Minutes – Executive Policy Committee – May 13, 2025

Report – Standing Policy Committee on Property and Development – May 8, 2025

Item No. 7 Subdivision and Rezoning – 202 Duffield Street (St. James Ward) File DASZ 3/2025 [c/r DAV 101327/2025D]

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and submitted the following to Council:

1. That the subdivision proposed under Development Application No. DASZ 3/2025 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 "A" to this report and as shown on the map dated April 28, 2025 and attached as Schedule "C" to this report, as amended in accordance with the report of the Administrative Coordinating Group (ACG) dated April 16, 2025, and attached as Schedule "B" to this report, and with such other minor changes as may be required.

2. That the Developer shall meet all terms and conditions as outlined in Schedule "B", the report of the Administrative Coordinating Group, dated April 16, 2025 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 "RMF-M PDO-1 Mature Communities PDO-1 Airport Vicinity" Residential Multi-Family (Medium) District in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated April 28, 2025 and attached as Schedule "C" to this report, subject to the following conditions:

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

        i. That the Owner must submit plans showing the location and design of any and all proposed:

Report – Standing Policy Committee on Property and Development – May 8, 2025

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.

ii. That, excluding projections permitted under the Zoning By-Law, the maximum height of any building on the land shall not exceed 40 feet or 12.19 metres.

4. That the City enter into, execute and deliver with the Developer a Zoning Agreement in accordance with Recommendation 3.

5. That, in lieu of the dedication of land, the developer shall provide a cash payment representing 10% of the Planned Area value of Development Application No. DASZ 3/2025 (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 recommendations 1, 2 and 5 (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 recommendations 1 and 2 and has paid the Dedication Fee 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 directly to Council by way of communication for second and third reading.

Report – Standing Policy Committee on Property and Development – May 8, 2025

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

8. That Development Application No. DASZ 3/2025 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 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 that 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 Plan is registered in the Winnipeg Land Titles Office.

11. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Plan is 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 3/2025 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 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 3/2025.

Report – Standing Policy Committee on Property and Development – May 8, 2025

DECISION MAKING HISTORY:

Moved by Councillor Duncan,

That the recommendation of the Standing Policy Committee on Property and Development be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On May 8, 2025, the Standing Policy Committee on Property and Development concurred in the recommendation of the Assiniboia Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On April 28, 2025, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and forwarded the matter to the Standing Policy Committee on Property and Development.

PUBLIC HEARING SUMMARY

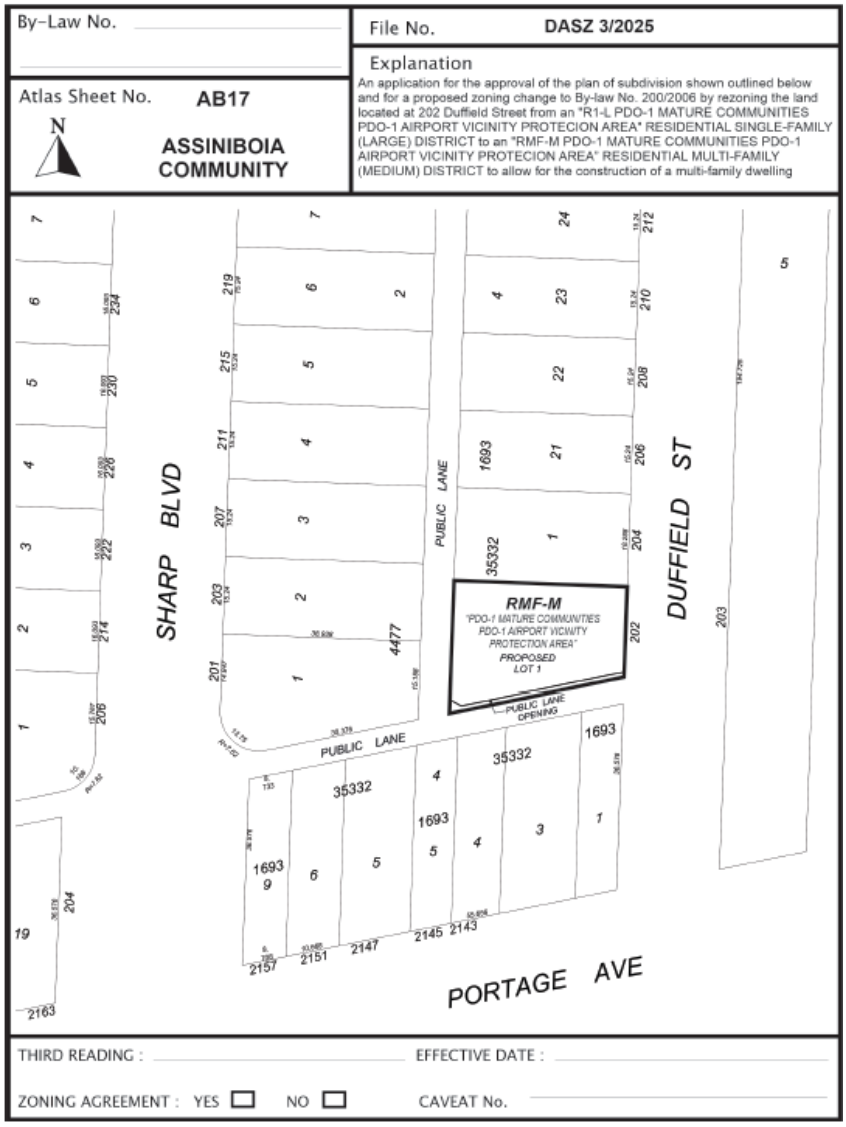
File: DASZ 3/2025

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

Public Hearing: April 28, 2025
Council Building, 510 Main Street

Applicant: 10206979 Manitoba Ltd. (Tajinder Singh)

Subject:



Premises Affected: 202 Duffield Street

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

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

Report date: April 28, 2025

Community Committee Recommendation:

On April 28, 2025, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and recommended to the Standing Policy Committee on Property and Development:

1. That the subdivision proposed under Development Application No. DASZ 3/2025 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 "A" to this report and as shown on the map dated April 28, 2025 and attached as Schedule "C" to this report, as amended in accordance with the report of the Administrative Coordinating Group (ACG) dated April 16, 2025, and attached as Schedule "B" to this report, and with such other minor changes as may be required.

2. That the Developer shall meet all terms and conditions as outlined in Schedule "B", the report of the Administrative Coordinating Group, dated April 16, 2025 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 "RMF-M PDO-1 Mature Communities PDO-1 Airport Vicinity" Residential Multi-Family (Medium) District in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated April 28, 2025 and attached as Schedule "C" to this report, subject to the following conditions:

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

        i. That 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.

ii. That, excluding projections permitted under the Zoning By-Law, the maximum height of any building on the land shall not exceed 40 feet or 12.19 metres.

4. That the City enter into, execute and deliver with the Developer a Zoning Agreement in accordance with Recommendation 3.

5. That, in lieu of the dedication of land, the developer shall provide a cash payment representing 10% of the Planned Area value of Development Application No. DASZ 3/2025 (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 recommendations 1, 2 and 5 (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 recommendations 1 and 2 and has paid the Dedication Fee 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 directly to Council by way of communication for second and third reading.

8. That Development Application No. DASZ 3/2025 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 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 that 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 Plan is registered in the Winnipeg Land Titles Office.

11. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Plan is 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 3/2025 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 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 3/2025.

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

1. The adjacent, or, the abutting property we'll go as far as saying, 204 Duffield, is supportive.

2. It meets all parking requirements, it meets OurWinnipeg, Complete Communities 2.0.

3. The applicant undertook community consultation, and that the plan was modified from a larger scale to what it is, presented to this committee.

4. There is an intent to have two affordable units within the proposed development.

Objections under the Charter:

Total number of **v**alid objections as per section 125(2) – 50

In accordance with section 236.1(1), the threshold for sufficient objection has been met.

