Agenda – Executive Policy Committee – September 16, 2025

Report – Standing Policy Committee on Property and Development – September 12, 2025

Moved by Councillor

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

Item No. 23 Rezoning – Southwest Corner of Rue Aubert and Rue St. Joseph (St. Boniface Ward)
File DAZ 208/2025 [c/r DAV 137342/2025D]

STANDING COMMITTEE RECOMMENDATION:

On September 12, 2025, the Standing Policy Committee on Property and Development concurred in the recommendation of the Riel Community Committee and submitted the following to Council:

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "RMF-L" Residential Multi Family Large zoning district, in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated August 15, 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. That, excluding projections permitted under the Zoning By-law, the maximum height of any building on the land shall not exceed seven storeys and 72 feet.

        ii. That private vehicular approaches shall not be permitted on Rue St. Joseph.

        iii. That one of the parking stalls be reserved for a car share vehicle, and that an agreement with a car share company to provide a car share vehicle be submitted to the Director of Planning, Property and Development prior to the issuance of building permits

        OR

        where an agreement with a car share company is not possible, the owner shall provide a car share vehicle with information submitted to the satisfaction of the Director of Planning, Property and Development prior to the issuance of building permits.

Report – Standing Policy Committee on Property and Development – September 12, 2025

STANDING COMMITTEE RECOMMENDATION (continued):

iv. That twenty-five of the multiple family residential dwelling units shall be constructed as 3-bedroom units.

B. That the Developer enter into a Servicing Agreement, if required, with the City pursuant to subsection 259(1) of The City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated August 5, 2025 and attached as Schedule "B" to this report, with the following amendment:

i. In Section IV – Servicing Conditions, add the following new Condition:

"4. Traffic Calming Devices

The Developer shall endeavour to install 3 traffic calming devices, at no expense to the City, on Rue St. Joseph and/or Rue Aubert. The actual type and location of traffic calming devices shall be as determined by and to the satisfaction of the Director of Public Works."

C. That the City enter into, execute and deliver with the developer:

i. a Zoning Agreement in accordance with Recommendation 1.A.

ii. a Servicing Agreement (if required) in accordance with Recommendation 1.B.,

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").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").

D. That authority be delegated to the Director of Planning, Property and Development to negotiate and approve the terms and conditions of the Zoning Agreement, the Servicing 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.

Report – Standing Policy Committee on Property and Development – September 12, 2025

STANDING COMMITTEE RECOMMENDATION (continued):

2. 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. DAZ 208/2025 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.

3. 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.

4. That upon instruction from the Director of Planning, Property and Development that the Developer has paid all fees, charges or other amounts due in respect of DAZ 208/2025 (collectively, 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.

5. That Development Application No. DAZ 208/2025 will be deemed to be concluded and all approvals in connection with same will expire if the developer has not 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.

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

7. That the By-law will be repealed without coming into force 1 year following the date it is enacted if the Zoning Agreement is not registered in accordance with recommendation 6, unless the developer applies for an extension of time before the expiration of that 1-year period and Council approves the extension.

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

9. That the variance order for DAV 25-137342D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DAZ 208/2025;

Agenda – Executive Policy Committee – September 16, 2025

Report – Standing Policy Committee on Property and Development – September 12, 2025

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On September 12, 2025, the Standing Policy Committee on Property and Development concurred in the recommendation of the Riel Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 4, 2025, the Riel Community Committee concurred in the recommendation of the Winnipeg Public Service, with the following amendments:

- Add the following new Recommendation 1. A. iii:

  "iii. That one of the parking stalls be reserved for a car share vehicle, and that an agreement with a car share company to provide a car share vehicle be submitted to the Director of Planning, Property and Development prior to the issuance of building permits

  OR

  where an agreement with a car share company is not possible, the owner shall provide a car share vehicle with information submitted to the satisfaction of the Director of Planning, Property and Development prior to the issuance of building permits."

- Add the following new Recommendation 1. A. iv:

  "iv. That twenty-five of the multiple family residential dwelling units shall be constructed as 3-bedroom units."

- In Recommendation 1. B., delete the period after "Schedule "B" to this report" and replace with the following:

  ", with the following amendment:

  i. In Section IV – Servicing Conditions, add the following new Condition:

  "4. <u>Traffic Calming Devices</u>

Report – Standing Policy Committee on Property and Development – September 12, 2025

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

> The Developer shall endeavour to install 3 traffic calming devices, at no expense to the City, on Rue St. Joseph and/or Rue Aubert. The actual type and location of traffic calming devices shall be as determined by and to the satisfaction of the Director of Public Works."

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

PUBLIC HEARING SUMMARY

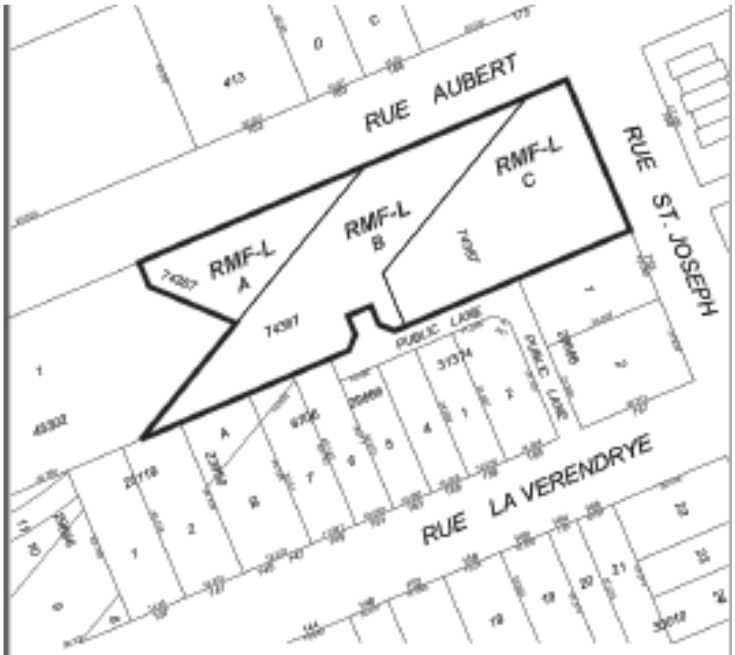
File: DAZ 208/2025

Before: Riel Community Committee
Councillor Allard, Chairperson
Councillor Chambers

Public Hearing: September 4, 2025
Council Building, 510 Main Street

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

Subject:



APPLICANT: Landmark Planning & Design Inc. (Brennan Johnson)
FILE: DAZ 208/2025
PROPOSAL: To rezone the land shown outlined above from an "R2" RESIDENTIAL TWO-FAMILY DISTRICT to an "RMF-L" RESIDENTIAL MULTI-FAMILY (LARGE) DISTRICT to facilitate the construction of a multi-family dwelling. **For information, phone D. Clark, Planner at 204-986-5684**
DEMANDEUR: Landmark Planning & Design Inc. (Brennan Johnson)
N° DE DOSSIER: DAZ 208/2025
PROJET: Demande de rezonage du terrain délinéé ci-dessus visant à le faire passer de la catégorie R2 (secteur résidentiel bifamilial) à la catégorie RMF-L (secteur de grandes habitations multifamiliales) afin de faciliter la construction d'une habitation multifamiliale. **Pour plus de renseignements, appelez D. Clark, burbaniste, au 204-986-5684.**

Premises Affected:	Southwest Corner of Rue Aubert and Rue St. Joseph (Parcels A, B & C Plan 74387)
For submission to:	The Standing Policy Committee on Property and Development
Prepared by:	Zachary Mohan, Committee Clerk Riel Community Committee
Report date:	September 8, 2025

Community Committee Recommendation:

The Riel Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and recommended to the Standing Policy Committee on Property and Development:

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "RMF-L" Residential Multi Family Large zoning district, in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated August 15, 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. That, excluding projections permitted under the Zoning By-law, the maximum height of any building on the land shall not exceed seven storeys and 72 feet.

        ii. That private vehicular approaches shall not be permitted on Rue St. Joseph.

        iii. That one of the parking stalls be reserved for a car share vehicle, and that an agreement with a car share company to provide a car share vehicle be submitted to the Director of Planning, Property and Development prior to the issuance of building permits

        OR

        where an agreement with a car share company is not possible, the owner shall provide a car share vehicle with information submitted to the satisfaction of the Director of Planning, Property and Development prior to the issuance of building permits.

iv. That twenty-five of the multiple family residential dwelling units shall be constructed as 3-bedroom units.

B. That the Developer enter into a Servicing Agreement, if required, with the City pursuant to subsection 259(1) of The City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated August 5, 2025 and attached as Schedule "B" to this report~~.~~***, with the following amendment:***

i. In Section IV – Servicing Conditions, add the following new Condition:

4. <u>Traffic Calming Devices</u>

The Developer shall endeavour to install 3 traffic calming devices, at no expense to the City, on Rue St. Joseph and/or Rue Aubert. The actual type and location of traffic calming devices shall be as determined by and to the satisfaction of the Director of Public Works.

C. That the City enter into, execute and deliver with the developer:

i. a Zoning Agreement in accordance with Recommendation 1.A.

ii. a Servicing Agreement (if required) in accordance with Recommendation 1.B.,

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").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").

D. That authority be delegated to the Director of Planning, Property and Development to negotiate and approve the terms and conditions of the Zoning Agreement, the Servicing 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.

2. 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. DAZ 208/2025 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.

3. 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.

4. That upon instruction from the Director of Planning, Property and Development that the Developer has paid all fees, charges or other amounts due in respect of DAZ 208/2025 (collectively, 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.

5. That Development Application No. DAZ 208/2025 will be deemed to be concluded and all approvals in connection with same will expire if the developer has not 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.

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

7. That the By-law will be repealed without coming into force 1 year following the date it is enacted if the Zoning Agreement is not registered in accordance with recommendation 6, unless the developer applies for an extension of time before the expiration of that 1-year period and Council approves the extension.

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

9. That the variance order for DAV 25-137342D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DAZ 208/2025;

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

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

1. Thank you to the residents who came out today. Thank you for the proponent for their interest in St. Boniface. I think you can say that this is in line with the North St. Boniface Secondary Plan.

2. We've had that conversation on densities and the height of the building is in line with the building that's already existing, it's very very close on a smaller street.

3. I would have liked to put the approach on St. Joseph because I think that a more traffic street. Hearing that that might probably involve the death of the cottonwood. I considered the safety issues from a different perspective which was met by the Public Service with the clause on the safety measures being approved before the development goes up.

4. On the other condition with the residents on traffic and parking, I heard from the planner that normally a proponent can ask for twelve spots in reduction in parking because of the benefits of a car share to the neighbourhood. In this case not only do they do plus ten but we're also getting a car share out of it probably for the community. But if not for the community to reduce the parking issues, the private car share within this unit will mean less parking on the street. It will mean a vehicle being used more efficiently. It will mean less traffic and parking in the neighbourhood. It's not as good as a Peg City car, but it's better than not having it and the proponent is already ten over what they're expected through the City documents.

5. I wish I could have accommodated more requests from the residents, but I think that I've done what is reasoned and what will be hopefully a path to success for this development.

6. Just circle back to the North St. Boniface Secondary Plan, these densities are the same as the ones on the other building that was mentioned as one that residents liked.

Objections under the Charter:

Total number of valid objections as per section 125(2) – 31

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

Exhibits Filed:

1. Application dated April 25, 2025
2. Notification of Public Hearing dated May 20, 2025
3. Manitoba Status of Title 3335928/1
4. Letter of authorization dated January 28, 2025, from Streetside Development Corporation to Landmark Planning & Design Inc. (Brendan Salakoh and/or Brennan Johnson)
5. Surveyor's Building Location Certificate and sketch dated between July 9 and September 27, 2024
6. Arborist Report & Tree Protection Plan Study dated January 13, 2025
7. Plans (22 pages)
8. Report from the Urban Planning Division dated August 15, 2025
9. Communication dated December 21, 2024, from Denis Collette in opposition to the application
10. Communication dated July 21, 2025, from Brian Cornelsen in support of the application
11. Communication dated August 1, 2025, from Jonathan Osachuk in support of the application
12. Communication dated August 24, 2025, from Pauline Collette in opposition to the application
13. Communication dated August 25, 2025, from Todd Gregoire in opposition to the application
14. Communication dated August 25, 2025, from Gail Gregoire in opposition to the application
15. Communication dated August 25, 2025, from Liliana Ardiles in opposition to the application
16. Communication dated August 25, 2025, from Peter Krahn in opposition to the application
17. Communication dated August 25, 2025, from Gisele Hansen in opposition to the application
18. Communication dated August 25, 2025, from Gisele Mousseau in opposition to the application
19. Communication dated August 25, 2025, from Kelli Lauzé in opposition to the application
20. Communication dated August 26, 2025, from Patrick Gwozd in opposition to the application
21. Communication dated August 26, 2025, from Pierre Arpin in opposition to the application

Exhibits Filed (continued):

22. Communication dated August 26, 2025, from Gisele Arpin in opposition to the application
23. Communication dated August 26, 2025, from Brenda Shipley in opposition to the application
24. Communication dated August 27, 2025, from Brenda Hobbs in opposition to the application
25. Communication dated August 27, 2025, from Tammy Vanmackelberg in opposition to the application
26. Revised Report from the Urban Planning Division dated September 2, 2025
27. Inspection Report
28. Communication dated August 30, 2025, from Marc Remillard in opposition to the application
29. Communication dated August 30, 2025, from Aline Cousineau Remillard in opposition to the application
30. Communication dated September 4, 2025, from Brennan Johnson in support of the application
31. Petition in opposition to the application purporting to contain 65 signatures, submitted by Eleanor Shewchuk
32. Communication from Eleanor Shewchuk in opposition to the application
33. Communication from Dr. Susan Krause in opposition to the application
34. Communication from Tony Mohammed in opposition to the application
35. Communication from John Shewchuk in opposition to the application
36. Communication dated September 4, 2025, from Denis Duguay in opposition to the application
37. Communication from Ludwig Gruber in opposition to the application
38. Communication dated September 2, 2025, from Greg Selinger in opposition to the application
39. Communication dated September 4, 2025, from Erica Siddall in opposition to the application
40. Presentation in opposition to the application, submitted by Tom Scott at the public hearing
41. Presentation in opposition to the application, submitted by Kathleen McMillan at the public hearing
42. Presentation in opposition to the application, submitted by Michelle Miyai at the public hearing
43. Petition in opposition to the application purporting to contain 3 signatures, submitted by Michelle Miyai at the public hearing
44. Recording of Representations

REPRESENTATIONS:

In Support:

Brian Cornelsen
Brennan Johnson
Jonathan Osachuk
Brendan Salakoh

In Opposition:

Liliana Ardiles
Gisele Arpin
Pierre Arpin
Denis Collette
Pauline Collette
Denis Duguay
Gail Gregoire
Todd Gregoire
Ludwig Gruber
Patrick Gwozd
Gisele Hansen
Brenda Hobbs
Sabel Kimberley
Peter Krahn
Susan Krause
Kelli Lauzé
Kathleen McMillan
Allan Miyai
Michelle Miyai
Dawn Mohammed
Tony Mohammed
Gisele Mousseau
Aline Cousineau Remillard
Marc Remillard
Greg Selinger
Tom Scott
Eleanor Shewchuk
John Shewchuk
Brenda Shipley
Erica Siddall
Tammy Vanmackelberg

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 “26” referred to in File DAZ 208/2025

ADMINISTRATIVE REPORT - Revised

Title: DAZ 208/2025 – Southwest corner of Rue Aubert and Rue St. Joseph

Issue: An application for consideration at the Public Hearing to rezone the land to ‘RMF-L’ (Residential Multi Family-Large) to facilitate the construction of a 115 unit, multi-family 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 Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an “RMF-L” Residential Multi Family Large zoning district, in accordance with the proposed by-law attached as Appendix “A” to this report and as shown on the map dated August 15, 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. That, excluding projections permitted under the Zoning By-law, the maximum height of any building on the land shall not exceed seven storeys and 72 feet.
        ii. That private vehicular approaches shall not be permitted on Rue St. Joseph.
    B. That the Developer enter into a Servicing Agreement, if required, with the City pursuant to subsection 259(1) of The City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated August 5, 2025 and attached as Schedule “B” to this report.
    C. That the City enter into, execute and deliver with the developer:
        i. a Zoning Agreement in accordance with recommendation 1.A.; and
        ii. a Servicing Agreement (if required) in accordance with recommendation 1.B.,

        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”).

