Minutes – Council – May 22, 2025

Minute No. 282
Report – Executive Policy Committee – May 13, 2025

Item No. 7 Subdivision and Rezoning – 787 and 783 Archibald Street (St. Boniface Ward) File DASZ 1/2025 [c/r DAV 277552/2024D]

COUNCIL DECISION:

Council concurred in the recommendation of the Executive Policy Committee and adopted the following:

1. That the subdivision proposed under Development Application No. DASZ 1/2025 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 17, 2025 and attached as Schedule "C" to this report, with such minor changes as may be required.

    A. That the Developer shall meet all terms and conditions as outlined in Schedule "B", the report of the Administrative Coordinating Group, dated April 14, 2025 to the satisfaction of the Director of Planning, Property and Development.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "RMU Mature Communities PDO-1" Residential Mixed-Use District, in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated April 17, 2025, 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

Report – Executive Policy Committee – May 13, 2025

COUNCIL DECISION (continued):

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 50 feet.

iii. That private vehicular approaches shall not be permitted on Archibald Street.

B. That the City enter into, execute and deliver with the developer a Zoning Agreement in accordance with recommendation 2.A. and such other agreements as determined necessary by the City Solicitor/Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

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

3. 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 1/2025 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.

4. 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 and 2 (the "By-law") and bring same directly to Council by way of communication for first reading.

5. 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 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 – Executive Policy Committee – May 13, 2025

COUNCIL DECISION (continued):

6. That Development Application No. DASZ 1/2025 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.

7. That the subdivision section of the By-law will come into force when the Plan is registered in the Winnipeg Land Titles Office.

8. 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.

9. That the By-law will be repealed without coming into force 1 year following the date it is enacted if the Plan and the Zoning Agreement are not registered in accordance with recommendations 7 and 8, unless the developer applies for an extension of time before the expiration of that 1-year period and Council approves the extension.

10. That Development Application No. DASZ 1/2025 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 that 1-year period and Council approves the extension.

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

12. That the variance order for DAV 24-277552D 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 1/2025.

Report – Executive Policy Committee – May 13, 2025

DECISION MAKING HISTORY:

Moved by His Worship Mayor Gillingham,
That the recommendation of the Executive Policy Committee be adopted.
by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 13, 2025, the Executive Policy Committee concurred in the recommendation of the Riel Community Committee and submitted the matter to Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On April 29, 2025, the Riel 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 1/2025

Before: Riel Community Committee
Councillor Mayes, Chairperson
Councillor Chambers

Public Hearing: April 29, 2025
Council Building, 510 Main Street

Applicant: 2 Architecture Inc. (Andre Silva)

Subject:



APPLICANT: 2 Architecture Inc. (Andre Silva)
FILE: DASZ 1/2025
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 "C1 MATURE COMMUNITES PDO-1" COMMERCIAL NEIGHBOURHOOD DISTRICT to an "RMU MATURE COMMUNITES PDO-1" RESIDENTIAL MIXED USE DISTRICT to allow for the construction of a mixed use building.
For information, phone Mr. D. Clark, Planner at 204-986-5684
DEMANDEUR: 2 Architecture Inc. (Andre Silva)
N° DE DOSSIER: DALZ 1/2025
PROJET: Demande d'approbation par le conseil municipal du plan de lotissement indiqué ci-dessus et proposition de modification du Zoning By-law No. 200/2006 (règlement municipal sur le zonage) visant à changer le zonage du terrain indiqué ci-dessus afin de le faire passer du DO-1 des quartiers établis de la catégorie C1 (secteur commercial de quartier) au DO-1 des quartiers établis de la catégorie RMU (secteur résidentiel polyvalent) pour permettre la construction d'un bâtiment polyvalent.
Pour plus de renseignements, communiquez avec monsieur D. Clark, urbaniste, au 204-986-5684.

Premises Affected: 787 and 783 Archibald Street

For submission to: Executive Policy Committee

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

Report date: April 29, 2025

Community Committee Recommendation:

On April 29, 2025, the Riel 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 1/2025 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 17, 2025 and attached as Schedule "C" to this report, with such minor changes as may be required.

    A. That the Developer shall meet all terms and conditions as outlined in Schedule "B", the report of the Administrative Coordinating Group, dated April 14, 2025 to the satisfaction of the Director of Planning, Property and Development.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "RMU Mature Communities PDO-1" Residential Mixed-Use District, in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated April 17, 2025, 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.

ii. That, excluding projections permitted under the Zoning By-law, the maximum height of any building on the land shall not exceed 50 feet.

iii. That private vehicular approaches shall not be permitted on Archibald Street.

B. That the City enter into, execute and deliver with the developer a Zoning Agreement in accordance with recommendation 2.A. and such other agreements as determined necessary by the City Solicitor/Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

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

3. 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 1/2025 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.

4. 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 and 2 (the "By-law") and bring same directly to Council by way of communication for first reading.

5. 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 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.

6. That Development Application No. DASZ 1/2025 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.

7. That the subdivision section of the By-law will come into force when the Plan is registered in the Winnipeg Land Titles Office.

8. 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.

9. That the By-law will be repealed without coming into force 1 year following the date it is enacted if the Plan and the Zoning Agreement are not registered in accordance with recommendations 7 and 8, unless the developer applies for an extension of time before the expiration of that 1-year period and Council approves the extension.

10. That Development Application No. DASZ 1/2025 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 that 1-year period and Council approves the extension.

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

12. That the variance order for DAV 24-277552D 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 1/2025;

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

1. In review of this project, it does, again, it’s a good project.

2. I don’t know that Archibald is a transit corridor but certainly there is enough transit that does go on Archibald. Amenities are nearby, a school right across the street, golf courses just down the street of it as well, lots of shopping.

3. So, this is a good project and want to see it go forward.

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 January 6, 2025 2. Notification of Public Hearing dated February 6, 2025 3. Manitoba Status of Titles 2791963/1, 3245471/1 4. Letter of authorization dated August 1, 2024 from 7154420 MB Ltd. (Monica Doyle) and 7154438 MB Ltd. (Ben Rondeau) to 2 Architecture Inc. (Andre Silva) 5. Surveyor's Building Location Certificate and sketch dated January 22 and 23, 2024 6. Title Plot dated November 26, 2024 7. Plans (8 pages) 8. Report from the Urban Planning Division dated April 17, 2025 9. Inspection Report 10. Communication dated April 25, 2025, from Stephanie Schau in support of the application 11. Communication dated April 25, 2025 from Ben Rondeau in support of the application 12. Communication dated April 28, 2025 from Monica Doyle in support of the application 13 Presentation in support of the application submitted by the Applicant at the public hearing 14. Recording of Representations

REPRESENTATIONS:

In Support:

Monica Doyle
Ben Rondeau
Stephanie Schau
Andre Silva

In Opposition:

Nil

For Information:

Nil

For the City:

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

Exhibit “8” referred to in File DASZ 1/2025

ADMINISTRATIVE REPORT

Title: DASZ 1/2025 – 783 & 787 Archibald St.

Issue: An application for consideration at the Public Hearing to consolidate two existing lots into one lot and rezone to ‘RMU’ (Residential Mixed Use) to facilitate the construction of a mixed-use commercial and residential development.

Critical Path: Riel Community Committee → Standing Policy Committee on Property and Development → Executive Policy Committee → Council

AUTHORIZATION

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

RECOMMENDATIONS

1. That the subdivision proposed under Development Application No. DASZ 1/2025 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 17, 2025 and attached as Schedule “C” to this report, with such minor changes as may be required.

    A. That the Developer shall meet all terms and conditions as outlined in Schedule “B”, the report of the Administrative Coordinating Group, dated April 14, 2025 to the satisfaction of the Director of Planning, Property and Development.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an “RMU MATURE COMMUNITIES PDO-1” Residential Mixed-Use District, in accordance with the proposed by-law attached as Appendix “A” to this report and as shown on the map dated April 17, 2025, 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; 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.

ii. That, excluding projections permitted under the Zoning By-law, the maximum height of any building on the land shall not exceed 50 feet.

iii. That private vehicular approaches shall not be permitted on Archibald Street.