Exhibits Filed:

1. Application dated January 30, 2025
2. Notification of Public Hearing dated February 27, 2025
3. Manitoba Status of Title 3316963/1
4. Letter of authorization dated December 3, 2024 from 10206979 Manitoba Ltd. (Tyler Ellis and Tajinder Singh) to 10206979 Manitoba Ltd.
5. Plan of Subdivision
6. Sketch Showing Proposed Subdivision dated January 21, 2025
7. Arborist Report dated September 5, 2024
8. Report on Stakeholder and Public Engagement
9. Plans (5 pages)
10. Report from the Urban Planning Division dated April 6, 2025
11. Communication dated April 11, 2025, from Nancy Bell in opposition to the application
12. Inspection Report
13. Communication dated April 20, 2025 from Ruth Smith in opposition to the application
14. Communication dated April 20, 2025 from William and Jan Ashton in opposition to the application
15. Communication dated April 23, 2025 from Pauline Steffan in opposition to the application
16. Communication dated April 23, 2025 from Graham Steffan in opposition to the application
17. Communication dated April 23, 2025 from Kenneth Steffan in opposition to the application
18. Communication dated April 23, 2025 from Connor Steffan in opposition to the application
19. Communication dated April 23, 2025 from Jennie Diacos in opposition to the application
20. Communication dated April 24, 2025 from Kunal Patel in support of the application
21. Communication dated April 23, 2025 from Pamela Curtis in opposition to the application
22. Communication dated April 24, 2025 from Curt Baldwin in opposition to the application
23. Communication dated April 24, 2025 from Assunta Rendina in opposition to the application
24. Petition in opposition to the application purporting to contain 39 signatures, submitted by Kelly Ryback

Exhibits Filed:
(continued)

25. Presentation dated April 28, 2025 from Kelly Ryback in opposition to the application
26. Communication dated April 25, 2025 from Thomas D. Blumberg in support of the application
27. Communication dated April 25, 2025 from Serena Bevilacqua in support of the application
28. Communication dated April 25, 0225 from Alexander Akman in support of the application
29. Communication dated April 25, 2025 from Matthew Blumberg in support of the application
30. Communication dated April 25, 2025 from Anna Pinero in support of the application
31. Communication dated April 25, 2025 from Tyler Ellis in support of the application
32. Presentation dated April 28, 2025 from Chris Thorne in support of the application
33. Communication dated April 25, 2025 from Sean Fainman in support of the application
34. Communication dated April 25, 2025 from Daniel Oman in support of the application
35. Communication dated April 25, 2025 from Tim Hothi in support of the application
36. Communication dated April 25, 2025 from Eric St. Vincent in support of the application
37. Communication dated April 25, 2025 from Zachary Goldberg in support of the application
38. Communication dated April 25, 2025 from Brett Castelane in support of the application
39. Communication dated April 25, 2025 from Sohan Jammu in support of the application
40. Communication dated April 25, 2025 from Jesse Garber in support of the application
41. Communication dated April 25, 2025 from Lisa Ducharme in opposition to the application
42. Communication dated April 26, 2025 from Gina Chan in opposition to the application
43. Communication dated April 28, 2025 from Katherine Peters in opposition to the application
44. Communication dated April 28, 2025 from Michael T. Ruta in opposition to the application
45. Communication dated April 28, 2025 from Connie Newman in opposition to the application
46. Recording of Representations

REPRESENTATIONS:

In Support:

Alexander Akman
Serena Bevilacqua
Thomas Blumberg
Matthew Blumberg
Brett Castelane
Tyler Ellis
Sean Fainman
Jesse Garber
Zachary Goldberg
Tim Hothi
Sohan Jammu
Daniel Oman
Kunal Patel
Anna Pinero
Tajinder Singh
Eric St Vincent
Chris Thorne

In Opposition:

Patrick Alix
William Ashton
Jan Ashton
Jan Aubin
Curt Baldwin
Steph Baldwin
Maddie Baldwin
Jim Barchyn
Susan Barchyn
Nancy Bell
Ron Bergen
Brenda-Lee Binda
Shanon Blanchfield
Owen Blanchfield
Dan Blanchfield
Sarah Buchan
Andrea Campbell
Gina Chan
Colin Chapnick
Amanda Chapnick
Pamela Curtis
Brian Curtis
Lottie-Jean Custance
Jennie Diacos
Shae-Lynn Dodds
Lisa Ducharme
Murray Dufton
Logan Fingas
Simone Jourdain
Christine Kurkowski
Rick Kurkowski
Bonnie Muth
Connie Newman
Alexis Pankiw Dorge
Katherine Peters
Assunta Rendina
Michael Ruta
Kelly Ryback
Laura Ryback
Gavin Scott
Nicole Seavers
Anthony Siwicki
Ruth Smith
Pauline Steffan
Graham Steffan
Kenneth Steffan
Connor Steffan
Kelly Van Caeyzeele
Ivan Wiebe
Andrea Willcott
Ken Wilson

For Information:

Nil

For the City:

R. Galston, Urban Planner, Planning, Property and Development Department
Y. Haj Ahmad, Urban Planner, Planning, Property and Development Department

Exhibit "10" referred to in File DASZ 3/2025

ADMINISTRATIVE REPORT

Title: DASZ 3/2025 – 202 Duffield Street

Issue: For consideration at the public hearing for a subdivision and rezoning to: widen the public lane and rezone the subject land to the "RMF-M PDO-1 Mature Communities PDO-1 Airport Vicinity" Residential Multi-Family (Medium) District in order to accommodate the establishment of a multi-family family residential building with nine (9) dwelling units.

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

AUTHORIZATION

Author	Department Head	CFO	CAO
Y. Haj Ahmad, MCP	n/a	n/a	

RECOMMENDATIONS

1. That the subdivision proposed under Development Application No. DASZ 3/2025 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 "A" to this report and as shown on the map dated April 28, 2025 and attached as Schedule "C" to this report, as amended in accordance with the report of the Administrative Coordinating Group (ACG) dated April 16, 2025, and attached as Schedule "B" to this report, and with such other minor changes as may be required.
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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") 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 3/2025.

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 "C" of this report.

CONSULTATION

In preparing this Report there was consultation with: N/A

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).

6.16 Established Neighbourhoods

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

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

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

HISTORY

NA

SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning
Prepared by	Yasmine Haj Ahmad, MCP
Date:	April 6, 2025
File No.	DASZ 3/2025

List of Schedules and Attachments

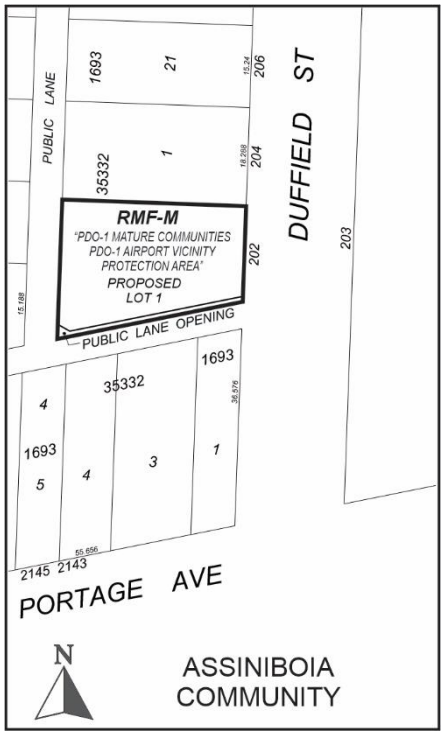
Schedule A	Planning Discussion
Schedule B	Report of the Administrative Coordinating Group Re: Proposed Subdivision and Rezoning of Land Located at 202 Duffield Street, April 16, 2025
Schedule C	File No. DASZ 3/2025, Assiniboia Community Committee, dated April 28, 2025
Appendix A	Proposed By-law

SCHEDULE 'A'

DATE: April 6, 2025
FILE: **DASZ 3/2025**
RELATED FILES: DAV 25-101327/D
COMMUNITY: Assiniboia Community
NEIGHBOURHOOD #: 2.205 - (Deer Lodge)

SUBJECT: For consideration at the public hearing for a subdivision and rezoning to widen the public lane and rezone the land to the "RMF-M PDO-1 Mature Communities PDO-1 Airport Vicinity protection area" Residential Multi-Family (Medium) District in order to accommodate the establishment of a multi-family residential building.