D. That authority be delegated to the Director of Planning, Property and Development to negotiate and approve the terms and conditions of the Zoning Agreement, the Servicing 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.

2. 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. DAZ 208/2025 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.
3. 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.
4. That upon instruction from the Director of Planning, Property and Development that the Developer has paid all fees, charges or other amounts due in respect of DAZ 208/2025 (collectively, 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.
5. That Development Application No. DAZ 208/2025 will be deemed to be concluded and all approvals in connection with same will expire if the developer has not 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.
6. That the By-law will come into force when the Zoning Agreement is fully executed and registered in the Winnipeg Land Titles Office by way of caveat against the lands described therein.
7. That the By-law will be repealed without coming into force 1 year following the date it is enacted if the Zoning Agreement is not registered in accordance with recommendation 6, unless the developer applies for an extension of time before the expiration of that 1 year period and Council approves the extension.
8. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.
9. That the variance order for DAV 25-137342D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DAZ 208/2025;

REASON FOR THE REPORT

- The applicant is proposing to rezone to the "RMF-L" Residential Multi-Family zoning district for the purpose of establishing a multi-family building consisting of 115 residential units.
- 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 rezoned to the "RMF-L" Residential Multi-Family 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.

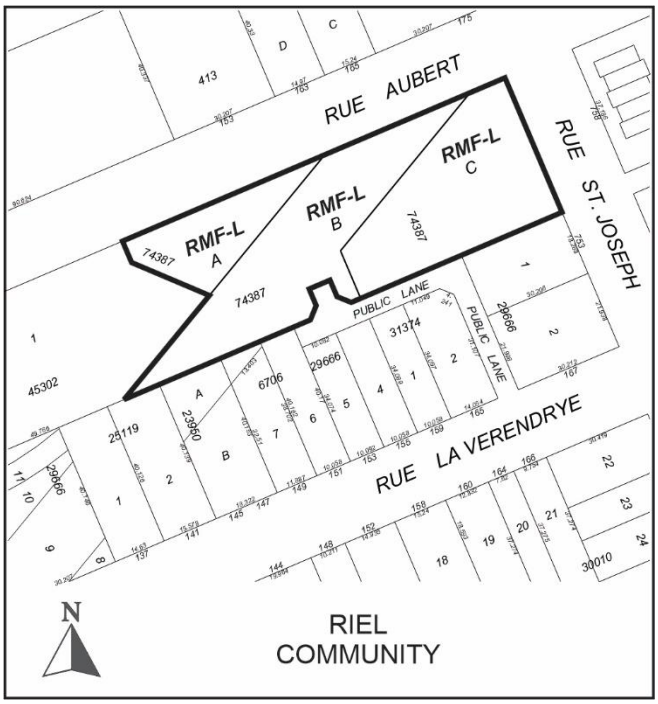
SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning and Design Division
Prepared by	Devin Clark, RPP, MCIP
Date:	September 2, 2025
File No.	DAZ 208/2025

Schedule A	Planning Discussion
Schedule B	Report of the Administrative Coordinating Group – August 5, 2025
Schedule C	File No. DAZ 208/2025 Riel Community Committee, dated August 15, 2025
Appendix A	Proposed By-law
Appendix B	Arborist Report and Addendum Report

SCHEDULE 'A'

DATE:	**September 2, 2025**
FILE:	**DAZ 208/2025**
RELATED FILES:	**DAV 25/137342D**
COMMUNITY:	Riel Committee
NEIGHBOURHOOD #:	5.501 – North St. Boniface Neighbourhood
SUBJECT:	To rezone to the "RMF-L" Residential Multi Family - Large zoning district for the purpose of establishing a multi-family building with 115 units
LOCATION:	Southwest corner of Rue Aubert and Rue St. Joseph
LEGAL DESCRIPTION:	PARCELS A,B and C PLAN 74387



APPLICANT:	Landmark Planning (Brennan Johnson) 298 Waterfront Drive Winnipeg , Manitoba R3B 0G5
OWNER:	Streetside Development Corporation (Brian Cornelsen) 1 Dr. David Friesen Drive Winnipeg, Manitoba R3X 0G8
RECOMMENDATION:	Approval with conditions

SITE DESCRIPTION

- The subject property is located at the southwest corner of Aubert Street and St. Joseph Street in the North St. Boniface Neighbourhood of the St. Boniface ward.
- The site is currently zoned “R2” Residential Two Family.
- The site is approximately 47,626 square feet in area and is currently vacant.
- The subject property is located within the Established Neighbourhoods, Mature Community policy area under the *Complete Communities Direction Strategy 2.0* and within the High Density Residential Policy Area under the North St. Boniface Secondary Plan.

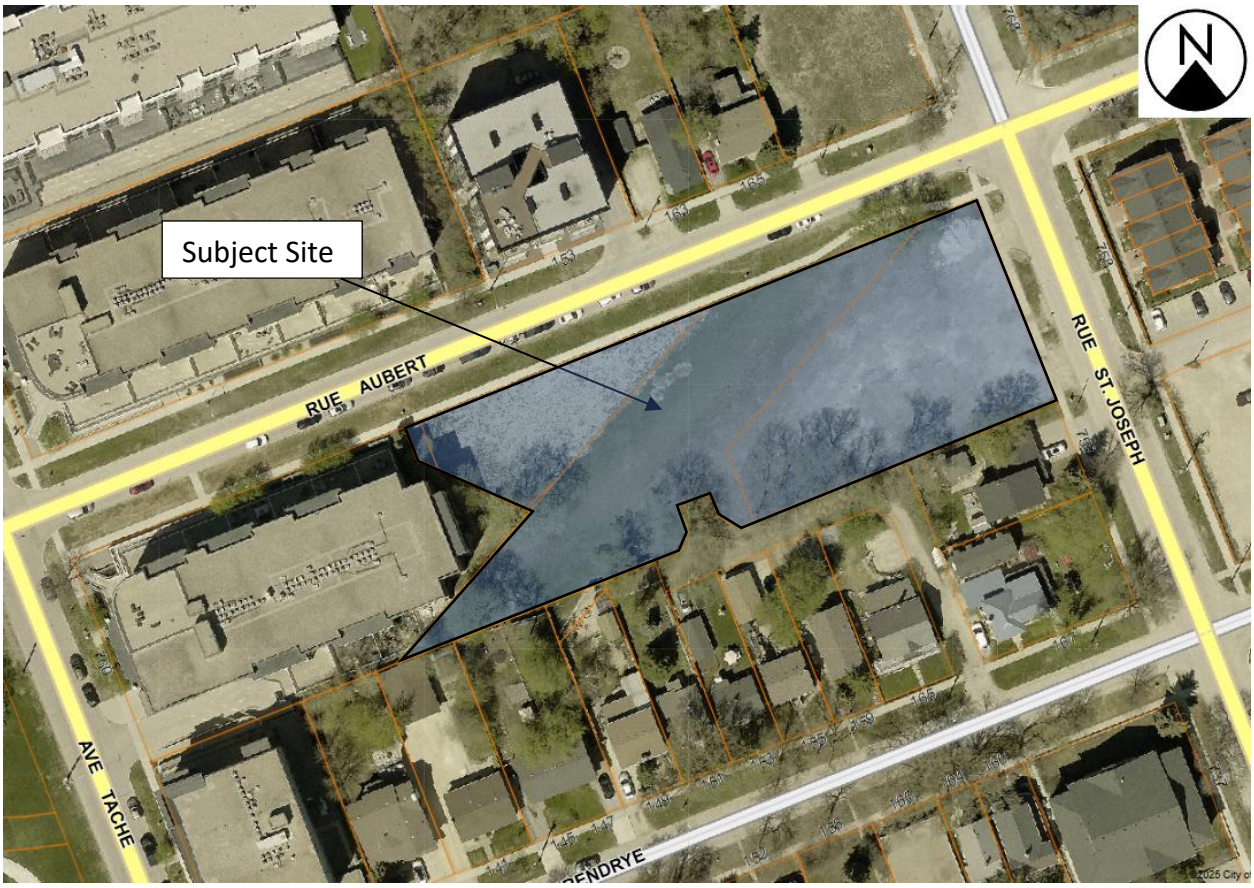


Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Rue Aubert, then multi-family dwellings zoned “RMF-L” Residential Multi Family – Large and single-family dwellings zoned “R2” Residential Two-Family.

South: Single- and Two-Family dwellings zoned “R2” Residential Two Family.

East: Rue St. Joseph then townhomes zoned “RMF-S” Residential Multi Family – Small.

West: A multi-family residential building zoned “RMF-L” Residential Multi Family – Large.

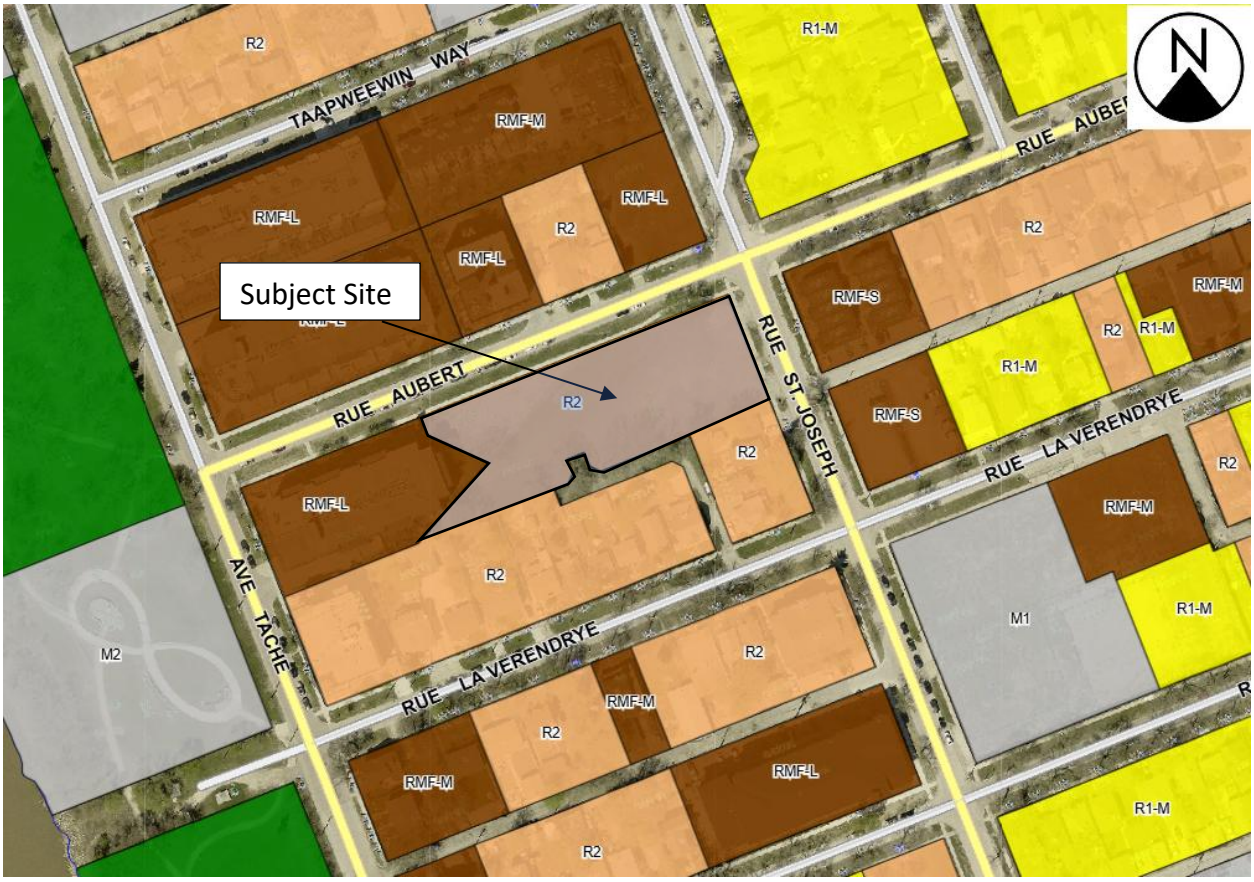


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The proposed plan is to rezone the existing parcels to the “RMF-L” zoning district.
- A 7 storey multi-family building is proposed with a height of 67 feet 6 inches to the top of roof and 72 feet to the top of the parapet.
- Yard setbacks include a 5-foot front yard (which is considered Rue St. Joseph), a 3-foot side yard for a small portion of the building, a 10-foot rear yard for a small portion otherwise as much as approximately 70 feet to the west property line, and a 17-foot north corner side yard.
- Building wall length along Rue Aubert is approximately 300 feet and along Rue St. Joseph it is approximately 82 feet.
- 115 residential units are proposed and plans indicate there will be 1-, 2- and 3-bedroom units. Details about unit count breakdown were not provided as part of the application.
- The required parking for the site is 115 stalls and 120 stalls are proposed. This includes:
    - 6 accessible stalls, two of which are van accessible.
    - 0 visitor parking stalls

    - Two separate secure enclosed bicycle parking areas located on the main floor. The applicant notes that while not shown in the plans, these two rooms would be able to accommodate a total of 27 bicycle parking spaces. An additional space for 8 bicycle parking stalls is provided outside in front of the westernmost entrance on the Rue Aubert frontage.

