986-5684**

Premises Affected: 2675 Portage Avenue

For submission to: Executive Policy Committee

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

Report date: June 21, 2024

Community Committee Recommendation:

On June 21, 2024, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and, via the Priority Rezoning Process, recommended to the Executive Policy Committee:

1. That the subdivision proposed under Development Application No. DASZ 10/2024 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor for registration in the Winnipeg Land Titles Office in accordance with the proposed by-law attached as Appendix "B" to this report and as shown on the map dated June 13, 2024 and attached as Schedule "A" to this report, with such minor changes as may be required, subject to the following conditions:

    A. That the "Plan" be amended in accordance with Section II of the report of the Administrative Coordinating Group dated June 11, 2024 and attached as Schedule "B" to this Report.

    B. That the developer be required to enter into a Servicing Agreement with the City pursuant to subsection 259(1) of The City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated June 11, 2024 and attached as Schedule "B" to this report.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to a "RMU – PDO-1 Airport Vicinity" Residential Mixed-Use zoning district, in accordance with the proposed by-law attached as Appendix "B" to this report and as shown on the map dated June 13, 2024, and attached as Schedule "C" 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") prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

3. That the City enter into, execute and deliver with the Developer

A. a Servicing Agreement in accordance with Recommendation 1; and

B. a Zoning Agreement in accordance with Recommendation 2;

and such other agreements as determined necessary by the City Solicitor/Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

4. That authority be delegated to the City's Director of Planning, Property and Development (the "Director") to negotiate and approve the terms and conditions of the Servicing Agreement, the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

5. That in lieu of the dedication of land, the Developer shall provide a cash payment in an amount equal to ten percent (10%) of the appraised value of Development Application No. DASZ 10/2024 (the "Dedication Fee"), as determined by the 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 s. 236.1 of The City of Winnipeg Charter, the Director of Legal Services/City Solicitor be directed to return the By-law to Council by way of communication for second and third reading

8. That Development Application No. DASZ 10/2024 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 Servicing Agreement is fully executed and the Plan is registered in the Winnipeg Land Titles Office.

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

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

12. That Development Application No. DASZ 10/2024 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 after the date on which the By-law is enacted unless the developer applies for an extension of time before the expiration of the 1-year period and Council approves the extension.

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

14. That the variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 10/2024.

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

1. I think this is a great project.

2. It's housing, we need it, and there's a tremendous amount of affordable housing in this unit, so I think it's a great idea.

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 April 18, 2024
2. Notification of Public Hearing dated May 23, 2024
3. Manitoba Status of Titles 3063874/1, 3018583/1, 3018585/1
4. Certificate of Title 528727
5. Letter of authorization dated March 28, 2024 from The City of Winnipeg (Marc Pittet for the Director of Planning, Property and Development) to Landmark Planning & Design Inc.
6. Letter of authorization dated May 9, 2024 from 10043473 Manitoba Ltd. (Ray Waldner) to Landmark Planning & Design Inc.
7. Site of subject property
8. Plan of subdivision
9. Conceptual Renderings
10. Plans (7 pages)
11. Report from the Urban Planning Division dated June 13, 2024
12. Inspection Report
13. Presentation dated June 21, 2024 from Brendan Salakoh in support of the application
14. Recording of Representations

REPRESENTATIONS:

In Support:

Brennan Johnson
Brendan Salakoh
Chris Sones
Michael Stronger

In Opposition:

Nil

For Information:

Nil

For the City:

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

Exhibit "11" referred to in File DASZ 10/2024

ADMINISTRATIVE REPORT

Title: DASZ 10/2024 – 2675 Portage Ave.

Issue: For consideration at the public hearing for a subdivision and rezoning to: create one lot and rezone the land to the "RMU" Residential Mixed Use Zoning District.

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

AUTHORIZATION

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

RECOMMENDATIONS

1. That the subdivision proposed under Development Application No. DASZ 10/2024 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor for registration in the Winnipeg Land Titles Office in accordance with the proposed by-law attached as Appendix "B" to this report and as shown on the map dated June 13, 2024 and attached as Schedule "A" to this report, with such minor changes as may be required, subject to the following conditions:
   A. That the "Plan" be amended in accordance with Section II of the report of the Administrative Coordinating Group dated June 11, 2024 and attached as Schedule "B" to this Report.

   B. That the developer be required to enter into a Servicing Agreement with the City pursuant to subsection 259(1) of The City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated June 11, 2024 and attached as Schedule "B" to this report.

2. That The Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to a "RMU – PDO-1 Airport Vicinity" Residential Mixed Use zoning district, in accordance with the proposed by-law attached as Appendix "B" to this report and as shown on the map dated June 13, 2024, and attached as Schedule "C" to this report, subject to the following conditions:

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(a) buildings;

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(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") prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

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

14. That the variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 10/2024;

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 Urban Planning Division are concurred in, the subject property may be subdivided and rezoned consistent with the map provided in Schedule "A" of this report.

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).

Regional Mixed Use Corridors

6.21 Regional Mixed Use Corridors - Recognize that a primary function of designated Regional Mixed-Use Corridors is for the efficient movement of people, goods and

services, while transitioning the functional design over time to support mixed-use intensification and transit-orientation.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

4.2 Ensure New Areas of Growth are Designed According to the Principles of Complete Communities (Primary Responsibility: Planning, Property and Development Department)

One of the Vision Statement's in the Climate Action Plan is that:

Winnipeg facilitates compact development and healthy neighbourhoods that are connected through a network of active and transit-oriented mobility options. This means that the City strategically integrates climate action within both land use and transportation decision-making.

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

Increasing access to mobility options and fuel switching are key directions for reducing emissions from transportation. Key directions aim to directly shift residents out of single occupancy vehicles through sustainable transportation options with lower or no emissions (walking, cycling, public transit, carshare, and carpooling) or indirectly enable diverse mobility choices through the development of higher density, and more complete communities (p.vi)

3.1 Increase Use and Efficiency of Public Transit Systems

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

Strategic Opportunity #4 *Facilitate Compact, Complete Development and Increase Density*

4.1 Increase Strategic Infill Development that Provides Access to and Capitalizes on Existing and Planned Corridors with Frequent Transit Service

4.3 Pursue Transit-Oriented Development

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

Initiative 2.4. Bylaw Amendments to Accelerate Affordable Housing

2) *Density Bonuses: Develop a framework to pursue density bonusing opportunities for affordable housing and implement a formalized density bonusing program. Explore partnerships with the Province and CMHC to enhance the program (e.g. enter into MOU with the province).*

HISTORY

N/A

CONSULTATION

Relevant City of Winnipeg departments per the Administrative Coordinating Group.

SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning
Prepared by	Devin Clark, RPP, MCIP
Date:	June 13, 2024
File No.	DASZ 10/2024

List of Schedules and Attachments

1. Appendix “A” Planning Discussion
2. Appendix “B” Proposed By-law
3. Schedule “A” File No. DASZ 10/2024, Assiniboia Community Committee, Dated June 13, 2024
4. Schedule “B” Report of the Administrative Coordinating Group Re: Proposed subdivision and rezoning of land located at 2675 Portage Avenue, dated June 11, 2024

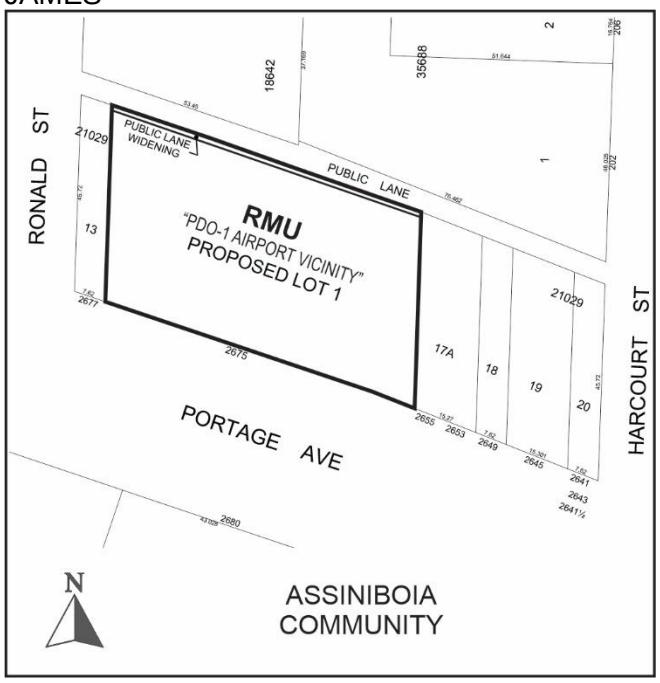
APPENDIX 'A'

DATE:	June 13, 2024
FILE:	**DASZ 10/2024**
RELATED FILES:	DAV 24-136543/D
COMMUNITY:	Assiniboia Community
NEIGHBOURHOOD #:	2.208 (Booth)

SUBJECT: For consideration at the public hearing for a subdivision and rezoning of the subject property from "C2" Commercial Community to "RMU" Residential Mixed use for the construction of a mixed-use commercial and residential multi-family building.