LOCATION: 202 Duffield St
LEGAL DESCRIPTION: LOT 2 PLAN 35332 20/1 ST JA



APPLICANT: 10206979 MANITOBA LTD.
191 Cordova St
Winnipeg, MB R3N 1A2

OWNER: 10206979 MANITOBA LTD.
191 Cordova St
Winnipeg, MB R3N 1A2

RECOMMENDATION: Approval with conditions

SITE DESCRIPTION

- The subject property is located on Duffield Street, in the Deer Lodge neighbourhood of the St James ward.
- The subject site is 7,999 square feet (743.13 square metres) in area. The site is currently occupied by a single-family residential building built in 1939.
- The subject site is accessed by a concrete-surfaced back lane and an asphalt-surfaced lane at the south property line with access from Duffield Street, Sharp Boulevard, and Lodge Avenue.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the Mature Communities policy area. The property is zoned "R1-L PDO-1 Mature Communities PDO-1 Airport Vicinity protection area" Residential Single-Family (Large) District and located within the Airport Vicinity Protection Area 2.
- The site is located within Area 1 of the *Small Scale and Low-Rise Residential Development Guidelines for Mature Communities* (Infill Guidelines).

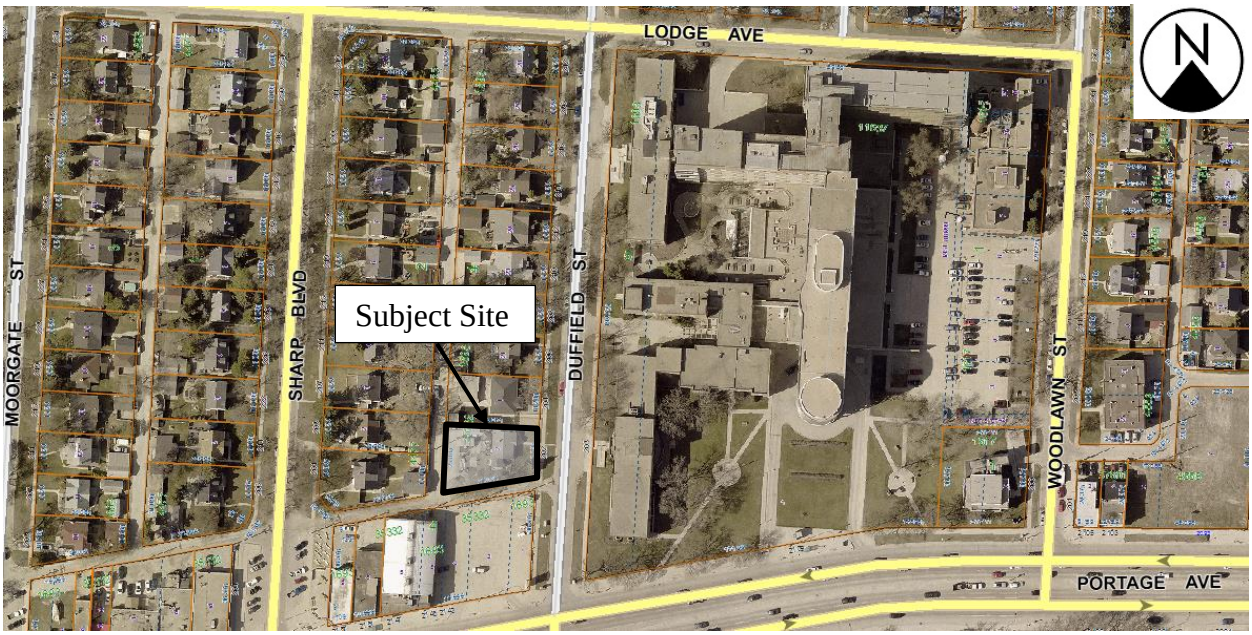


Figure 1: Aerial photo of subject site and surrounding area *(flown 2025)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: A single-family residential use zoned "R1-L" Residential Single-Family Large District.

South: A public lane then commercial retail uses zoned "C2" Commercial Community District.

East: Duffield Street then a hospital use zoned "EI" Educational and Institutional District.

West: A public lane then single-family residential uses zoned "R1-L" Residential Single-Family (Large) District.

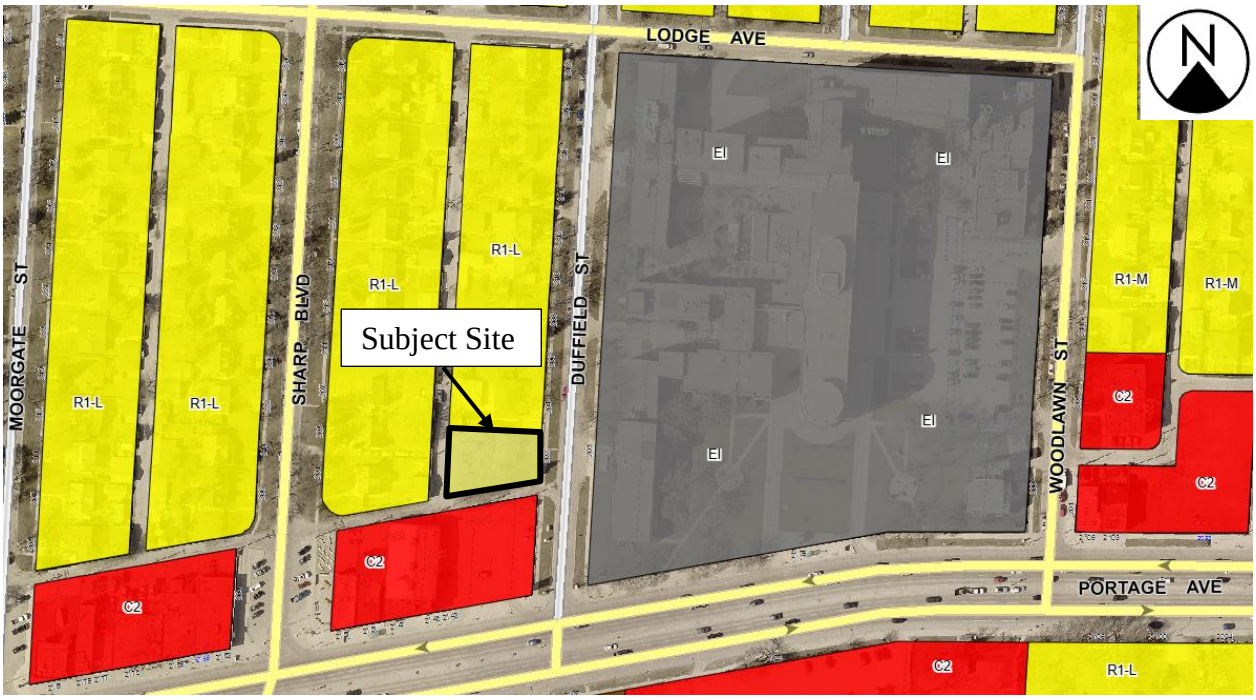


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing to rezone the subject site from the "R1-L PDO-1 Mature Communities PDO-1 Airport Vicinity protection area" Residential Single-Family (Large) district to the "RMF-M PDO-1 Mature Communities PDO-1 Airport Vicinity protection area" Residential Multi-Family (Medium) district. This is to allow the applicant to demolish the existing single-family dwelling and construct a three-storey multi-family building with nine (9) dwelling units.
- The Winnipeg Public Service requires that the south strip with the southwest corner of the subject property, at the intersection of the lanes to the south and west of the site be widened to allow greater turning room for City vehicles, such as snowplows and solid waste collection trucks. As such, a subdivision is required so the northeast corner of the subject site can be cut to accommodate the widening. The area of widening and corner cut at the intersection of these two lanes is indicated in the ACG report.
- Plans submitted show the proposed building will be three (3) storeys tall, with a height of 34.35 feet to the midpoint of the peaked roof.
- A total of nine (9) accessory parking stalls are provided, including one (1) accessible parking stalls. These parking stalls will be accessed from the adjacent public lane.