- Landscaping is proposed as follows:
    - Street edge landscaping along Rue St. Joseph requires 5 trees and 20 shrubs, which are provided.
    - Street edge landscaping along Rue Aubert requires 13 trees and 57 shrubs. 14 trees and 68 shrubs are provided.
    - Building foundation landscaping is not required as the site is located within the Urban Infill Area. However, the applicant is proposing 32 shrubs along the Rue Aubert building foundation and 3 along the Rue St. Joseph foundation.
    - A total of 18 trees is required for this development. 26 new trees as well as 3 existing trees to be preserved are proposed. A total of 77 shrubs is required, and 88 shrubs are proposed.
    - Species of trees include:
        - Discovery Elm
        - Hot Wings Tatarian Maple
        - Spring Snow Flowering Crabapple
        - Manitoba Maple (to be preserved)
        - Siberian Elm (to be preserved)
    - Species of shrubs include:
        - Ivory Halo Dogwood
        - Galahad Mockorange
        - Goldflame Spirea
        - Royal Jubilee Ninebark
    - A total of three existing trees is proposed to be protected and preserved.
- Garbage and recycling are proposed within the building on the main floor. A service door fronting Rue Aubert will allow bins to be moved outside for garbage pickup, then returned inside.
- Vehicle access is proposed from Aubert Street, which leads to an underground parking area.
- An approximate 1,500 square foot rooftop terrace is proposed located at the southwest corner of the building.
- Plans show a restored boulevard and removal of approaches to the site from Rue St. Joseph.

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 done prior to the formal submission of the application. According to the applicant, the following were undertaken:

  - A series of stakeholder meetings and public open houses were held in October (October 10th, 2024 at 4PM and 7PM via zoom), and December (December 16th, 2024 at 4PM and 7PM via Zoom).
  - The Project Team also discussed the project one-on-one with project stakeholders on numerous occasions prior to submitting a formal application, including representatives of the Verve South (760 Tache) Condo Board.
  - Residents received hand delivered notices and emails were sent to those who participated in the first round of engagement. An advertisement was also placed in the Winnipeg Free Press Community Review East newspaper.

A summary of the feedback received, and the response was provided as part of the public engagement summary, shown below:

Comment/Concern	
Height and Massing	-The proposed building features 7-storeys, while early concepts considered up to 9-storeys. The building features a height of +/- 70 feet which is well within RMF-L bulk standards and aligns with policies in the *North St. Boniface Secondary Plan* for the High Density Residential Policy Area. -Existing multi-family buildings in proximity of the subject site range between 4- and 7-storeys. For context, the Verve South condominium west of the subject site features a building height of 53 feet.
Setback and Privacy	The proposed building features a setback to Rue Aubert of +/- 17 feet, which was increased in response to stakeholder concern. -Large setbacks, the preservation of existing trees, fencing and new landscaping will help to maintain privacy for existing residents. -West-facing balconies towards the Verve South condominiums are inset +/- 6 feet to help maintain privacy.
Shadows	A Shadow Study was undertaken by the project architect – the results of which are included with this application submission. The Study confirms the proposed building adheres to City of Winnipeg guidelines for sunlight.

	-More than 50 feet of separation is proposed between building walls of the existing Verve South condominiums (760 Tache Avenue) and the proposed building at their closest points.
Site Layout	-A +/- 17 feet setback to Rue Aubert helps to enhance the pedestrian experience and creates separation between the public and private realms.
Unit Type	-The proposed building includes a mix of one-, two-, and three-bedroom units providing housing options for families.
Landscaping	-If approved, new landscaping will be provided at the building foundation and along the street edge. -Landscaping in excess of the Zoning By-law requirement is proposed.
Preservation of Existing Trees/Property Line Treatment	-The proposed building and parkade were moved further east to encourage the preservation of an existing mature cottonwood tree on the 760 Tache property. -An arborist report was undertaken which includes recommendations to protect trees outside of the building footprint
Traffic and Access	-Public Works has not identified any concerns with the proposed development. -The Project Team will continue to work with Public Works to ensure safe and smooth integration with existing infrastructure. -Access is proposed off of Rue Aubert which is consistent with recent approvals on the north side of the street and addresses concern from residents on La Verendrye regarding the use of an existing unpaved lane that dead-ends.
Parking	-A new approach to Aubert will provide access to an underground parkade. - A total of 121 parking stalls are proposed for 115 dwelling units, which exceeds the Zoning By-law requirement of 1:1. - Due to challenges with visitors accessing a secure parkade, visitor parking is not proposed. -The subject property is currently served by Winnipeg Transit Route 56. It is located within 400-metres of Provencher Boulevard, which under the approved Transit Master Plan will be serviced by frequent and frequent express transit. -The North St. Boniface neighbourhood is well-connected to the City's existing and expanding active transportation network, including on-street cycling routes and off-street pathways.
Neighbourhood Safety	-Neighbourhood safety was cited as a concern by participants. - The proposed building includes ground-floor units with street level patios and balconies above grade which will provide 'eyes on the street.'

	Parking is proposed to be in a secure underground parkade and will only be accessible by building tenants.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The *Complete Communities Direction Strategy 2.0* supports *OurWinnipeg 2045*, and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg.
- 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.
- General goals and specific policies for Established Neighbourhoods that relate to the subject proposal are as follows:
- Goal 1 states "encourage compatible residential development within Established Neighbourhoods to build more *Complete Communities* and align with the City's residential intensification target.

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

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

  1.6 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.

- Goal 2.0 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".

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.

ANALYSIS AND ISSUES

NORTH ST. BONIFACE SECONDARY PLAN (By-Law 30/2017)

- Under the North St. Boniface Secondary Plan, the subject property falls within the High Density Residential Policy Area. The objectives of this policy area are:

  1) To continue to provide a range of housing options with a focus on meeting multi-family housing needs;

  2) To ensure the design of all buildings reinforces and contributes to a strong residential streetscape character and pedestrian environment; and

  3) To ensure the design of all buildings reinforces the relationship between the buildings and the street and contributes to the activity and vitality at the ground level facing the street.

- The policies guiding development within the High Density Residential Policy Area include:

  3.3.2.1 Single-family dwellings are permitted.

3.3.2.2 Two-family and multi-family uses will be encouraged where there is a back lane.

3.3.2.3 Where a property is not a corner lot or does not have access to a back lane, residential multi-family uses shall only be considered where the property is at least 9,000 square feet in area.

3.3.2.4 New commercial uses will only be permitted along avenue Taché and rue St. Joseph when part of a residential-commercial mixed use building.

3.3.2.5 New standalone commercial development is not permitted. Applications for rezoning, subdivision, conditional use, variance, consent to registration or filing of a conveyance associated with new standalone commercial development shall be refused as per the City of Winnipeg Charter.

3.3.2.6. Parking areas shall not be established in the front yard of residential multi-family or mixed-use buildings.

3.3.2.7. All development applications for residential multi-family uses that seek to reduce the parking standards shall provide an analysis of how their project will minimize its impact of on-street parking capacity within the immediate area.

3.3.2.8 New industrial uses or the expansion of existing industrial uses shall not be permitted.

3.3.2.9 With the exception of structured parking, new private motor vehicle related uses or the expansion of existing private motor vehicle related uses shall not be permitted.

3.3.2.10 The minimum lot area per dwelling unit for a multi-family residential development within the High Density Residential Policy Area should not be less than 400 square feet.

- 3.7 Design Review

  1. Except as otherwise provided in this plan, all development, redevelopment, expansion, demolition, signage or exterior alteration visible from public rights-of-way is subject to urban design review and must be approved by the Riel Community Committee or the Director, as provided in this section, prior to commencement.

  2. The Riel Community Committee shall make decisions on urban design review applications for new construction, expansion or signage, excluding design review applications for two-family dwellings and associated accessory structures.

  3. The Director shall make decisions on all other urban design review applications, including design review applications for two-family dwellings and associated accessory structures.

  4. The Standing Policy Committee responsible for land use planning matters may approve urban design guidelines, standards or criteria, not inconsistent with the requirements of this plan.

  5. In making decisions on urban design review applications, the Riel Community Committee and Director must consider any requirements in this plan and any urban design guidelines, standards or criteria approved by the Standing Policy Committee responsible for land use planning matters.

6. An applicant may, in accordance with The City of Winnipeg Charter, appeal a decision by the Riel Community Committee to deny approval of an urban design review application, to the Standing Policy Committee responsible for land use planning matters.

7. This section does not apply to detached single-family dwellings and associated accessory structures.

- 4.1 Transportation

4.1.2.1. Private approaches onto collector roads will be discouraged.

4.1.2.2. Where a property has access to a public lane, access should be taken from the public lane instead of the street.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Current Zone

- The land is currently zoned "R2" Residential Two-Family. *The Residential Two-Family (R2) zoning district is intended to accommodate single-family detached and two-family dwellings, as well as 3-unit dwellings and 4-unit dwellings that meet the requirements of this By-law.*

Proposed Zone

- The applicant is proposing to rezone the property to the "RMF-L" Residential Multi Family - Large zoning district. *The Residential Multi-Family (RMF) district is intended to accommodate the development of multi-family units in areas with medium to high residential densities. Residential units are permitted at densities as set out in Part 5.*
- The dimensional standards for multi-family residential uses in the "RMF-L" zoning district are:
    - Minimum lot area of 20,000 square feet
    - Minimum lot area per dwelling unit of 400 square feet
    - Minimum front yard of 25 feet;
    - Minimum rear yard of 25 feet;
    - Minimum interior side yard of 8 feet (see note b below);
    - Minimum corner side yard of 20 feet;
    - Principal building separation distance of 8 feet; and,
    - Maximum building height of 150 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.

Parking

- *Within the urban infill areas as shown on Urban Infill Area Map 1 or Urban Infill Area Map 2 of Schedule C, the number of off-street parking spaces required for the following uses designated in Table 4-1 are as follows: (a) 1 parking space per dwelling unit for a multi-family dwelling, including dwelling, row with common parking area*

Building Foundation Landscaping

- *Outside of the Urban Infill Areas, as shown on Map 1 in Schedule C, building foundation landscaping is required for all principal buildings. At least 1 shrub must be planted per each 10 lineal feet of each façade facing a public right-of-way or containing a principal building entrance. Foundation plantings may be clustered to provide interest. Foundation planting is not required along any portion of the sides or rears of buildings.*

COMPATIBILITY WITH THE SURROUNDING NEIGHBOURHOOD

Area Context

- The proposed development is to be located within an area that is established with a mix of multi-unit residential uses and single- and two-family residential dwellings.
- Examples of multi-unit residential buildings near the subject site include:
    - 780 Tache – a seven-storey building with 87 units on an approximate 40,000 square foot lot zoned “RMF-L” Residential Multi Family – Large with a lot area per dwelling unit of 460 square feet.
    - 770 Tache – a four-storey building with 62 units on an approximate 40,000 square foot lot zoned “RMF-L” and a lot area per dwelling unit count of 645 square feet.
    - 153 Aubert – a six-storey building with 20 units on an approximate 13,000 square foot lot zoned “RMF-L” with a lot area per dwelling unit of 650 square feet.
    - 175 Aubert – a recently approved, but not yet built plan for a four-storey building with 32 units on an approximate 13,000 square foot lot zoned “RMF-L” with a lot area per dwelling unit of 406 square feet.
    - 760 Tache – a four-storey building with 48 units on an approximate 30,000 square foot lot zoned “RMF-L” with a lot area per dwelling unit of 625 square feet.

Density

- The proposed density of 115 units on a lot size of 47,626 sq. ft. equals a lot area per dwelling unit of 414 square feet. The “RMF-L” zoning district permits a lot area per dwelling unit of 400 sq. ft., which would allow a total of 119 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.
- The North St. Boniface Secondary Plan identifies this property as falling within the High-Density Residential policy area. With respect to density, the North St. Boniface Secondary Plan indicates the following:

  10. The minimum lot area per dwelling unit for a multi-family residential development within the High Density Residential Policy Area should not be less than 400 square feet.
- The proposed density is in line with existing and recently approved developments near the subject site and adheres to the density policy with the North St. Boniface Secondary Plan.

Building Heights

- The "RMF-L" zoning district permits buildings up to 150 feet tall. The proposed building height is 67 feet, 6 inches to the top of roof and 72 feet to the top of the parapet.
- Buildings near the subject site range from 4 to 7 storeys. The proposed development of 7 storeys is in line with the established range of building heights.
- Some examples include:
    - 760 Tache – approximately 50 feet
    - 780 Tache – approximately 71 feet
    - 153 Aubert – approximately 60 feet to the top of roof
    - 175 Aubert – 44 feet to top of roof, with an added height up to 54 feet for a recessed portion on top of the roof.
- The Urban Planning Division recommends a Zoning Agreement condition that limits the building height to 72 feet to provide assurance that the development height is capped. Otherwise, once rezoned to "RMF-L", the property would have entitlements to a 150-foot-tall building. The proponent has requested the maximum of 72 feet to account for potential variables that may come up during the construction phase of development. Final plans are required for approval by the Riel Community Committee prior to the issuance of permits. At that time, the maximum building height will be confirmed.