LOCATION: Portage Avenue between Ronald St. and Harcourt St.

LEGAL DESCRIPTION: SP LOT 16 PLAN 21029 WLTO IN RIVER LOT 12 PARISH OF ST JAMES, SP LOT 15 PLAN 21029 WLTO IN RL 12 PARISH OF ST JAMES, SP LOT 17 PLAN 21029 WLTO IN RL 12 ST JAMES



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

OWNERS: 10043473 Manitoba LTD.

RECOMMENDATION: Approval with conditions

SITE DESCRIPTION

- The subject site is located on the north side of Portage Avenue between Harcourt Street and Ronald Street within the Booth neighbourhood of the St. James ward.
- The subject site has a total land area of approximately 34,711 square feet and has an approximate 7,000 square foot commercial building on site.
- The subject site is currently zoned “C2” PDO 1 Airport Vicinity Protection Area - Commercial Community
- The subject site is located within the Regional Mixed Use Corridor policy area of the *Complete Communities Direction Strategy 2.0’s* Urban Structure Map.

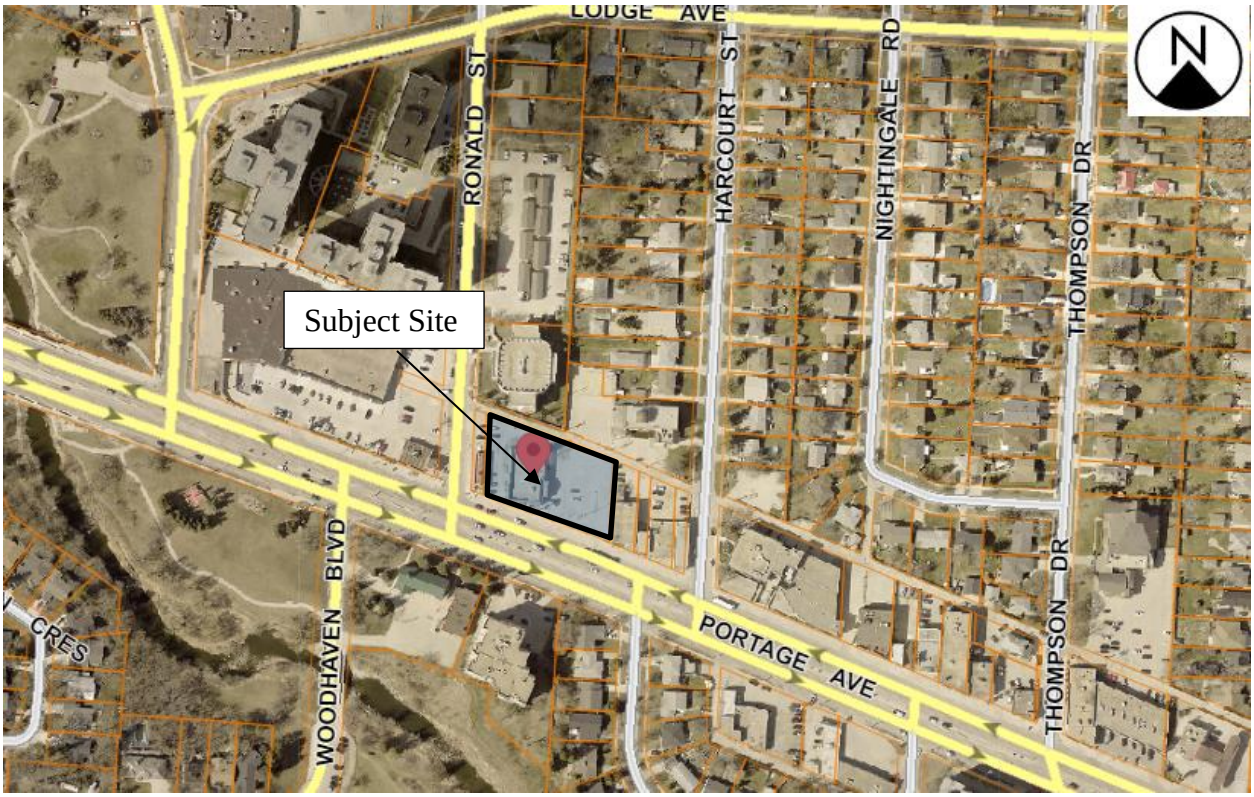


Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2021)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

- To the north of the subject site is a public lane, then a multi family building zoned “RMF-L” Residential Multi Family – Large and a place of worship use zoned “R1-L” Residential Single Family – Large.
- To the west is a commercial used zoned “C2” Community Commercial.
- To the east is a commercial used zoned “C2” Community Commercial.
- To the south is Portage Avenue, then residential and commercial uses zoned “C2” Community Commercial.

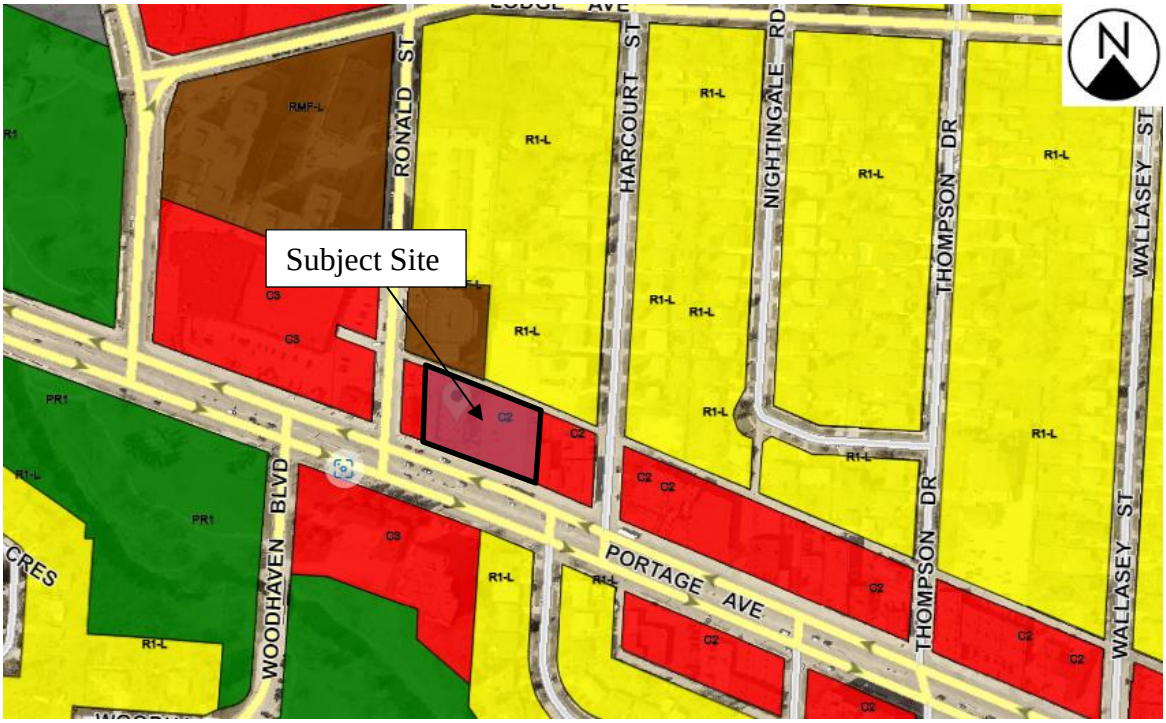


Figure 2: Zoning of the Site and Surrounding Area

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing to consolidate the underlying lots, which are currently zoned "C2" Commercial, Community and rezone the lands to the "RMU" Residential Mixed Use zoning district, to accommodate a residential mixed use building.
- The proposed building is 7 storeys (just under 73 feet).
- The building will contain one commercial unit and 150 residential dwelling units.
- The commercial unit is proposed to be approximately 855 square feet.
- The 150 residential units will be comprised of a mix of studio, one-and two-bedroom units.
- A total of 60 units will be affordable and described by the proponents as 70% below Median Market Rents (MMR).
- A total of 81 parking stalls are proposed, both below grade and at grade behind the building. There are 44 stalls below grade and 37 stalls at surface grade.
- Indoor secure and exterior bicycle parking is also proposed. 22 spaces are required under the Zoning By-law. 8 spaces are proposed on the exterior of the building and 14 spaces within the interior of the building.
- Landscaping is proposed as follows:
    - Street edge – requires 8 trees and 11 shrubs. 9 trees and 36 shrubs are proposed.
    - Building Foundation – 22 shrubs are required and proposed.