B. That the City enter into, execute and deliver with the developer a Zoning Agreement in accordance with recommendation 2.A. and such other agreements as determined necessary by the City Solicitor/Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

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

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11. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.
12. That the variance order for DAV 24-277552D 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 1/2025;

REASON FOR THE REPORT

- The applicant is proposing to consolidate two properties and rezone to the “RMU” Residential Mixed-Use zoning district for the purpose of establishing an 18 residential-unit and 2 commercial-unit development.
- 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 will be consolidated into 1 lot and be rezoned to the “RMU” Residential Mixed-Use zoning district.

HISTORY

N/A

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg 2045 Goal – City Building

A successful strategy for sustainable city growth uses a variety of planning approaches. It strikes a balance between ‘growing out’ and ‘growing up’, offering choices ranging from

traditional, single-family neighbourhoods to denser forms of urban housing and new neighbourhoods designed around a mix of land uses and a sustainable transportation system (p.17).

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

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

City Building Objectives

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

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

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

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

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

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

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

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

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

SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning Division
Prepared by	Devin Clark, RPP, MCIP
Date:	April 17, 2025
File No.	DASZ 1/2025

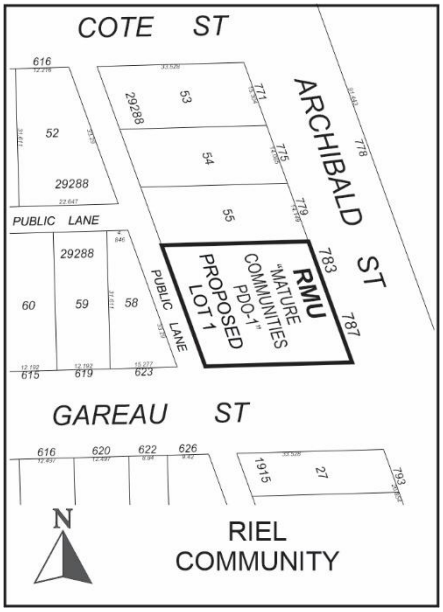
Schedule A	Planning Discussion
Schedule B	Report of the Administrative Coordinating Group – April 14, 2025
Schedule C	File No. DASZ 1/2025 Riel Community Committee, dated April 17, 2025
Appendix A	Proposed By-law

SCHEDULE 'A'

DATE: April 17, 2025
FILE: DASZ 1/2025
RELATED FILES: DAV 24/277552
COMMUNITY: Riel Committee
NEIGHBOURHOOD #: 5.505 – Archwood Neighbourhood

SUBJECT: To consolidate two properties and rezone to the "RMU" Residential Mixed-Use zoning district for the purpose of establishing an 18 residential-unit and 2 commercial-unit development.

LOCATION: 783 & 787 Archibald Street
LEGAL DESCRIPTION: SP LOT 56 PLAN 29288 WLTO IN LOT 315 ROMAN CATHOLIC MISSION PROPERTY, SP LOT 57 PLAN 29288 WLTO IN LOT 315 ROMAN CATHOLIC MISSION PROPERTY



APPLICANT: 2 Architecture (Andre Silva)
1004-213 Notre Dame Ave.
Winnipeg , Manitoba R3B 1N2

OWNER: 7154438 MANITOBA LTD. 7154420 MANITOBA LTD.
56 Norham Road
West St. Paul, Manitoba R4A 2A8

RECOMMENDATION: Approval with conditions

SITE DESCRIPTION

- The subject property is located on the north west corner of Archibald Street and Gareau St. The property is located within the Archwood Neighbourhood of the St. Boniface ward.
- The site is currently zoned “C1” Commercial Neighbourhood.
- The combined subject sites are approximately 10,088 square feet in area and are currently occupied by single family dwellings that were constructed in 1948.
- The subject property is located within the Established Neighbourhoods, Mature Community policy area under the *Complete Communities Direction Strategy 2.0*.

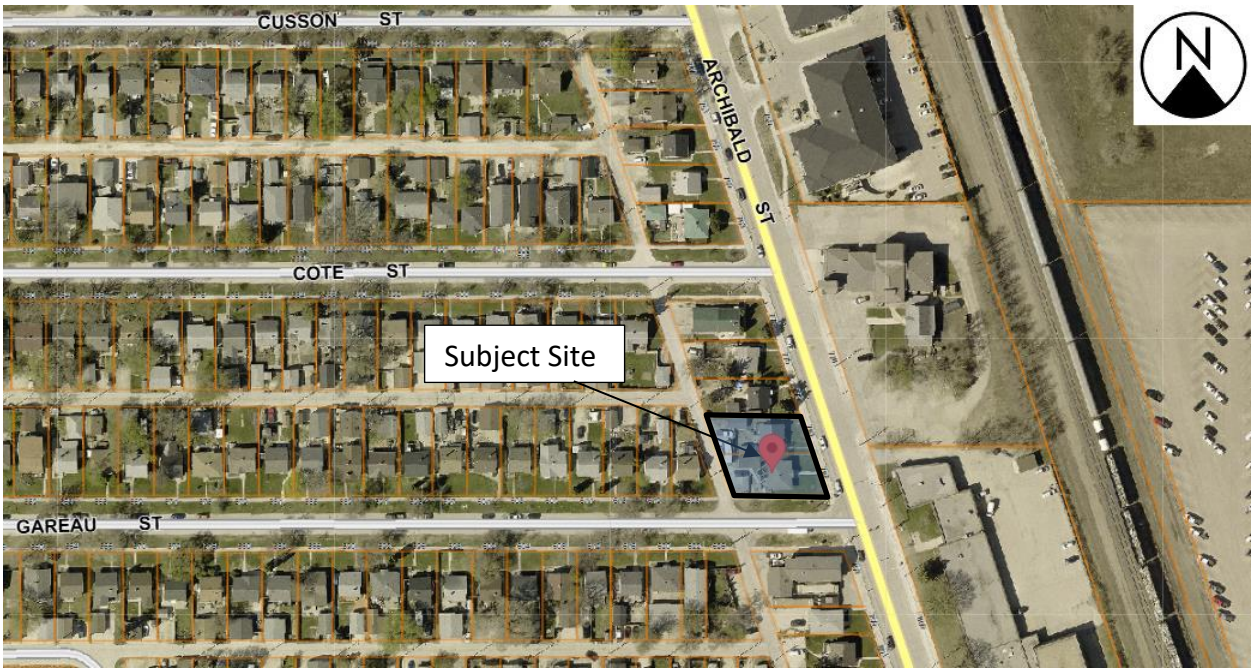


Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Single-family dwelling zoned “C1” Commercial Neighbourhood.

South: Gareau St. then a residential and commercial mixed use building zoned “C1” Commercial Neighbourhood.

East: Archibald Street then a school and a church zoned “R2” Residential Two-Family.

West: A public lane then single-family dwellings zoned “R2” Residential Two-Family.