Sun/Shadow study

- A sun/shadow study was conducted showing the proposed development and potential impacts on the surrounding established uses.
- The sun/shadow study is a conceptual model that shows the existing surrounding uses in relation to the newly proposed building and helps to understand if there will be any substantial negative impacts from shadowing caused by the new building.
- The study should demonstrate that a proposed development (building) will allow for approximately 5 consecutive hours of full sunlight (between the hours of the test times) is cast on surrounding residential properties during spring and fall.
- Sun/shadow tests should be done for March 21 and September 21 (equinox) at the following hours: 9 a.m., 12 p.m., 3 p.m. and 6 p.m.
- The applicants provided studies for March 19th and September 22nd with the above noted times, as well as a study for June 20th.
- Upon review of the shadow impact study, the Urban Planning Division confirms that for March 19th shadow impacts are generally minimal. At 9 a.m. shadows are cast northwest and touch the northeast corner of 760 Tache. By noon, building shadows are predominantly contained within the public right of way on Rue Aubert. At 3 p.m. shadows shift slightly to the east and touch on the edges of 758 and 768 Rue St. Joseph. By 6 p.m. shadows extend across 758 Rue St. Joseph.
- For September, the shadows follow a close pattern to the March study.
- For the June study, the sun is higher at the study times and shadows are predominantly contained within the subject site between 9 a.m. to 3 p.m. By 6 p.m. shadows extend east onto the adjacent site at 758 Rue St. Joseph.

- Overall, the sun/shadow study confirms that the amount of available sunlight on adjacent properties allows for the approximate 5 consecutive hours of sunlight between the test times.

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 Rue Aubert and Rue St. Joseph.
    - Street edge landscaping along Rue Aubert requires 13 trees and 57 shrubs. 14 trees and 68 shrubs are provided.
    - Street edge landscaping along Rue St. Joseph requires 5 trees and 20 shrubs, which are provided.
    - Building foundation landscaping is not required due to the property being located within the Urban Infill Area. The proposal still includes 32 shrubs along the Rue Aubert building foundation and 3 shrubs along the Rue St. Joseph building foundation.
    - A total of 18 trees are required for this development. 26 new trees as well as 3 existing trees to be preserved are proposed. A total of 77 shrubs are required and 88 shrubs are proposed.
    - A total of 31 shrubs are required and 44 are provided.
    - Species of trees include:
        - Discovery Elm
        - Hot Wings Tatarian Maple
        - Spring Snow Flowering Crabapple
        - Manitoba Maple (to be preserved)
        - Siberian Elm (to be preserved)
    - Species of shrubs include:
        - Ivory Halo Dogwood
        - Galahad Mockorange
        - Goldflame Spirea
        - Royal Jubilee Ninebark
    - A total of three existing trees are proposed to be protected and preserved.
- The Urban Planning Division is supportive of the proposed landscaping on site as it exceeds the overall required amounts of landscaping per the Zoning By-law. Additionally, the landscaping plan includes intention to protect and preserve 3 existing trees on site. Details are discussed further below.

Arborist Report

- The applicant included an arborist report as part of their submission. The arborist report was prepared by Fleawood Tree Works and the inspection was conducted on January 13th, 2025 and the report prepared on January 20th, 2025. An addendum was prepared on August 19th, 2025, to include more detailed analysis of a Cottonwood tree located on the adjacent property at 760 Tache Ave.
- This report summarizes that a total of 29 trees are located on site and 11 trees located on adjacent, privately owned land.
- Of the 29 trees on the subject site a total of 3 trees were identified for retention and as being in "fair condition or better and fall outside of the development footprint."
- The remaining 26 trees were identified as being in poor/dead condition and/or fall within the proposed building footprint or hardscaping.
- 10 trees were identified on 760 Tache. These trees were identified as being in good condition and identified as having "no conflict." Of note, there is a Cottonwood tree identified as having an 80-centimeter DBH (trunk diameter at breast height), and:
    - A "Structural Root Zone" of 14 feet. The Arborist report notes that "damage to these roots lead to catastrophic failure of the tree."
    - A "Critical Root Zone" of 39 feet. This is explained as the "zone in which fibrous roots, just below the surface, spread to. Often times can extend two to three times past the extent of the canopy."
    - A "Minimum Protection Area" of 16 feet. "The outer limit of the tree protection zone where tree protection barriers are to be placed."
- The Arborists addendum report includes the following notes with respect to the Cottonwood tree located on 760 Tache Ave:
    - A minimum protection area of 4.8 metres (15.75 feet) is recommended. The available 5.2 metre (17 feet) radius exceeds this minimum.
    - Where construction activity prevents the full recommended prevention area the protection zone shall be maximized to the greatest extent possible on the construction side to minimize encroachment.
    - In addition, some crown reduction will be required in advance of construction where the canopy conflicts with the adjacent proposed building; selective pruning of several feet should be undertaken to provide clearance while maintaining structural integrity and tree health.
    - All pruning should be performed by an ISA certified arborist in accordance with ANSI A300 standards and ISA best management practices to ensure property technique and minimize stress to the tree.
    - Trunk diameter was measured using a calibrated diameter tape. The measurement was taken at 1.4 metres above ground level, generally referred to as the diameter at breast height (DBH).
    - Provided these measures are followed, the tree is not expected to be adversely affected by the proposed construction activities.

- The Urban Planning Division has recommended a condition on the associated variance application (DAV 25-137342D) that requires a certified arborist be hired to provide tree protection oversight during construction.

Traffic

- Public Works reviewed the proposed development and concluded that the proposed development did not pose issues with the existing street network and that a traffic impact study was not warranted.
- At 115 units, based on Multifamily House (Mid-Rise) land use designation, the development is expected to generate approximately 43 trips in the AM peak hour and 45 trips in the PM peak hour. Typically, a TIS is not required unless the development generates more than 100 new trips in the peak hour. Also, these estimates did not include any mode split reductions (e.g. Transit), and as Transit appears to be in close proximity to the site, the actual trip generation is expected to be lower. As the trip generation volumes fall below the 100-trip threshold, a TIS was not required.

Approach Location

- Under the North St. Boniface Secondary Plan, policy 4.1.2.1 indicates *that private approaches onto collector roads will be discouraged* and under policy 4.1.2.2 *Where a property has access to a public lane, access should be taken from the public lane instead of the street.*
- The Urban Planning Division reviewed this consideration with Public Works, and while the lane was considered, the challenges associated with it presented issues with the functional access to the below grade parking area and presented challenges for access given it is a dead-end lane. Additionally, widening would be required, affecting lands not associated with the proposal.
- As such, a front approach has been proposed from Aubert. The Aubert access was preferred over the St. Joseph access for the following reasons as noted by Public Works
    - St. Joseph is a short block, and an additional approach would increase conflict points. Also, due to the location of the site, an approach could not be aligned with the lane already established on the side of the Rue St. Joseph. Additionally, a transit stop is located along the Rue St. Joseph frontage of the subject property, which could result in further conflicts.

Parking

- The total required vehicle parking on site is 115 stalls, which is 1 stall per unit. The proposal includes 120 parking stalls.
- 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.
- 6 accessible stalls are required and provided, including 2 van accessible stalls.
- Bike parking is required on the following basis: 1 bicycle parking stall for every 10 required vehicle stalls. As such, a total of 12 bicycle parking stalls are required.
- The applicant is proposing two locker rooms on the main floor that would provide secure enclosed bicycle parking for up to 27 bicycles. exterior bike parking stalls located near the westernmost entrance fronting Rue Aubert.

- Per the Zoning By-law 10% of the required parking stalls are to be designated as visitor parking. While the proposal includes enough parking for the proposed development, a variance is being sought to allow no visitor parking stalls instead of the 12 required. The proponents have indicated that there are challenges with providing visitor parking in a secure below grade parking structure.
- Under the High-Density policy area of the North St. Boniface Secondary Plan, policy 3.2.2 (7) indicates the following:
    - *7. All development applications for residential multi-family uses that seek to reduce the parking standards shall provide an analysis of how their project will minimize its impact of on-street parking capacity within the immediate area*
- As such, the Urban Planning Division recommended that a parking study be undertaken. The results from the consultant are provided below:
    - The study area for on-street parking is shown below and consists of:
        - Taapweewin Way between Tache Ave. and Rue St. Joseph
        - Rue Aubert between Tache Ave. and Rue Langevin
        - Rue La Verendrye between Tache Ave. and Rue Langevin
        - Ru St. Joseph between Taapweewin Way to Rue Notre Dame.
        - Tache Ave. between Taapweewin Way and Rue La Verendrye

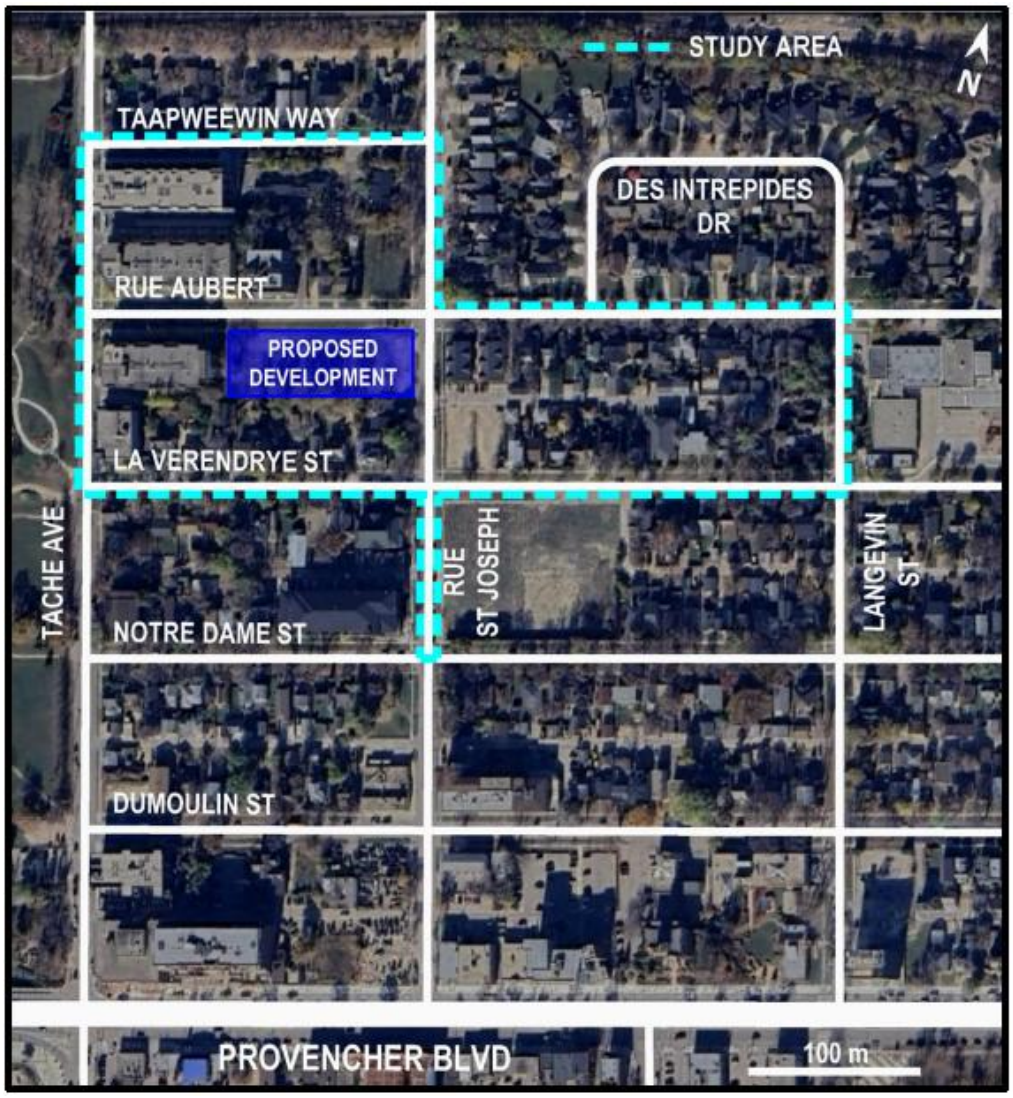


Figure 3 – Parking Study Area

- The consultant notes that *this parking analysis will consider a range of potential shortfalls, with a minimum shortage of 12 off-street parking spaces (reflecting the absence of visitor parking) and a maximum shortage of 22 off-street parking spaces (representing the worst-case peak demand scenario).*
- The study considered on-street parking restrictions, including loading, no stopping areas, public and private approaches and fire hydrants to determine the total of 132 stalls were available within the study area.
- Present day weekday observations concluded that 59 of 132 stalls (45%) within the study area were utilized at 9:00 AM, 66 stalls (50%) were utilized at 2:00 PM and 45 stalls (34%) were utilized at 9:00 PM.
- Present day weekend observations concluded that 41 (31%) of stalls within the study area were utilized at 9:00 AM, 47 stalls (36%) were utilized at 2:00 PM, and 60 stalls (45%) were utilized at 9:00 PM.

- The consultant noted that *according to the ITE Parking Generation Manual, the proposed development is expected to generate a peak parking demand of 142 vehicles, resulting in a peak parking shortfall of 22 off street parking spaces;*
- As such, the on-street parking utilization rate post development were based on a conservative "worst case scenario."
- Post development weekday utilization based on a maximum 22 stall deficiency concludes that 81 of 132 stalls (62%) will be utilized at 9:00 AM, 88 stalls (68%) at 2:00 PM and 67 stalls (52%) at 9:00 PM.
- Post development weekend utilization based on a maximum 22 stall deficiency concludes that 63 stalls (48%) will be utilized at 9:00 AM, 69 stalls (53%) will be utilized at 2:00 PM and 82 stalls (63%) will be utilized at 9:00 PM.
- The consultant indicates that *the potential shortfall for the proposed development ranged between 12 and 22 off-street parking spaces. A shortfall near the minimum of 12 off-street parking spaces can be fully accommodated on Rue Aubert. However, a shortfall near the maximum of 22 off-street parking spaces would fully utilize Rue Aubert from Tache Avenue to Des Intrepides Drive, extending onto adjacent streets such as Rue St. Joseph.*
- *A conservative assumption was made to apply the maximum 22 parking shortfalls to each observation period to analyze the "worst case scenario" for on-street parking. The maximum parking shortfall of 22 off-street parking spaces would utilize approximately 17% of the total on-street parking within the study area, with approximately 83% of available on-street parking remaining for the general public;*

- The Urban Planning Division considered the information in the parking study and notes that while the ITE manual indicates that the maximum shortfall is up to 22 stalls based on the proposed development, the requirements per the Zoning By-law are met where 120 stalls are provided and 115 required, and subsequently the on-street parking considerations are for the deficient 12 visitor stalls. As the consultant notes, the deficient 12 parking spaces for visitors could be accommodated on Rue Aubert.
- In addition to the consultant's assessment, the Urban Planning Division notes that a few car share vehicles have recently been approved as part of the development obligations with other housing projects in the neighbourhood. Of note are the developments at 155 Provencher, which is required to provide 2 car share vehicles and at 175 Aubert, which is directly across the street from the subject development and is required to provide 1 car share vehicle.
- The Urban Planning Division also notes that at the time of conducting the parking analysis, development at 175 Aubert has not been completed, which is for a 32-unit development.
- The Urban Planning Division considers the proximity of the North St. Boniface neighbourhood to downtown as well as access to active transportation and transit (with stops immediately in front of the site on Rue St. Joseph) to support reductions to the visitor parking requirements. Further, secure indoor bicycle parking provided by the proponent (27 instead of the noted 18 spaces), support not requiring the 12 required visitor parking stalls.

