Agenda – Executive Policy Committee – October 21, 2025

Report – Standing Policy Committee on Property and Development – October 9, 2025

Item No. 11 Subdivision and Rezoning – 97, 99, 101, 103, 105 St Anne's Road (St. Vital Ward)
File DASZ 12/2025 [c/r DAV 114829/2025D]

STANDING COMMITTEE RECOMMENDATION:

On October 9, 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 subdivision proposed under Development Application No. DASZ 12/2025 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor for registration in the Winnipeg Land Titles Office in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated September 22, 2025 and attached as Schedule "C" to this report, with such minor changes as may be required.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to the "RMU" Residential Mixed Use zoning district, in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated September 22, 2025, and attached as Schedule "C" to this report, subject to the following conditions:

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

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

            a. buildings
            b. accessory parking areas
            c. private approaches
            d. garbage enclosures
            e. fencing
            f. landscaping
            g. free-standing signage

Report – Standing Policy Committee on Property and Development – October 9, 2025

STANDING COMMITTEE RECOMMENDATION (continued):

on the Owner's Land ("Works") to the City for approval by the Director of Planning, Property and Development ("Director") prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

ii. That, excluding projections permitted under the Zoning By-law, the maximum height of any building on the land shall not exceed seven storeys and 75 feet.

iii. That private vehicular approaches shall not be permitted on St. Anne's Road and/or Humboldt Avenue.

iv. That two 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.

v. That a minimum of 38 vehicle parking stalls be provided.

3. That, in lieu of the dedication of land, the developer shall provide a cash payment representing 10% of the Planned Area value of Development Application No. DASZ 12/2025 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.

4. That, upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor prepare a by-law in accordance with Recommendations 1 and 2 (the "By-law") and bring same directly to Council by way of communication for first reading.

5. That upon instruction from the Director of Planning, Property and Development that the Developer has paid all fees, charges or other amounts due in respect of DASZ 12/2025 (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.

Report – Standing Policy Committee on Property and Development – October 9, 2025

STANDING COMMITTEE RECOMMENDATION (continued):

6. That Development Application No. DASZ 12/2025 will be deemed to be concluded and all approvals in connection with same will expire if the developer has not submitted the Plan and paid the Fees within 2 years following the date on which Council gives first reading to the By-law, unless the developer applies for an extension of time before the expiration of that 2 year period and Council approves the extension.

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

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

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

10. That Development Application No. DASZ 12/2025 will be deemed to be concluded and all approvals in connection with same will expire if the developer fails to secure all necessary Plan approval signatures on behalf of the City within 1 year following the date on which the By-law is enacted, unless the developer applies for an extension of time before the expiration of that 1 year period and Council approves the extension.

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

12. That the variance order for DAV 25-114829/D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 12/2025;

Agenda – Executive Policy Committee – October 21, 2025

Report – Standing Policy Committee on Property and Development – October 9, 2025

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On October 9, 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 October 1, 2025, the Riel Community Committee concurred in the recommendation of the Winnipeg Public Service, with the following amendments:

- Add the following new Recommendation 2. A. iv.:

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

- Add the following new Recommendation 2. A. v.:

  "v. That a minimum of 38 vehicle parking stalls be provided"

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

PUBLIC HEARING SUMMARY

File: DASZ 12/2025

Before: Riel Community Committee
Councillor Mayes, Chairperson
Councillor Allard

Public Hearing: October 1, 2025
Council Building, 510 Main Street

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

Subject:



RIEL
COMMUNITY

APPLICANT: Landmark Planning & Design Inc. (Brennan Johnson)
FILE: DASZ 12/2025
PROPOSAL: An application for the approval of the plan of subdivision shown outlined above as may be determined by Council and for a proposed zoning change to By-law No. 200/2006 by rezoning the land shown outlined above from an "RMF-S PDO-1 MALLS AND CORRIDORS MATURE COMMUNITIES PDO-1" RESIDENTIAL MULTI-FAMILY (SMALL) DISTRICT to an "RMU PDO-1 MALLS AND CORRIDORS MATURE COMMUNITIES PDO-1" RESIDENTIAL MIXED-USE DISTRICT to allow for the construction of a mixed-use residential and commercial building. **For information, phone D. Clark, Planner at 204-986-5684.**
DEMANDEUR: Landmark Planning & Design Inc. (Brennan Johnson)
N° DE DOSSIER: DALZ 12/2025
PROJET: Demande d'approbation par le conseil municipal du plan de lotissement indiqué ci-dessus et proposition de modification du Zoning By-law No. 200/2006 (règlement municipal sur le zonage) visant à changer le zonage du terrain indiqué ci-dessus afin de le faire passer de la catégorie RMF-S (secteur de petites habitations multifamiliales), sous le DO-1 portant sur les centres commerciaux et les couloirs et le DO-1 des quartiers établis, à la catégorie RMU (secteur résidentiel polyvalent), sous le DO-1 portant sur les centres commerciaux et les couloirs et le DO-1 des quartiers établis, pour permettre la construction d'un bâtiment polyvalent à usage résidentiel et commercial. **Pour plus de renseignements, appelez D. Clark, urbaniste, au 204-986-5684.**

Premises Affected: 97, 99, 101, 103, 105 St Anne's Road

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

Prepared by: Z. Mohan, Committee Clerk
Riel Community Committee

Report date: October 3, 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 subdivision proposed under Development Application No. DASZ 12/2025 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor for registration in the Winnipeg Land Titles Office in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated September 22, 2025 and attached as Schedule "C" to this report, with such minor changes as may be required.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to the "RMU" Residential Mixed Use zoning district, in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated September 22, 2025, and attached as Schedule "C" to this report, subject to the following conditions:

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

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

            a. buildings
            b. accessory parking areas
            c. private approaches
            d. garbage enclosures
            e. fencing
            f. landscaping
            g. free-standing signage

            on the Owner's Land ("Works") to the City for approval by the Director of Planning, Property and Development ("Director") prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance

with the approved plans and maintain the Works to the satisfaction of the Director.

ii. That, excluding projections permitted under the Zoning By-law, the maximum height of any building on the land shall not exceed seven storeys and 75 feet.

iii. That private vehicular approaches shall not be permitted on St. Anne's Road and/or Humboldt Avenue.

iv. That two 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

v. That a minimum of 38 vehicle parking stalls be provided

3. That, in lieu of the dedication of land, the developer shall provide a cash payment representing 10% of the Planned Area value of Development Application No. DASZ 12/2025 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.

4. That, upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor prepare a by-law in accordance with Recommendations 1 and 2 (the "By-law") and bring same directly to Council by way of communication for first reading.

5. That upon instruction from the Director of Planning, Property and Development that the Developer has paid all fees, charges or other amounts due in respect of DASZ 12/2025 (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.

6. That Development Application No. DASZ 12/2025 will be deemed to be concluded and all approvals in connection with same will expire if the developer has not submitted the Plan and paid the Fees within 2 years following the date on which Council gives first reading to the By-law, unless the developer applies for an extension of time before the expiration of that 2 year period and Council approves the extension.

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

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

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

10. That Development Application No. DASZ 12/2025 will be deemed to be concluded and all approvals in connection with same will expire if the developer fails to secure all necessary Plan approval signatures on behalf of the City within 1 year following the date on which the By-law is enacted, unless the developer applies for an extension of time before the expiration of that 1 year period and Council approves the extension.

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

12. That the variance order for DAV 25-114829/D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 12/2025;

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 Applicant for keeping me in the loop on this throughout. It is the kind of thing we've been trying to encourage in Glenwood. More development at the end of streets rather than mid-block.

2. Under current zoning there would be height variance, but under the new zoning there would not be a height variance, but it's not out of keeping with the whole Malls and Corridors upzoning of various properties.

3. Immediately adjacent to a Transit route. Adjacent to all sorts of schools, stores, swimming pool, golf course, it's near a number of amenities.

4. But, I'm trying to also balance the concerns of the existing residents who are saying that the parking has become too tight. I'm not taking something away from the Applicant here, I'm just saying play by the rules. The rules are you don't even have to do one per unit, you just have to do 38.

5. So, this may get changed at upper levels, other committees. We're putting it in the zoning just so that we don't have to run it all through an appeal through the variances. This was some good creative work by the staff.

6. So, we'll put in the car share provision but also this provision saying 38 stalls. And again, it may get changed by upper Committees here or by Council itself.

7. I do want to send a message which is I don't think the couple we heard from are being unreasonable in saying that this is a balancing act. The existing residents are saying that if it gets bad enough we're just going to have to move, ironically, out of the infill area and out to an area like Bridgewater or Sage Creek. So, we try to balance here.

8. Again, not taking something away from the Applicant, just saying ok play by the rules by that one, play by the 38 stalls. That'll be the zoning part of it.