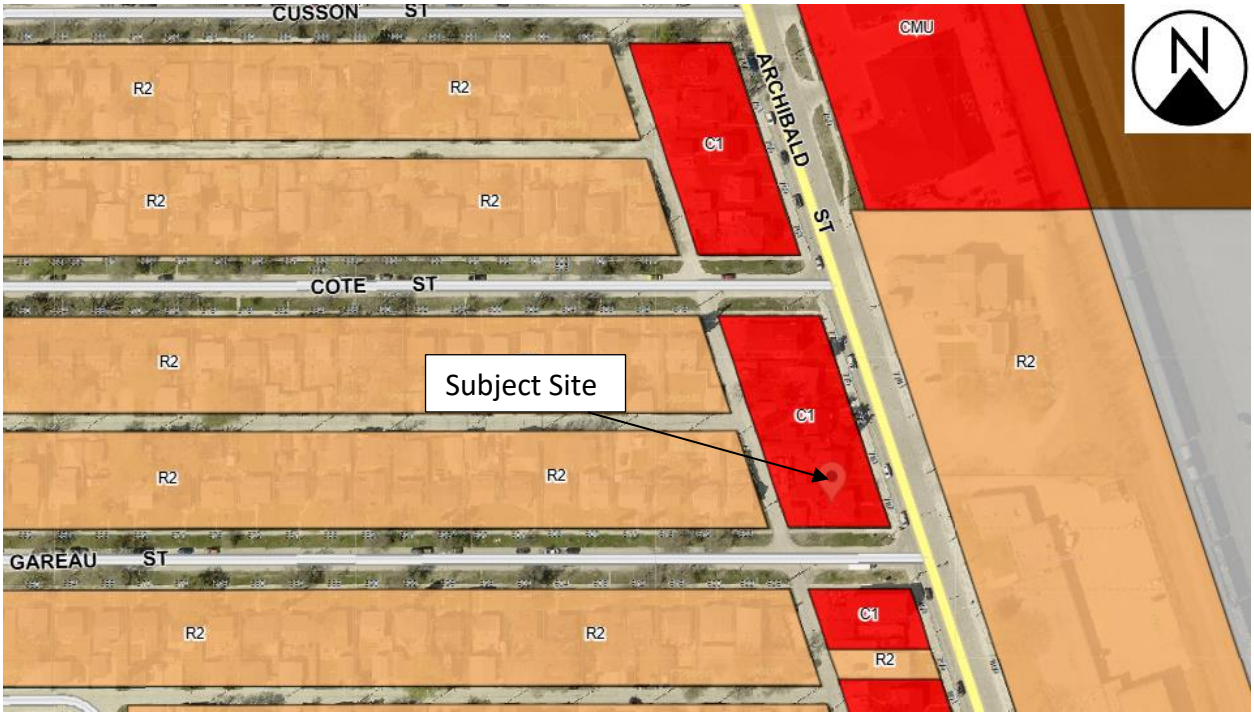


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The proposed plans are to consolidate two properties into one lot and rezone the lot to the “RMU” zoning district.
- Development on the “RMU” lot is proposed as a 4 storey building with 18 residential units and 2 ground floor commercial units.
- The building height will be approximately 45 feet 6 inches tall with a 14-foot front yard, a 21-foot rear yard, a 6-foot south side yard and a 10-foot 5-inch north side yard.
- The 18 residential units are proposed as follows:
    - 3 – 3-bedroom units
    - 6 – 1-bedroom units
    - 9 – 2-bedroom units
- Two commercial office spaces are proposed on the ground floor. Unit 1 is proposed to be approximately 920 square feet and Unit 2 is proposed to be approximately 580 square feet.
- The required parking for the site is 18 stalls. 12 stalls are proposed. This includes:
    - 10 stalls for the residential units, including 1 car share vehicle, and 2 stalls dedicated for the commercial uses.
    - 1 accessible stall and 1 visitor parking stall are also provided.
    - a secure enclosed bicycle parking area in the rear yard of the site is proposed that would accommodate between 12-18 bicycles.
- Landscaping is proposed as follows:

    - Street edge landscaping along Archibald St. requires 3 trees and 14 shrubs. The submitted plans show 5 trees and 22 shrubs.
    - Street edge landscaping is also required along Gareau St. and requires 4 trees and 17 shrubs. The submitted plans show 0 trees and 15 shrubs.
    - Building foundation landscaping and parking lot interior landscaping are not required per the Urban Infill Area 1 regulations.
    - 9 additional shrubs are provided along the north property line.
    - A total of 7 trees are required and 5 are provided.
    - A total of 31 shrubs are required and 44 are provided.
    - Species of trees include:
        - Triumph Hybrid Elm, and
        - Golden Cascade Linden
    - Species of shrubs include:
        - Schmidt Alpine Currant, and
        - Little Rebel Dogwood
- Garbage and Recycling is proposed within the northwest corner of the site with access from the public lane.
- Vehicle access is proposed from the rear lane, which is paved.

COLLABORATIVE PLANNING and CONSULTATION

- *With the Urban Planning and Design Division*

  The applicant engaged with the public service to discuss the application before making a formal submission.

- *With the Public*

  The applicant provided a summary of the public consultation that was undertaken prior to the formal submission of the application. A summary from the applicant is included below:

    - A virtual meeting was scheduled for December 20th 2024 at 4:00 PM. The applicant indicated that a mail drop was provided within the neighbourhood, which included English and French descriptions of the proposed project.
    - The applicant indicated that they did not have anyone attend the virtual meeting.
    - The applicant also indicated that direct conversations were had with the neighbour immediately to the west of the subject site and that they did not provide any negative feedback on the proposed development.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- 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.

  1.7 Mid-rise residential uses will generally be accommodated on arterial 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.

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

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.

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 Council on June 24, 2021.
- The *Infill Guidelines* do not apply to mixed use developments.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Current Zone

"C1 "Commercial Neighbourhood"

The Commercial Neighbourhood "C1" district is intended to accommodate small, compact commercial uses within or surrounded by residential areas that are attractive and compatible in scale and character with surrounding residential uses, to serve the convenience needs of the surrounding neighbourhood. This district is not intended to accommodate businesses sized or designed to serve a trade area more than one-half mile from the business. C1 districts are generally located in Neighbourhood or Community mixed use centres or along Neighbourhood or Community mixed use corridors.

Dimensional Standards for non-residential principal structures under the "C1" district are as follows:

- Minimum Front Yard Setback – 0 feet
- Maximum Front Yard Setback – 10 feet
- Restrictions to these rules are identified under notes (f) and (g) of the Dimensional Standards Table, which state:
  - f. Maximum front yard in the C1 district applies only in Urban Infill Areas as identified on Map 1 in Schedule C.
  - g. A minimum front yard of 10 feet must be provided to open parking or loading areas and to queuing spaces.
- Minimum Rear Yard Setback – 0 feet
- Minimum Interior Side Yard – 0 feet

- Minimum Corner Side Yard – 0 feet
- Maximum Height of Building – 39 feet
- Maximum Floor Area Ratio – 1.0

To add clarity to how Floor Area Ratio is calculated, see below explanation from Zoning By-law 200/2006.

Floor Area Ratio (FAR)

Floor area ratio (FAR) is measured as the gross floor area of all buildings on a lot or parcel, divided by the lot area, except that such floor area does not include any area used for parking within the principal building and does not include any area used for incidental service storage, installations of mechanical equipment, penthouses housing ventilators and heating systems, and similar uses. (See Illustration 2.)

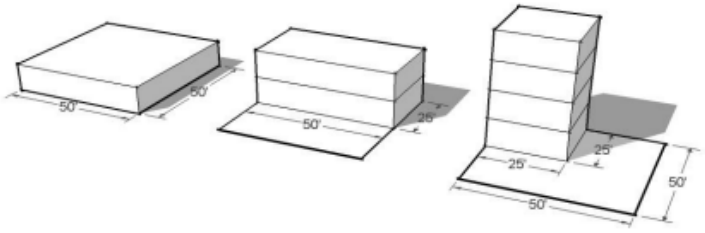


Illustration 2: Floor Area Ratio

In this illustration, a floor area ratio (FAR) of 1.0 is depicted in three ways: a single-storey building occupying the entire lot; a two-storey building occupying one-half the lot; and, a 4-storey building occupying one-quarter of the lot. In each case, the total floor area is equal to the lot size.