- Parking area – 2 trees and 4 shrubs are required. 2 trees and 8 shrubs are proposed.

Associated Variance Application (DAV)

- The proposed development is also the subject of an associated Variance application (DAV) primarily concerning yard setbacks, density, and parking reductions. Please refer to the Administrative Report under file no. DAV 24-136543/D for more information.

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING

Pre-Application Feedback

- The applicant requested a pre-application feedback letter from the Public Service which was completed on August 4, 2023.
- The Urban Planning Division provided an indication that there was a level of support for the type of development proposed, subject to a number of site and building design considerations.

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 following is a summary by the applicant, which outlines the details of community consultation that was undertaken for this project:
  - A series of stakeholder meetings and public open houses were held in November and December, 2023. The Project Team met directly with adjacent residents and businesses most likely to be potentially impacted by the proposal, as well as members of the general public.
  - At the first set of meetings, which took place on November 1st, 2023 between 4 PM and 7 PM via Zoom, the Project Team introduced themselves to stakeholders. Provided an overview of the project, shared preliminary design concepts for the site, received feedback, and outlined next steps in the planning process.
  - At the second set of meetings and public open houses (December 14th, 2023 between 4 PM and 7 PM via Zoom, the Project Team provided an update on project progress, demonstrated how feedback received has been considered and addressed, shared a preferred design concept, and outlined next steps in the planning process. Stakeholders were provided another opportunity to share input.
  - In terms of notification, residents and businesses received direct invitations to stakeholder meetings via hand delivered notices. For the second set of meetings and public open houses, notices were hand-delivered to residents on the surrounding blocks and an advertisement was placed in the Winnipeg Free Press

Community Review – West newspaper. Attendees that provided their contact information were notified via email as well.

- A survey was made available following both rounds of meetings to provide additional opportunity for input, and was accessible via a project webpage on Landmark Planning & Design's website.
- Below is a summary of the concerns heard about the proposal and the response provided by the project team

Comment/Concern	Project Team Response
Building Height, Massing, and Setbacks	• The proposal features a mix of materials, colours, and articulation to reduce the scale and bulk of the building. • Earlier in the process, a high-rise concept was being considered for the site. Based on a variety of factors, including feedback received from neighbourhood residents, the Project Team is proceeding with a shorter mid-rise building. • The Portage Avenue right-of-way is approximately 40 metres, or +/- 131 feet, which the City considers when determining appropriate building heights. The proposed building is 78' – 11" including parapets. • Various street level design elements work to maintain a pedestrian-oriented environment. • The proposed CRU features additional transparency and signage to differentiate between the commercial and residential portions of the building, create visual interest, and maintain a pedestrian scale.
Shadows and Privacy	• A Shadow Study was prepared by the project architect, the results of which are included as part of this application package. • Due to the building's orientation towards Portage Avenue and rear yard setback provided, there are no major shadow impacts to adjacent residential properties. • The proposed building is +/- 40 feet from the nearest dwelling. • Dwelling units at the rear of the proposed building are oriented to the east and west to mitigate potential privacy concerns for adjacent properties to the north.

Comment/Concern	Project Team Response
Density and Type of Units	• The proposed development would include a variety of one-, two- and three-bedroom units. • 40% of the total units are proposed to be affordable under CMHC programming (Co-Investment Fund).
Traffic/Laneway	• This application includes a subdivision to facilitate a widening of the public lane behind the development site by 4.5 feet.
Parking	• A total of 81 parking stalls are proposed. • The design concept features surface parking and underground parking. • Designated parking will be provided to visitors to both the residential dwelling units and the commercial unit. • The subject site is located on a high-frequency transit corridor and directly adjacent to the active transportation network along Sturgeon Creek. • In the future, the site will be located on two rapid transit lines, and in proximity of a rapid transit station (anticipated within three years).
Construction	• The developer adheres to a set of courteous construction guidelines that ensure courtesy and safety during the construction process. • They will adhere to all City of Winnipeg requirements related to operation and maintenance during construction.

ANALYSIS AND ISSUES

OURWINNIPEG 2045

- *OurWinnipeg 2045* is the City's long-range development plan. Per *OurWinnipeg 2045*, the subject site is identified along a Regional Mixed Use Corridor:

  6.21 Regional Mixed Use Corridors - Recognize that a primary function of designated Regional Mixed-Use Corridors is for the efficient movement of people, goods and services, while transitioning the functional design over time to support mixed-use intensification and transit-orientation.

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The *Complete Communities Direction Strategy 2.0* supports *OurWinnipeg 2045*, and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg.
- The subject property is located within the Transformative Areas - Regional Mixed Use Corridor policy area under *Complete Communities 2.0*. Key policies that are applicable to the subject property include:

B.1. General Growth

- Policies in the "General Growth" section of the *Complete Communities Direction Strategy 2.0* direct growth to strategic locations within the City of Winnipeg.

Goal 3

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

Policies

Align maximum permitted residential densities with transit

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

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

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

3.1.3. Multi-family residential densities elsewhere in the Urban Structure will be directed in accordance with other policies from other sections of this By-law.

Guide to Distribution of Residential Density and Height

Urban Structure Area	Density	Height	Transit Service Type	Design Guidance
DOWNTOWN				
Downtown			Rapid and frequent	• Urban Design Advisory Committee
MIXED USE CORRIDORS				
Rapid Transit stations			Rapid	• *TOD Handbook* • Design guidelines in secondary plans • Corridors section
Regional Mixed Use Corridors			Rapid and frequent	• Corridors section • Design guidelines in secondary plans • *TOD Handbook*
Urban Mixed Use Corridors			Rapid, frequent, and direct	• Corridors section • Design guidelines in secondary plans • *TOD Handbook*

Figure 3: Distribution of density in heights in Regional Mixed Use Corridors *(Complete Communities Direction Strategy 2.0, page 23)*

C.2. Corridors

Goal 1 1.0 Encourage strategic residential intensification on Corridors.

1.1 Support densities in accordance with Policy 3.1 of the General Growth section, at a height and scale compatible with surrounding land uses.

Goal 3 3.0 Ensure Corridors provide a comfortable pedestrian environment and attractive public realm.

3.7 Encourage development on Regional Mixed Use Corridors to enable a comfortable pedestrian environment and attractive public realm through the use of design elements which may include, but are not limited to the following:

3.7.1 Providing minimal building setbacks from the public right-of-way to define the street edge.

3.7.2 Having entrances provide direct access to the public sidewalk.

3.7.3 Promoting a fine-grained and transparent street-level façade with active ground floor uses.

3.7.4 Minimizing impacts of vehicular access and parking on the pedestrian environment.

3.7.5 Promoting pedestrian-scale signage.

3.7.6 The extent to which pedestrian-friendly design is pursued on Regional Mixed Use Corridors will be determined by the surrounding Corridor context, but in all cases will be encouraged.

3.8 Mitigate negative shadow impacts and ensure adequate sunlight penetration experienced by rear- and side-adjacent residential properties and the public sidewalk by:

3.8.1 Using Corridor right of way width as a guide to determine maximum building height, where appropriate.

3.8.2 Using upper-level building step backs, where appropriate.

3.9 Encourage pedestrian-oriented improvements to the design of the public realm and right-of-way.

3.9.1 Encourage a high degree of landscaping and street trees in the public realm and right-of-way to offer pedestrian comfort and shade protection.

Goal 4 4.0 Use Corridors to provide local commercial amenities and opportunities for the surrounding neighbourhood and community.

4.3 Auto-oriented commercial uses such as those that cater to the drive-by or travelling customer as well as those requiring outdoor storage or sales may be permitted in Regional Mixed Use Corridors where:

a. The proponent can demonstrate compliance with the design considerations articulated in the policies under Goal 3;

b. Negative impacts detracting from the potential achievement of this By-law's vision for Regional Corridors can be minimized through appropriate means; and

c. Strong on-site pedestrian connectivity between buildings, parking areas, public sidewalks, and/or transit is provided. All Corridors

4.4 Support and protect Corridors' continued retail and service function by encouraging retail and service use intensification and by supporting reinvestment in existing Corridors.

4.5 Encourage the location of the most active retail and service uses to ground floor commercial spaces, and direct less active uses above-grade.

4.6 On Corridors where commercial and/or residential uses are clustered in nodes interrupted by lengths of low-density residential development, direct new commercial uses within or adjacent to these nodes.

TRANSIT MASTER PLAN

- The Transit Master Plan recognizes the interrelated nature of land use and transit use and 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 subject site currently consists of eight (8) lots. The intent is to consolidate the underlying lots into one parcel.
- A portion of the property is to be subdivided to accommodate a rear lane widening as required by Public Works. The lane widening requires 4 feet 6 inches of the rear property and a total of 1,125 square feet.
- Two City owned parcels at the rear of the property are to be opened as public right-of-way.