- The consultant for the parking study notes that additional secure bike parking could help offset the overall parking deficiencies of the proposal and the Urban Planning Division believes that additional indoor secure bike parking could be sought within the underground parking area via wall mount storage if deemed necessary.
- The Urban Planning Division notes that in place of the 12 visitor stalls, tenants will have access to stalls full time, which would have otherwise been utilized from time to time by visitors.
- Overall, the Urban Planning Division supports the utilization of alternate modes of transportation and as such, the Urban Planning Division is supportive of the proposed visitor parking reduction and recommends a condition in the associated variance (DAV 25-137342D) that 27 secure indoor bicycle parking stalls are to be provided.

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 are inherently more age friendly than single family dwellings, or low rise development that does not contain an elevator. 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.

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 housing options in an area with a mix of multi family and 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, materials and use of patios and balconies along all facades of the building. These design elements are particularly important along the north façade facing Rue Aubert, as the building's length is upward of 300 feet. The proposed design includes prominent material changes and architectural features at both ends and in the middle of the building, which breaks up the mass into smaller compartments along the large expanse.
- Patios are provided for all units on the ground floor. Along Rue Aubert, these patios are setback 5 feet from the north property line and have a depth of approximately 12 feet. These spaces can contribute to a more active and connected ground floor space for tenants and other community members.
- The primary entrance and secondary entrance to the building are also located on the Aubert facing frontage.
- Submitted plans indicate that the following materials are proposed:
    - James Hardie Smooth Reveal Panel System in three different gray tones
    - James Hardie Lap Siding
    - Corrugated Metal Cladding
    - MAC Metal Norwood Siding
    - Limestone Veneer Cladding
    - Aluminum Panel

TRANSIT

- **Transit stops are located along St. Joseph directly in front of the building and across the street. These stops are served by a "Limited Route" bus service number 888. This feeder bus connects the North St. Boniface Neighbourhood with the Norwood neighbourhood. This route intersects two Frequent routes, such as FX4, which runs from Downtown along Provencher, and FX2, which runs along St. Mary's. Additional Direct Routes run along Tache, Marion and Goulet.**



Figure 3: Transit stops near 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 west of the subject site is a gravel multi-use path that connects to the A.T. path to the south along Tache, west into Downtown and north toward Whittier Park.
- A secure enclosed bicycle parking facility is proposed on site that is designed to accommodate up to 27 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 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

Maximum Building Height

- A maximum building height of 70 feet is recommended. The “RMF-L” zoning district permits building heights up to 150 feet. This is to be measured to the top of roof and does not include permitted projections such as parapets, or mechanical.

Restricting Private Approaches from Rue St. Joseph

- This condition is to ensure the proposed development and possible future development will only utilize the approach proposed from Rue Aubert.

LAND DEDICATION

- 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 support objectives of meeting the residential intensification target and goals of providing diversity of housing options in the city.
- The proposed development will better utilize existing infrastructure including the street network, active transportation paths, water and wastewater service capacity and community services.
- The proposed development meets the design objectives of the High Density Policy Area of the North St. Boniface Secondary Plan which are:
    - *To ensure the design of all buildings reinforces and contributes to a strong residential streetscape character and pedestrian environment; and*
    - *To ensure the design of all buildings reinforces the relationship between the buildings and the street and contributes to the activity and vitality at the ground level facing the street.*
- The proposed development contributes to a strong residential streetscape and pedestrian environment, with activity on the ground floor through the incorporation of principal building entrances facing Rue Aubert, ground floor patios, reduced yard setbacks, parking located below the building and balconies on the upper floors.
- The proposed development complies with the density policy within the High Density Residential Policy Area of the North St. Boniface Secondary Plan in that the lot area per dwelling unit is above the 400 square foot minimum.
- The proposed building height is greater than the immediate development to the west, but consistent in height with the development at 780 Tache. The shadow study conducted confirms that the massing allows for a minimum of 5 hours of consecutive sunlight onto the surrounding properties.
- Tree protection measures are identified in the arborist report that the Public Service has recommended be conditioned on the associated Variance file (DAV 25-137342D).
- The parking study concluded that peak on street parking utilization would result in an additional 17% utilization of on street parking in the area, generating a max peak utilization of 63% at 9:00 PM on a weekend. Due to the proximity of the site to downtown, transit service, commercial uses on Provencher, active transportation pathways, the proposal to include 27 indoor secure bicycle parking spaces and the eventual establishment of car share vehicles associated with developments nearby, the Urban Planning Division is supportive of the proposal to have zero visitor parking stalls.

This Report Submitted by: Devin Clark, RPP, MCIP
Planning, Property and Development Department
Urban Planning and Design Division
Report Prepared by: PPD File # DAZ 208/2025

Schedule "C" for File No. DAZ 208/25, Riel Community Committee, dated August 15, 2025

By-Law No. _____

File No. **DAZ 208/2025**

Atlas Sheet No. **Z26**

RIEL COMMUNITY

Explanation

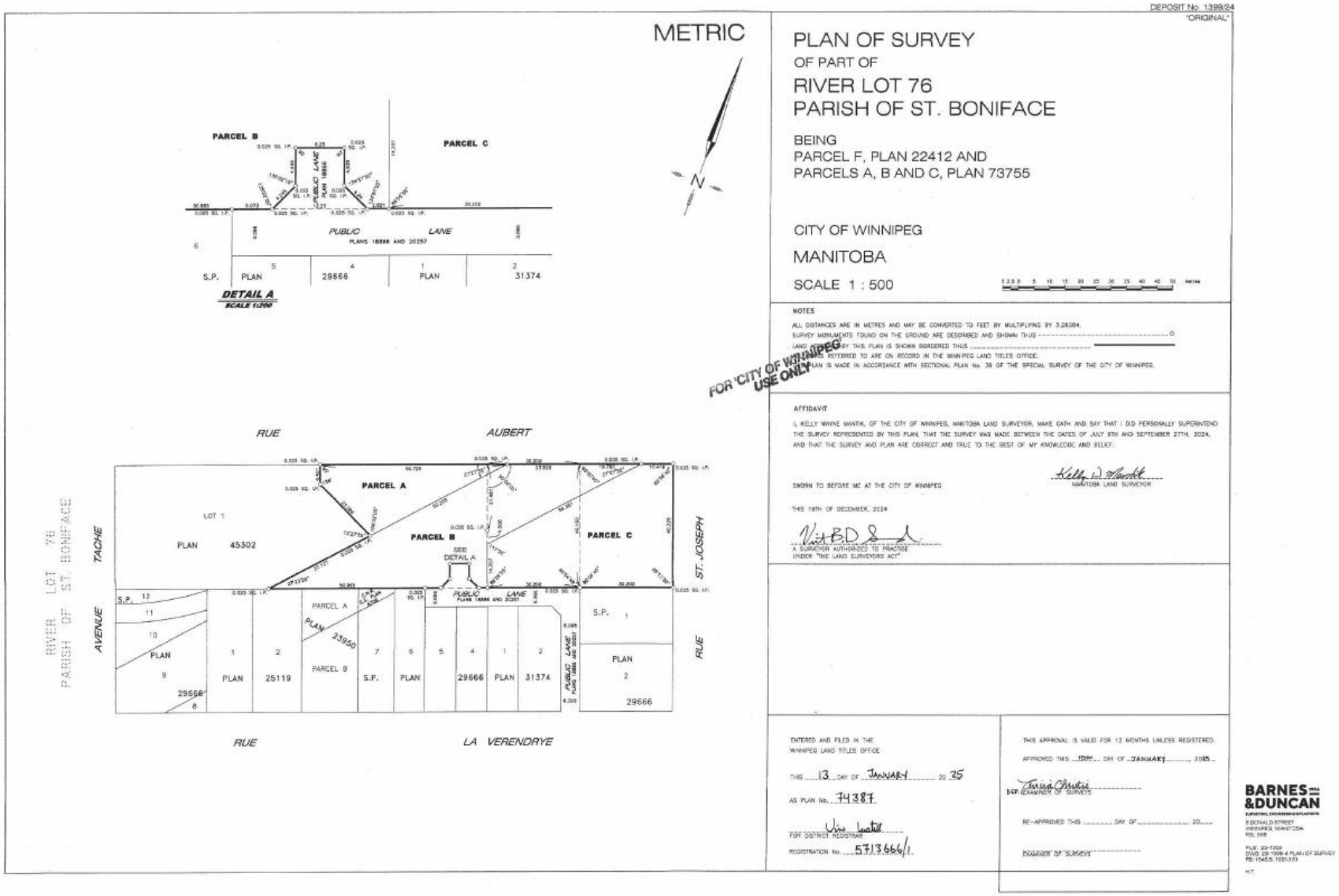
A proposed zoning change to By-law No. 200/2006 by rezoning the land located at the southwest corner of Rue Aubert and Rue St. Joseph from an "R2" RESIDENTIAL TWO-FAMILY DISTRICT to an "RMF-L" RESIDENTIAL MULTI-FAMILY (LARGE) DISTRICT to facilitate the construction of a multi-family dwelling.



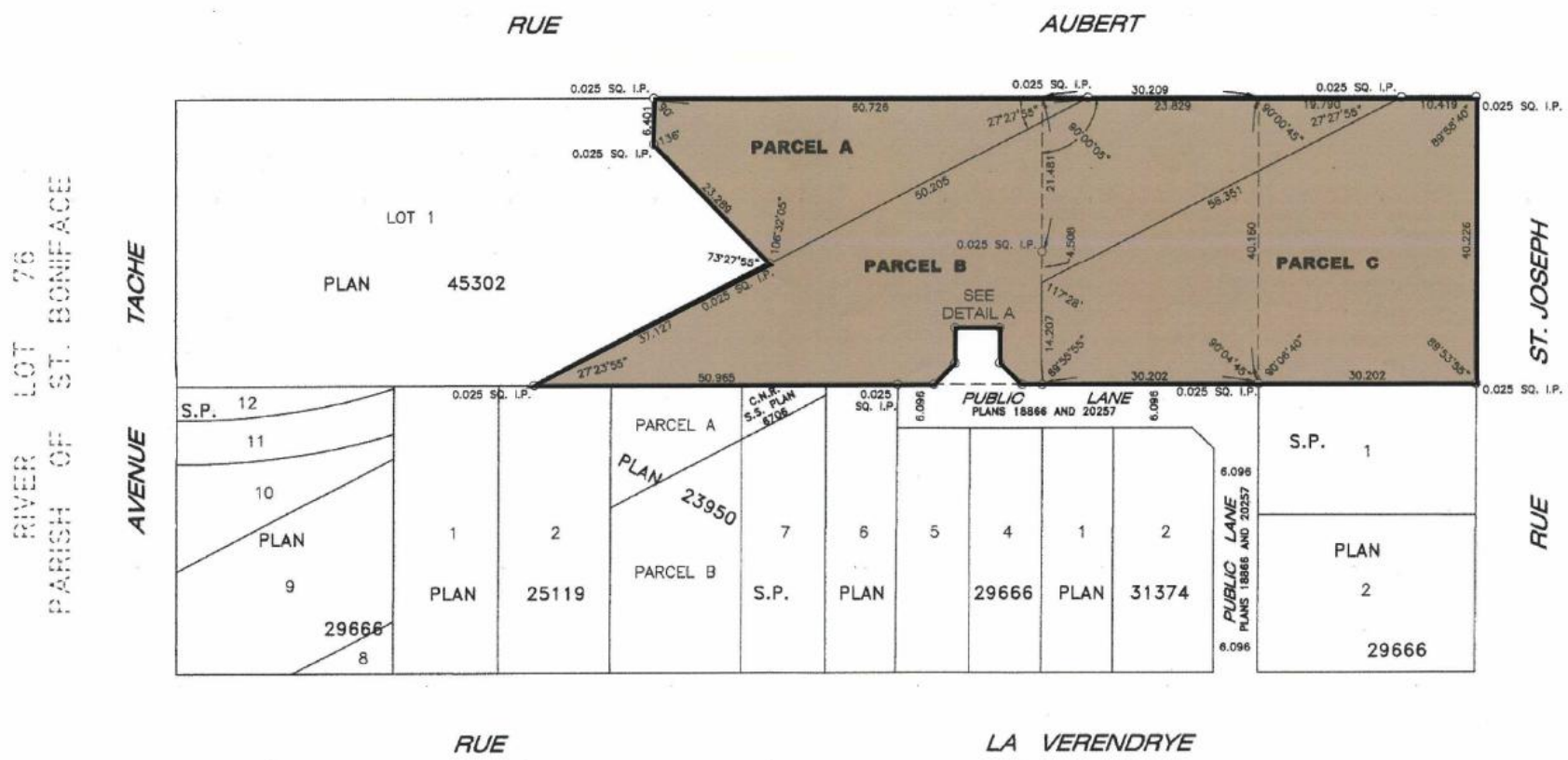
THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Exhibit “7” referred to in File DAZ 208/2025



2025 DAZ APPLICATION
SOUTHWEST CORNER OF RUE AUBERT AT ST. JOSEPH
ZONING SKETCH RMF-L (PROPOSED)





GENERAL NOTES:

AREAS UNDER CONSTRUCTION WILL BE FENCED OFF WITH TEMPORARY CHAIN LINK FENCING.

CITY OF WINNIPEG LANDSCAPE REQUIREMENTS:

TOTAL AREA:
- 47,466 SQ FT (1.09 ACRE).