Dimensional Standards for multi-unit residential principal structures under the "C1" zoning district will follow the "RMF-S" dimensional standards. These dimensions are as follows:

- Minimum Lot Area – 9,000 square feet with note (d), which states, "the minimum lot area for a lot in the RMF-S zoning district where the rear lot line abuts a public lane is 5,000 square feet.
- Minimum Lot Area Per Dwelling Unit – 1,250 square feet
- Minimum Front Yard – 20 feet
- Minimum Rear Yard – 25 feet
- Minimum Interior Side Yard – 4 feet
- Minimum Corner Side Yard – 5 feet
- Maximum Building Height – 35 feet

Proposed Zone

- The applicant is proposing to rezone the property to the "RMU" Residential Mixed-Use zoning district. *The "RMU" district is intended to facilitate the development of primarily medium- to higher-density residential development, though it also may contain limited small-scale commercial, institutional, recreational, and service facilities needed to support residential development. The area, site, or building should retain a predominantly residential character. Development in the RMU district should provide convenient access for pedestrians and transit users from the public street, and should facilitate pedestrian travel between residential and non-residential uses. This district is often part of Community or Regional Mixed Use Centres, Major Redevelopment Sites, and Rapid Transit Corridors.*

- The dimensional standards for multi-family residential uses in the “RMU” zoning district are:
    - Minimum lot area of 9,000 square feet
    - Minimum lot area per dwelling unit of 500 square feet
    - Minimum front yard of 20 feet;
    - Minimum rear yard of 25 feet;
    - Minimum interior side yard of 5 feet;
    - Minimum corner side yard of 20 feet;
    - Principal building separation distance of eight (8) feet; and,
    - Maximum building height of 100 feet.

  b. In the RMF-M, RMF-L, and RMU zoning districts, 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.

COMPATIBILITY WITH THE SURROUNDING NEIGHBOURHOOD AND EXISTING LAND USES

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, school and single-family residential dwellings. The majority of the multi-unit residential and non-residential units are primarily currently located on the east side of Archibald Street.
- The development fronts onto Archibald Street, which is an arterial roadway with planned “Direct” Transit in the short-and long-term Winnipeg Transit Master Plan. Direct lines fall within the Primary Transit network and are described as:
    - providing transit service levels along secondary corridors, and supporting or connecting services to Rapid Lines and Frequent Lines. Direct Lines offer frequent service during some parts of the day, and have the potential to become Frequent Lines as the city grows.
    - Service frequency will range between 10-20 minutes and stops are located closer together, providing an approximate 3-minute or 200 metre walking distance between stops.
- Examples of multi-unit residential buildings near the subject site include:
    - 740 Archibald – a four storey building with 85 units zoned “CMU” Commercial Mixed Use on an approximate 68,000 square foot lot.
    - 912 Archibald – a four storey building with 30 units zoned “C2” on an approximate 33,000 square foot lot.
- Both sites are located on the east side of Archibald St., which is adjacent to a rail line.
- Examples of multi-unit residential development that have recently been approved, include:
    - 890 Archibald – a two storey building with 6 units zoned “R2” Residential Two Family on an approximate 9,000 square foot lot.

- 775 Archibald – a three storey building with 4 residential units and 1 ground floor commercial unit on an approximate 4,825 square foot lot.

Density

- The proposed density of 18 units on a lot size of 10,088 sq. ft. equates to a lot area per dwelling unit of 560 sq. ft. The "RMU" zoning district permits a lot area per dwelling unit of 500 sq. ft., which would allow a total of 20 residential units.
- In accordance with policy for Established Neighbourhoods under CCDS 2.0, low to mid rise residential uses will generally be accommodated on arterial and collector roads where compatible with adjacent land uses.
- It should be noted that while the proposed density is higher than previously established and approved developments along Archibald Street, that the density and form of the building is in keeping with general compatibility requirements of the established context.
- This compatibility is achieved through the consolidation of two lots located at the corner of the block, limiting the height to 4 storeys, and setbacks that are generally reflective of the surrounding context.

Building Heights

- The "RMU" zoning district permits buildings up to 100 feet tall. The proposed building height is 45 feet, 6 inches.
- The proposed development introduces a building height that has typically only been established along the east side of Archibald Street, such as the developments at 740 and 912 Archibald. However, a recent application for a 3 storey development at 775 Archibald was for 34 feet 5 inches, with a rear yard setback ranging between 29 feet up to 44 feet based on the angular rear lot line.
- Under the zoning rules for "C1," which the property is currently zoned, building heights would be allowed up to 39 feet for commercial uses and up to 35 feet for a residential and commercial mixed-use building.
- The adjacent property to the north is also zoned "C1" and has development rights to the same building heights previously indicated.
- The Urban Planning Division recommends a Zoning Agreement condition that limits the building height to 50 feet in order to provide some level of assurance that the development height is capped. Otherwise, once rezoned to "RMU", the property would have entitlements to a 100-foot-tall building.

Landscaping

- Street edge landscaping requirements are as follows:

  190. (2) All required or voluntary yards must contain a minimum of one deciduous or coniferous tree for each 30 feet of linear street frontage, plus 3 shrubs for each 20 feet of linear street frontage.

- The requirements apply to both sides of the development facing a street, so this includes both Archibald St. and Gareau St.

- Landscaping is sufficiently provided for the Archibald facing side of the site, as the frontage length is 96.6 feet, which means that 3 trees and 14 shrubs are required and 5 trees and 22 shrubs are proposed according to the site plans.
- The Gareau Street frontage is 110.03 feet in length and requires 4 trees and 17 shrubs. The proposal is for 0 trees and 15 shrubs. The provision of shrubs instead of trees within this space is appropriate given the proposed narrow side yard setback of 6 feet, as the viability of trees within this space is constrained due to setbacks from the sidewalk and building wall. The increased number of shrubs along the Archibald Street front also helps give consideration for the reduction along the street edge of Gareau, which is a local street. Combined, both street edges provide a total of 37 shrubs and 5 trees, where the total required is 7 trees and 31 shrubs.
- In addition to the required street edge landscaping, 9 additional shrubs are proposed along the north property line.
- In total 5 trees and 46 shrubs are provided on site, while 7 trees and 31 shrubs are required.
- Requirements for building foundation landscaping are exempt for buildings within the Urban Infill Area.
- Requirements for parking lot interior landscaping are exempt because there are less than 20 parking stalls required with the proposed development.
- The Urban Planning Division is supportive of the proposed landscaping on site as it generally adheres to the overall required amounts of landscaping per the Zoning By-law, with a higher number of shrubs than required and a slightly lower number of trees than required.

Parking

- The total required parking on site for both commercial and residential uses is 18 stalls. 12 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. However, multi-family uses located within the Urban Infill Area only require 1 stall per unit. As such, for 18 residential units a total of 18 stalls are required. For commercial uses, parking requirements vary by the type of use proposed.
- Two commercial office spaces are proposed, with unit 1 to be approximately 920 square feet and Unit 2 to be approximately 580 square feet. The Zoning By-law indicates that 1 stall for each 750 square feet of floor area is required, but not less than 2 spaces per tenant. As such, each commercial space is required to provide 2 stalls for a total of 4 parking stalls.
- In addition to the Urban Infill Area parking reductions, the building also qualifies for the combination of uses rule, because the building contains both residential and commercial uses. This allows a reduction to 80% of the parking requirements noted above.
- In total, the commercial and residential parking requirements are 18 stalls (14 for residential and 4 for commercial). The applicant is proposing a total of 12 parking stalls. One of which is to be designated for a car share vehicle.
- Car share vehicles can be considered the equivalent to up to 12 regular vehicle parking stalls.

- 10 % of the provided residential parking is also required for visitor stalls. As such, 1 stall is required for visitor parking.
- Reductions to vehicle parking spaces do 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.
- 1 accessible stall is required and 1 is being provided, though two stalls are identified as having a width of 12 feet 3 inches and labelled on plans as "barrier free."
- Bike parking is required on the following basis: 1 bicycle parking stall for every 10 required vehicle stalls. As such, a total of 1 bicycle parking stall is required.
- The applicant is proposing a secure enclosed bicycle parking area in the rear yard of the site that would accommodate between 12-18 bicycles.
- The car share vehicle is proposed through Peg City car co-op and would be available to those who reside in the neighbourhood, including those who are tenants in the proposed building. This amenity helps offset the reduced parking proposal and further enables people to have a wide array of available transportation options.
- If considering the car share vehicle offsets up to 12 regular vehicle parking stalls, the total provided residential parking on site is 19 stalls, where 18 stalls are required.
- With consideration for the substantial secure bicycle parking, the mixed-use nature of the building and available transit on Archibald, the proposed parking is supportable from the Urban Planning Division's perspective.