Associated Street Variance (DAV) Applications

- The proposed development is also the subject of an associated Variance (DAV) application concerning lot area, yard setbacks, parking, and buffering. Please refer to the Administrative Report under file no. DAV 25-101327/D for more information.

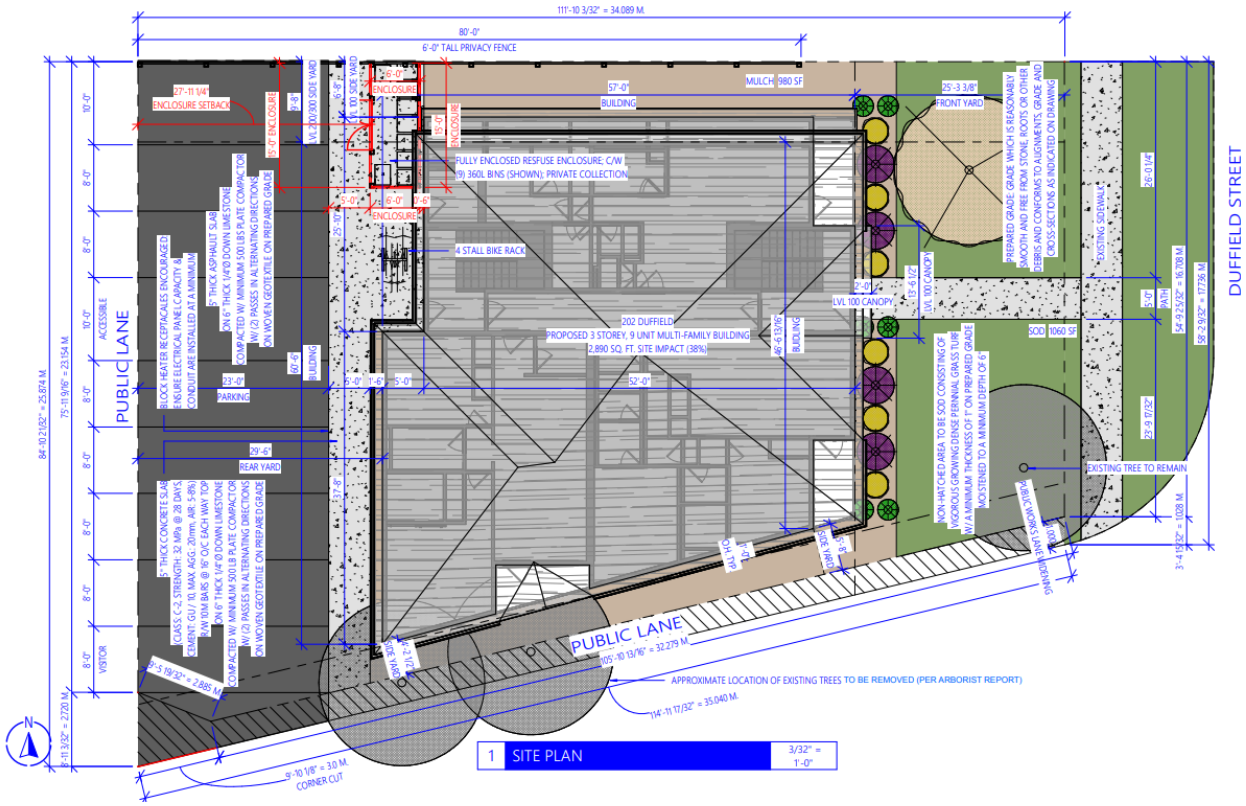


Figure 3: Site Plan showing proposed building and parking area (submitted by applicant).

ANALYSIS AND ISSUES

OURWINNIPEG 2045

- *OurWinnipeg 2045* is the City's long-range development plan. Per *OurWinnipeg 2045*, the subject site is identified as an Established Neighbourhood – Recent Community. The policy for this area states:

  6.16 Established Neighbourhoods

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

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The *Complete Communities Direction Strategy 2.0* is one of four direction strategies supporting *OurWinnipeg*, the City's long-range development plan, and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg.
- As part of *Complete Communities Direction Strategy 2.0*, the City has an intensification target under Section B1. General Growth Goal 2 - Policy 2.1 states that a minimum of 50% of all new dwelling units be accommodated in the intensification target area of the City of which this property is located within.
- The subject property is located in an Established Neighbourhood designated as a "Mature Community" as outlined in *Complete Communities Direction Strategy 2.0.*

- The vision for Established Neighbourhoods is for them to continue to evolve as complete communities to increase the diversity of housing choices, improve housing affordability, and more efficiently use land, infrastructure and services.
- Goal 1 states "encourage compatible residential development within Established Neighbourhoods to build more *Complete Communities* and align with the City's residential intensification target.
- General policies for Established Neighbourhoods that relate to the subject proposal are as follows:

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

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

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

  a. Applicable City-endorsed policies or guidelines;

  b. Existing zoning of the property and adjacent properties;

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

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

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

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

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

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

  1.8 Low-rise residential uses will generally be encouraged on arterial roads and collector streets where compatible with adjacent land uses, where they can be conveniently served by transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.

- *Complete Communities Direction Strategy 2.0* states Mature Communities "present some of the best opportunities to accommodate infill development, to increase housing choice and to maximize the use of existing infrastructure."
- Goal 2 states "design new development in Established Neighbourhoods to a high standard of urban design and construction to ensure new development adds value to public and private urban spaces to create a sense of place and civic pride." More specifically, policies that relate to the subject proposal are as follows:

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

or other amenities that support the pedestrian environment, building design and relationship to the street.

2.4 Encourage the use of high-quality, energy efficient, and durable exterior building façade materials.

2.5 Encourage a variety of architectural styles.

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

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

a. Window placement that supports passive surveillance;

b. Unit entrances with direct access to the street;

c. Front porches;

d. Balconies;

e. Awnings;

f. Lighting; and

g. Height of primary entrances.

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

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

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

2.16 For properties with public lane access, vehicular access should be taken from the public lane in order to:

a. Reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property;

b. Preserve green space and protect existing trees that can be impacted by the establishment of front approaches and corresponding private driveways; and

c. Prevent fragmentation of the public boulevard in order to better accommodate on-street motor vehicle parking and public snow clearing.

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

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

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

- Goal 3 states “ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs.” More specifically, policies that relate to the subject proposal are as follows:

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

  3.2 Encourage a mix of types, tenures and unit sizes within residential developments. Make provisions for unit sizes that can accommodate varying family sizes and multi-generational households.

  3.6 Encourage new developments that incorporates housing types that enable “aging in place” in Established Neighbourhoods.

Alignment with Complete Communities 2.0

The subject proposal aligns with the above applicable policies for Mature Communities in the following ways:

- The development will help achieve residential intensification targets.
- The development will positively contribute to the surrounding neighbourhood by providing additional housing options.
- The proposed development will better utilize existing infrastructure including the street network, active transportation paths, water and wastewater service capacity and city services such as the seniors’ healthcare centre and residence, a social centre, recreation and education.
- The proposed development meets the design policies mentioned above. Namely the building is positioned near the front and interior corner side property lines to create a pedestrian orientation, has a height and scale similar to surrounding buildings, uses a variety of building materials, adds to the architectural interest of the area, includes features such as balconies that increase activity along the street edge, and takes vehicular access from the rear laneway.