Objections under the Charter:	Total number of valid objections as per section 125(2) – 4 In accordance with section 236.1(1), the threshold for sufficient objection has not been met.
Exhibits Filed:	1. Application dated June 13, 2025 2. Notification of Public Hearing dated July 2, 2025 3. Manitoba Status of Titles 2734381/1, 2377137/1, 2377137/1, 2406822/1, 2718496/1, 2537727/1 4. Letter of authorization dated November 1, 2024, from 5553165 Manitoba Ltd. to Landmark Planning & Design Inc. (Brendan Salakoh and/or Brennan Johnson) 5. Letter of authorization dated November 1, 2024, from Dinubhai Tailor to Landmark Planning & Design Inc. (Brendan Salakoh and/or Brennan Johnson) 6. Arborist Report & Tree Protection Plan dated July 7, 2024 7. Plans (19 pages) 8. Report from the Urban Planning Division dated September 22, 2025 9. Inspection Report 10. Communication dated September 24, 2025, from Kelci Lavallee in opposition to the application 11. Communication dated September 25, 2025, from Naseer Chaudhry in support of the application 12. Communication dated September 29, 2025, from Brennan Johnson in support of the application 13. Communication dated September 29, 2025, from Raymond Hesslein in opposition to the application 14. Communication dated September 29, 2025, from Rita Morier in support of the application 15. Communication dated September 29, 2025, from Dinu Tailor in support of the application 16. Recording of Representations

REPRESENTATIONS:

In Support:

Naseer Chaudhry
Brennan Johnson
Rita Morier
Brendan Salakoh
Dinu Tailor

REPRESENTATIONS (continued):

In Opposition:

Kelci Lavallee
Raymond Hesslein
Tabitha Robin
Daniel Twerdochlib

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

Exhibit "8" referred to in File DASZ 12/2025

ADMINISTRATIVE REPORT

Title: DASZ 12/2025 – 97-105 St. Anne's Rd.

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

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

AUTHORIZATION

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

RECOMMENDATIONS

1. That the subdivision proposed under Development Application No. DASZ 12/2025 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor for registration in the Winnipeg Land Titles Office in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated September 22, 2025 and attached as Schedule "C" to this report, with such minor changes as may be required.
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        i. The Owner must submit plans showing the location and design of any and all proposed:
            a) buildings;
            b) accessory parking areas;
            c) private approaches;
            d) garbage enclosures;
            e) fencing;
            f) landscaping; and
            g) free-standing signage

on the Owner's Land ("Works") to the City for approval by the Director of Planning, Property and Development ("Director") prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

ii. That, excluding projections permitted under the Zoning By-law, the maximum height of any building on the land shall not exceed seven storeys and 75 feet.

iii. That private vehicular approaches shall not be permitted on St. Anne's Road and/or Humboldt Avenue.

3. That, in lieu of the dedication of land, the developer shall provide a cash payment representing 10% of the Planned Area value of Development Application No. DASZ 12/2025 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.
4. That, upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor prepare a by-law in accordance with recommendations 1 and 2 (the "By-law") and bring same directly to Council by way of communication for first reading.
5. That upon instruction from the Director of Planning, Property and Development that the Developer has paid all fees, charges or other amounts due in respect of DASZ 12/2025 (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.
6. That Development Application No. DASZ 12/2025 will be deemed to be concluded and all approvals in connection with same will expire if the developer has not submitted the Plan and paid the Fees within 2 years following the date on which Council gives first reading to the By-law, unless the developer applies for an extension of time before the expiration of that 2 year period and Council approves the extension.
7. That the subdivision section of the By-law will come into force when the Development Agreement is fully executed and the Plan is registered in the Winnipeg Land Titles Office.
8. That the zoning section of the By-law will come into force when the Zoning Agreement is registered in the Winnipeg Land Titles Office by way of caveat against the lands described therein.
9. That the By-law will be repealed without coming into force 1 year following the date it is enacted if the Plan is not registered in accordance with recommendations 7 and 8, unless the developer applies for an extension of time before the expiration of that 1 year period and Council approves the extension.
10. That Development Application No. DASZ 12/2025 will be deemed to be concluded and all approvals in connection with same will expire if the developer fails to secure all necessary Plan approval signatures on behalf of the City within 1 year following the date on which the By-law is enacted, unless the developer applies for an extension of time before the expiration of that 1 year period and Council approves the extension.
11. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.
12. That the variance order for DAV 25-114829/D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 12/2025;

REASON FOR THE REPORT

- The applicant is proposing to consolidate five properties and rezone to the "RMU" Residential Mixed-Use zoning district for the purpose of establishing a mixed-use building with 45 residential units and 2 commercial units.
- Subdivision and Rezoning applications require a Public Hearing as per the *Development Procedures By-law* and *The City of Winnipeg Charter.*
- The Report is being submitted for the Committee's consideration of the development application at the Public Hearing.

IMPLICATIONS OF THE RECOMMENDATIONS

- If the recommendations of the Urban Planning Division are concurred in, the subject property will be consolidated into one lot and rezoned to the "RMU" Residential Mixed-Use zoning district.

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg 2045 Goal – City Building

A successful strategy for sustainable city growth uses a variety of planning approaches. It strikes a balance between 'growing out' and 'growing up', offering choices ranging from traditional, single-family neighbourhoods to denser forms of urban housing and new neighbourhoods designed around a mix of land uses and a sustainable transportation system (p.17).

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

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

City Building Objectives

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

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

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

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

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

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

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

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

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

> *Increasing access to mobility options and fuel switching are key directions for reducing emissions from transportation. Key directions aim to directly shift residents out of single occupancy vehicles through sustainable transportation options with lower or no emissions (walking, cycling, public transit, carshare, and carpooling) or indirectly enable diverse mobility choices through the development of higher density, and more complete communities* (p.vi)
>
> *3.1 Increase Use and Efficiency of Public Transit Systems*
>
> *3.2 Increase the Density of Urban Development Along Key Transit Corridors.*

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

> *4.1 Increase Strategic Infill Development that Provides Access to and Capitalizes on Existing and Planned Corridors with Frequent Transit Service*
>
> *4.2 Ensure New Areas of Growth are Designed According to the Principles of Complete Communities (Primary Responsibility: Planning, Property and Development Department)*
>
> *4.3 Pursue Transit-Oriented Development*

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

In order to lower energy and greenhouse gases used in Winnipeg's new and existing buildings, the City and community need to find better ways to understand the energy use and emissions from buildings and provide builders with the tools and resources (where needed and feasible) to support these retrofits and designs.

> *5.2 Improve energy performance of new buildings*

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

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

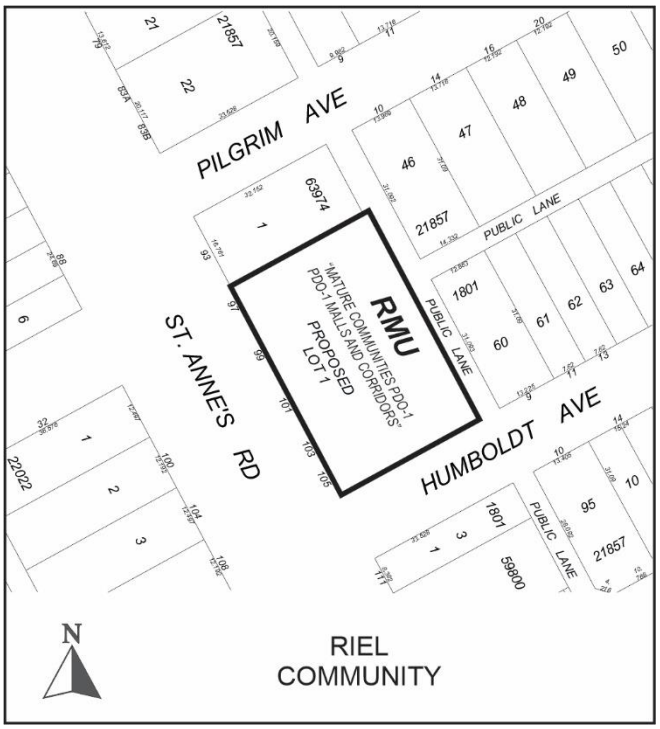
SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning Division
Prepared by	Devin Clark, RPP, MCIP
Date:	September 22, 2025
File No.	DASZ 12/2025

Schedule A	Planning Discussion
Schedule B	Report of the Administrative Coordinating Group – September 17, 2025
Schedule C	File No. DASZ 12/2025 Riel Community Committee, dated September 22, 2025
Appendix A	Proposed By-law
Appendix B	Sun/Shadow Study

SCHEDULE 'A'

DATE:	September 22, 2025
FILE:	DASZ 12/2025
RELATED FILES:	DAV 25/114829
COMMUNITY:	Riel Committee
NEIGHBOURHOOD #:	5.508 – Glenwood Neighbourhood
SUBJECT:	To consolidate five properties and rezone to the "RMU" Residential Mixed-Use zoning district for the purpose of establishing a mixed-use commercial and residential development with 45 units.
LOCATION:	97 – 105 St. Anne's Road
LEGAL DESCRIPTION:	LOT 44 PLAN 21857 109 ST B



APPLICANT:	Brennan Johnson (Landmark Planning & Design Inc) 298 Waterfront Dr Winnipeg, MB R3B 0G5
OWNER:	5553165 MANITOBA LTD. 35 Highcastle Cres Winnipeg, MB R2N 3V7
RECOMMENDATION:	Approval with conditions

SITE DESCRIPTION

- The subject property is located on St Anne's Rd, in the Glenwood neighbourhood of the St Vital ward.
- The subject site is approximately 18,130 square feet (1,684 square metres) in area. The site is currently occupied by five (5) buildings built from 1919-1927 and used as single-family dwellings.
- The subject site is accessed by a paved back lane.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the Established Neighbourhoods – Mature Communities policy area. The property is zoned “RMF-S” Residential Multi-Family (Small) District.