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 diverse housing options in an area predominantly established with single family residential dwellings.

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.

Building Design

- The proposed development provides variation in articulation, setbacks and materials along the front façade.
- Access to two commercial units and a main floor residential lobby are provided at grade, which helps activate the pedestrian orientation of the building.
- A reduced front yard setback pushes the building closer to the street, while still providing a comfortable buffer from Archibald Street that accommodates landscaping and places to potentially gather outdoors.

TRANSIT

- Transit currently operates along Archibald Street with service from Route 19, which runs approximately 78 buses heading southbound and northbound respectively during weekdays.
- The stops are located between 50-75 metres from the subject site (see Figure 3 below)
- Based on the current schedule, service runs between 5:45 AM and concludes at 1:49 AM.
- At peak hours (between approximately 6:20 – 9:30 AM and 2:15-5:30PM), service is as frequent as every 9-10 minutes.



Figure 3: Transit stops in close proximity to the subject site

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. One block south of the subject site a multi-use path is established along west side of Archibald street with connections leading south to a more extensive A.T pathway that runs east/west along Fermor Ave. An on-street route is established that meanders through the neighbourhood along Guilbault to Evans Street, and eventually crossing the Seine River at Tremblay Street.
- A secure enclosed bicycle parking facility is proposed on site that is designed to accommodate up to 18 bicycles.
- This secure bicycle lockup facility and availability of cycling infrastructure serve to enhance utilization of alternate modes of transportation to the private automobile.



Figure 4 - Established Active Transportation Pathways around the subject property

SERVICING AGREEMENT

A servicing agreement is not recommended as part of this application. Details for consideration of servicing and design are found in Schedule B, attached to this report.

RECOMMENDED ZONING AGREEMENT

Plan Approval

- The Urban Planning Division is recommending that plans be submitted to the Director of Planning, Property and Development for review prior to the issuance of a development permit on the lot.

Maximum Building Height

- A maximum building height of 50 feet is also being recommended.

Restricting Private Approaches from Archibald

- This condition is to ensure the proposed development and possible future development will utilize the existing lane for vehicle access.

LAND DEDICATION

- When a developer rezones and/or subdivides a parcel of land, they are required to put in an application with the City of Winnipeg.

- As a condition of rezoning or subdivision, a developer is required to contribute a portion of the land to be developed to the City for parks purposes.
- The amount of land is to be no less than 10%.
- The developer is required to either provide land or 'cash in lieu' as determined by the Planning, Property and Development Department.
- The City is requesting cash in lieu as part of this application.

RECOMMENDATION

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

- 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 to the south, water and wastewater service capacity and city or community services such as schools.
- The proposed development meets the design policies previously mentioned in this report. Namely the building is positioned near the front and corner side property lines to create a pedestrian orientation, has a height and scale that is compatible with 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.
- The proposed development is four-storeys, which is considered to be low-rise development under *Complete Communities 2.0*, which is encouraged to be located along arterial roadways where it can also be conveniently served by transit and commercial amenities. Frequent transit is currently operating and planned to continue operating in the future along Archibald St. And there are commercial amenities available nearby, as well as planned within the subject project and other recently approved projects along Archibald.
- The current zoning of "C1" on the subject site would permit a building height up to 35 feet for a mixed-use development. The proposed development adds one extra floor to allow a 45-foot-tall building. The Urban Planning Division encourages the redevelopment of arterial roadways such as Archibald in order to promote more walkable and convenient access to amenities and services such as transit, while utilizing existing available sewer, water and land drainage infrastructure capacity.
- In addition to the proposed car share vehicle, the availability of frequent transit along Archibald, the inclusion of secure bicycle parking for up to 18 bicycles, and the presence of existing active transportation pathways, the subject property and proposed development supports multi-modal transportation options.

This Report Submitted by: Devin Clark, RPP, MCIP
Planning, Property and Development Department
Urban Planning Division
Report Prepared by: PPD File # DASZ 1/2025

Schedule "C" for File No. DASZ 1/25, Riel Community Committee, dated April 17, 2025

By-Law No. _____

File No. **DASZ 1/2025**

Atlas Sheet No. **AB28**

N

RIEL COMMUNITY

Explanation

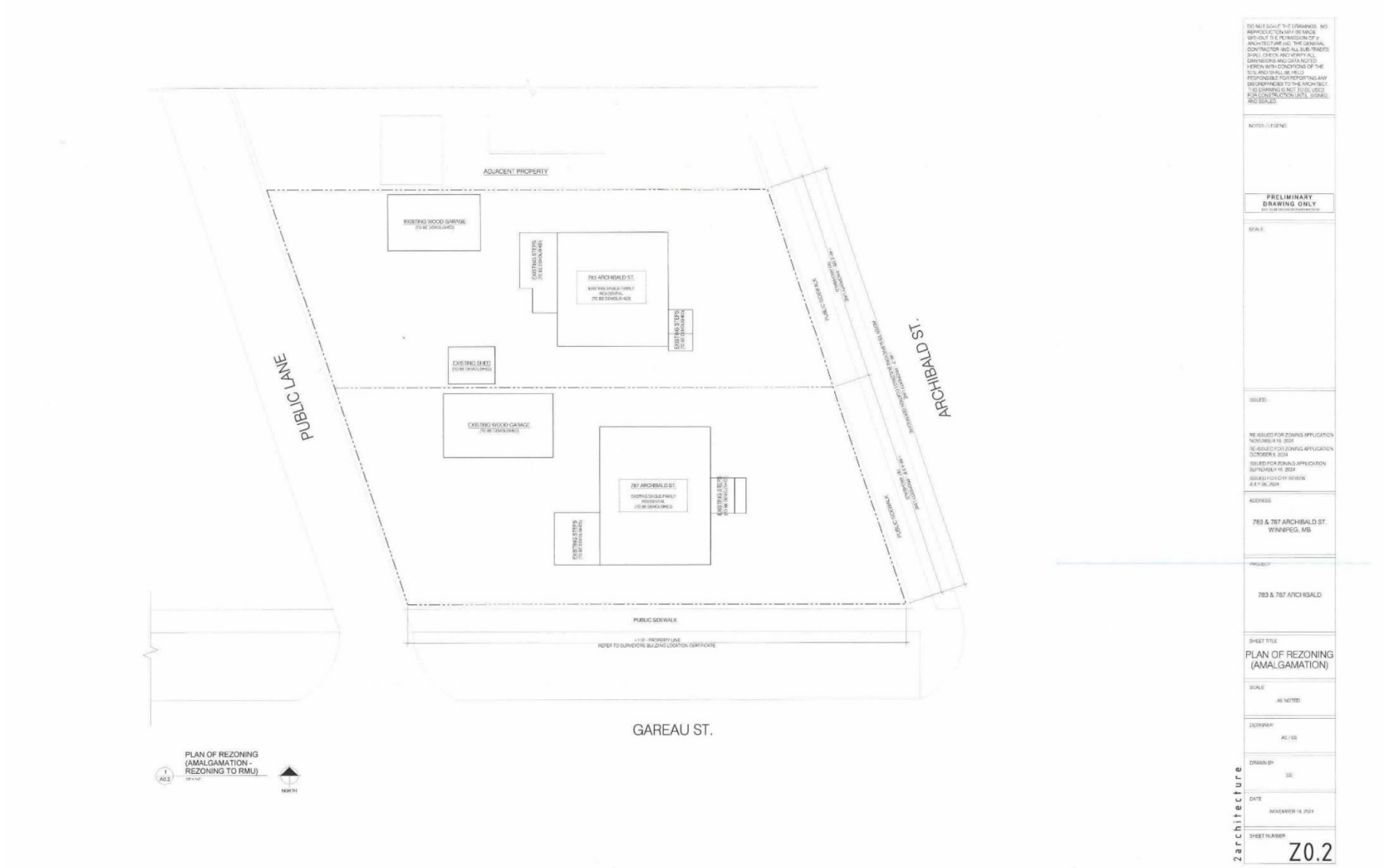
An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 200/2006 by rezoning the land located at 783 & 787 Archibald Street from a "C1 MATURE COMMUNITES PDO-1" COMMERCIAL NEIGHBOURHOOD DISTRICT to an "RMU MATURE COMMUNITES PDO-1" RESIDENTIAL MIXED USE DISTRICT to allow for the construction of a mixed use building.