STREET EDGE LANDSCAPING (ST JOSEPH STREET):
- 353.76 ft STREET FRONTAGE
- TREES REQUIRED: 5 ; PROVIDED: 5

SHRUBS REQUIRED: 20; PROVIDED: 20

STREET EDGE LANDSCAPING (AUBERT STREET):
- 376.32 ft STREET FRONTAGE
- TREES REQUIRED: 13; PROVIDED: 14
- SHRUBS REQUIRED: 57; PROVIDED: 68

BUILDING FOUNDATION LANDSCAPING
- 343 ft FACADE FACING PUBLIC RIGHT OF WAY OR CONTAINING PRINCIPAL ENTRANCE

SHRUBS REQUIRED: 40. MORE STRINGENT STREET EDGE LANDSCAPE REQUIREMENTS GOVERN

TOTAL TREES REQUIRED FOR THIS DEVELOPMENT: 18 TREES (14 NEW + 5 EXISTING PROVIDED)

TOTAL SHRUBS REQUIRED FOR THIS DEVELOPMENT: 77 SHRUBS (88 SHRUBS PROVIDED)

WHERE STANDARDS FOR LANDSCAPING OF TWO AREAS OVERLAP, OR ARE INCONSISTENT, THE STANDARD REQUIRING MORE LANDSCAPING GOVERNS. C.O.W. (BYLAW 200/2006 S 90(3))

DRAWING NOTES:

MINIMUM PLANT SIZES:
- DECIDUOUS TREES LOCATED WITHIN 5 FEET OF A WALKWAY, PATH, OR PATHWAY: 2-1/2 INCH CALIPER, AND OF SPECIES THAT NORMALLY HAVE LOWER BRANCHES AT LEAST 6 FEET ABOVE GRADE AT MATURITY.
- DECIDUOUS TREES NOT LOCATED WITHIN 5 FEET OF WALKWAY, PATH OR PATHWAY: 1-3/4 INCH CALIPER.
- CONIFEROUS TREES: 6 FEET HIGH AT THE TIME OF PLANTING
- PLANT MATERIALS TO BE No. 1 GRADE NURSERY STOCK, SUPPLIED AND INSTALLED IN CONFORMANCE WITH THE LATEST EDITION OF CANADA NURSERY LANDSCAPE ASSOCIATION "CANADIAN STANDARDS FOR NURSERY STOCK"

PLANTING BEDS:
- MINIMUM SOIL DEPTH TO BE 450mm. PLANTING BEDS WITH TREES SHALL HAVE A MINIMUM DEPTH OF 900 mm.
- BLACK PLASTIC EDGER ALONG ALL SODDED EDGES
- 300mm DEPTH STONE BED ON FILTER FABRIC.

CONTRACTOR TO SUPPLY AND INSTALL SOD TO CITY OF WINNIPEG SPECIFICATIONS ON BOULEVARDS.

SOD MAINTENANCE:
- SUBSEQUENT TO INSTALLATION, AN INSPECTION SHALL BE MADE BY THE ADMINISTRATOR WHO WILL VERIFY SUBSTANTIAL COMPLETION. THE CONTRACTOR SHALL MAINTAIN THE SOD FOR 30 DAYS OR LONGER AS OTHERWISE REQUIRED.
- THE CONTRACTOR SHALL MOW THE TURF AREA AT REGULAR INTERVALS TO A HEIGHT OF 50-60mm. NOT MORE THAN 30% OF THE GRASS HEIGHT TO BE CUT AT ANY ONE MOWING.
- THE CONTRACTOR SHALL WATER SODDED AREAS IN SUFFICIENT QUANTITIES AND FREQUENCY TO MAINTAIN SOIL CONTINUOUSLY MOIST TO MIN DEPTH OF 100mm.

Site Legend:

1. Primary Entrance
2. Ramp to Parkade
3. Parkade Roof Assembly Below Grade Integrated With Site Stone Mulch
4. Garbage Collection Entrance

Stone Mulch / Planting Bed
Sod
New 6' height wood fence
Ex. wood fence
Property Line

Tree A — Discovery Elm — Size: Wire Basket 65cm Cal., Even Branching above 2M

Tree B — Hot Wings Tatarian Maple — Size: Wire Basket 65cm Cal., Even branching above 2M

Tree C — Spring Snow Flowering Crabapple — Size: Wire Basket 65cm Cal., Even branching above 2M

Shrub A — Ivory Halo Dogwood — SIZE: #3 Container

Shrub B — Galahad Mockorange — SIZE: #3 Container

Shrub C — Goldflame Spirea — Size: #3 Container

Shrub D — Royal Jubilee Ninebark — Size: #3 Container

Landscape Plan Legend

Symbol	Drawing Legend	Name	Qty.	Location
	TA (Tree A)	Discovery Elm (Ulmus Davidiana)	7	South of building
	TB (Tree B)	Hot Wings Tatarian Maple (Acer Tataricum 'GarAnn')	11	Aubert Street & St. Joseph Street
	TC (Tree C)	Spring Snow Flowering Crabapple (Malus X 'Spring Snow')	8	Aubert Street
	Existing tree to remain on site	Manitoba Maple (Acer Negundo')	2	Southwest of building
	Existing tree to remain on site	Siberian Elm (Ulmus Pumila)	1	Southwest of building
Total Trees: 29 (26 new + 3 existing)				
	SA (Shrub A)	Ivory Halo Dogwood (Cornus Alba)	18	Aubert Street, St Joseph Street & Building Foundation
	SB (Shrub B)	Galahad Mockorange (Philadelphus 'Galahad')	25	Aubert Street, St Joseph Street & Building Foundation
	SC (Shrub C)	Goldflame Spirea (Spiraea Bumalda)	16	Aubert Street, St Joseph Street & Building Foundation
	SD (Shrub D)	Royal Jubilee Ninebark (Physocarpus Opulifolius 'Jefroy')	29	Aubert Street, St Joseph Street & Building Foundation
Total Shrubs: 88				
Note: Stone mulch bed around trees and shrubs typ.				

StreetSide — A QUALICO Company

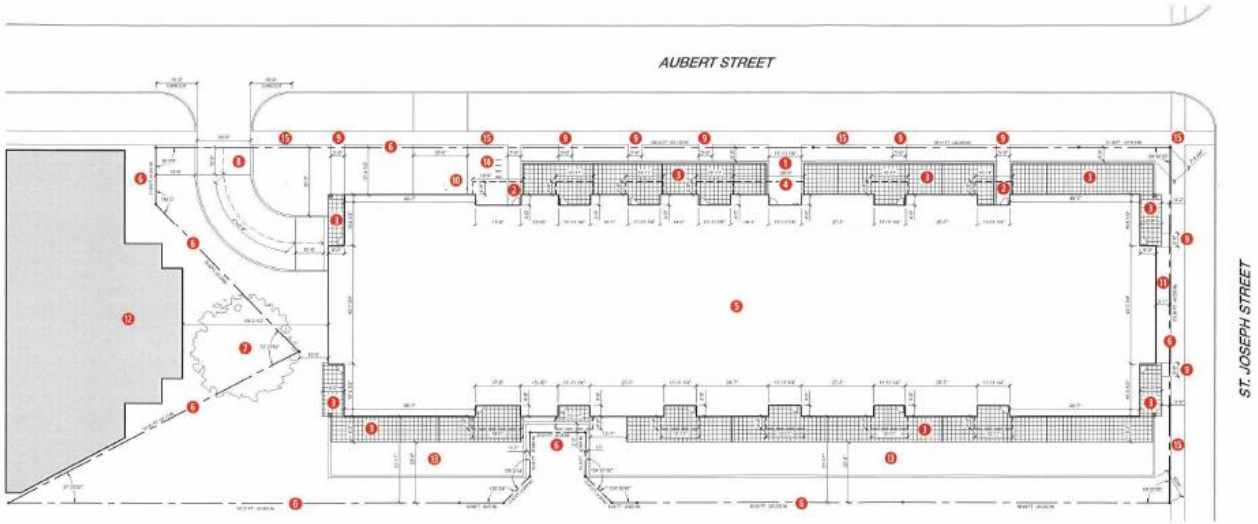
Aubert & St. Joseph
Condominium Development

No	Description	Date
REV3	Updated for Rezoning App.	2019/02/21

Landscape Plan

Date: January 28, 2019
Designer: GL / JSD
03 of 03

L1



Property Details

Address: 757 Rue St. Joseph

Assessed Land Area: 47,528 sq. ft. (4,415 sq.m.)

Proposed Development

Proposal: 115 unit multi-family condominium development

Building Size & Construction:

MBC 3.2.2.48. Group C, Up to 12 Storeys, Sprinklered

Current Zoning District: R2 - Residential Two-Family

Proposed Rezoning: RMF-L - Residential Multi-Family

Building Area: 24,294 sq. ft. (2,257 sq. m.)

Proposed Principal Uses: Dwelling, multi-family residential (Permitted)

Dimensional, Parking & Landscape Standards: RMF-L

Minimum Lot Area: 20,000 ft² (47,528 ft² provided)

Minimum Lot Area / DU: 400 ft² (413 ft² / dwelling unit provided)

Min / Max Front Yard: 25 ft. / NA (5 ft. proposed - variance required)

Minimum Rear Yard: 25 ft. (3 ft. proposed - variance required)

Minimum Interior Side Yard: 20 ft. (10 ft. proposed - variance required)

East Side Yard: 5 ft. proposed

Min / Max Corner Side Yard: 20 ft. / NA (7 ft. proposed - variance required)

Min / Max Building Height: NA / 150 ft. (+/- 67 ft. provided)

Parking Category: 3
1.5 stalls per dwelling unit: 115 x 1.5 = 173 stalls

Adjustment to parking requirements:
Urban infill area map 1: 1 parking space per dwelling unit for a multi-family dwelling = 115 stalls required
120 provided - Ratio: 1.04

Accessible Parking: 6 accessible stalls including 2 van accessible stalls required and provided.

Guest Parking: 10% of required stalls: 18 required

Bicycle Parking: 1 lockable space per 10 required parking stalls: 18 required. (Provided with on-site bike rack and interior locker rooms)

Landscaping: Refer to landscape plan

SITE PLAN
SCALE : 1/32" = 1'-0"

AUBERT & ST.JOSEPH CONDOMINIUMS

SITE PLAN & ZONING ANALYSIS

DEVELOPMENT APPLICATION PACKAGE

March 6, 2025

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Site Plan Keynotes

1. Primary Entrance
2. Secondary Entrance / Building Exit
3. Main Floor Terrace
4. Canopy Above in Dashed Line
5. Ballasted Roof
6. Property Line
7. Existing Tree
8. Ramp to Parkade
9. At-Grade Street Access
10. Garbage Collection Entrance
11. Planting Bed - Refer to Landscape Plan
12. 760 Tache
13. At-grade Green Roof Assembly over Underground Parkade (All Structures Below Grade)
14. Bicycle Storage - Refer to Landscape Plan
15. Existing Sidewalk

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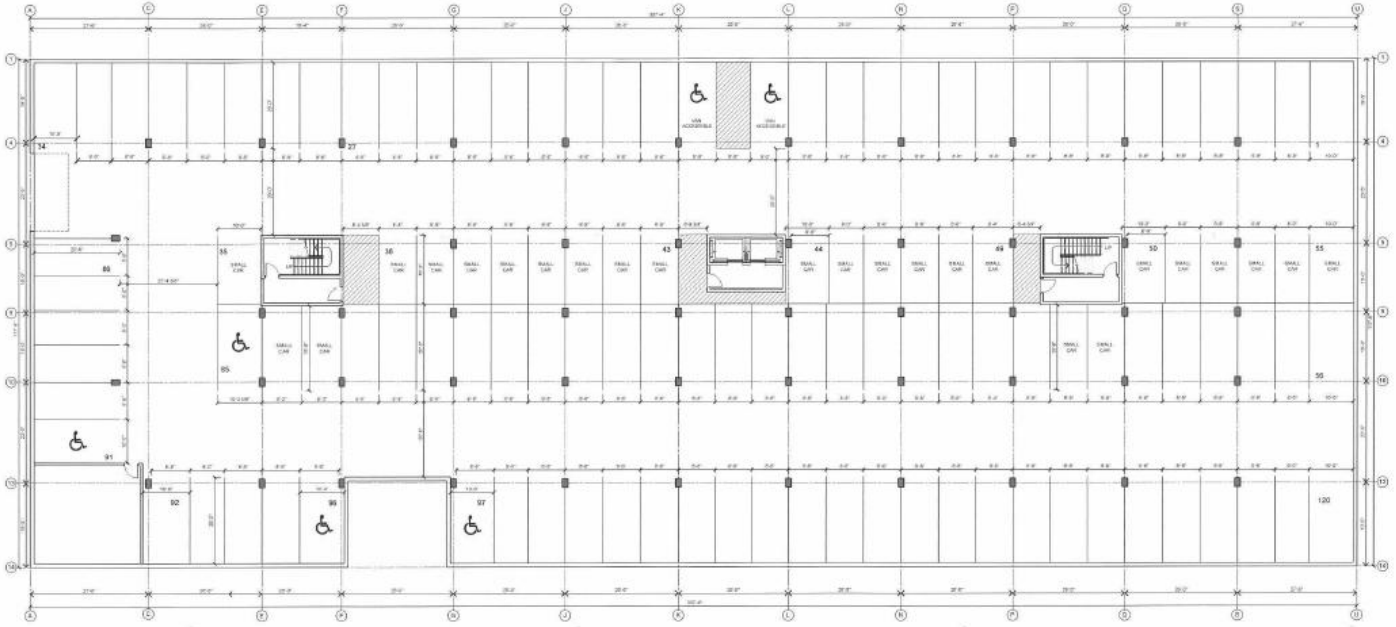

PARKADE PLAN
SCALE : 1" = 25'