SMALL SCALE AND LOW-RISE RESIDENTIAL DEVELOPMENT GUIDELINES FOR MATURE COMMUNITIES

- The *Small Scale and Low-Rise Residential Development Guidelines for Mature Communities* (*Infill Guidelines*) were adopted by Winnipeg City Council on June 24, 2021, following multiple years of engagement and consultation with the public.
- The Guidelines apply to small-scale residential development within Winnipeg’s Mature Communities and are intended to help City of Winnipeg employees, land developers, and individual residents interpret the policies within *OurWinnipeg 2045* and *CCDS 2.0*.
- The Guidelines also supplement the regulations outlined in the City of Winnipeg Zoning By-law No. 200/2006 in assessing how well a proposed development design fits the local context and whether it is an appropriate location for proposed development within an existing neighbourhood.
- The property complies with Scenario 2 of the preferred location criteria for Low-Rise Multi-Unit Residential Buildings in Area 1 where the property is located on a site where the rear yard abuts a lane, within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station at Portage Avenue, and where a lane separates the south side property line from a commercial use on 2145 Portage Avenue, and on an interior corner lot.

AIRPORT VICINITY PROTECTION AREA PLANNED DEVELOPMENT OVERLAY 1 (PDO-1 AIRPORT VICINITY)

The Airport Vicinity Protection Area PDO regulates residential developments within areas specified by the Province of Manitoba based on proximity to the airport. This property is located in Area 2 where “new or replacement single-family residential dwellings and multiple-family residential dwellings may be constructed.”

SUBDIVISION

- As noted above, subdivision is required in order to cut the south strip with the southwest corner of the subject property to widen the lane to the south and the intersection of the lanes to the south and west of the property. The area of the widening and corner cut is indicated in the ACG report.

REZONING

- As noted above, the subject site is currently zoned “R1-L PDO-1 Mature Communities PDO-1 Airport Vicinity protection area” Residential Single-Family (Large). This zoning district does not permit multi-family residential uses.
- The applicant is proposing to rezone the land to the “RMF-M PDO-1 Mature Communities PDO-1 Airport Vicinity protection area” Residential Multi-Family (Medium) district. The “RMF” districts are intended to accommodate the development of multi-family units in areas with medium to high residential densities.

- The dimensional standards for multi-family residential uses in the “RMF-M” zoning district are:
    - Minimum lot area of 9,000 square feet
    - Minimum lot area per dwelling unit of 800 square feet
    - Minimum front yard of 25 feet;
    - Minimum rear yard of 25 feet;
    - Minimum interior side yard of eight (8) feet; 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 20 feet;
    - Principal building separation distance of eight (8) feet; and,
    - Maximum building height of 70 feet.

CONSISTENCY WITH *COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0* AND COMPATIBILITY WITH THE SURROUNDING AREA

- As noted above, the subject site is located in the Established Neighbourhood – Mature Communities policy area under the *Complete Communities Direction Strategy 2.0.* This policy area supports increasing residential densities in a manner compatible with the surrounding context. The recommended rezoning aligns with several of the policies previously identified in this report. To summarize policies the proposal meets, briefly:
    - In accordance with policies 1.1, 1.2, and 3.1, the development promotes greater density within an Established Neighbourhood and contributes to the physical renewal

of older neighbourhoods, offering a different form of housing beyond single family dwellings that accommodates people with a variety of needs or different life stages.

  - A nine-unit multi-family residential building will have a lot area per dwelling unit of 888.78 square feet (82.57square metres). This aligns with the objectives of the Established Neighbourhood – Mature Communities policy area as noted above. Specifically, introducing multi-family housing at this location contributes to the range of housing options available to residents and maximizes existing infrastructure. The additional density will help introduce more people to utilize existing community amenities in the neighbourhood such as libraries, schools, recreational facilities and park space.
  - In accordance with policy 1.9, the subject property is located on a local street which has access to a public lane, which can support small-scale residential uses (other than single-family) in Mature Communities.

- Further, policies in *Complete Communities 2.0* allow for secondary considerations when supporting intensification in Established Neighbourhoods, including considerations outlined in policy 1.6.
- The following discusses these considerations with respect to this application.

Infill Guidelines

- The *Small Scale and Low-Rise Residential Development Guidelines for Mature Communities (Infill Guidelines)* were adopted by Council on June 24, 2021.
- The proposed development meets the Preferred Location Criteria for Low-Rise Multi-Family Buildings, including the following:
  - The site abuts a lane at the rear yard and the south side yard;
  - The site is located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station on Portage Avenue;
  - The site is an internal corner lot; and
  - A lane separates the south yard from a commercial use on 2145 Portage Avenue.

Surrounding zoning context; built form, uses and their characteristics

- The subject property is considered a transitional lot, in that it is located between commercial properties fronting on Portage Avenue to the south, and established single-family residential properties north of the property. Moreover, it has a rear public lane.
- In this manner, the Urban Planning and Design Division is generally supportive of some intensification that can be accommodated under the “RMF-M” district at this site.
- Given the size of the subject property (7,999 square feet), the proposed three-storey building with nine (9) dwelling units provides a reasonable and context sensitive transition between commercial to the south and single-family uses on Duffield Street to the north.

Proximity to Portage Avenue and high-frequency transit service

- The subject site is located approximately 148 feet (45.11 metres) south of Portage Avenue. Under *OurWinnipeg 2045* and *Complete Communities Direction Strategy 2.0,* Portage Avenue is identified as an Urban Mixed-Use corridor intended to accommodate higher levels of development in order to capitalize on existing transit infrastructure and proximity to commercial amenities.

- Under the *Winnipeg Transit Master Plan,* Portage Avenue is identified as a future extension of the “Blue” rapid transit line. The plan identifies the intersection of Portage Avenue and Overdale Street as the location of a future transit station. This is located approximately 1,417.9 feet (432.2 metres) to the east of the subject site.
- Currently, the subject site is service by high-frequency daily transit, with eastbound and westbound stops within 598.8 feet (182.5 metres) for transit routes 11 and 21.
- Considering this level of transit service, and proximity to commercial amenities on Portage Avenue, the Urban Planning and Design Division supports rezoning to the “RMF-M” district, especially since this availability of transit service and amenities supports the proposed development under the “RMF-M” district, which includes nine (9) dwelling units and nine (9) accessory parking stalls. This is a ratio of one parking stall for each dwelling unit, which complies with the requirements of the Winnipeg Zoning Bylaw for residential uses located within Urban Infill Areas, including this location. location.

Summary

- The proposed rezoning to the “RMF-M” district would add to the mix of housing types at a scale and built form in line with the surrounding neighbourhood. More specifically, given the site will only have access via a local street, the scale of the proposed development would be appropriate which also corresponds with building heights and setbacks more similar to lower density neighbourhoods such as the residential areas to the north and west. At the same time, the scale and massing are transitional to those of the non-residential uses located to the east and south.
- The “RMF-M” Residential Multi-Family Medium provides for an increase in density in line with the policies in *Complete Communities Direction Strategy 2.0*.
- Considering the subject property’s location on the block, its proximity to frequent transit service, and the recommended level of intensification accommodated under the “RMF-M” zoning, the Urban Planning and Design Division considers the proposed development suitable and consistent with *Complete Communities Direction Strategy 2.0.*

PUBLIC CONSULTATION

- The applicant included a public engagement report that described four (4) rounds of consultation, including door-to-door community outreach and virtual open houses, between June and August 2024, in addition to a letter of support signed by four (4) neighbours among the 13 who participated in the public consultation in their application.

CONDITIONS OF APPROVAL (ZONING AGREEMENT)

Plan Approval

The Urban Planning Division is recommending that final plans be submitted to the Director of Planning, Property and Development for review prior to the issuance of a development permit on the lot. The inclusion of this clause will allow the Urban Planning Division to review final plans and design details before any future development takes place on the site.

Height

To limit the potential shadowing of the street and neighbouring properties, and recognizing the maximum building height permitted in the “RMF-M” zone is 70 feet, the Public Service is recommending that the maximum height of any building on the site be restricted to 40 feet.