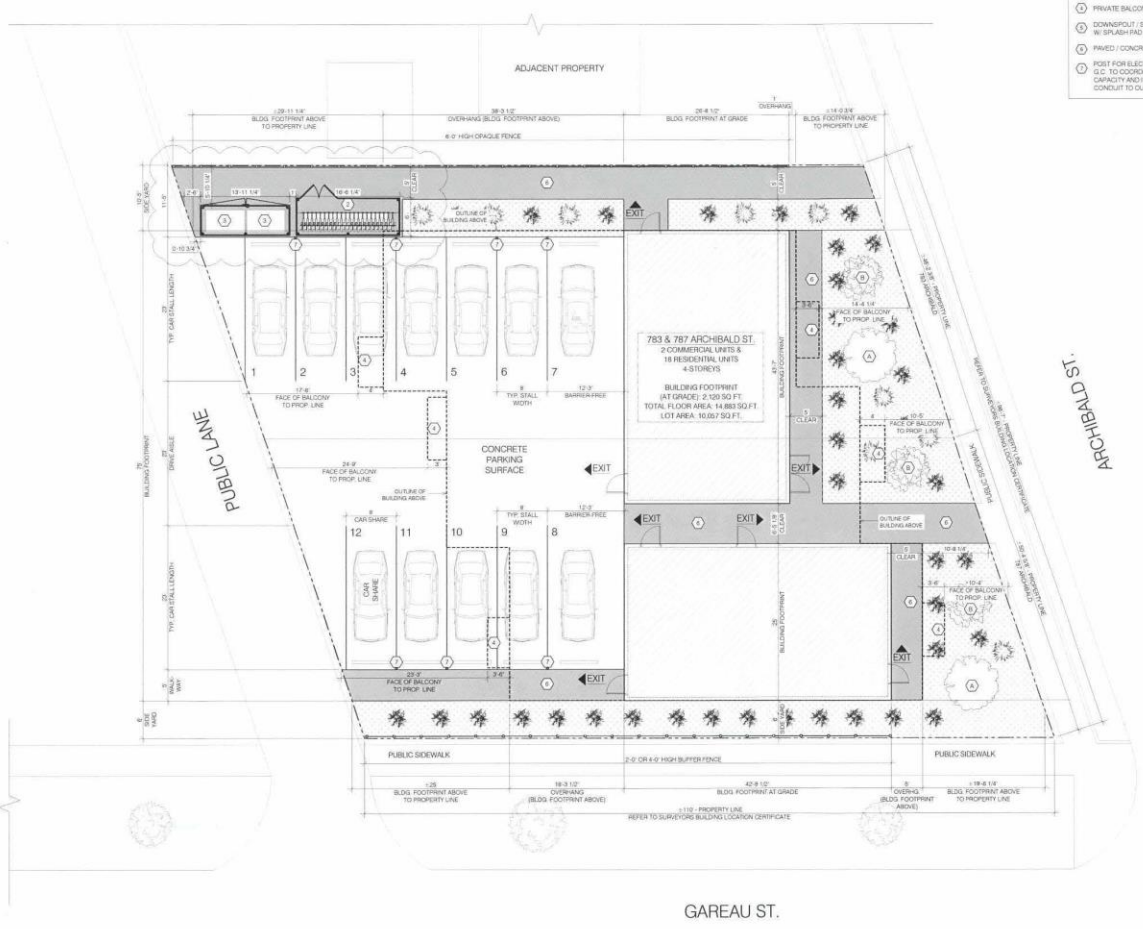


THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Exhibit “7” referred to in File DASZ 1/2025





1 PROPOSED SITE PLAN
AS 1 — NORTH

SITE PLAN KEYNOTES

1. OUTLINE OF BUILDING ABOVE
2. SECURED ENCLOSED BICYCLE PARKING (~18 (TBD))
3. WASTE / RECYCLING AREA
4. PRIVATE BALCONY ABOVE
5. DOWNSPOUT / SCUPPER LOCATIONS W/ SPLASH PAD (DIAGRAMMATIC ONLY)
6. PAVED / CONCRETE WALKWAY
7. POST FOR ELECTRICAL
   G.C. TO COORDINATE ELECTRICAL SERVICE PANEL CAPACITY AND INSTALLATION OF ELECTRICAL CONDUIT TO OUTDOOR PARKING SPACES.

ZONING SUMMARY

ZONED:	C1 (REZONING TO RMU REQUIRED)
TYPE:	MIXED-USE (2 COMMERCIAL UNITS AND 18 RESIDENTIAL UNITS)
LEVELS:	4 STOREY
LOT AREA:	±934 SQ.M. (±10,057 SQ.FT.)
BUILDING FOOTPRINT AREA:	± 197 SQ.M. (±2,120 SQ.FT.)
BUILDING TOTAL FLOOR AREA:	±1,383 SQ.M. (±14,883 SQ.FT.)
PARKING AREA:	±386 SQ.M. (±4152 SQ.FT.)
BUILDING HEIGHT:	±45'-6 3/4"
FRONT YARD (EAST):	16'-6" / 21'-10" FT PROVIDED
REAR YARD (WEST):	18'-0" / 27'-6" FT PROVIDED
SIDE YARD (NORTH):	10'-5" FT PROVIDED
SIDE YARD (SOUTH):	6'-0" FT PROVIDED

TOTAL PARKING STALLS PROVIDED: 12
NON BARRIER FREE PARKING STALLS: 10
CAR SHARE STALLS: 1
BARRIER FREE STALLS: 2
LOADING AREA: N/A
BICYCLE PARKING PROVIDED: ±12-18 (TBD) SECURE AND ENCLOSED

STREET EDGE AND BUILDING FOUNDATION LANDSCAPING
7 DECIDUOUS TREES PROVIDED (TBD)
49 SHRUBS PROVIDED (TBD)

SIDE AND REAR SITE EDGE BUFFERING
6' HIGH OPAQUE FENCE PROVIDED ON NORTH SIDE OF PROPERTY & 4' HIGH OPAQUE FENCE PROVIDED AS BUFFER ON SOUTH SIDE OF PROPERTY.

LOT COVERAGE (MAX. 42%)
- BUILDING FOOTPRINT / LOT AREA
- 2,120 SQ.FT. / 10,057 SQ.FT. = 21%

SOFT LANDSCAPE COVERAGE (MIN. 25%)
- SOFT LANDSCAPING AREA / LOT AREA
- 2,643 SQ.FT. / 10,057 SQ.FT. = 26%

LEGAL DESCRIPTION:
LOT 56 & 57, PLAN 29288
WLTO IN LOT 315 ROMAN CATHOLIC MISSION PROPERTY

NOTES CONCERNING BUILDING LOCATION:
1. THIS SITE PLAN IS BASED ON INFORMATION FROM THE SURVEYORS STAKING CERTIFICATE. 2 ARCHITECTURE IS TO BE ADVISED BEFORE START OF CONSTRUCTION OF ANY UN-SHOWN FEATURES ON THIS OR THE ADJACENT SITES THAT MIGHT IMPACT ON THE PROJECT EITHER DURING CONSTRUCTION OR DURING FUTURE USE.
2. THE NORTH ORIENTATION REFERS TO NOMINAL NORTH RATHER THAN TRUE OR MAGNETIC NORTH.
3. ANY DIMENSIONS THAT SHOW THE LOCATION OF EXISTING FEATURES ARE APPROXIMATE ONLY, AND ARE TO BE CONFIRMED BEFORE CONSTRUCTION START AS REQUIRED BY A CERTIFIED MANITOBA LAND SURVEYOR.
4. THE CORNERS OF THE FOUNDATION FOOTPRINT ARE TO BE LOCATED ON SITE BEFORE CONSTRUCTION START BY A CERTIFIED MANITOBA LAND SURVEYOR.