REZONING

- The subject site is currently zoned “C2” Commercial Community.
- *The “C2” district is intended to accommodate more intensive commercial sites that do not have a local or neighbourhood orientation. The district is intended to include attractive commercial, institutional, recreational, limited residential and service facilities needed to support the surrounding neighbourhoods and the broader community. C2 districts are generally located in Community or Regional mixed use centres or along Community or Regional mixed use corridors.*
- The applicant is proposing to rezone the land to the “RMU” Residential Mixed Use zoning District.
- *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.*

COMPATIBILITY WITH THE SURROUNDING AREA

Area Context

- The proposed development is to be located within an area that is established with a mix of commercial, multi unit residential uses, a place of worship and single family residential dwellings.
- The development fronts onto Portage Avenue, which is a high frequency arterial roadway with high frequency transit service.
- Examples of multi unit residential buildings adjacent to and nearby the subject site include:
    - 175 Ronald Street – a four storey building with 31 units zoned “RMF-L” Residential Multi Family Large
    - 200 Ronald Street – a sixteen storey building with 298 units zoned “RMF-L”
    - 234 Ronald Street – a fifteen storey building with 148 units, zoned “RMF-L”
    - 233 Booth Street – a sixteen storey building with 310 units, zoned “RMF-L”

Density

- The proposed density of 150 units on a lot size of 34,711 sq. ft. equates to a lot area per dwelling unit of 231 sq. ft. The “RMU” zoning district permits a lot area per dwelling unit of 500 sq. ft., which would allow a total of 69 residential units.
- In accordance with policy for Regional Mixed Use Corridors under CCDS 2.0, the highest residential densities should be established in close proximity to rapid transit(anticipated along Portage Avenue).

- The proposed density is above the density range for a Regional Mixed Use Corridor in CCDS 2.0 however, it is an appropriate location to use the density bonus, given future anticipated rapid transit.
- Densities of the above noted nearby examples include:
    - 175 Ronald Street – 31 units on a lot that is 28,500 sq. ft. equals a lot area per dwelling unit of 919 sq. ft.
    - 200 Ronald Street – 298 units on a lot that is 53,618 sq. ft. equals a lot area per dwelling unit of 180 sq. ft.
    - 234 Ronald Street – 148 units on a lot that is 44,662 sq. ft equals a lot area per dwelling unit of 302 sq. ft.
    - 233 Booth Street – 310 units on a lot that is 70,081 sq. ft. equals a lot area per dwelling unit of 226 sq. ft.
- The proposed density is in keeping with the area context, particularly the multi unit residential development to the north west of the subject site.

Building Heights

- The "RMU" zoning district permits buildings up to 100 feet tall. The proposed building height is 73 feet, 6 inches to the top of the parapets on the roof.
- The development adds residential uses on a Regional Mixed Use Corridor within a mid-rise building typology at 7 storeys, which is compatible within a context where 15 and 16 storey buildings are established to the west and a four storey multi unit residential building and a place of worship building (between 40-50 feet in height) are located to the north.

Shadow impacts

- A sun/shadow study was conducted showing the proposed development and potential impacts on the surrounding established uses.
- The sun/shadow study is a conceptual model that shows the existing surrounding uses in relation to the newly proposed building and helps understand if there will be any substantial negative impacts from shadowing caused by the new building.
- A shadow study should demonstrate that a proposed development (building) will allow for approximately 5 consecutive hours of full sunlight (between the hours of the test times) is cast on surrounding residential properties during spring and fall.
- Sun/shadow tests should be done for March 21 and September 21 (equinox) at the following hours: 9 a.m., 12 p.m., 3 p.m. and 6 p.m.
- The applicants provided studies for the above noted dates and times, as well as a study for June 21st.
- The results of the study show that on March 21st and September 21st at 9:00 am, shadows from the proposed development are cast to the west onto the adjacent commercial restaurant (a Dairy Queen) and adjacent surface parking area associated with a commercial strip mall. On the same dates at 6:00 pm, shadows cast to the north east and appear to slightly touch upon the single family residential dwelling located at 206 Harcourt St., which is immediately north of the place of worship building. Shadows from the place of worship have presumably been casting north, and the proposed

development does not appear to create any additional casting that would drastically affect the single family residential property. Additional shadows appear to cast further east onto the front yard of 207 Harcourt St.

- Overall, the study demonstrates that shadow impacts are minimal and that 5 consecutive hours of full sunlight are provided for residential properties during the spring and fall tests.

Landscaping

- Landscaping is proposed in the following manner:
    - For street edge landscaping along Portage Avenue, 7 trees and 32 shrubs are required and 16 trees and 38 shrubs are provided.
    - Under the urban infill area 2 of the Zoning By-law, foundation landscaping is not required.
    - Parking lot interior landscaping requires 1 tree and 4 shrubs. 2 trees and 14 shrubs are proposed.
- In total, 18 trees and 52 shrubs are proposed to be planted on site, whereas 8 trees and 46 shrubs are required.
- The Urban Planning Division is supportive of the proposed landscaping, which exceeds the requirements in the Zoning By-law.

Parking

- The total required parking on site for both commercial and residential uses is 145 stalls. 81 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 use in the mixed-use building – 1 stall 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).
- 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 150 proposed residential units, 225 stalls would be required based on 1.5 stalls per unit. With the reduction of parking under the Urban Infill Area to 80%, this number reduces down to 180 stalls. The parking stall count is further reduced under the combination of uses clause, bringing the total required parking for the residential units down to 144 parking stalls.
- For the proposed commercial use, 1 stall is 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 145 stalls. 81 parking stalls are proposed with the development application.
- A total of 44 stalls are to be located underground and 37 stalls will be located on the surface. 7 accessible stalls including 2 van accessible stalls will be established below grade.
- The commercial parking has been calculated on the understanding that a personal service or retail use under parking category 20 of the Zoning By-law will be applied. This means that 1 stall is required for each 250 square feet of floor area over 2,000 square feet with a minimum of 1 parking space required.
- Bike parking is proposed to meet the 10% requirement for each of the uses based on the unreduced parking requirements. As such, 22 bike parking stalls are required and provided. The proposal includes 8 exterior bike parking stalls and 14 interior bike stalls.
- 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, 8 visitor stalls are required. The proposal is to include 2 visitor parking stalls.
- 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 on Portage Avenue, which has 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. path connecting to the north west of the site and to the south east of the site.

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).
- 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. Exterior 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 proposes to introduce 60 units (40% of the total units), as affordable at below 70% of Median Market Rents.

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.

- On December 14, 2023, the City of Winnipeg approved a residential density bonus pilot program, where residential density entitlements, such as the subject variance, may be supported in exchange for the provision of affordable housing in new rental projects.
- Under the program, the following minimum criteria apply:
  - Applies to projects located along a designated Corridor (as per Complete Communities 2.0).
  - For sites in the Residential Multi-Family Large (RMF-L) and Residential Mixed Use (RMU) zoning districts, a minimum of 50 percent of units exceeding 121 dwelling units/acre should be affordable.
- Affordable units should be rented equal to, or below, Provincial Affordability Rates.
- The duration of affordability should be no less than 20 years.
- In the case of the subject proposal, it complies with all of the above criteria. More specifically, the site is located on a Regional Mixed Used Corridor, more than 50 percent of the units exceeding 121 dwelling units/acre are affordable, the units are proposed to be rented below the Provincial Affordability Rates and for a duration of 20 years.

  For these reasons, the Urban Planning and Design Division supports the proposed density variance. A condition of approval is recommended that requires the applicant to submit a signed letter of commitment/comfort with a government funder prior to the

issuance of the development permit confirming the provision of the affordable units and the terms.

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.

TRANSPORTATION ANALYSIS

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

TRANSIT

- The subject site is currently served by multiple transit routes with high frequency service operating between 5:23 AM and 2:00 AM.