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PARKADE PLAN

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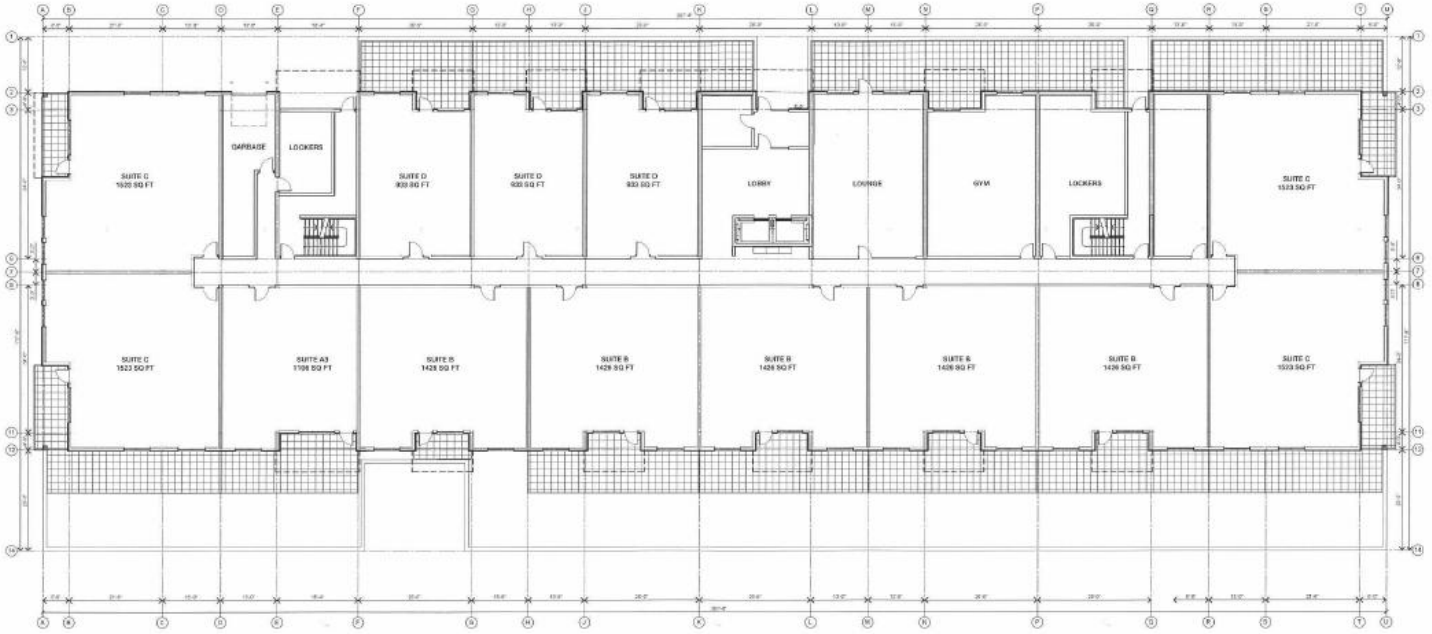

MAIN FLOOR PLAN
SCALE : 1" = 25'

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MAIN FLOOR PLAN

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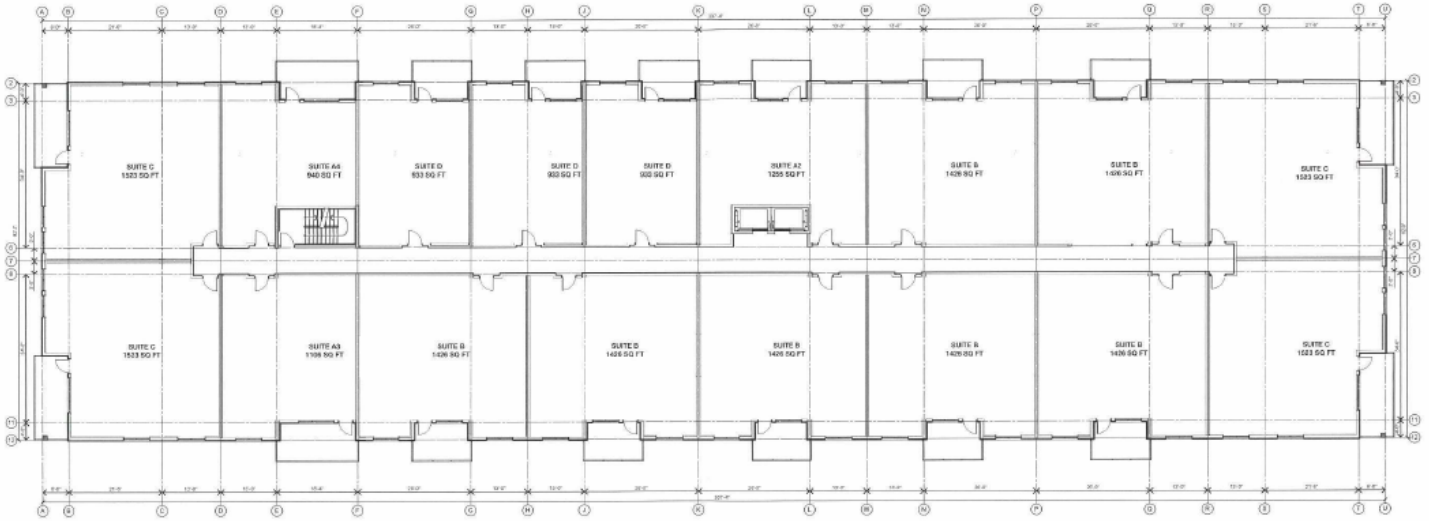

2nd to 6th FLOOR PLANS
SCALE : 1" = 25'

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2ND - 6TH FLOOR PLANS

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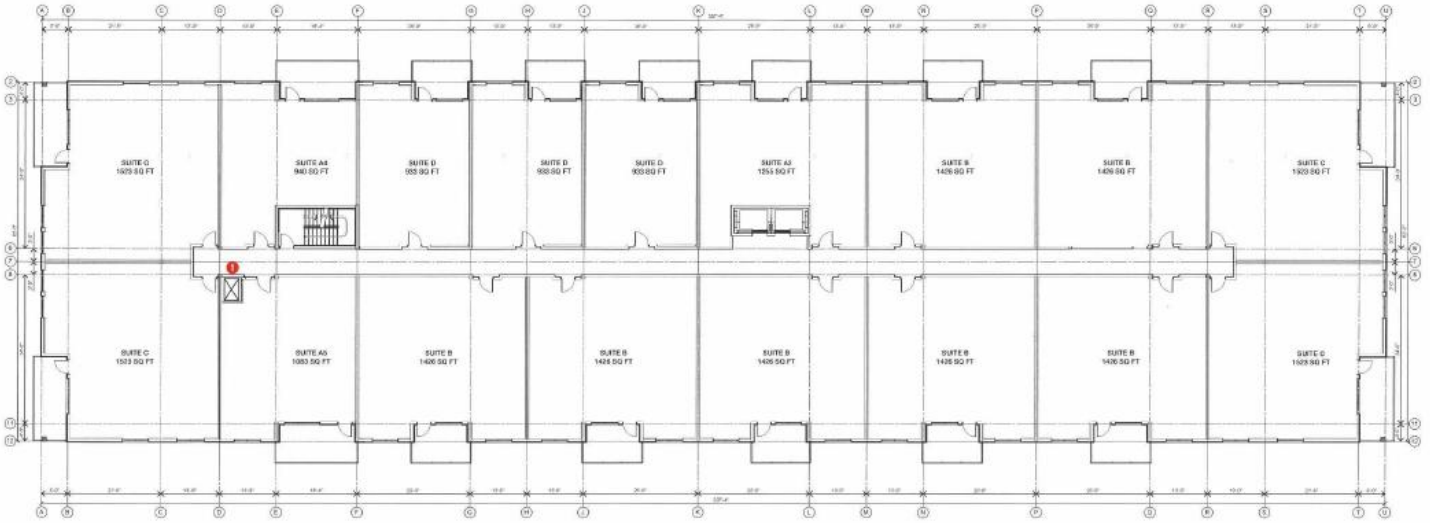

7th FLOOR PLANS
SCALE : 1" = 25'

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7TH FLOOR PLAN

DEVELOPMENT APPLICATION PACKAGE

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Seventh Floor Plan Keynotes

1 Rooftop lift accessed from corridor

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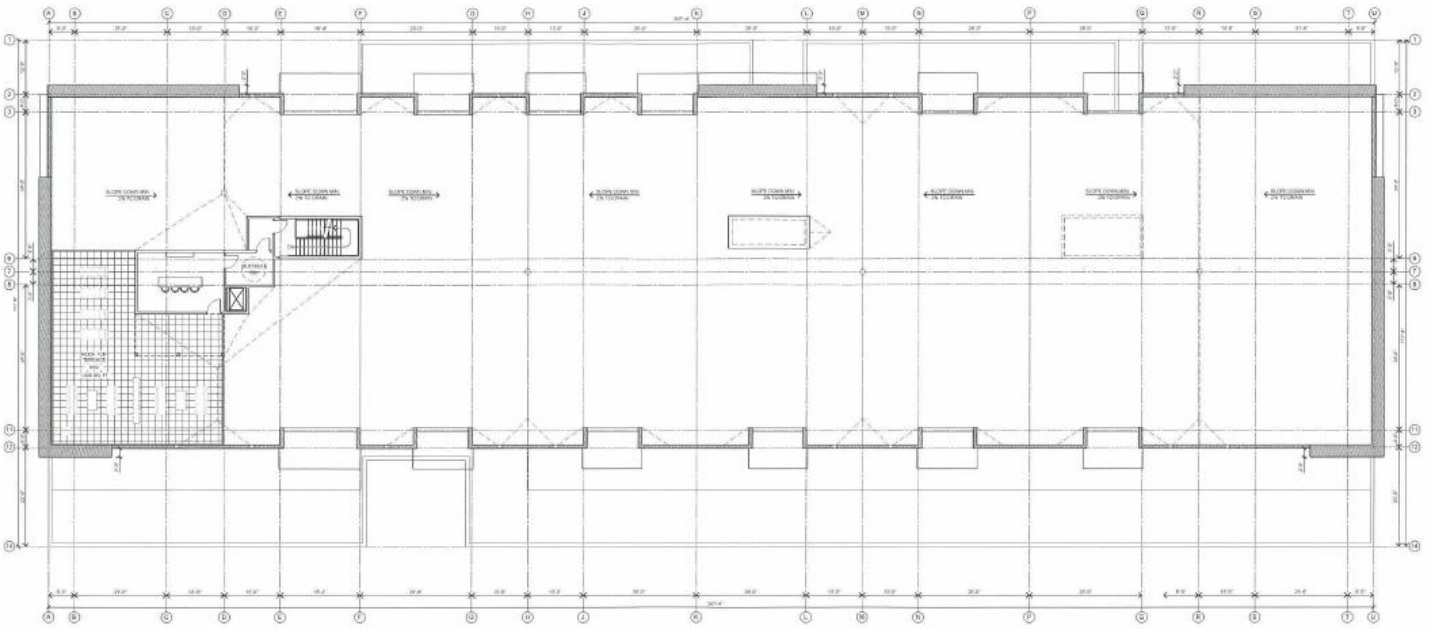

ROOF PLAN
SCALE : 1" = 25'

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ROOF PLAN

DEVELOPMENT APPLICATION PACKAGE

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1 East Exterior Elevation
A4.02 | A4.03 SCALE: 3/32" = 1'-0"



2 North Exterior Elevation
A4.02 | A4.03 SCALE: 3/32" = 1'-0"

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EXTERIOR ELEVATIONS

DEVELOPMENT APPLICATION PACKAGE

March 6, 2025

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1 West Exterior Elevation
A4.01/A4.01 SCALE: 3/32" = 1'-0"



2 South Exterior Elevation
A4.01/A4.01 SCALE: 3/32" = 1'-0"

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EXTERIOR ELEVATIONS

DEVELOPMENT APPLICATION PACKAGE

March 6, 2025

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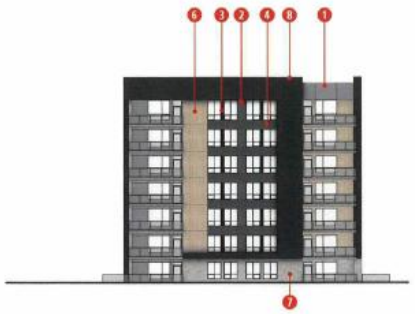
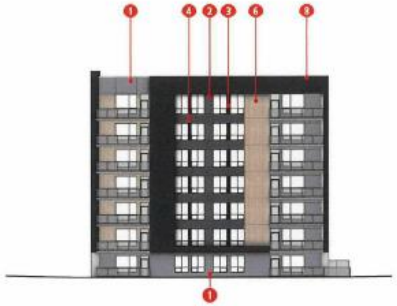


EAST



NORTH



WEST



SOUTH

MATERIALS:

- James Hardie Smooth Reveal Panel System - Pearl Gray
- James Hardie Smooth Reveal Panel System - Night Gray
- James Hardie Smooth Reveal Panel System - Iron Gray
- James Hardie Lap Siding - Night Gray
- Corrugated Metal Cladding - Colour: Charcoal
- MAC Metal Norwood Siding - White Oak
- Limestone Veneer Cladding
- AL13 Aluminum Panel - Galaxy Black

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BUILDING COLORED ELEVATIONS

DEVELOPMENT APPLICATION PACKAGE

March 6, 2025

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StreetSide

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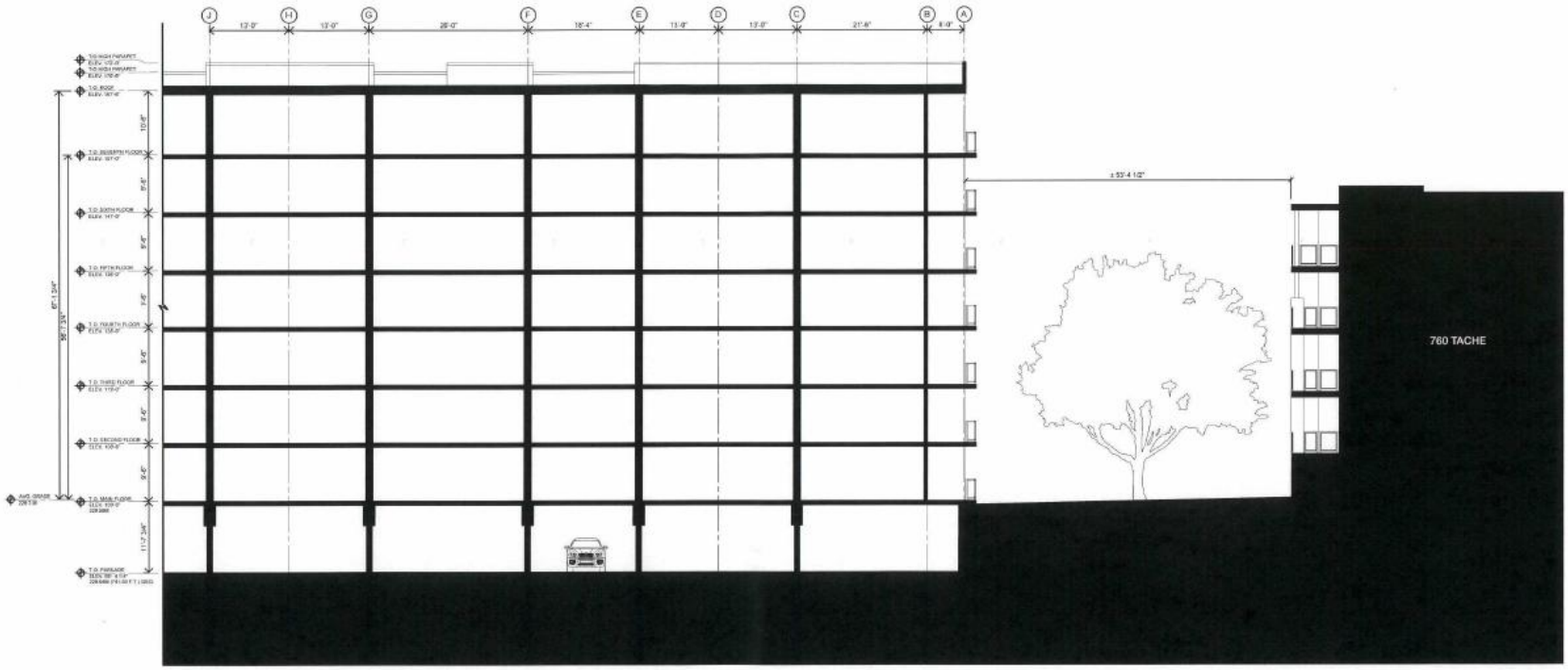