SITE DEVELOPMENT - GENERAL SITE & LANDSCAPING

ITEM	SYMBOL	REMARKS
LARGE SIZED DECIDUOUS TREE (LOCATED MIN. 6'-0" OFF A PATH) TRIUMPH (HYBRID) ELM SPECIES: U. x MORTON GLOSSY SIZE AT PLANTING: ± 8 - 10' TALL MATURE HEIGHT: ±60' LOWEST ACCEPTABLE BRANCH AT MATURITY: ±8' ACCEPTED CALIPER: ≥ 2 1/2" REFER TO TREE NOTES		A
MEDIUM SIZED DECIDUOUS TREE (LOCATED MIN. 6'-0" OF A PATH) GOLDEN CASCADE LINDEN SPECIES: TILIA CORDATA SIZE AT PLANTING: ±8 - 10' TALL MATURE HEIGHT: ±40' LOWEST ACCEPTABLE BRANCH AT MATURITY: ±8' ACCEPTED CALIPER: ≥ 2 1/2" REFER TO TREE NOTES		B
SHRUB #2 - SCHMIDT ALPINE CURRANT SPECIES: RIBES ALPINUM SCHMIDT SIZE AT PLANTING: ± 1'-0" X ±2'-0" 2 GALLONS AT TIME OF PLANTING MATURE HEIGHT SIZE: ±3'-0" MATURE SPREAD: ±3'-0"		C
SHRUB #3 - LITTLE REBEL COGWOOD SPECIES: CORNUS ALBA 'JEFFREB' SIZE AT PLANTING: ± 1'-0" X ± 2'-0" 2 GALLONS AT TIME OF PLANTING MATURE HEIGHT SIZE: ±4' MATURE SPREAD: ±4'		D

TREE NOTES:
- TREES MUST BE PLANTED NOT LESS THAN 6.56 FT (2.0 M) FROM A PUBLIC SIDEWALK, A MINIMUM OF 3.28 FT (1.0 M) FROM A PROPERTY LINE, AND SHOULD BE LOCATED AT SUFFICIENT DISTANCE FROM THE DWELLING TO ALLOW FOR FULL CANOPY AND ROOT SYSTEM DEVELOPMENT.
- NOTE ALL SHRUBS TO BE OF SPECIES THAT CAN REMAIN HEALTHY WHEN TRIMMED SO AS TO MAINTAIN A HEIGHT OF NOT MORE THAN 30 INCHES AT MATURITY.
- NOTE PLANTING SHOWN ON SITE PLAN IS DIAGRAMMATIC. FINAL PLANTING TO BE CONFIRMED WITH OWNER.

LANDSCAPE PAVING AREA: CONCRETE OR PAVING STONES	
ASPHALT OR CONCRETE PARKING SURFACE	
GRASS	

NOTES REGARDING PARKING:
1. BARRIER FREE PARKING STALLS SHALL BE CLEARLY IDENTIFIED BY PAINTING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY IN WHITE ON BLUE BACKGROUND.

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NOTES / LEGEND:

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SEALS:

ISSUED:
RE-ISSUED FOR ZONING APPLICATION NOVEMBER 19, 2024
ISSUED FOR ZONING APPLICATION SEPTEMBER 16, 2024
ISSUED FOR CITY REVIEW JULY 26, 2024

ADDRESS:
783 & 787 ARCHIBALD ST.
WINNIPEG, MB

PROJECT:
783 & 787 ARCHIBALD

SHEET TITLE:
SITE PLAN

SCALE:
AS NOTED

DESIGNER:
AS / SS

DRAWN BY:
SS

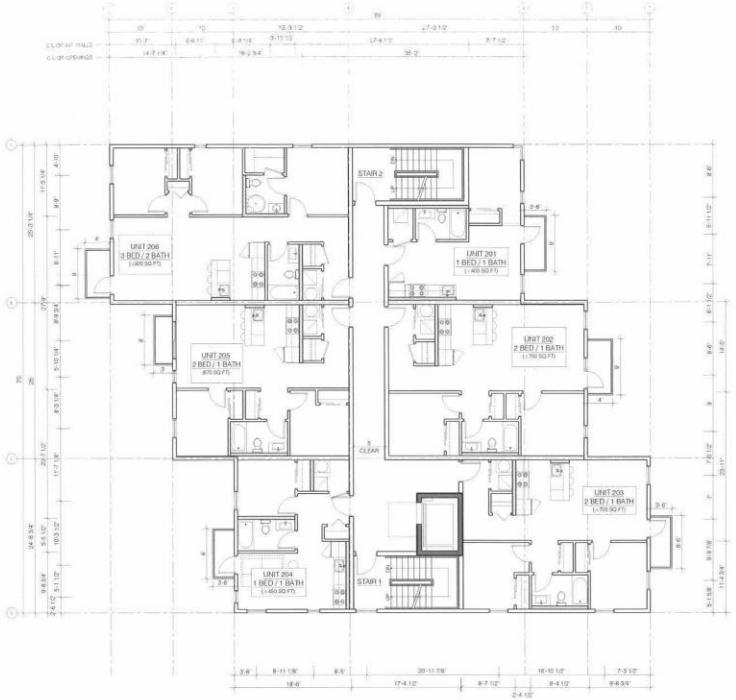
DATE:
NOVEMBER 19, 2024

SHEET NUMBER:
Z0.1

2architecture



1 A1.0 MAIN FLOOR PLAN



2 A1.0 SECOND FLOOR PLAN

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NOTES / LEGEND

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SEALS

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RE-ISSUED FOR ZONING APPLICATION NOVEMBER 6, 2024
RE-ISSUED FOR ZONING APPLICATION OCTOBER 8, 2024
ISSUED FOR ZONING APPLICATION SEPTEMBER 16, 2024
ISSUED FOR CITY REVIEW JULY 26, 2024