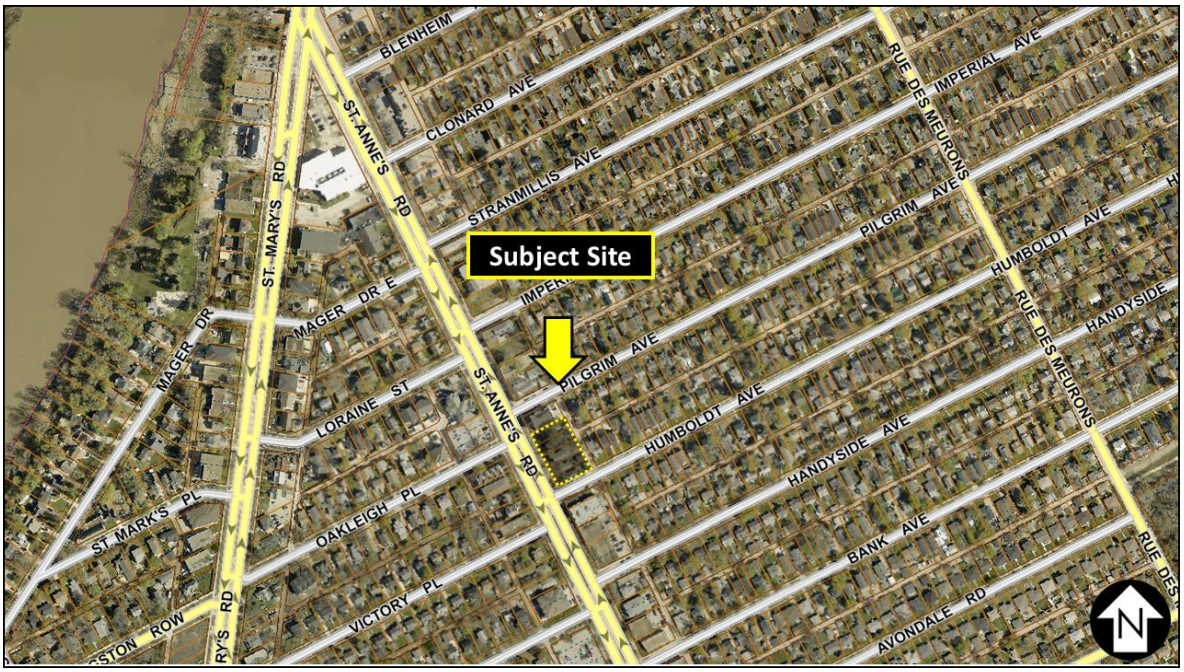


Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Residential uses on land zoned “C1” Commercial Neighbourhood district, then Pilgrim Avenue.

South: Humboldt Avenue, then residential and commercial uses on land zoned “RMF-S” Residential Multi-Family (Small) district and “C2” Commercial Community district.

East: Rear lane, then residential uses on land zoned “R1-M” Residential Single-Family (Medium) district.

West: St. Anne’s Road, then residential uses on land zoned “RMF-S” Residential Single-Family (Small) district.

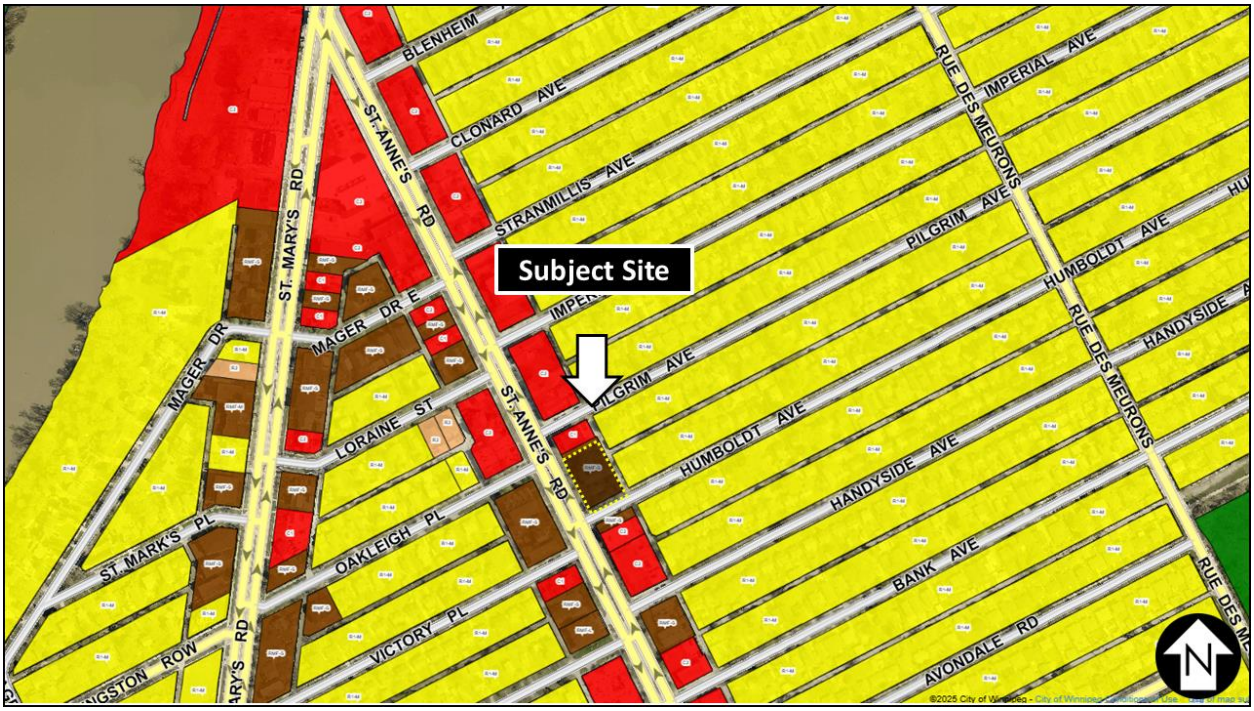


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The existing structures on site will be demolished.
- The applicant intends to construct a six-storey, mixed-use commercial and residential building.
- The building will contain two ground-floor commercial units and 45 residential units above. The ground-floor commercial units will be approximately 750 square feet and 1,059 square feet.
- The submitted site plan shows:
    - A building width of 145.6 feet (44.38 metres), a depth of 60 feet (18.29 metres), and a height of 70 feet (21.33 metres).
    - A building area of 8,742 square feet (812.16 square metres).
    - 32 parking spaces, including two (2) accessible spaces and one (1) car share vehicle.
    - 10 indoor secure bicycle parking spaces and 15 outdoor spaces.
    - A total of five new trees will be planted, 1 existing tree is to be preserved and 35 shrubs will be planted.
- The site will be accessed from the rear public lane.
- A 6-foot-tall fence is proposed along the property line that abuts the public lane.
- Garbage pickup will be accessed from the public lane.
- Variances are required for the yard setbacks, landscaping requirements, and parking minimums. See DAV 25-114829/D.

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

- The applicant engaged with the Urban Planning and Design Division prior to submitting a formal application.

With the Public

- The applicant submitted a detailed overview of the public consultation process that took place prior to submission of the development application. The applicant indicated the following:

    - *A thorough public engagement process was undertaken as part of this project, including a series of stakeholder meetings and public open houses held in May and October of 2024. The Project Team met with directly adjacent residents and stakeholders, those most likely to be potentially impacted by this proposal, and members of the general public on a total of two occasions (across four meetings). Figure 1 (below) outlines the public engagement process undertaken by the Project Team.*

    - *At the first set of meetings (May 1st, 2024 – 4PM and 7PM via Zoom), the Project Team introduced themselves to stakeholders, provided an overview of the project, shared preliminary design concepts for the site, received feedback, and outlined next steps in the planning process.*

    - *At the second set of meetings and public open houses (October 16th, 2024 – 4PM and 7PM via Zoom), the Project Team provided an update on project progress, demonstrated how feedback received has been considered and addressed, shared a preferred design concept, and outlined next steps in the planning process. Residents and stakeholders were provided another opportunity to share input. The Project Team also discussed the project one-on-one with project stakeholders on numerous occasions prior to submitting a formal application, including the Glenwood Neighbourhood Association. In terms of notification, residents and stakeholders in the immediate vicinity of the project received direct invitations to the stakeholder meetings via hand delivered notices. For the second set of meetings and public open houses, notices were mailed to residents in the project vicinity, and emails were sent to participants from the first set of meetings. An advertisement was also placed in the Winnipeg Free Press Community Review East newspaper*

- The applicant provided the following table, outlining the issues that were heard and how they believed the concern was addressed:

ADDRESSING FEEDBACK

A number of topics were raised by stakeholders during the engagement process. The Project Team summarized and synthesized these comments and concerns into themes, and worked to address them where possible. The chart below outlines how the Project Team considered and addressed feedback from the engagement process.