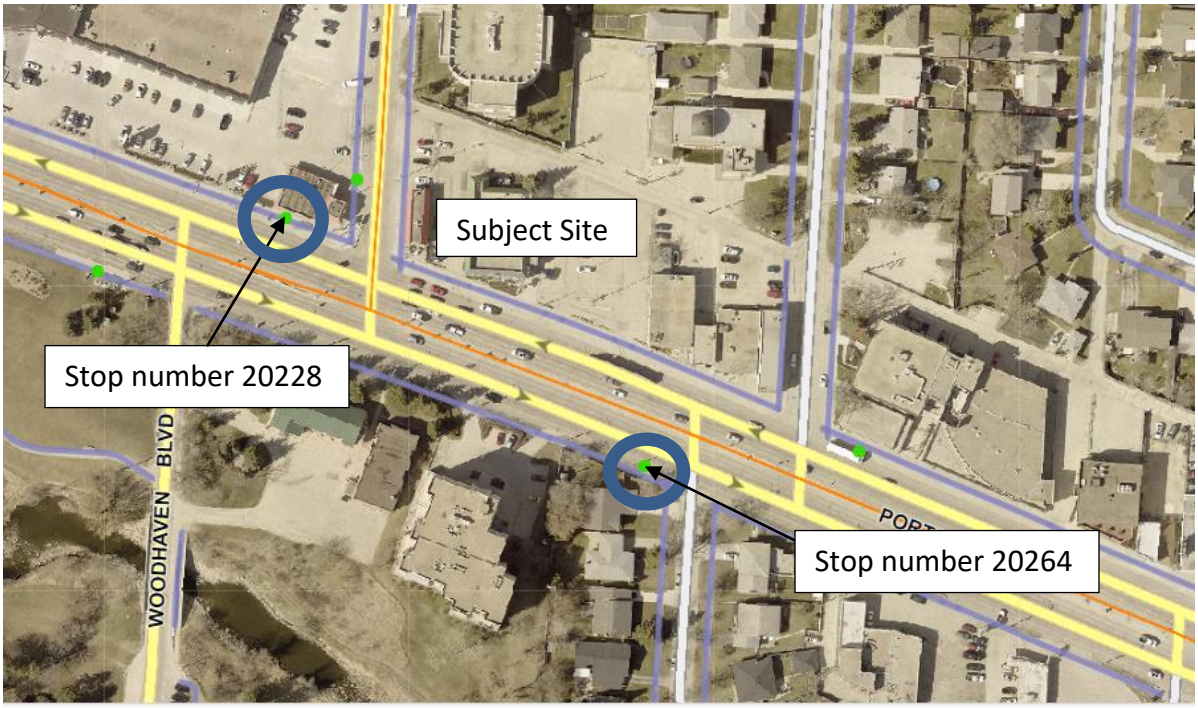


Figure 4: Transit stops in close proximity to the subject site

- The City of Winnipeg's Transit Master Plan indicates that the subject site is adjacent to the Booth St. Station, which would be served by both the Blue Rapid Transit line and the Rose Rapid Transit line.

RAPID TRANSIT LINES

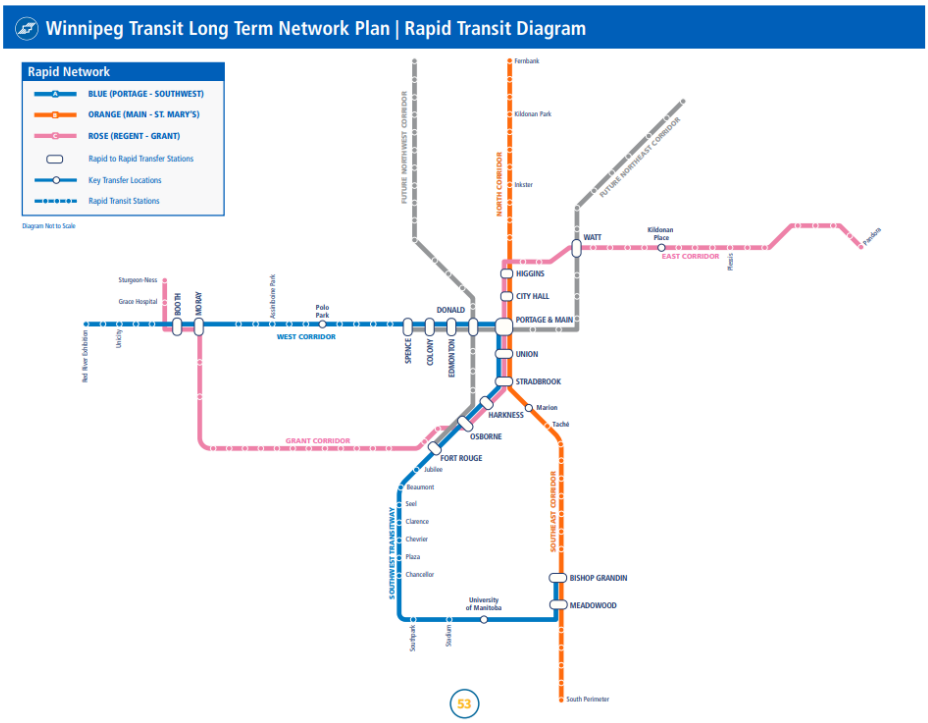


Figure 5: Rapid Transit Network Plan

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 multi use path is established along the Sturgeon Creek Greenway with connections leading north close to Saskatchewan Avenue and to the south across the Moray bridge.
- A total of 8 exterior bicycle parking stalls and 14 interior parking spaces are proposed with this development.



Figure 6 - Established Active Transportation Pathways around the subject property

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

Development Agreement

- The Winnipeg Public Service recommends that the developer enter into a Servicing Agreement with the City of Winnipeg
- These issues are discussed in the Report of the Administrative Coordinating Group (ACG), which is attached to this report as Schedule “B.”

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.

RECOMMENDATION

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

- The subdivision and rezoning complies with policies for Regional Mixed Use Corridors under the *Complete Communities Direction Strategy 2.0*,
- The proposed development is compatible with established surrounding area.
- The proposed density is consistent with established multi unit residential dwellings to the north west on Ronald St. and complies with the criteria of the Density Bonus Pilot program

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

Report Prepared by: Devin Clark, RPP, MCIP
PPD File #: DASZ 10/2024

Schedule "A" for File DASZ 10/2024, Assiniboia Community Committee, dated June 13, 2024

By-Law No. _____

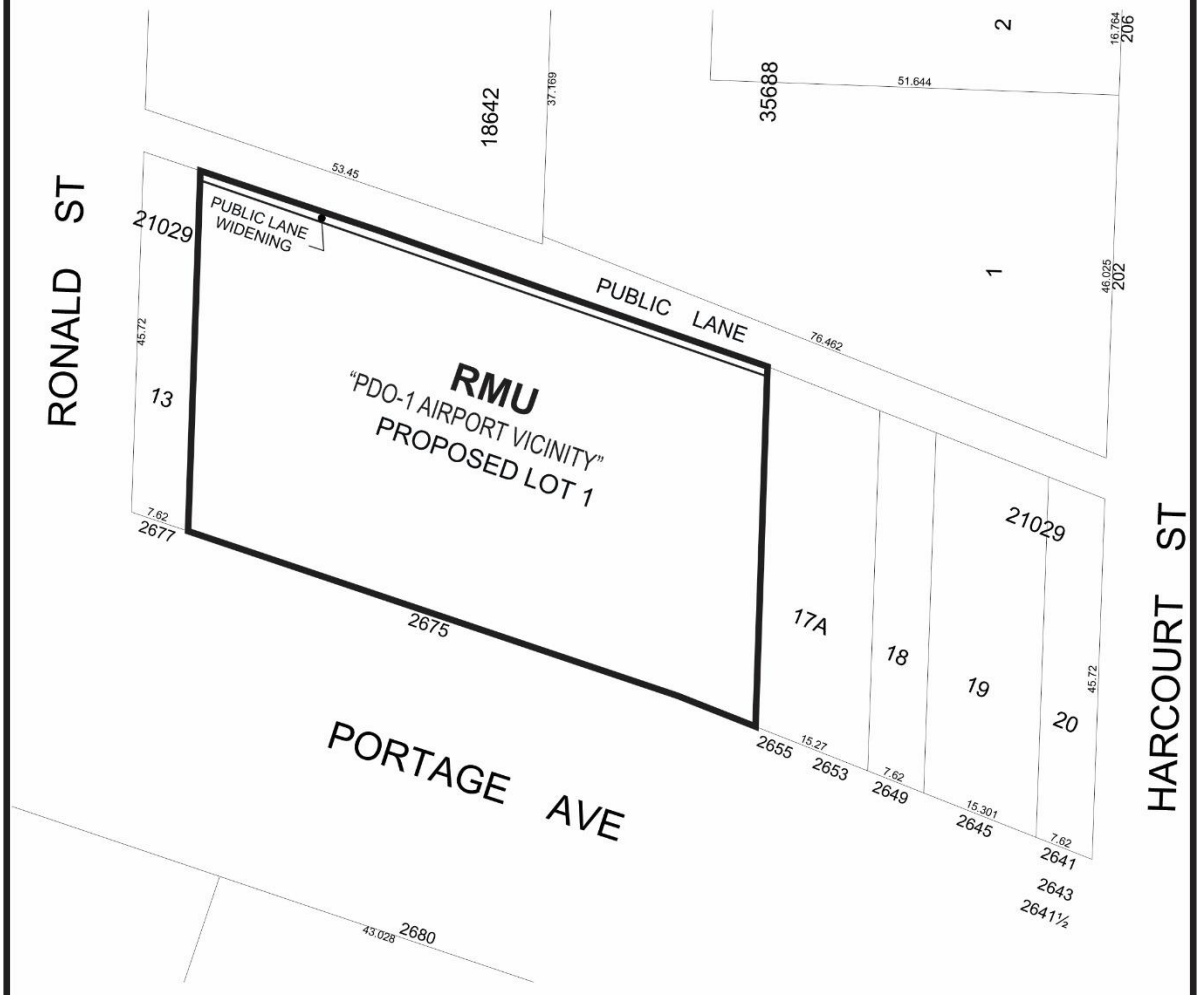
File No. **DASZ 10/2024**

Atlas Sheet No. **AB15**

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 2675 Portage Avenue and the abutting City-owned lands from a "C2 PDO-1 AIRPORT VICINITY" COMMERCIAL COMMUNITY DISTRICT to an "RMU PDO-1 AIRPORT VICINITY" RESIDENTIAL MIXED-USE DISTRICT to facilitate the consolidation of lands and the widening of a public lane for the construction of a mixed-use, multi-family dwelling.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