ADDRESS
783 & 787 ARCHIBALD ST. WINNIPEG, MB

PROJECT
783 & 787 ARCHIBALD

SHEET TITLE
MAIN & SECOND FLOOR PLANS

SCALE
AS NOTED

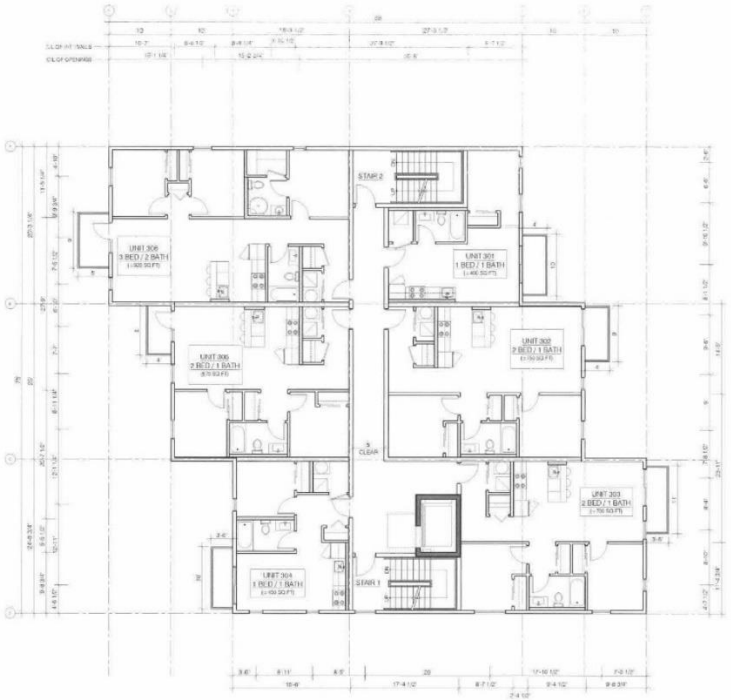
DESIGNER
AS / SS

DRAWN BY
SS

DATE
NOVEMBER 6, 2024

SHEET NUMBER
Z1.0

2architecture



1 A1.1 THIRD FLOOR PLAN



2 A1.1 FOURTH FLOOR PLAN

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PROJECT

783 & 787 ARCHIBALD

SHEET TITLE

THIRD & FOURTH FLOOR PLANS

SCALE

AS NOTED

DESIGNER

AS / SS

DRAWN BY

SS

DATE

NOVEMBER 6, 2024

SHEET NUMBER

Z1.1

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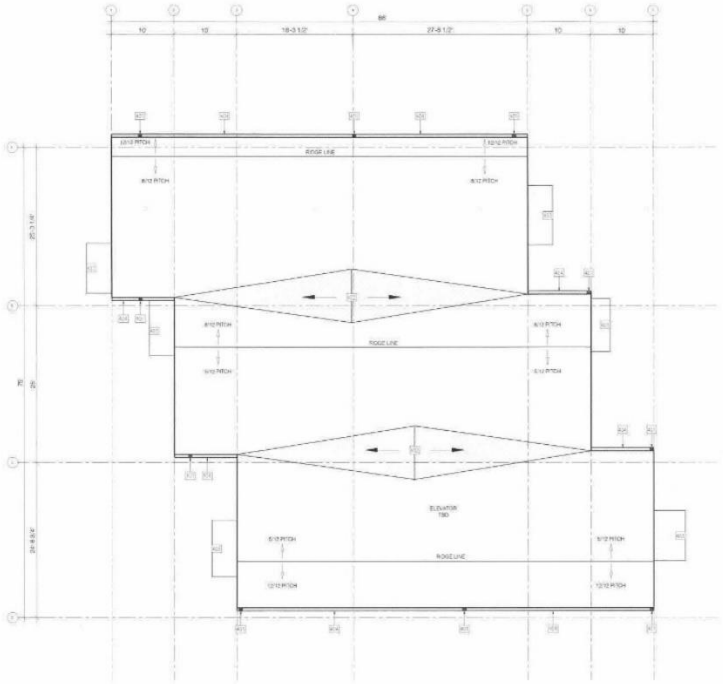

1 / A1.2 ROOF PLAN

ROOF PLAN LEGEND / KEYNOTES

CRICKET	(M1) MECHANICAL EQUIPMENT (LOCATION DIAGRAMMATIC).
GUTTER	(R1) DOWNSPOUT / SCUPPER (LOCATION AND SIZE DIAGRAMMATIC ONLY). PRECAST SPLASH PAD TO BE PROVIDED AT DOWNSPOUT LOCATIONS.
LOCATION OF DOWNSPOUT, SCUPPERS AND SPLASH PADS ARE DIAGRAMMATIC ONLY. ROOF VENTILATION AND DRAINAGE - GUTTER AND DOWNSPOUTS TO BE COORDINATED ON SITE.	(R2) CRICKET. G.C TO COORDINATE ON SITE.
	(R3) BALCONY BELOW.
	(R4) GUTTER.

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ADDRESS

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PROJECT

783 & 787 ARCHIBALD

SHEET TITLE

ROOF PLAN

SCALE

AS NOTED

DESIGNER

AS / SG

DRAWN BY

SG

DATE

SEPTEMBER 16, 2024

SHEET NUMBER

Z1.2

2architecture



1 A2.0 EAST ELEVATION (ARCHIBALD ST.)



2 A2.0 NORTH ELEVATION



3 A2.0 WEST ELEVATION



4 A2.0 SOUTH ELEVATION (GAREAU ST.)

ELEVATION KEYNOTES

200 HORIZONTAL PLANK CLADDING (SPEC. TBD) COLOUR: BLACK	205 STOREFRONT GLAZING SYSTEM
201 BRICK / STONE CLADDING (SPEC. TBD) COLOUR: OFF-WHITE/BEIGE	206 COLUMN (DIAGRAMMATIC)
202 VERTICAL PLANK CLADDING (SPEC. TBD) COLOUR: BLACK	207 DOWNSPOUT / SCUPPER LOCATIONS W/ SPLASH PAD (DIAGRAMMATIC ONLY)
203 ASPHALT SHINGLES - DARK GRAY / BLACK. OWNER TO CONFIRM	208 PRIVACY SCREEN
204 PRIVATE BALCONY. PRE-ENGINEERED GUARD RAIL TO BE POWDER COATED BLACK / FACTORY PAINTED PRODUCT ALUMINUM POST WITH PICKETS TO BE 42" HIGH	

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PROJECT
783 & 787 ARCHIBALD

SHEET TITLE
BUILDING ELEVATIONS

SCALE
AS NOTED

DESIGNER
AS / SS

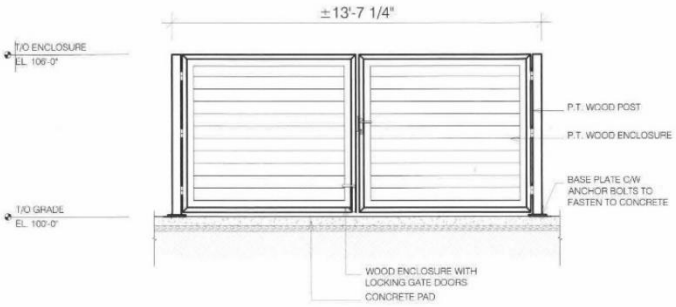
DRAWN BY
SS

DATE
SEPTEMBER 16, 2024

SHEET NUMBER
Z2.0

2architecture

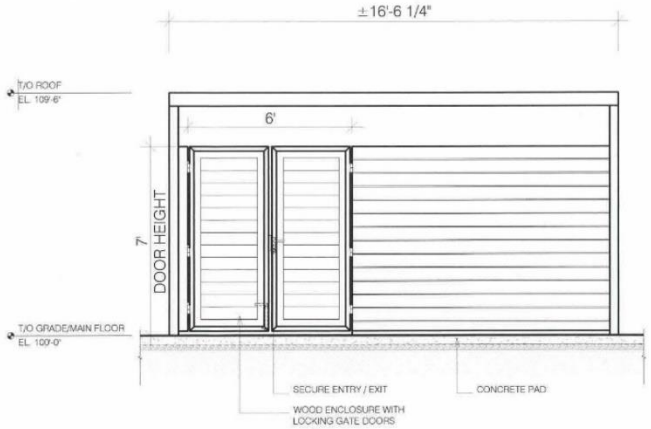




1 SKETCH

FRONT ELEVATION
GARBAGE ENCLOSURE

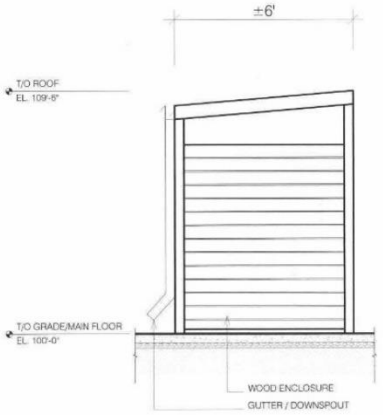
1/4" = 1'-0"



2 SKETCH

FRONT ELEVATION
BICYCLE ENCLOSURE

1/4" = 1'-0"



3 SKETCH

SIDE ELEVATION
BICYCLE ENCLOSURE

1/4" = 1'-0"