LAND DEDICATION

As a condition of rezoning or subdivision of a parcel of land, a developer is required to contribute a portion of the land to be developed to the City of Winnipeg for parks purposes. The amount of land is not less than 10 percent. With respect to this application, the Public Service is recommending the developer provide ‘cash in lieu’ as determined by the Planning, Property and Development Department.

RECOMMENDATION

The Urban Planning Division recommends **approval with conditions** of the subdivision and rezoning to the “RMF-M” district for the following reasons:

- The proposed “RMF-M” district will enable a residential development that is consistent with policies in the *Complete Communities Direction Strategy 2.0.*
- The proposed development will increase residential density in the Worthington neighbourhood, thereby increasing housing options in this pedestrian oriented, bikeable, transit connected, amenity rich mature neighbourhood as well as helping the city to achieve its residential intensification targets.
- The proposed development will utilize existing infrastructure including the street network, public transportation, water and wastewater service capacity and city services.

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

Report Prepared by: Yasmine Haj Ahmad, MCP
PPD File #: DASZ 3/2025

Schedule "C" for File DASZ 3/2025
Assiniboia Community Committee, dated April 28, 2025

By-Law No. _____

File No. **DASZ 3/2025**

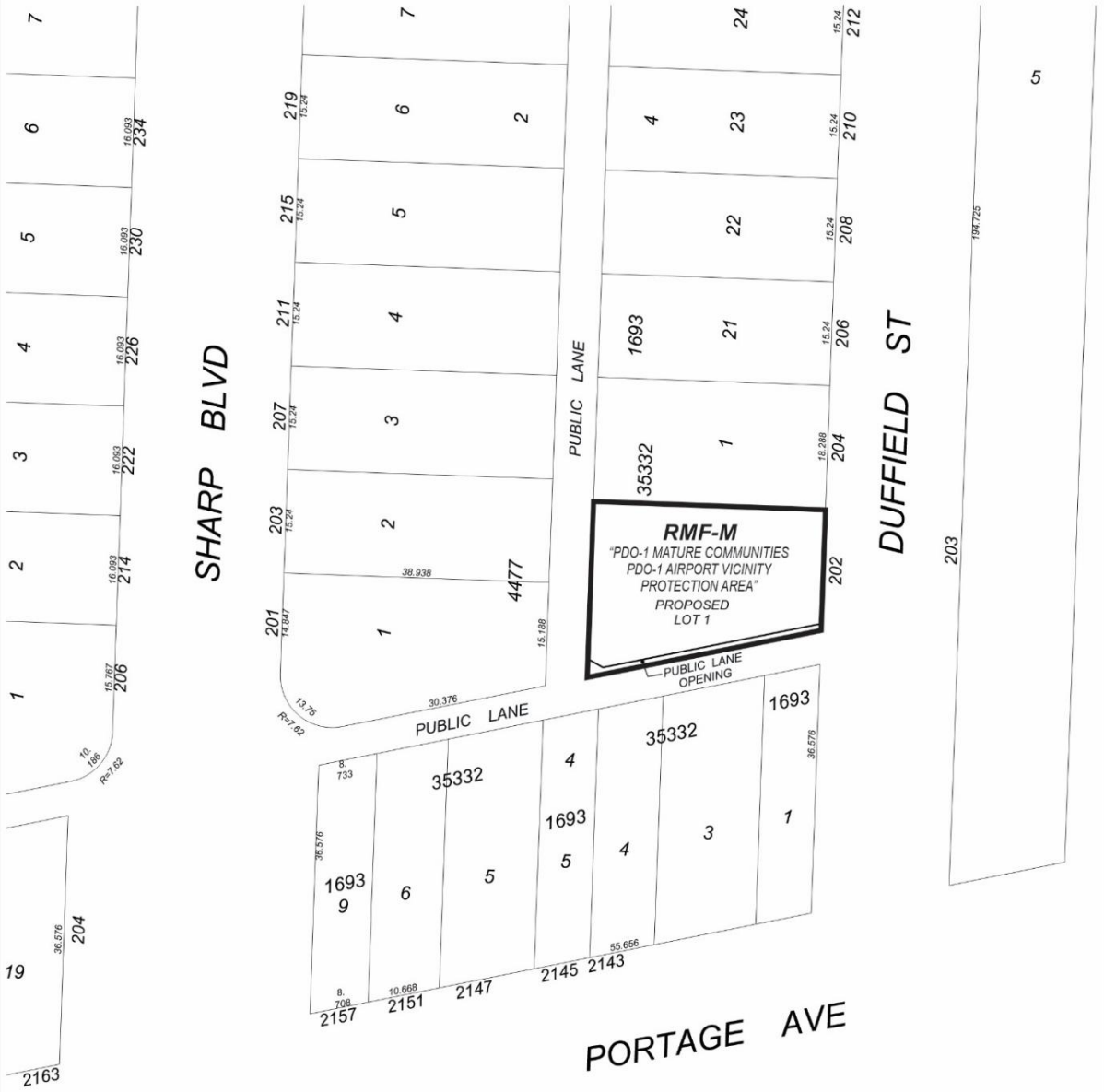
Explanation

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 202 Duffield Street from an "R1-L PDO-1 MATURE COMMUNITIES PDO-1 AIRPORT VICINITY PROTECION AREA" RESIDENTIAL SINGLE-FAMILY (LARGE) DISTRICT to an "RMF-M PDO-1 MATURE COMMUNITIES PDO-1 AIRPORT VICINITY PROTECION AREA" RESIDENTIAL MULTI-FAMILY (MEDIUM) DISTRICT to allow for the construction of a multi-family dwelling

Atlas Sheet No. **AB17**

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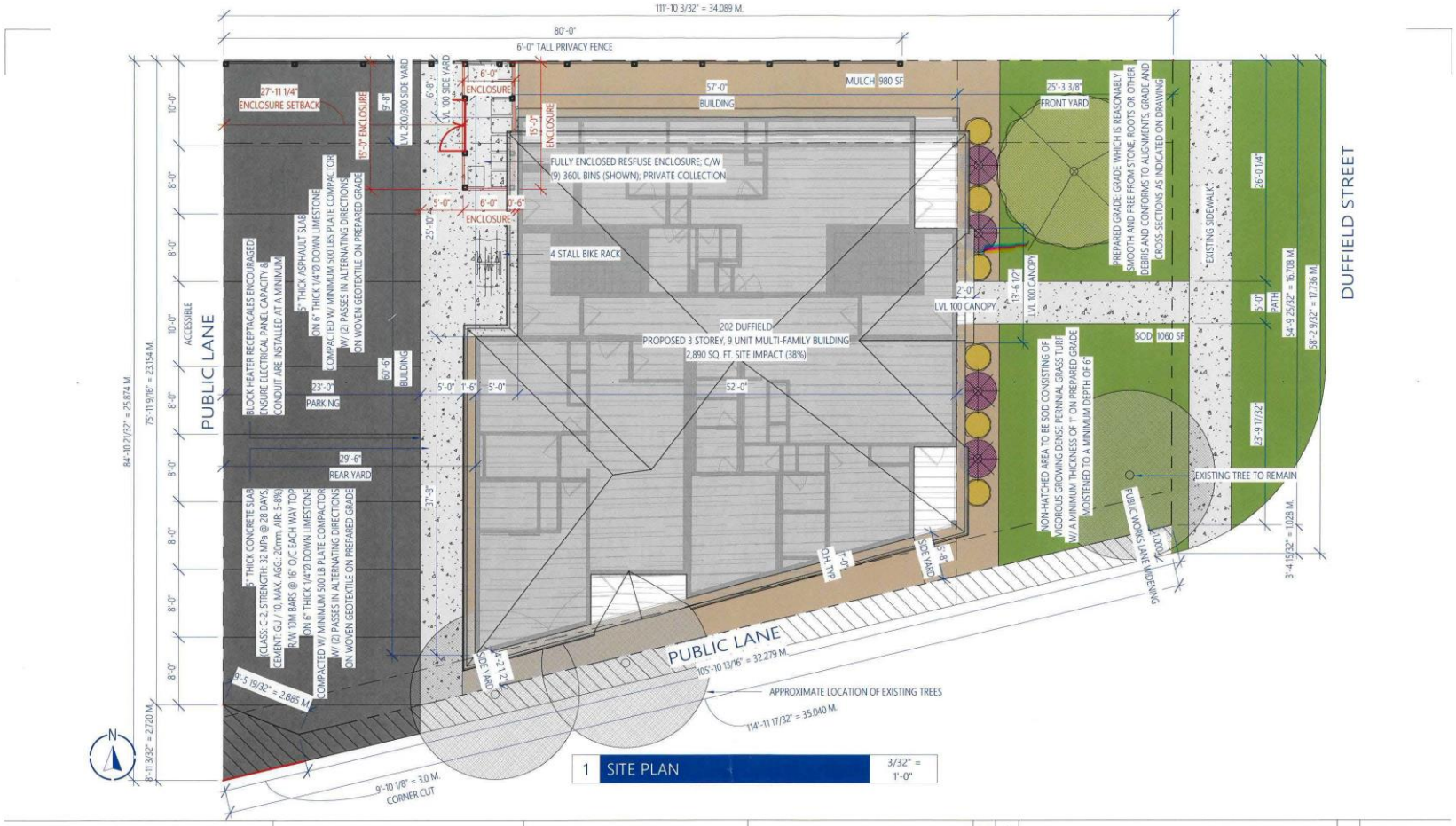
ASSINIBOIA COMMUNITY