Comment/Concern	Project Team Response
Building Design and Aesthetics	– The preferred design features a variety of colours, materials and articulation to reduce the scale and bulk of the building. – The rear façade features a similar treatment as the street-facing façade to provide visual interest. – Street-level commercial units will contribute to a comfortable and attractive public realm. – A front yard setback from St. Anne's Road will allow for unobstructed pedestrian movement and create separation between the public and private realms.
Height, Shadows and Privacy	– The preferred design concept features a 6-storey building with a flat roof, while earlier concepts considered a peaked roof. – Various architectural and streetscape elements will help to maintain a pedestrian scale, including two commercial retail units. – The St. Anne's Road right-of-way width, which *Complete Communities 2.0* references in determining appropriate building heights, is +/- 99' – 0" (while the building height is approximately 70 feet). – A Sun/Shadow Study was prepared by the project architect. The Study confirms the project meets City guidelines. – A rear yard setback of +/- 40' – 0" is provided to mitigate potential shadows on residential properties to the east and help maintain privacy. The nearest home is +/- 60' – 0" from the proposed building.
Parking	– The preferred design concepts features surface parking accessed off of the rear lane and tucked beneath a portion of the building. – Designated parking for the commercial units would be provided. – Designated parking for visitors would be provided.
	– Two Peg City Car Co Op stalls and vehicles would be provided. Numbers vary, but one car share vehicle can replace up to 13 private vehicles. – The proposed development is located on a quality transit corridor and will be part of the primary transit network as of June 2025. – Secure indoor bike parking in excess of the Zoning By-law requirement is provided.
Landscaping	– The preferred design concept features a front yard setback of 9' – 6" which will allow for the planting of shrubs and other amenities, such as benches and bike racks. – An arborist report was undertaken which includes recommendations to protect trees on adjacent properties. – A landscape plan is included as part of this application.

NALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- As part of *Complete Communities Direction Strategy 2.0*, the City has an intensification target under Section B1. General Growth Goal 2 - Policy 2.1 states that a minimum of 50% of all new dwelling units be accommodated in the intensification target area of the City of which this property is located within.
- The subject property is located along an Urban Mixed Use Corridor. The description of an Urban Mixed Use Corridor in Complete Communities 2.0 is as follows:
    - *Urban Mixed Use Corridors are the most pedestrian oriented of the City's Corridors. Their design and land use either currently provide a high-quality urban environment or are expected to transition to such a standard in the shorter term. The City will prioritize the creation of vibrant pedestrian and transit-oriented places in these Corridors by encouraging residential and commercial intensification, ensuring careful attention to urban design, and through strategic infrastructure investments.*
- Characteristics of Urban Mixed Use Corridors are described as follows:
    - *Moderate to high volume retail and commercial roadways*
    - *Located on the Primary Transit Network, offering high frequency and direct transit service throughout the city*
    - *Contain multi-block sections where development is oriented to the street and existing development patterns are conducive to supporting higher density, mixed use pedestrian environments*
    - *Contain urban design features that make them accessible, safe, and attractive for pedestrians and cyclists*
    - *Offer strategic opportunities to support long-term expansion through comprehensively planned intensification*

Goal 1 Encourage strategic residential intensification on Corridors.

Policies

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

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

Policies

3.1 Ensure that development on Urban Mixed Use Corridors is designed to prioritize a comfortable pedestrian environment and attractive public realm through the use of design elements which may include, but are not limited to the following:

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

3.1.2 Having entrances provide direct access to the public sidewalk.

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

3.1.4 Encouraging balconies and public spaces, such as plazas, patios, or other pedestrian amenities.

3.1.5 Minimizing impacts of vehicular access and parking on the pedestrian environment by having vehicular access off of existing lanes.

3.1.6 Encouraging the location of parking above- or below-grade, or behind the primary building. Parking located beside the building may be acceptable if the parking area occupies a minimal area and high-quality screening from the public right-of-way is provided.

3.1.7 Promoting pedestrian-scale signage.

3.2 Fine-grained local commercial uses and vertical mixed-use buildings with ground floor commercial uses will be encouraged.

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

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

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

3.5 Design the public realm and right-of-way to promote improvements to the pedestrian and cycling environment, including pedestrian- and transit-oriented streetscaping enhancements.

3.6 Discourage auto-oriented land uses.

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

Policies - Urban Mixed Use Corridors

4.1 Maintain ground floor commercial space when redeveloping properties in Urban Mixed Use Corridors.

4.2 Discourage auto-oriented commercial uses such as those that cater to the drive-by or traveling customer as well as those requiring outdoor storage or sales in Urban Mixed Use Corridors. Such uses may be considered only where:

4.2.1 The proponent can demonstrate a high degree of compliance with the design considerations articulated in the policies under Goal 3.

4.2.2 Negative impacts can be minimized through appropriate means.

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

All Corridors

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

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

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

General Growth Policies

Goal 3 Direct the highest residential and employment densities to areas that can provide the best transit service.

Align maximum permitted multifamily residential densities with transit.

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

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

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

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

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

Figure 3: Guidance on recommended height and densities within the General Growth Policies of *CCDS 2.0*

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Current Zone

- The land is currently zoned “RMF-S” Residential Multi Family - Small. *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.*

Proposed Zone

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

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

b. In the “RMF-M”, “RMF-L”, and “RMU” zoning districts, where a building is more than one storey in height, the required interior side yard increases by 2 feet for each storey above the ground floor to a maximum of 20 feet.

Front Yard Alignment

- *Where a new single-family dwelling, two-family dwelling, multi-family dwelling or addition to a dwelling is proposed within a street block or a portion of a street block where at least 80 percent of the lots have been developed with principal residential structures, and the front yard required by Table 5-2 is inconsistent with the majority of existing front yards for developed single- and two-family multi-family dwellings on the street block, the new structure must be developed with a front yard consistent with the average of the existing front yards within that block or portion of the block. In the case of a corner lot, either the average of the setback for the two nearest properties on the same block or for all the properties facing the same street on the same block may be used for calculating the allowed setback.*

Parking

- Urban Infill Areas
    - *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.*

- Combination of Uses
    - *Where principal uses from different sub-categories of uses listed in Table 4-1 are located within a single building (for example: retail and service uses in a hotel or office building, or offices combined with warehousing uses), the number of parking spaces required is reduced to 80 percent of the aggregate of the accessory off-street parking spaces required for each use established on the zoning lot.*

COMPATIBILITY WITH THE SURROUNDING NEIGHBOURHOOD AND EXISTING LAND USES

Area Context

- The proposed development is to be located within an area established with a mix of commercial and multi-unit residential uses along St. Anne's and predominantly single-family residential dwellings as you move away from the St. Anne's Rd corridor.

Density

- The proposal of 45 units on a lot size of 18,130 equates to a lot area per dwelling unit of 403 sq. ft.
- Examples of multi-unit residential buildings near the subject site include:
    - 175 St. Anne's – a four-storey residential and commercial mixed use building with 30 residential units and 5 commercial units zoned "C2" Commercial Community on an approximate 47,000 square foot lot, equaling a lot area per dwelling unit of 796.3 sq. ft.
    - 170 St. Anne's – a three-storey building with 17 units zoned "RMF-S" Residential Multi Family – Small on an approximate 14,500 square foot lot, equaling a lot area per dwelling unit of 852 sq. ft.
    - 130 St. Anne's – a three-storey building with 12 units zoned "RMF-L" Residential Multi Family – Large on an approximate 8,700 sq. ft. lot, equaling a lot area per dwelling unit of 728 sq. ft.
    - 113 St. Anne's – a three-storey residential and commercial mixed use building with 8 residential units and 2 commercial units zoned "C2" Commercial Community on an approximate 6,000 square foot lot, equaling a lot area per dwelling unit of 755.5 sq. ft.
    - 112 St. Anne's – a three-storey building with 11 units zoned "RMF-S" Residential Multi Family – Small on an approximate 5,600 sq. ft. lot, equaling a lot area per dwelling unit of 511 sq. ft.
- In accordance with the General Growth Policies under CCDS 2.0, the Urban Planning Division would consider the proposed development along an Urban Mixed Use corridor to allow for a range of building heights between 60-100 feet and lot area per dwelling unit ranging between 400-600 square feet.
- The proposed development falls within this range.

Building Heights

- The “RMU” zoning district permits buildings up to 100 feet tall. The proposed building height is 70 feet.
- The proposed development introduces a building height that has not yet been established along this section of St. Anne’s. However, policies guiding development along Urban Mixed Use Corridors envision building heights within this range. The Urban Planning Division recommended that a sun-shadow study be conducted, which is discussed in the below section of this report. With consideration for the objectives of development along Urban Mixed Use Corridors, the Urban Planning Division is supportive of a 70-foot-tall building.
- The Urban Planning Division recommends a Zoning Agreement condition that limits the building height to 75 feet in order to provide some level of assurance that the development height is capped. Otherwise, once rezoned to “RMU”, the property would have entitlements to a 100-foot-tall building.

Sun/Shadow study

- A sun/shadow study was conducted showing the proposed development and potential impacts on the surrounding established uses. See Appendix B.
- 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 applicant provided studies for March 21st and September 21st with the above noted times, as well as a study for June 21st.
- Upon review of the shadow impact study, the Urban Planning Division confirms that for March 21 shadow impacts are generally minimal. At 9 a.m. shadows are cast northwest across the public right of way of St. Anne’s onto the commercial sites of 80 and 88 St. Anne’s, as well as the multifamily building to the north of the subject property at 93 St. Anne’s. By noon, building shadows cast slightly onto the multifamily building to the north. At 3 p.m. shadows shift slightly to the east and touch the edges of 10 Pilgram Ave and 9 Humboldt Ave. By 6 p.m. shadows extend east onto 9, 11, 13 and presumably 17 Humboldt Ave.
- 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 9 Humboldt Ave.
- 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.