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SITE SECTION

DEVELOPMENT APPLICATION PACKAGE

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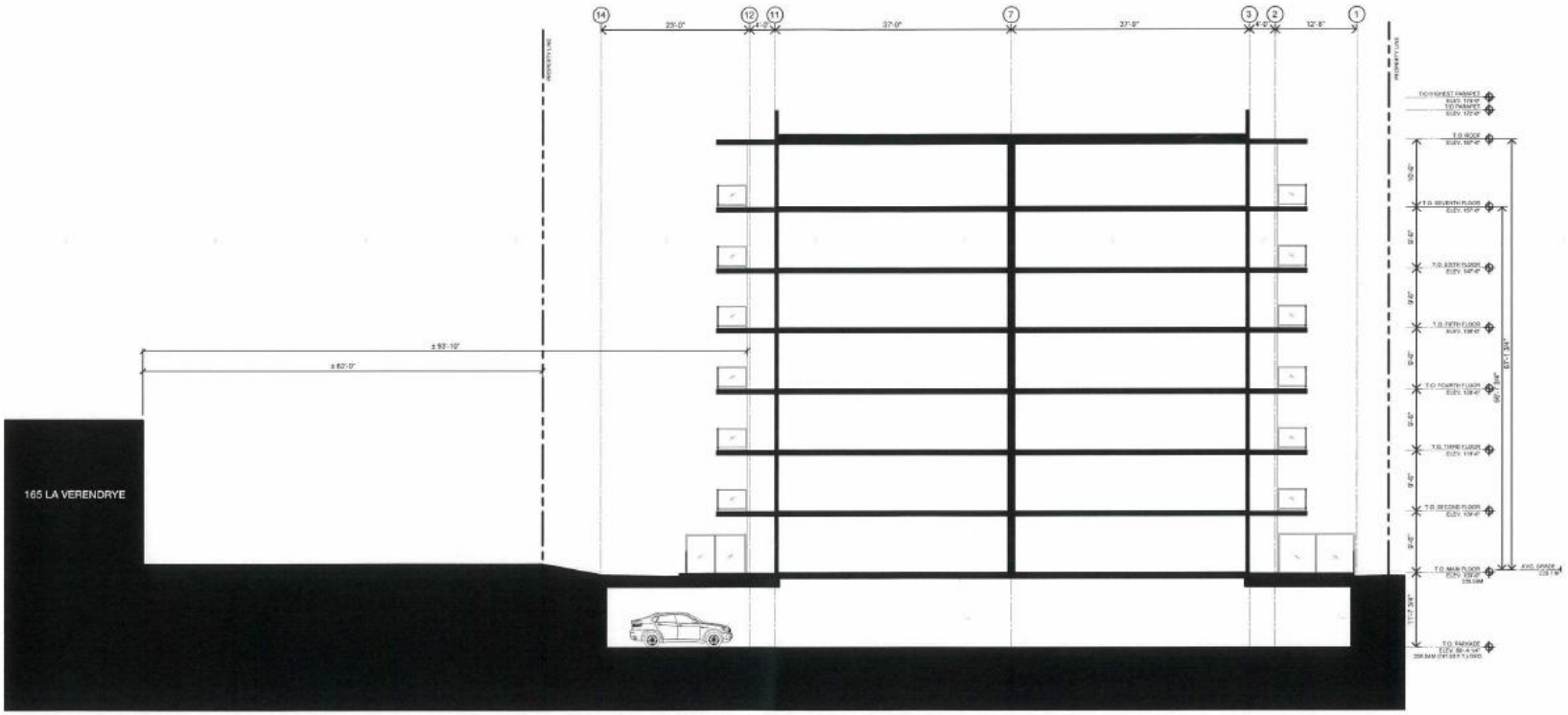

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STREET ELEVATION ALONG RUE ST. JOSEPH STREET



STREET ELEVATION ALONG RUE AUBERT STREET

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STREET ELEVATIONS

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AERIAL - NORTH



AERIAL - EAST



AERIAL - SOUTH



AERIAL - WEST

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AERIAL VIEW

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STREET LEVEL VISUALIZATION @ AUBERT & ST JOSEPH

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STREET LEVEL VISUALIZATION @ ST JOSEPH

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STREET LEVEL VISUALIZATION @ SE CORNER ALONG ST JOSEPH

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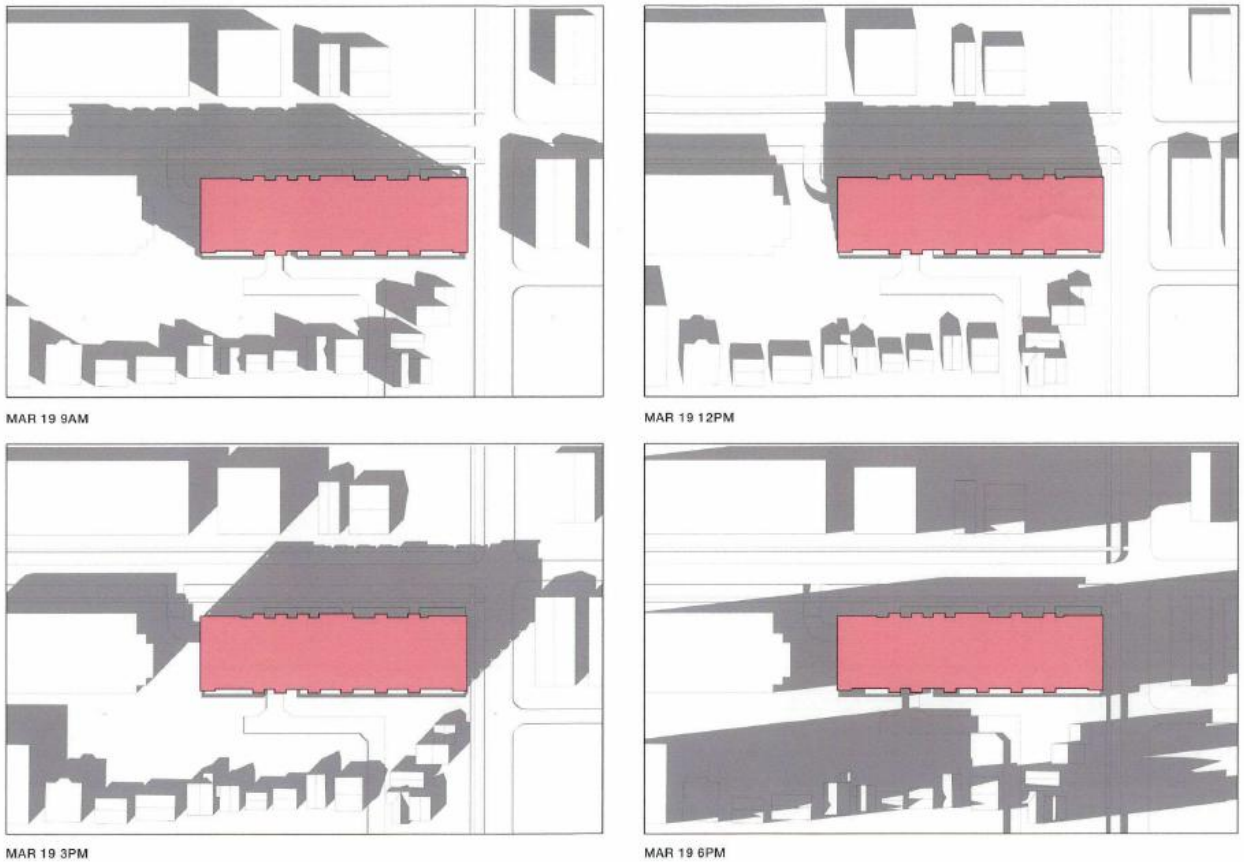

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SUN SHADOW STUDY
DEVELOPMENT APPLICATION PACKAGE
March 6, 2025
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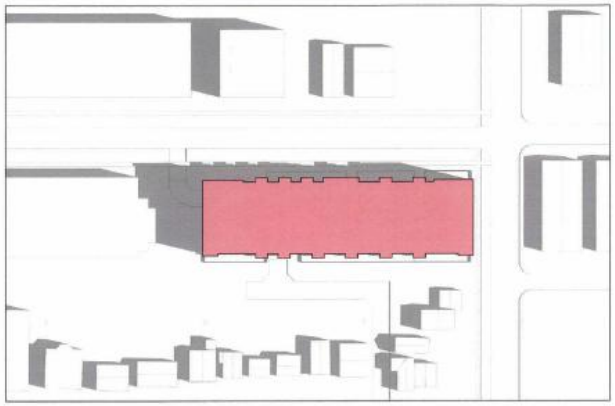
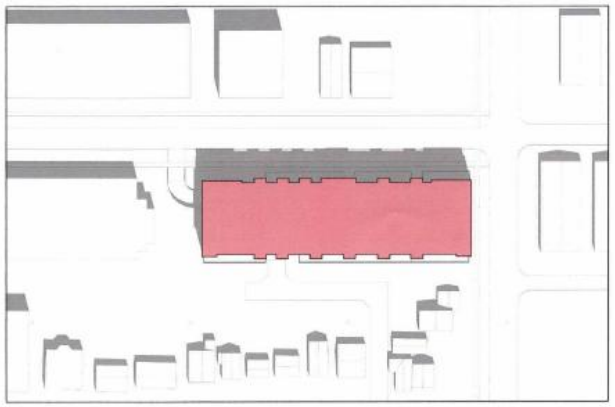
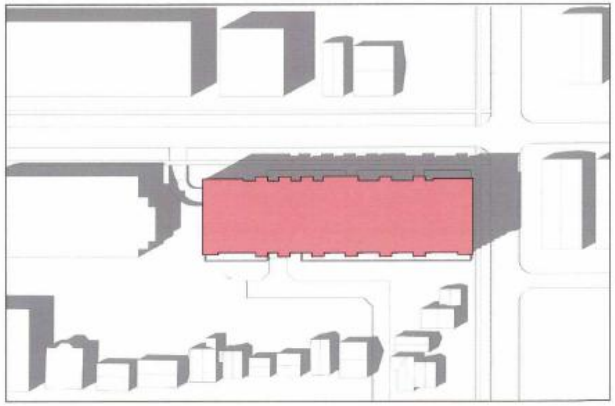


JUN 20 9AM



JUN 20 12PM



JUN 20 3PM



JUN 20 6PM

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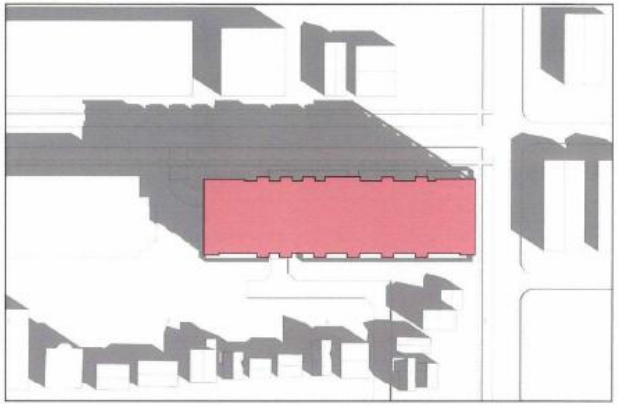
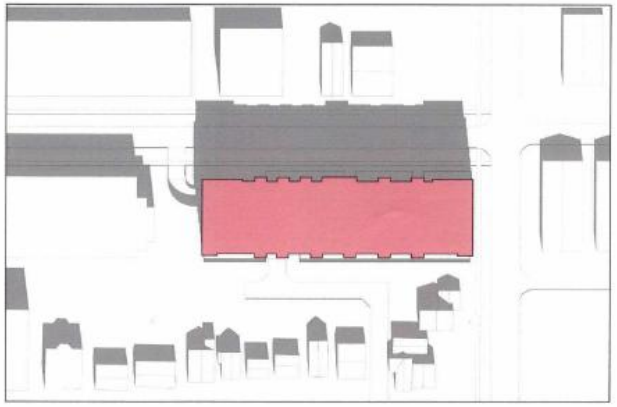
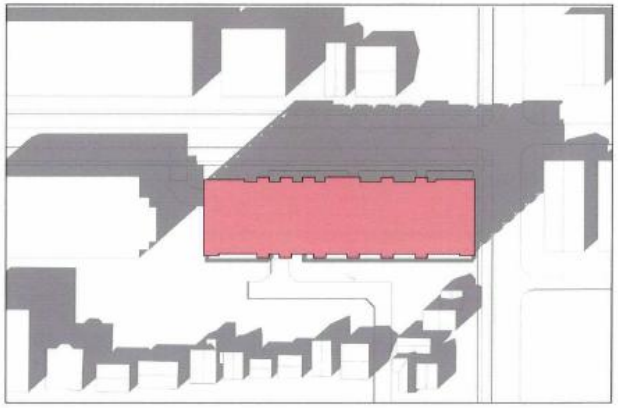


SEP 22 9AM



SEP 22 12PM



SEP 22 3PM



SEP 22 6PM

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