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Exhibit “9” referred to in File DASZ 3/2025



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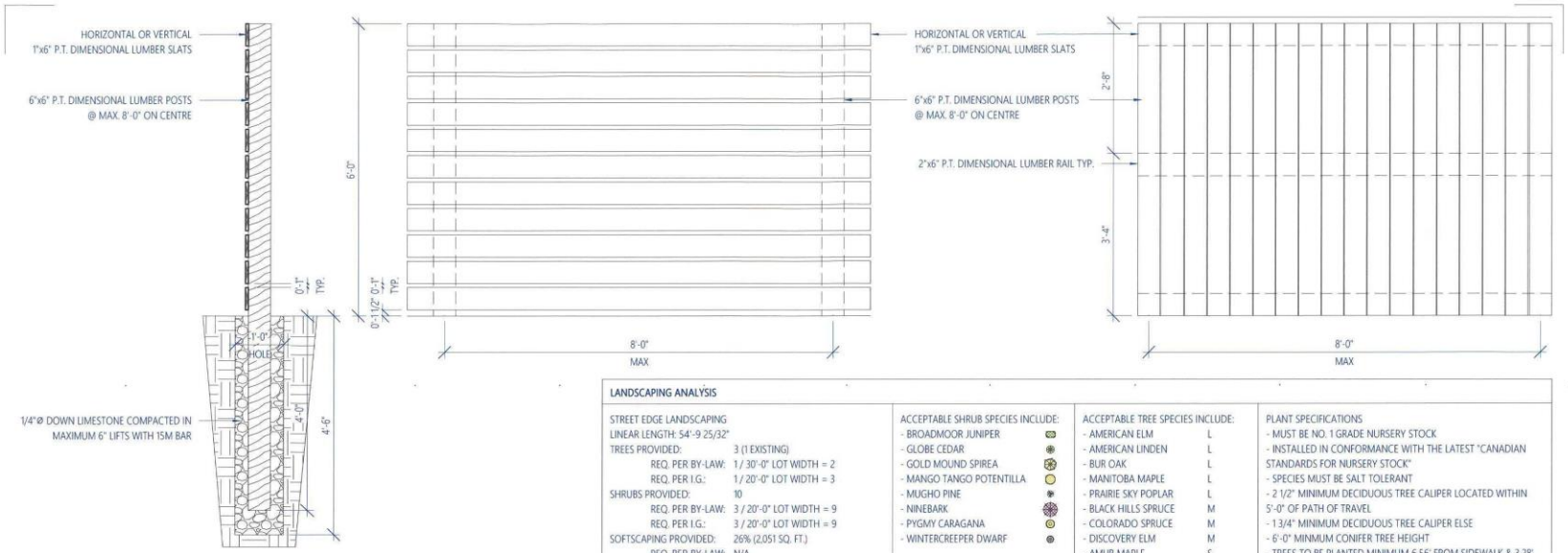
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Drawn by: KM
Approved by: AW

RMF-M Development
202 Duffield Street
Winnipeg, MB

04/10/24

P101



1 REFUSE/PRIVACY FENCE DETAIL 1/2" = 1'-0"

ZONING / INFILL GUIDELINE ANALYSIS

ZONING	RMF-M PROPOSED				
	BY-LAW		INFILL GUIDELINES		
CATEGORY	MIN.	MAX.	MIN.	MAXIMUM	PROVIDED
LOT AREA	9,000 SQ. FT.				7,598 SQ. FT. (B&D)
LOT AREA/UNIT	800 SQ. FT.				843 SQ. FT.
LOT WIDTH	25'-0"				54'-9 25/32"
FRONT YARD	30'-0" PER SCHDULE I		30'-0" +/- 5'-0" PER COW ALIGNMENT		25'-3 3/8"
REAR YARD	25'-0"		25% = 30'-0"		29'-6"
SIDE YARD	8'-0"		6'-0" & 6'-0"		6'-8" & 4'-1 1/2"
BUILDING HEIGHT		60'-0"		35'-0"	34'-5 3/16"
LOT COVERAGE				42% = 3,360 SQ. FT.	38% = 2,890 SQ. FT.
FRONT/REAR ENT. HEIGHT				4'-0"	0'-0"

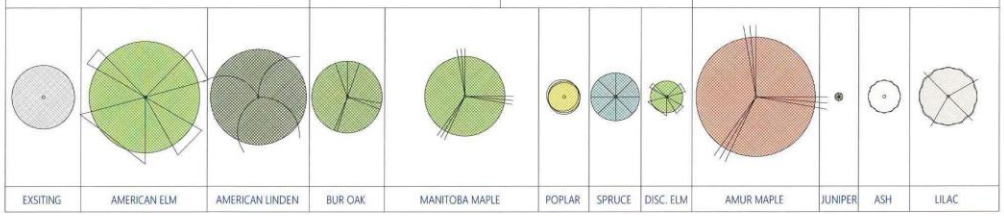
LANDSCAPING ANALYSIS

STREET EDGE LANDSCAPING	
LINEAR LENGTH: 54'-9 25/32"	
TREES PROVIDED:	3 (1 EXISTING)
REQ. PER BY-LAW:	1 / 30'-0" LOT WIDTH = 2
REQ. PER I.G.:	1 / 20'-0" LOT WIDTH = 3
SHRUBS PROVIDED:	10
REQ. PER BY-LAW:	3 / 20'-0" LOT WIDTH = 9
REQ. PER I.G.:	3 / 20'-0" LOT WIDTH = 9
SOFTSCAPING PROVIDED:	26% (2,051 SQ. FT.)
REQ. PER BY-LAW:	N/A
REQ. PER I.G.:	20%

ACCEPTABLE SHRUB SPECIES INCLUDE:
- BROADMOOR JUNIPER
- GLOBE CEDAR
- GOLD MOUND SPIREA
- MANGO TANGO POTENTILLA
- MUGHO PINE
- NINEBARK
- PYGMY CARAGANA
- WINTERCREEPER DWARF

ACCEPTABLE TREE SPECIES INCLUDE:	
- AMERICAN ELM	L
- AMERICAN LINDEN	L
- BUR OAK	L
- MANITOBA MAPLE	L
- PRAIRIE SKY POPLAR	L
- BLACK HILLS SPRUCE	M
- COLORADO SPRUCE	M
- DISCOVERY ELM	M
- AMUR MAPLE	S
- JUNIPER	S
- SHOWY MOUNTAIN ASH	S
- TREE LILAC	S