SCHEDULE B

REPORT OF THE ADMINISTRATIVE COORDINATING GROUP

RE: PROPOSED REZONING OF LAND LOCATED AT 2675 PORTAGE AVENUE

It is recommended that approval of DASZ 10/2024, if granted, be subject to the applicant entering into a Servicing Agreement containing the following conditions:

Section I – General Comments

The Water and Waste Department wishes to advise at the time of their review there is adequate water and wastewater servicing for the proposed development. Additional review will be required by our Department should the plans of development change during the design process or there is a substantial delay in the development.

Section II – Plan Considerations

1) The Developer shall, at no expense to the City, legally open property required for a 1.373 m widening to the existing east-west public lane right-of-way along the full length of the Planned Area abutting the existing east-west public lane, to the satisfaction of the Director of Public Works.

2) The Developer shall, at no expense to the City, legally open SP Lot 16 and Lot 17, Plan 21029, to the satisfaction of the Director of Public Works.

Section III – Engineering Studies

1) The Developer shall provide a technical memorandum, prepared by a qualified municipal engineer, which shall outline the design of the land drainage sewer required for the Planned Area and adjacent lands, as determined by and to the satisfaction of the Director of Water and Waste.

Section IV - Servicing Conditions

1) Land Drainage Sewer Extension

The Developer shall, at no expense to the City, construct and install all land drainage sewers required to serve the Planned Area and adjacent lands as indicated by the servicing report, to the satisfaction of the Director of Water and Waste.

2) Ronald Street

The Developer shall, at no expense to the City, construct a curb extension and all related works including but not limited to traffic signal pole adjustments if required and curb ramp

modifications, on the east side of Ronald Street, north of Portage Avenue (in the northeast corner of the intersection of Portage Avenue and Ronald Street), all as determined by and to the satisfaction of the Director of Public Works.

3) Utilities

a) The Developer shall, at no expense to the City, cause underground electrical and telephone services to be installed to serve the Planned Area and will pay the full cost to convert any existing overhead services within the Planned Area to underground to the satisfaction of the Director of Public Works.

b) The Developer shall pay all costs associated with the relocation of street lights and other utilities made necessary as a result of, or required to accommodate, the works to be constructed by the Developer to serve the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

4) Construction Traffic

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

b) The Developer shall maintain, at no expense to the City, the access routes in a clean, dust free and safe condition, free of dropped and tracked-on mud, and shall undertake regular scraping and sweeping of streets until building construction, including landscaping is complete, all as determined by and to the satisfaction of the Director of Public Works.

5) Litter and Refuse Control and Clean-Up

a) The Developer shall, at no expense to the City, and of its own volition, initiate and control the regular cleanup of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until substantial completion of all construction, as determined by and to the satisfaction of the Director of Public Works.

b) The cleanup of litter and refuse shall be done on a regular basis as determined by the Director of Public Works. This shall include initiating action and assuming any costs in remedying the situation to the satisfaction of the Director of Public Works.

6) Survey Monuments

a) Subsequent to completion of the Planned Area, as determined by the Director of Planning, Property and Development, the Developer shall pay the full costs of having all survey monuments within the Planned Area verified and/or restored by a Manitoba Land Surveyor and shall prepare a Plan of Survey Perpetuating Certain Monuments, confirming the position of all the survey monumentation within the Planned Area, for filing in the Winnipeg Land Titles Office.

b) In certain circumstances where all the survey monuments within the Planned Area have been found or restored to their original positions, upon approval by the Director of Planning, Property and Development, the requirements for Plan of Survey Perpetuating Certain Monuments may be waived.

Section V – Costs and Fees

1) By-laws and Approvals

The Developer shall pay all of its and the City's costs, fees, and expenses associated with the preparation and attainment of approval for registration of the Zoning By-law(s) and plan(s) of subdivision, including all Municipal Board, Land Titles Office and other fees and expenses, all survey, engineering and advertising fees and costs, and all expenses incidental to the preparation of this Agreement and the physical development of the Planned Area.

2) Professional Fees

a) The Developer shall pay the full cost of all design services, including preliminary engineering studies, servicing reports, servicing criteria, construction drawings and specifications, and grading and landscaping plans and specifications, to be provided by Consulting Engineer(s) approved by the City, for the design of the municipal services, parklands, parkways and associated works required to serve the Planned Area;

b) The Developer shall pay the full cost of construction and landscaping supervision services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following substantial performance of the work, and all other engineering consulting services related to the installation and acceptance of municipal services, and all associated works to serve the Planned Area.

3) Administration Fees

The Developer shall pay to the City, prior to the release of the subdivision mylars for registration in the Land Titles Office, an administration fee plus applicable GST to help defray the City's administration and related costs associated with the preparation and implementation of the Development Agreement.

THIS REPORT SUBMITTED BY:

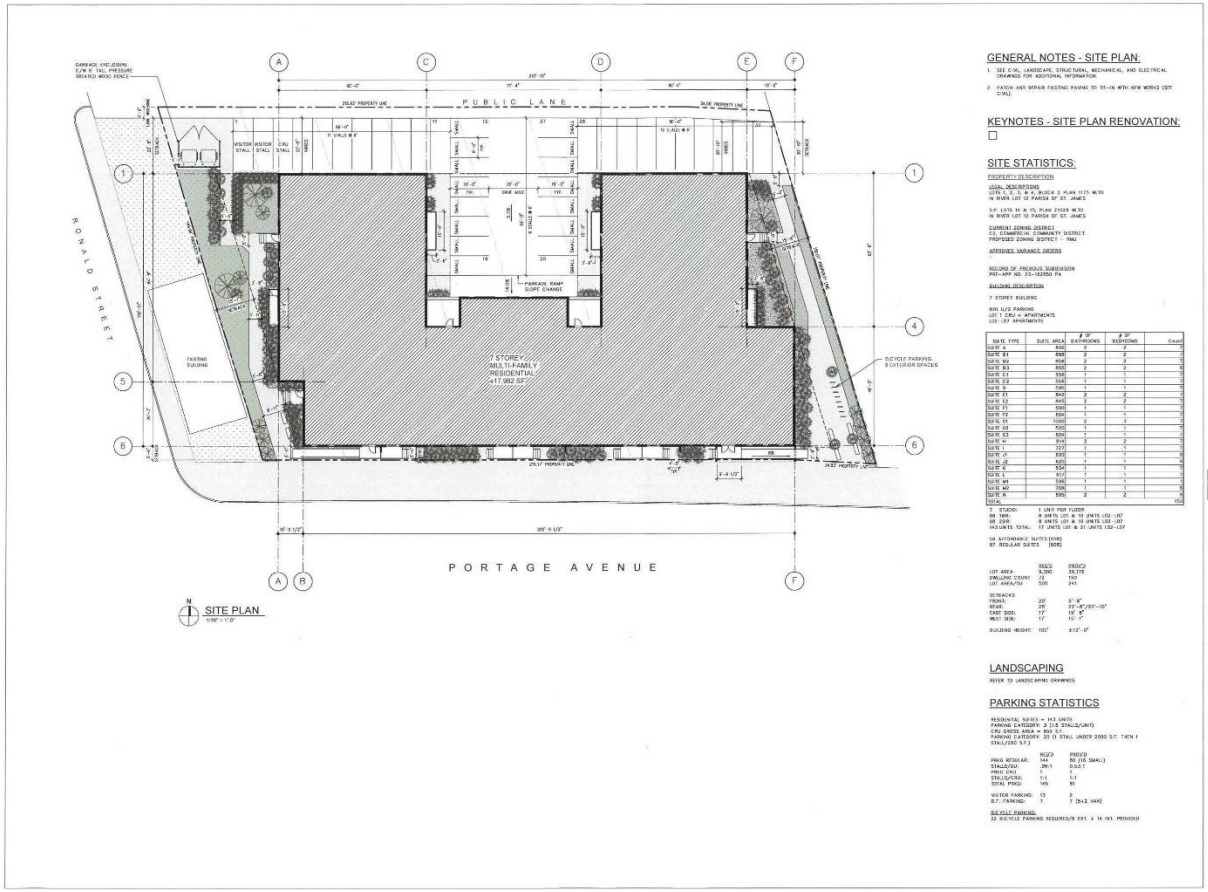
Administrative Co-ordinating Group
File No. DASZ 10/2024
June 11th, 2024