Arborist Report

- An Arborist Report was undertaken to conduct a site inspection and tree assessment in July of 2024. The Report includes a tree protection plan for those on private property which fall outside of the proposed building footprint. Public trees (on City Boulevards) have been identified and will be protected per City of Winnipeg Urban Forestry guidelines.
- The arborist report identifies 30 trees on the subject property, of which 29 are unsuitable to maintain as they are either in poor condition or fall within the development footprint.
- Recommendation for tree protection was identified for one tree that is located at the northwest portion of the site. The tree is a Manitoba Maple, identified to be in good condition with a DBH of 13 centimeters.
- Preservation of this tree in this location does not count toward building foundation landscaping or street edge landscaping; however, a tree of this size would otherwise qualify for the equivalent of 2 trees.

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 St. Anne's Road and Humboldt Ave.
- Landscaping is insufficient along the street edge for both St. Anne's and Humboldt Ave. as follows:
    - The frontage along St. Anne's Road is 165.5 feet. As such, 6 trees and 25 shrubs are required. The application proposes 2 trees and 25 shrubs.
    - The frontage along Humboldt Ave. is 110 feet. As such, 4 trees and 17 shrubs are required. The application proposes 2 trees and 3 shrubs.
- Building foundation landscaping requirements are as follows:

  190. (5) 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.

- The requirements apply to both sides of the development facing a street, so this includes both St. Anne's Road and Humboldt Ave.
- Landscaping is insufficient along the building foundation for both St. Anne's and Humboldt Ave. as follows:
    - The façade along St. Anne's Road is 145 feet. As such, 15 shrubs are required. The application proposes 7 shrubs.
    - The façade along Humboldt Ave is 60 feet. As such, 6 shrubs are required. The application proposes 0 shrubs.
- One additional tree is proposed within the rear yard parking area.

- In total 5 new trees, 35 shrubs and the preservation of 1 existing tree is proposed on site, while 10 trees and 63 shrubs are required.
- Requirements for parking lot interior landscaping are exempt because there are less than 20 parking stalls required with the proposed development.
- The Urban Planning Division is supportive of the proposed landscaping on site as the intent of development along Urban Mixed Use Corridors is to create a pedestrian oriented environment, moving buildings closer to front and corner property lines, as is proposed with this application. In doing so, space becomes limited to accommodate standard Zoning By-law requirements for landscaping, where the zoning district prescribes larger front and side yard setbacks.

Parking

- The total required parking on site for both commercial and residential uses is 38 stalls. 32 parking stalls are proposed, including one reserved for a carshare vehicle.
- 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.
- In addition to the Urban Infill Area parking reductions, the building also qualifies for the combination of uses rule, because the building contains both residential and commercial uses. This allows for a reduction to 80% of the parking requirements noted above.
- As such, 38 spaces are required based on the following calculations:
    - 45 units x 1.5 stalls = 67.5 stalls
    - 2 commercial units = 2 stalls
    - UIA – residential parking stalls are reduced to 1 stall per unit = 45
    - Combination of uses is calculated at 47 x 80% = 38 stalls
- Two commercial office spaces are proposed, with unit sizes around 1,800 square feet. For undetermined commercial space Zoning typically applies the Retail Sales use category for commercial parking. The Zoning By-law indicates that 1 stall is required for each 250 square feet of floor area over 2,000 square feet (1 space minimum). As such, each commercial space is required to provide 1 stall each for a total of 2 parking stalls.
- The application also includes a proposal to include a car share vehicle on site. Car shares can be considered the equivalent of up to 12 regular vehicle parking stalls.
- 10% of the provided residential parking is also required for visitor stalls. As such, 2 stalls are required for visitor parking.
- Reductions to vehicle parking spaces do not apply to the total number of accessible parking spaces required or bicycle parking spaces required within sections 168 and 169 of the Zoning By-law. Accordingly, 2 accessible stalls are required, 1 as a standard accessible stall and 1 as a van accessible stall.
- Bike parking is required on the following basis: 1 bicycle parking stall for every 10 required vehicle stalls. As such, a total of 7 bicycle parking stalls are required.
- The applicant is proposing secure indoor bicycle parking for 10 bicycles and space for 15 bicycles outdoors.

- The car share vehicle is proposed through Peg City car co-op and would be available to those who reside in the neighbourhood, including those who are tenants in the proposed building. This amenity helps offset the reduced parking proposal and further enables people to have a wide array of available transportation options.
- If considering the car share vehicle offsets up to 12 regular vehicle parking stalls, the total provided residential parking on site is 43 stalls, where 36 stalls are required.
- With consideration for the substantial secure bicycle parking, the mixed-use nature of the building and available transit on St. Anne's, the proposed parking is supportable from the Urban Planning Division's perspective.

Aging Demographic

- The Housing section of CCDS 2.0 recognizes the importance of providing housing that allows people to age in place.
  we must provide opportunities such as "aging in place" so residents can remain in their communities as they move through their life phases. Accommodating the aging population will become important over time, and will need to be factored into planning for growth in all neighbourhoods and across all housing types and tenures (p.148).
- Many features of a multi-unit residential dwelling, or mixed-use building are inherently more age friendly than single family dwellings. At the time of submitting this report, details about how the site and building design include accessible and age friendly design elements were not specifically identified. Additional information could be provided at the plan approval stage on how units may be designed as accessible or adaptable, as well as any other site or building design features that support an aging population. Exterior sidewalk widths should be able to accommodate wheelchairs, and should be free of barriers such as electrical outlets to maintain sufficient space for movement.

Housing

- Policy supporting housing diversity and affordable housing is found on page 149 of CCDS 2.0. This policy states:

  1.0 Support diverse housing options in each neighbourhood or neighbourhood cluster throughout the city.
- The proposed development aligns with this policy as it proposes to introduce diverse housing options in an area predominantly established with single family residential dwellings.

Energy Efficiency

- Within the General Growth Section of CCDS 2.0, Goal 7 is to leverage growth to promote climate change resiliency.
- Policy 7.1, Sustainable building practices says:

  Promote sustainable building practices with a focus on net zero carbon and energy efficiency building standards (p.29).
- Details with respect to the energy efficiency of the building were not included with the development application submission.

Building Design

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

Transit

- Transit currently operates along St. Anne's Rd. serviced by route F7, which runs approximately 87 buses heading northbound and southbound respectively during weekdays.
- The stops are located between 100-150 metres from the subject site (see Figure 4 below)
- Based on the current schedule, service runs between 5:29 AM and concludes at 1:23 AM.
- At peak hours (between approximately 6:20 – 9:30 AM and 2:15-5:30PM), service is planned to be as frequent as every 10 minutes.



Figure 4: 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 limited, with access to dedicated paths on Fermor Ave. and designated on street paths along Egerton Rd.
- A secure enclosed bicycle parking facility is proposed within the building that is to accommodate up to 10 bicycles.

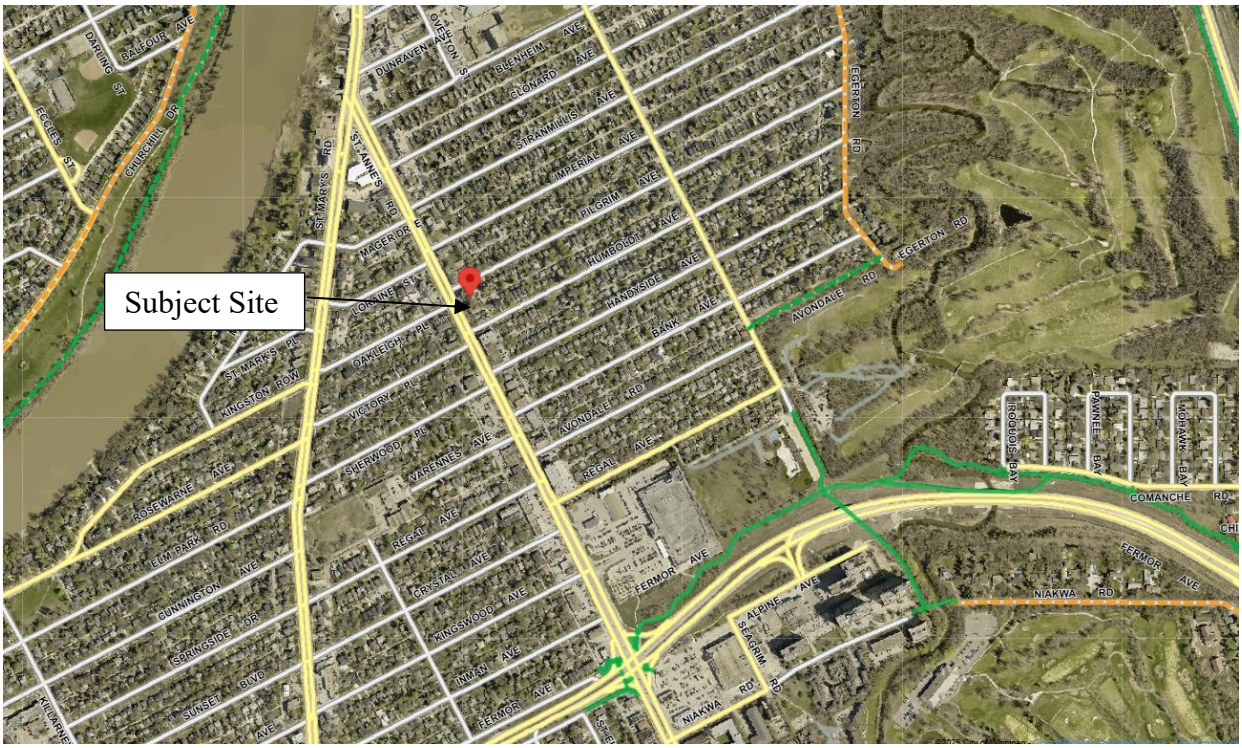


Figure 5 - Established Active Transportation Pathways around the subject property

RECOMMENDED SERVICING AGREEMENT

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

RECOMMENDED ZONING AGREEMENT

Plan Approval

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

Maximum Building Height

- A maximum building height of 75 feet is also being recommended as that is consistent with the proposal, while providing a bit of flexibility as detailed construction drawings are prepared. Without a condition capping the building height, a maximum building height of 100 feet would be permitted under the RMU dimensional standards.