PLANT SPECIFICATIONS
- MUST BE NO. 1 GRADE NURSERY STOCK
- INSTALLED IN CONFORMANCE WITH THE LATEST "CANADIAN STANDARDS FOR NURSERY STOCK"
- SPECIES MUST BE SALT TOLERANT
- 2 1/2" MINIMUM DECIDUOUS TREE CALIPER LOCATED WITHIN 5'-0" OF PATH OF TRAVEL
- 1 3/4" MINIMUM DECIDUOUS TREE CALIPER ELSE
- 6'-0" MINMUM CONIFER TREE HEIGHT
- TREES TO BE PLANTED MINIMUM 6.56' FROM SIDEWALK & 3.28' FROM PROPERTY LINE
- LOCATE TREES TO ALLOW FOR FULL CANOPY & ROOT DEVELOPMENT



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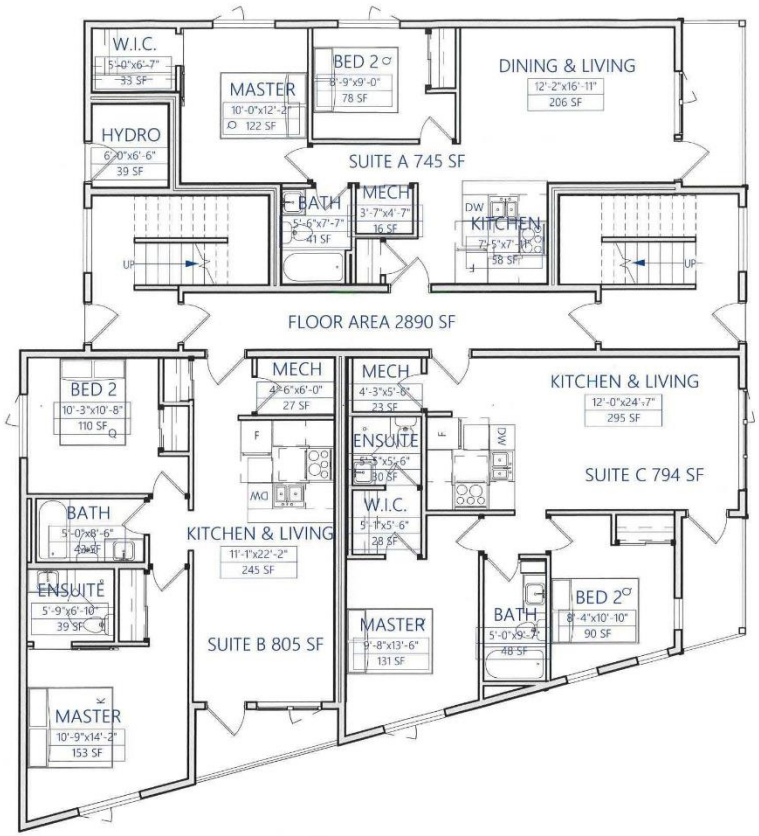
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Drawn by: KM
Approved by: AW

RMF-M Development
202 Duffield Street
Winnipeg, MB

04/10/24

P102



1 LEVEL 100 PRES PLAN 1/8" = 1'-0"

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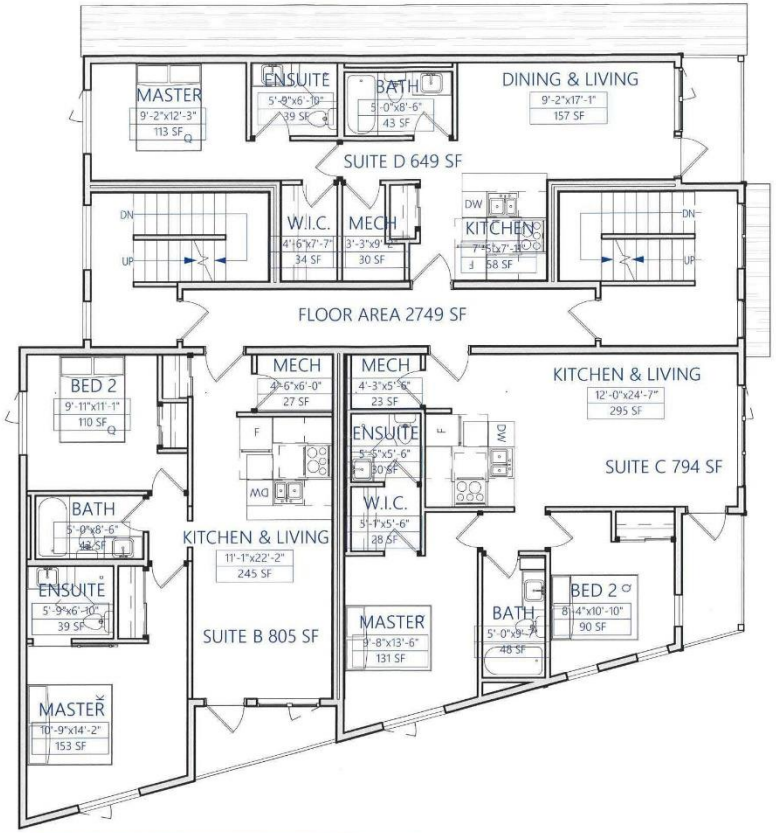
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Drawn by: KM
Approved by: AW

RMF-M Development
202 Duffield Street
Winnipeg, MB

04/10/24

P201



1 LEVEL 200-300 PRES PLAN 1/8" = 1'-0"

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Drawn by: Author
Approved by:Approver

RMF-M Development
202 Duffield Street
Winnipeg, MB

11/09/24

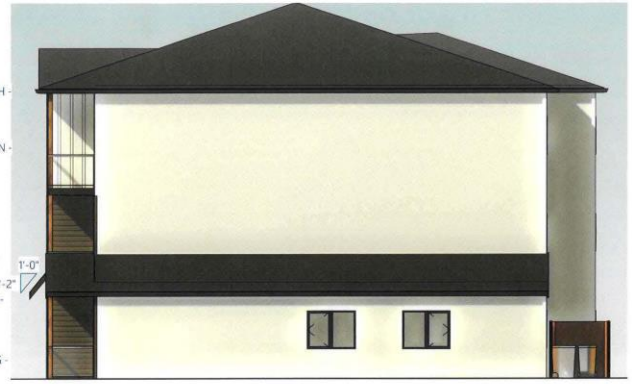
P202



ASPHALT SHINGLES
IKO - CAMBRIDGE - DUAL BLACK
PROPERTY LINE
PREFINISHED ALUMINUM TROUGH - BLACK
FIBRE CEMENT SIDING - JAMES HARDIE - BOARD & BATTEN - ARCTIC WHITE
FIBRE CEMENT SIDING - JAMES HARDIE - HARDIELAP - TIMBER BARK
FENESTRATION AS SHOWN
FIBRE CEMENT SIDING - JAMES HARDIE - SHAKE - TIMBER BARK
PREFINISHED ALUMINUM FASCIA - WHITE
GENERIC BRICK - ELDORADO - STACKED - DAYBREAK
PREFINISHED ALUMINUM RAILING - BLACK

FRONT ELEVATION MATERIAL SUMMARY
TOTAL AREA: 1482 SQ. FT.
LAP SIDING: 315 SQ. FT. = 21%
VERTICAL SIDING: 433 SQ. FT. = 29%
STONE: 334 SQ. FT. = 23%
FENESTRATION:
(3)96x60 + (5)60x60 + (1)60X48 + (3)30x48 + (2)36x60 + (4)36x84
=353 SQ. FT. = 24%

1 EAST 3/32" = 1'-0"



3 NORTH 3/32" = 1'-0"



2 WEST 3/32" = 1'-0"



4 SOUTH 3/32" = 1'-0"

818 ARCHITECTURE INC

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Drawn by: KM
Approved by: AW

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