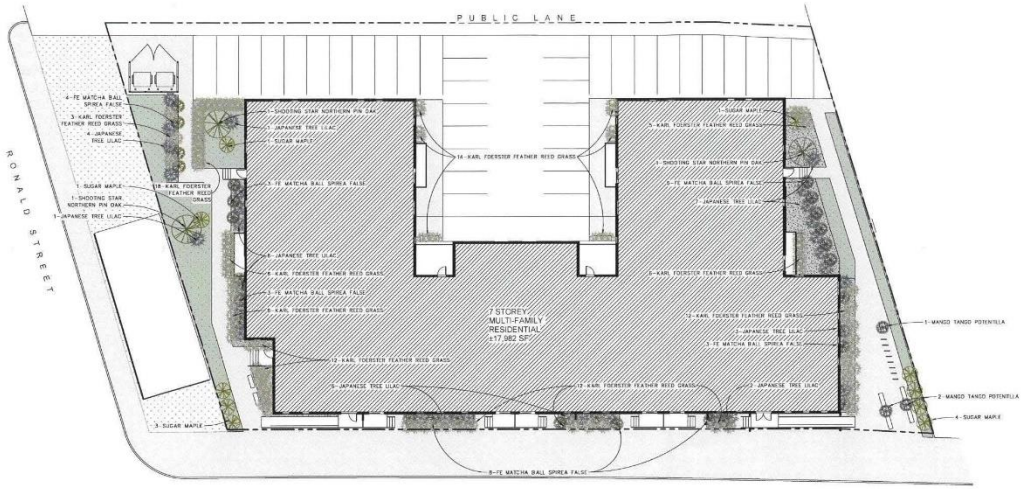
"*Original Signed by K.Kowalyk"*
K. Kowalyk, P. Eng.
Land Development Branch
Planning, Property and Development Department

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

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

Exhibit “10” referred to in File DASZ 10/2024





N

LANDSCAPING PLAN

3/16" = 1'-0"

PORTAGE AVENUE

PLANT SCHEDULE:

COMMON NAME	BOTANICAL NAME	QTY	SCHEDULED SIZE (CONTAINERIZED TREES WILL NOT BE ACCEPTED)
TREES			
SHOOTING STAR NORTHERN PIN OAK	QUERCUS ELLIPSOIDALIS 'SHOOTING STAR'	3	65 MM Ø 3.0-3.5M HEIGHT, 75 CM DIA. ROOT BALL, 12 MAJOR BRANCHES, 2.0M ABOVE GRADE, BALLED & BURLAPPED OR TREE MOVER, WIRE BASKET, DOUBLE STAKE WHERE REQUIRED.
SUGAR MAPLE	(ACER SACCHARIN)	16	65 MM Ø 3.0-3.5M HEIGHT, 75 CM DIA. ROOT BALL, 12 MAJOR BRANCHES, 2.0M ABOVE GRADE, BALLED & BURLAPPED OR TREE MOVER, WIRE BASKET, DOUBLE STAKE WHERE REQUIRED.
JAPANESE TREE LILAC	SYRINGA RETICULATA	33	50 MM Ø 2.4 - 3.0M HEIGHT, 75 CM DIA. ROOT BALL, 10 MAJOR BRANCHES, 1.75M ABOVE, GRADE, BALLED & BURLAPPED OR TREE MOVER, WIRE BASKET, DOUBLE STAKE WHERE REQUIRED.
SHRUBS			
TE MATCHA BALL SPIREA FALSE	SORBARIA SORBIFOLIA 'LEVGREEN'	27	30 CM. HT. 4 MINIMUM MAJOR BASAL BRANCHES, WELL FORMED, BUSHY PLANTS. 2 GALLON CONTAINER STOCK.
MANDO TANGO POTENTILLA	POTENTILLA FRUTICOSA 'MANDO TANGO'	2	30 CM. HT. 4 MINIMUM MAJOR BASAL BRANCHES, WELL FORMED, BUSHY PLANTS. 2 GALLON CONTAINER STOCK.
ORNAMENTAL GRASSES			
KARL FOERSTER FEATHER REED GRASS	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	104	LARGE POT 2 YR. PLANT

LANDSCAPING

	REQ'D	PROV'D
STREET EDGE		
TREES:	8	9
SHRUBS:	11	36
FOUNDATION		
SHRUBS:	22	22
PARKING INTERIOR		
TREES:	2	2
SHRUBS:	4	8

5	ISSUED AS PER CITY COMMENTS	24.06.12	DS
4	ISSUED FOR REZONING	23.09.07	DS
3	RE-ISSUED FOR REVIEW	23.07.19	DS
2	ISSUED FOR REVIEW	23.07.06	DS
1	ISSUED FOR CLIENT REVIEW	23.07.24	DS
No.	Revisions:	Date:	By:

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Consultants:

AFFINITY ARCHITECTURE Inc.
Unit 201 - 227 Stafford Street • Winnipeg • Manitoba • R3M 2J1
Phone 204-982-6940 • Fax 204-452-4258 • info@affinityarch.com

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Contractor to verify all dimensions and data noted thereon with conditions on the site and is fully responsible for reporting any discrepancies to the architect for adjustment, prior to proceeding.

2675 PORTAGE AVE.

2675 PORTAGE AVENUE

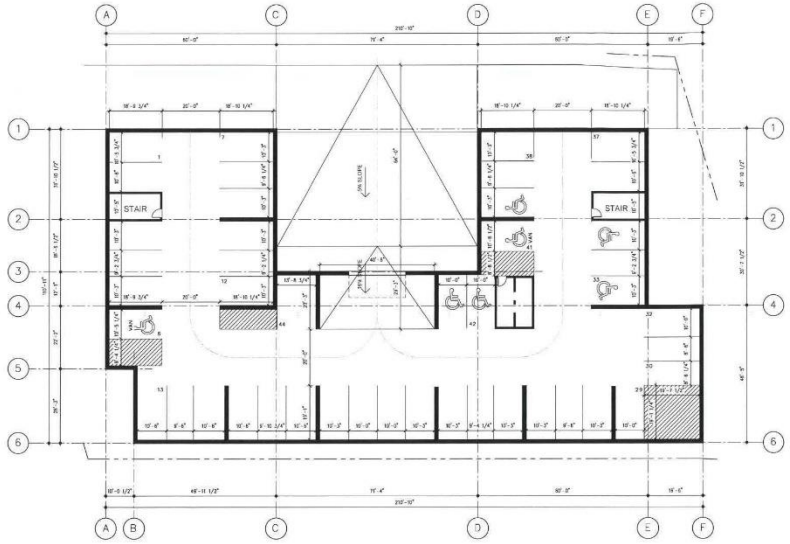
WINNIPEG, MB

LANDSCAPE PLAN

Drawn by: AO Checked by: DS

A1.4

Project No: 0309 Date: APRIL 2024



LEVEL-B01: BASEMENT FLOOR PLAN
1/16" = 1'-0"

GENERAL NOTES - FLOOR PLANS:

1. SEE CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
2. LOOSE FURNITURE SHOWN THUS,Y ..... IS NOT IN CONTRACT (N.I.C.).
3. COORDINATE ELEVATOR DIMENSIONS, INSTALLATION CLEARANCES, CONTROLLER CABINETS, AND DOOR FRAME INSTALLATION WITH MANUFACTURER SHOP DRAWINGS, FURNISH STRUCTURAL, MECHANICAL, AND ELECTRICAL PROVISIONS IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS.
4. PROVIDE BLOCKING FOR FIXTURES AND MILLWORK PRIOR TO INSTALLATION OF GYPSUM BOARD.
5. COORDINATE PENETRATIONS AND SLEEVES THRU CONCRETE ASSEMBLIES WITH CONSTRUCTION MANAGER PRIOR TO POUR.
6. PROVIDE LISTED FIRESTOP SYSTEMS FOR ALL ASSEMBLY JOINTS AND PENETRATIONS, FORMING PART OF OR PENETRATING THROUGH FIRE RATED ASSEMBLIES.

KEYNOTES - FLOOR PLANS:

☐
☐
☐
☐
☐

No.	Revision	Date	By
5	ISSUED AUTHORITY COMMENTS	24.09.12	DS
4	ISSUED FOR BEZONING	23.01.17	DS
3	RE-ISSUED FOR REVIEW	23.12.13	DS
2	ISSUED FOR REVIEW	23.12.08	DS
1	ISSUED FOR CLIENT REVIEW	23.11.24	DS

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2675 PORTAGE AVE.