Restricting Private Approaches from St. Anne's and Humboldt Avenue

- The Urban Planning Division encourages vehicle access to parking areas from the public lane when possible. In this situation a paved public lane is currently established. This condition ensures the proposed development and possible future development will utilize the existing lane for vehicle access.

LAND DEDICATION

- When a developer rezones and/or subdivides a parcel of land, they are required to put in an application with the City of Winnipeg.
- As a condition of rezoning or subdivision, a developer is required to contribute a portion of the land to be developed to the City for parks purposes.
- The amount of land is to be no less than 10%.
- The developer is required to either provide land or 'cash in lieu' as determined by the Planning, Property and Development Department.
- The Public Service is requesting cash in lieu as part of this application.

RECOMMENDATION

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

- The development will help achieve residential intensification targets.
- The development will provide additional housing options.
- The proposed development will better utilize existing infrastructure.
- With the proposed car share vehicle, the availability of frequent transit along St. Anne's, and the inclusion of secure bicycle parking for up to 10 bicycles, the subject property and proposed development supports multi-modal transportation options.
- The proposed development meets site and building design objectives under the Urban Mixed Use Corridor policies of *Complete Communities 2.0*. Namely the building is:
    - positioned near the front and corner side property lines to create a pedestrian orientation,
    - has a height and scale that fits within the guidance for buildings along Urban Mixed Use Corridors,
    - uses a variety of building materials which adds to the architectural interest of the area,
    - includes features such ground floor commercial units and balconies that increase activity and "eye's on the street" along the street edge, and
    - takes vehicular access from the rear laneway.

This Report Submitted by: Devin Clark, RPP, MCIP
Planning, Property and Development Department
Urban Planning Division
Report Prepared by: PPD File # DASZ 12/2025

Schedule "C" for File No. DASZ 12/25, Riel Community Committee, dated September 22, 2025

By-Law No. _____

File No. **DASZ 12/2025**

Atlas Sheet No. **AD27**

N

RIEL COMMUNITY

Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 200/2006 by rezoning the land located at 97, 99, 101, 103, and 105 St Anne's Road from an "RMF-S PDO-1 MALLS AND CORRIDORS MATURE COMMUNITIES PDO-1" RESIDENTIAL MULTI-FAMILY (SMALL) DISTRICT to an "RMU PDO-1 MALLS AND CORRIDORS MATURE COMMUNITIES PDO-1" RESIDENTIAL MIXED-USE DISTRICT to allow for the construction of a mixed-use residential and commercial building.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Exhibit “7” referred to in File DASZ 12/2025





97-105 ST. ANNE'S ROAD
Plan of Subdivision

REVISIONS:
NO.
NOTES:

NOT FOR CONSTRUCTION
FOR DISCUSSION PURPOSES ONLY

SEAL
WINNIPEG, MANITOBA

DRAWN BY: N/A
CHECKED BY: N/A
SCALE: 1:500

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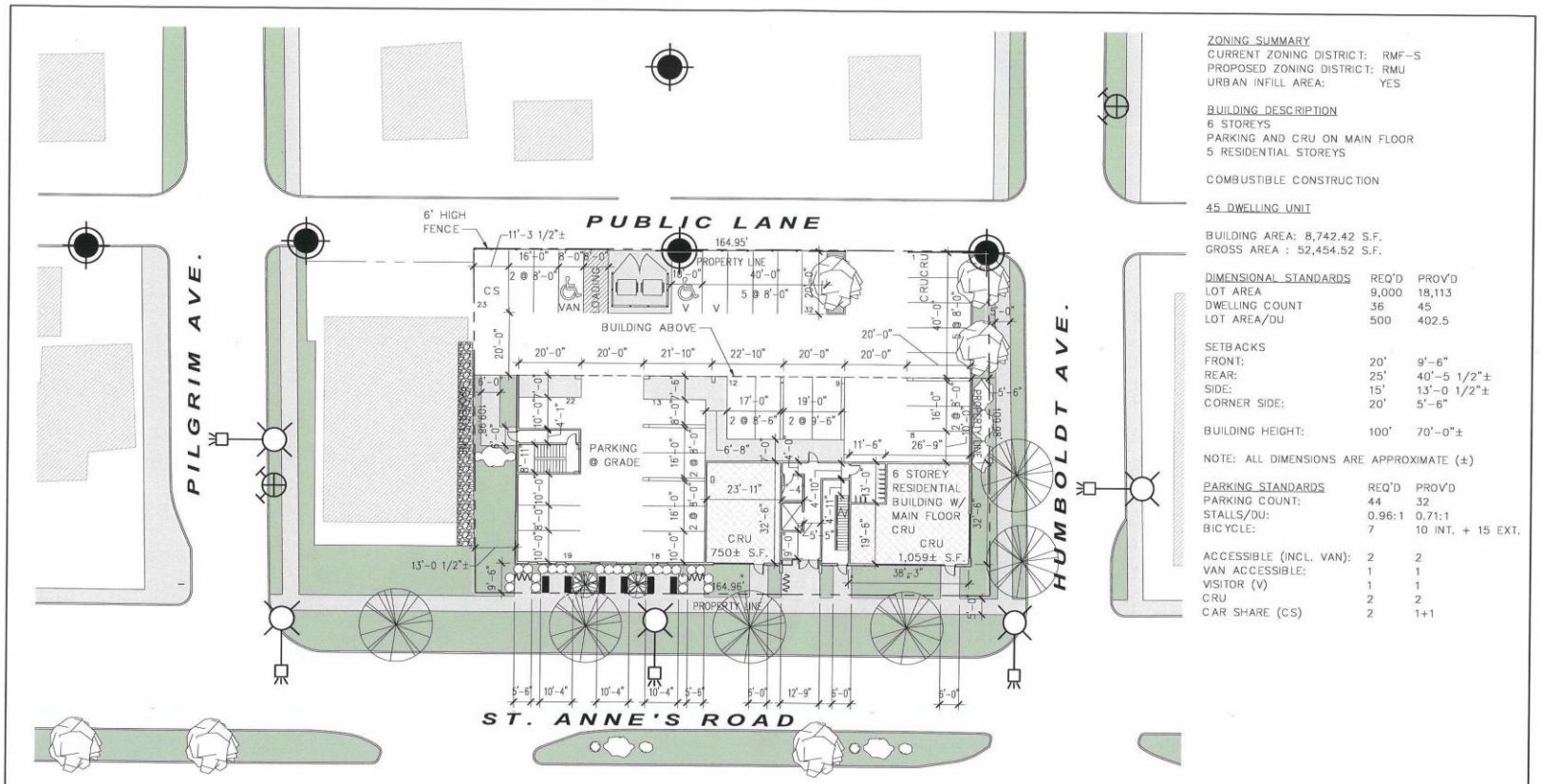

ZONING SUMMARY
CURRENT ZONING DISTRICT: RMF-S
PROPOSED ZONING DISTRICT: RMU
URBAN INFILL AREA: YES

BUILDING DESCRIPTION
6 STOREYS
PARKING AND CRU ON MAIN FLOOR
5 RESIDENTIAL STOREYS

COMBUSTIBLE CONSTRUCTION

45 DWELLING UNIT

BUILDING AREA: 8,742.42 S.F.
GROSS AREA : 52,454.52 S.F.

DIMENSIONAL STANDARDS	REQ'D	PROV'D
LOT AREA	9,000	18,113
DWELLING COUNT	36	45
LOT AREA/DU	500	402.5
SETBACKS		
FRONT:	20'	9'-6"
REAR:	25'	40'-5 1/2"±
SIDE:	15'	13'-0 1/2"±
CORNER SIDE:	20'	5'-6"
BUILDING HEIGHT:	100'	70'-0"±

NOTE: ALL DIMENSIONS ARE APPROXIMATE (±)

PARKING STANDARDS	REQ'D	PROV'D
PARKING COUNT:	44	32
STALLS/DU:	0.96:1	0.71:1
BICYCLE:	7	10 INT. + 15 EXT.
ACCESSIBLE (INCL. VAN):	2	2
VAN ACCESSIBLE:	1	1
VISITOR (V)	1	1
CRU	2	2
CAR SHARE (CS)	2	1+1

TRUE NORTH
PROJECT NORTH

1 / SK-01 MAIN FLOOR PLAN
1" = 30'-0"