2675 PORTAGE AVENUE

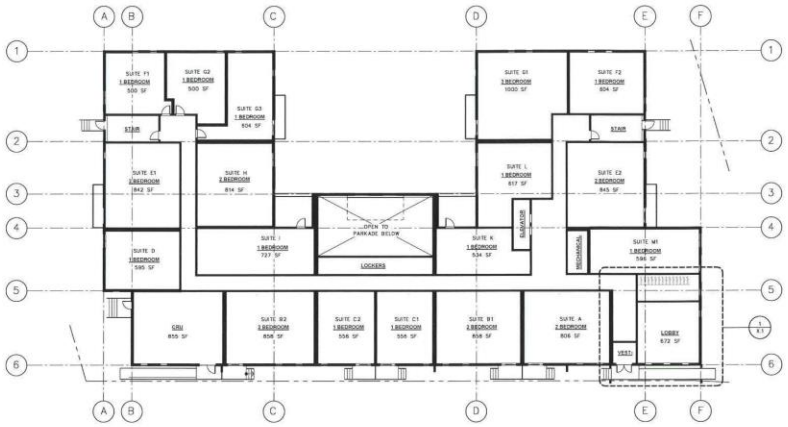
WINNIPEG, MB

LEVEL-B01 (BASEMENT) FLOOR PLAN

Drawn by: AD/AA Checked by: DS

A2.1

Project No: 0000 Date: APRIL 2024



LEVEL-01: FLOOR PLAN
1/16" = 1'-0"



LEVEL-02 TO LEVEL-05: TYPICAL FLOOR PLAN
1/16" = 1'-0"

GENERAL NOTES - FLOOR PLANS:

1. SEE CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
2. LOOSE FURNITURE SHOWN THUSLY ..... IS NOT IN CONTRACT (N.I.C.).
3. COORDINATE ELEVATOR DIMENSIONS, INSTALLATION CLEARANCES, CONTROLLER CABINETS, AND DOOR FRAME INSTALLATION WITH MANUFACTURER SHOP DRAWINGS. FURNISH STRUCTURAL, MECHANICAL, AND ELECTRICAL PROVISIONS IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS.
4. PROVIDE BLOCKING FOR FIXTURES AND MILLWORK PRIOR TO INSTALLATION OF GYPSUM BOARD.
5. COORDINATE PENETRATIONS AND SLEEVES THRU CONCRETE ASSEMBLIES WITH CONSTRUCTION MANAGER PRIOR TO POUR.
6. PROVIDE LISTED FIRESTOP SYSTEMS FOR ALL ASSEMBLY JOINTS AND PENETRATIONS, FORMING PART OF OR PENETRATING THROUGH FIRE RATED ASSEMBLIES.

KEYNOTES - FLOOR PLANS:

- ☐
- ☐
- ☐
- ☐
- ☐

No.	Revision	Date	By
7	ISSUED AS PER CITY COMMENTS	24.04.12	DS
6	ISSUED FOR REZONING REV 3	24.03.05	DS
5	ISSUED FOR REZONING REV 2	24.02.29	DS
4	ISSUED FOR REZONING	23.08.17	DS
3	RE-ISSUED FOR REVIEW	23.12.19	DS
2	ISSUED FOR REVIEW	23.12.08	DS
1	ISSUED FOR CLIENT REVIEW	23.12.24	DS

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2675 PORTAGE AVE.

2675 PORTAGE AVENUE

WINNIPEG, MB

TYPICAL FLOOR PLANS

Drawn by: AD Checked by: DS

A2.2

Project No: 0000 Date: APRIL 2024



EXTERIOR BUILDING ELEVATION - SOUTH
1/16" = 1'-0"



EXTERIOR BUILDING ELEVATION - WEST
1/16" = 1'-0"



EXTERIOR BUILDING ELEVATION - NORTH
1/16" = 1'-0"



EXTERIOR BUILDING ELEVATION - EAST
1/16" = 1'-0"



TYP. BUILDING ELEVATION - INSIDE WALLS
1/16" = 1'-0"

No.	Revision	Date	By
5	ISSUED AS PER CITY COMMENTS	24.04.17	DS
4	ISSUED FOR RE-ZONING	23.01.17	DS
3	RE-ISSUED FOR REVIEW	23.12.19	DS
2	ISSUED FOR REVIEW	23.12.08	DS
1	ISSUED FOR CLIENT REVIEW	23.11.24	DS

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2675 PORTAGE AVE.

2675 PORTAGE AVENUE

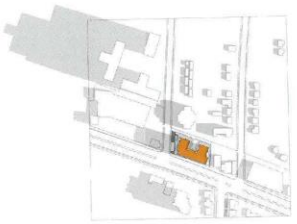
WINNIPEG, MB

EXTERIOR BUILDING ELEVATIONS

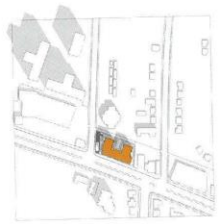
Drawn by: AD Checked by: DS

A4.1

Project No.: 0000 Date: APRIL 2024



March 21st @ 9 A.M.



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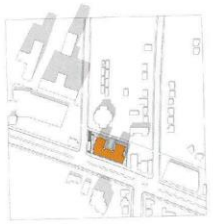

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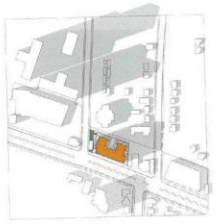

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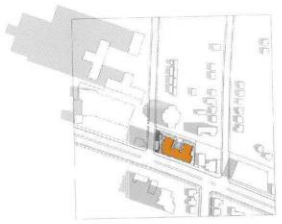
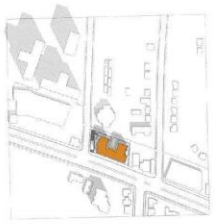


September 21st @ 9 A.M.



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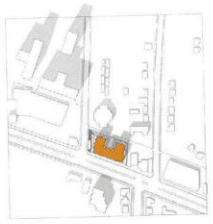

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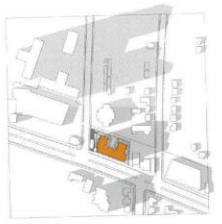

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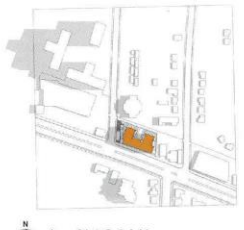
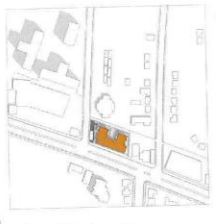
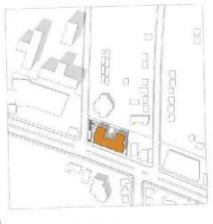


June 21st @ 9 A.M.



June 21st @ 12 P.M.



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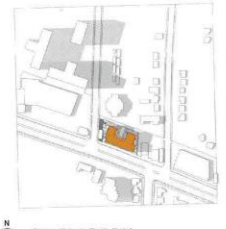

June 21st @ 6 P.M.

2	ISSUED FOR REZONING	24.01.17	DS
1	Issued for 2nd Round	23.12.13	
No.	Revision	Date	By

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CLIENT NAME
BUILDING NAME

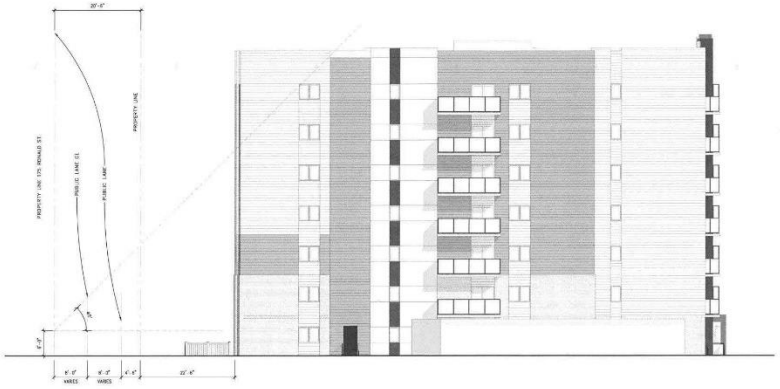
PROPOSED RESIDENTIAL DEVELOPMENT-2675 PORTAGE AVE.
STREET ADDRESS
WINNIPEG, MB

SHADOW STUDY

Drawn by: JT/AD/AA Checked by: DS

A1.5

Project No. 2002 Date JAN 2024



ANGULAR PLANE DIAGRAM - WEST ELEVATION

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AFFINITY ARCHITECTURE INC.

CLIENT NAME
BUILDING NAME

PROPOSED RESIDENTIAL DEVELOPMENT- 2675 PORTAGE AVE
STREET ADDRESS
WINNIPEG, MB

ANGULAR PLANE

A1.6