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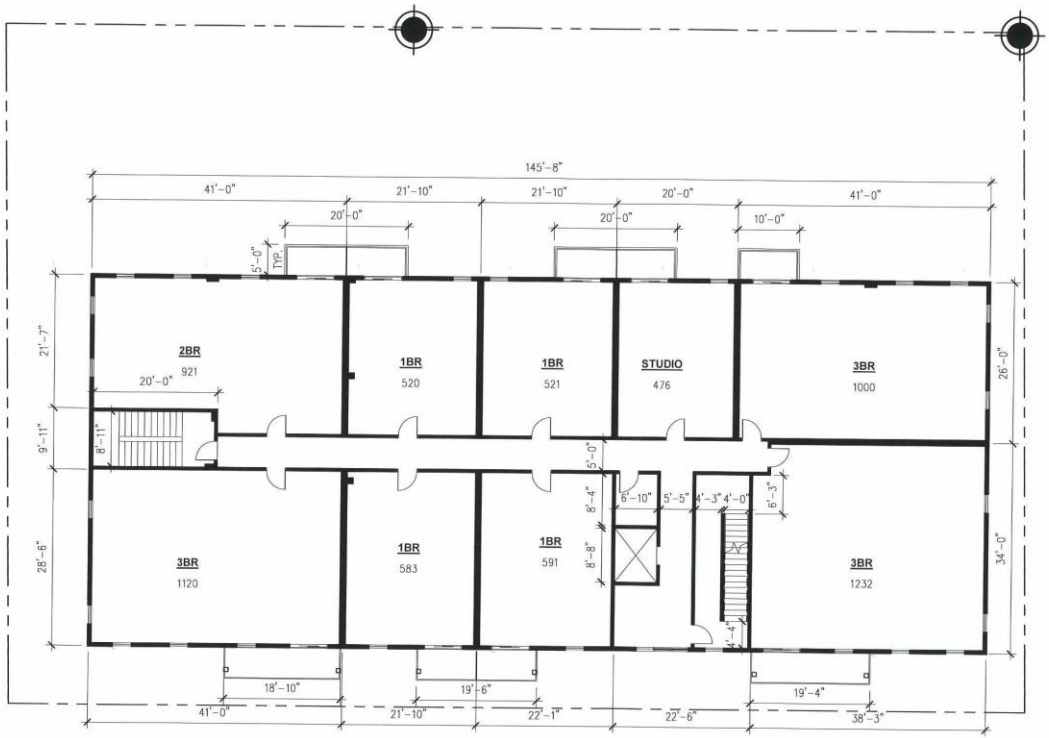
Unit 201 - 227 Stafford Street • Winnipeg • Manitoba • R3M 2J1
Phone 204-982-6940 • Fax 204-453-4556 • info@affinityarch.com

Project: 97-105 ST. ANNE'S ROAD
Drawing Title: MAIN FLOOR PLAN

Designed: EH
Drawn: JT/ESH
Date: 2024-12-20
Comm. No.: 23024
Reference Drawing No.:
Sheet No.: SK-01
Scale: As indicated



N TRUE NORTH

N PROJECT NORTH

1 SK-02

LEVEL-02 TO LEVEL-05: TYPICAL FLOOR PLAN

1/16" = 1'-0"

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Project: 97-105 ST. ANNE'S ROAD

Drawing Title: TYP. FLOOR PLAN

Designed: EH	Reference Drawing No.:
Drawn: JT/ESH	Sheet No.: SK-02
Date: 2024-12-20	
Comm. No.: 23024	Scale: 1/16" = 1'-0"



1 SK-03 EXTERIOR BUILDING ELEVATION - WEST

1/16" = 1'-0"

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Project: 97-105 ST. ANNE'S ROAD

Drawing Title: WEST ELEVATION

Designed: EH	Reference Drawing No:
Drawn: JT/ESH	Sheet No: SK-03
Date: 2024-09-25	
Comm. No.: 23024	Scale: 1/16" = 1'-0"



1 SK-04 EXTERIOR BUILDING ELEVATION - NORTH

1/16" = 1'-0"



2 SK-04 EXTERIOR BUILDING ELEVATION - SOUTH

1/16" = 1'-0"

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Project: 97-105 ST. ANNE'S ROAD

Drawing Title: NORTH & SOUTH ELEVATION

Designed: EH
Drawn: JT/ESH
Date: 2024-09-25
Comm. No.: 23024

Reference Drawing No.:
Sheet No.: SK-04
Scale: 1/16" = 1'-0"



1
SK-05

EXTERIOR BUILDING ELEVATION - EAST

1/16" = 1'-0"

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Project:
97-105 ST. ANNE'S ROAD

Drawing Title:
EAST ELEVATION

Designed: EH	Reference Drawing No:
Drawn: JT/ESH	Sheet No: SK-05
Date: 2024-09-25	
Comm. No.: 23024	Scale: 1/16" = 1'-0"



1
SK-06 SOUTH-WEST PERSPECTIVE

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Project:
97-105 ST. ANNE'S ROAD

Drawing Title:
SOUTH-WEST PERSPECTIVE

Designed: EH	Reference Drawing No.:
Drawn: JT/ESH	Sheet No.: SK-06
Date: 2024-09-25	
Comm. No.: 23024	Scale:



1
SK-07 NORTH-WEST PERSPECTIVE

AFFINITY ARCHITECTURE Inc.
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Phone 204-982-6940 • Fax 204-453-4556 • info@affinityarch.com

Project:
97-105 ST. ANNE'S ROAD

Drawing Title:
NORTH-WEST PERSPECTIVE

Designed: EH	Reference Drawing No.:
Drawn: JT/ESH	Sheet No.: SK-07
Date: 2024-09-25	
Comm. No.: 23024	Scale:



1
SK-08 NORTH-EAST VIEW

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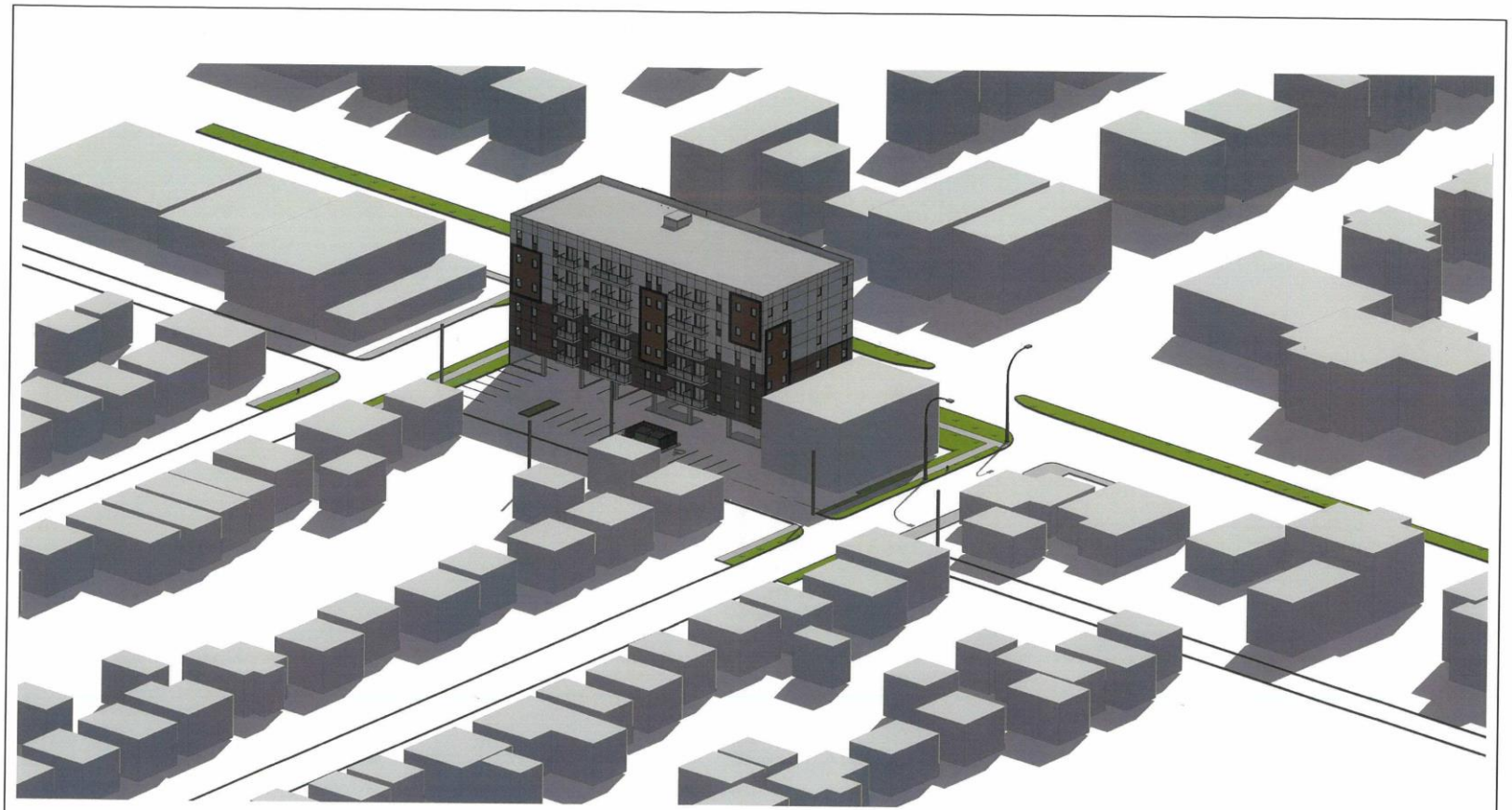
Project:
97-105 ST. ANNE'S ROAD

Drawing Title:
NORTH-EAST VIEW

Designed: EH	Reference Drawing No.:
Drawn: JT/ESH	Sheet No.: SK-08
Date: 2024-09-25	
Comm. No.: 23024	Scale:



1
SK-09 SOUTH-WEST VIEW

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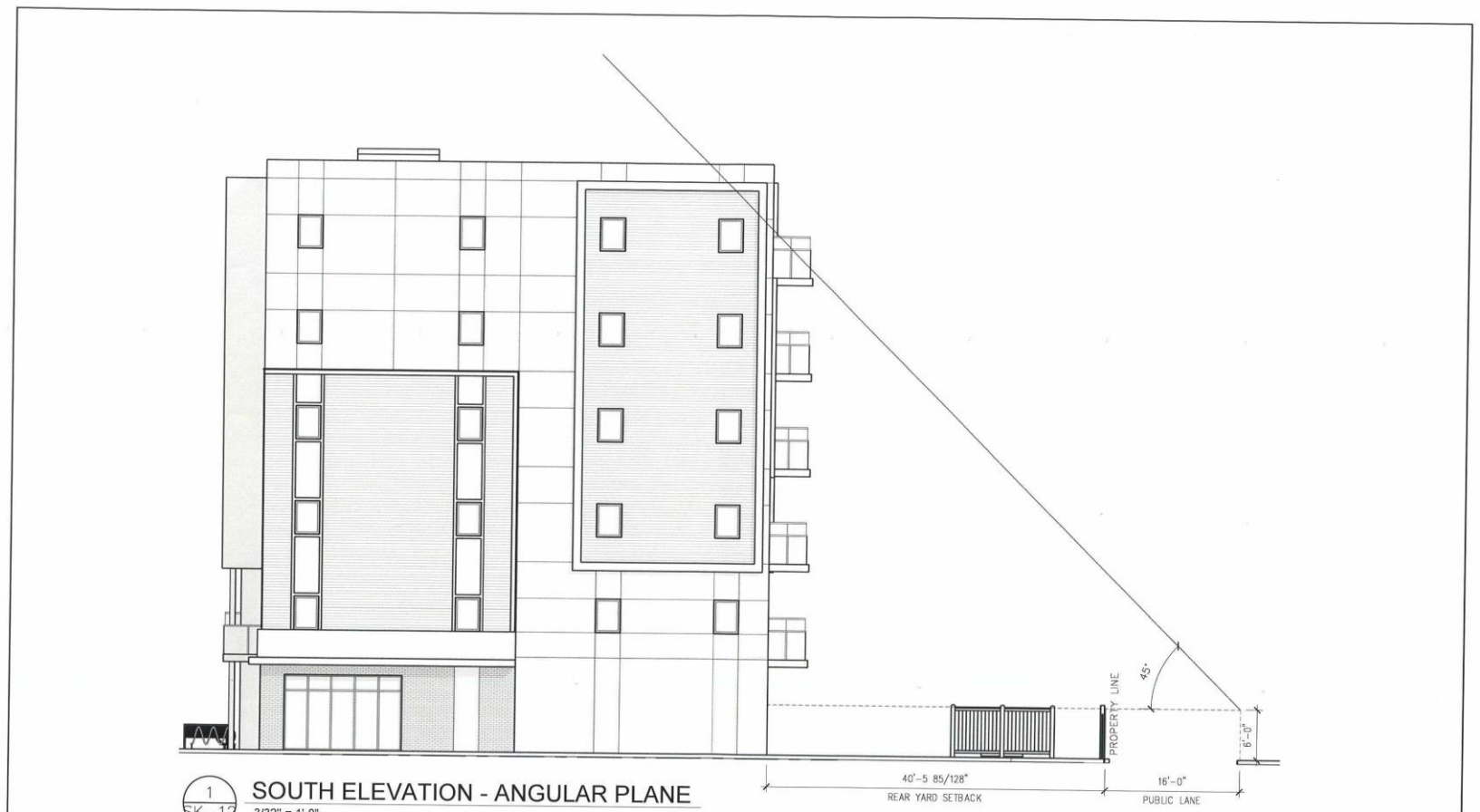
Project:
97-105 ST. ANNE'S ROAD

Drawing Title:
SOUTH-WEST VIEW

Designed: EH	Reference Drawing No:
Drawn: JT/ESH	Sheet No: SK-09
Date: 2024-09-25	
Comm. No: 23024	Scale:



1
SK-12

SOUTH ELEVATION - ANGULAR PLANE

3/32" = 1'-0"

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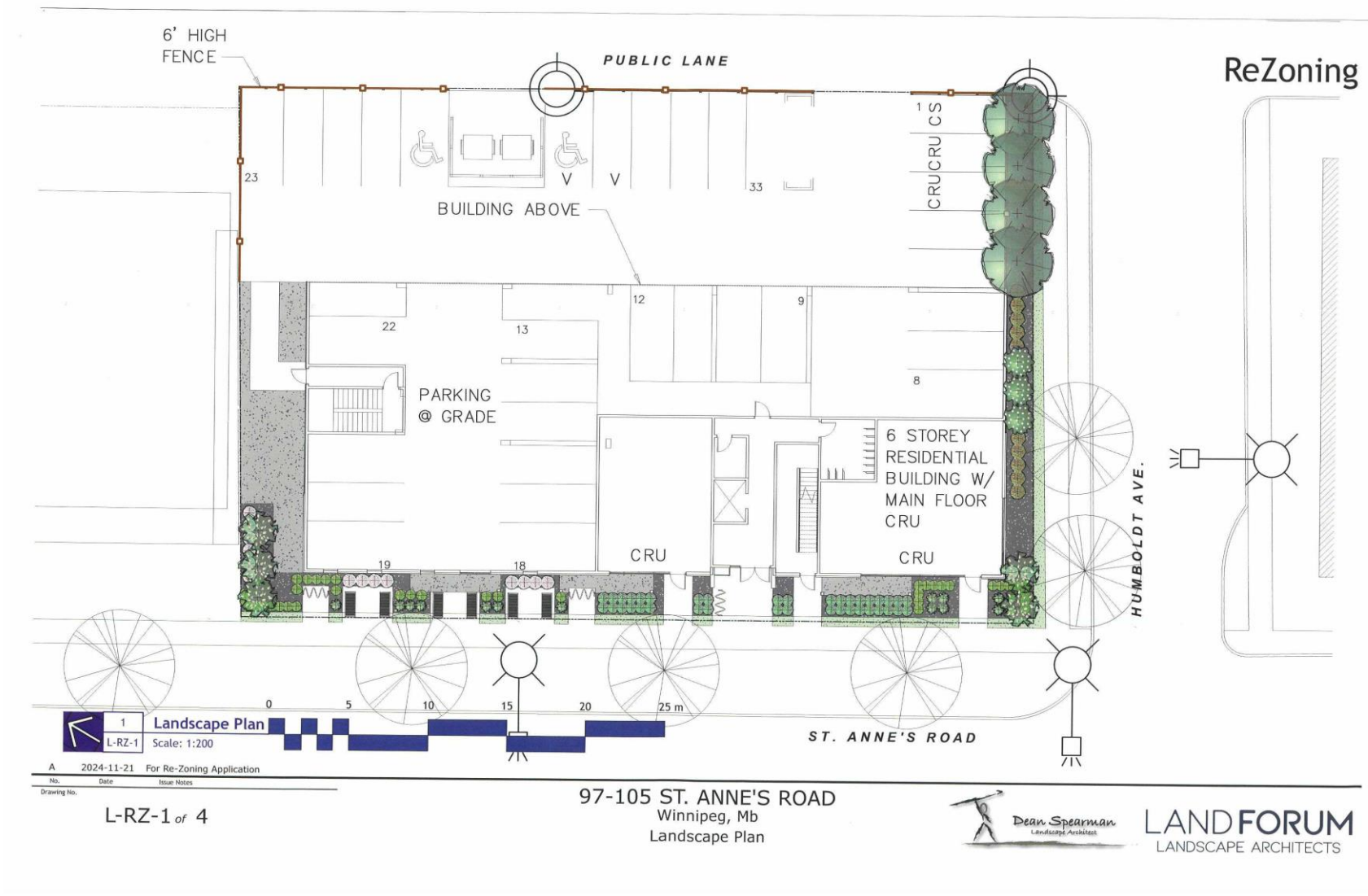
Project:
97-105 ST. ANNE'S ROAD

Drawing Title:
ANGULAR PLANE DIAGRAM

Designed: EH	Reference Drawing No.
Drawn: ESH	Sheet No.: SK-12
Date: 2024-09-25	
Comm. No.: 23024	Scale: 3/32" = 1'-0"


6' HIGH FENCE
PUBLIC LANE
ReZoning
BUILDING ABOVE
PARKING @ GRADE
6 STOREY RESIDENTIAL BUILDING W/ MAIN FLOOR CRU
CRU
CRU
CRU
CRU
CS
HUMBOLDT AVE.
ST. ANNE'S ROAD
1 Landscape Plan
L-RZ-1 Scale: 1:200
0 5 10 15 20 25 m
A 2024-11-21 For Re-Zoning Application
No. Date Issue Notes
Drawing No.
L-RZ-1 of 4
97-105 ST. ANNE'S ROAD
Winnipeg, Mb
Landscape Plan
Dean Spearman Landscape Architect
LAND FORUM
LANDSCAPE ARCHITECTS

ReZoning

City of Winnipeg Zoning Requirements

190 (2) Street Edge Landscaping

Street Frontage

St. Anne's Rd — 164 Lin ft.

	Required	Proposed
Trees	5	5
Shrubs	24	67

Humbolt Ave. — 109 Lin ft.

	Required	Proposed
Trees	4	4
Shrubs	15	11

190 (5) Building Foundation Landscaping (outside of urban infill areas)

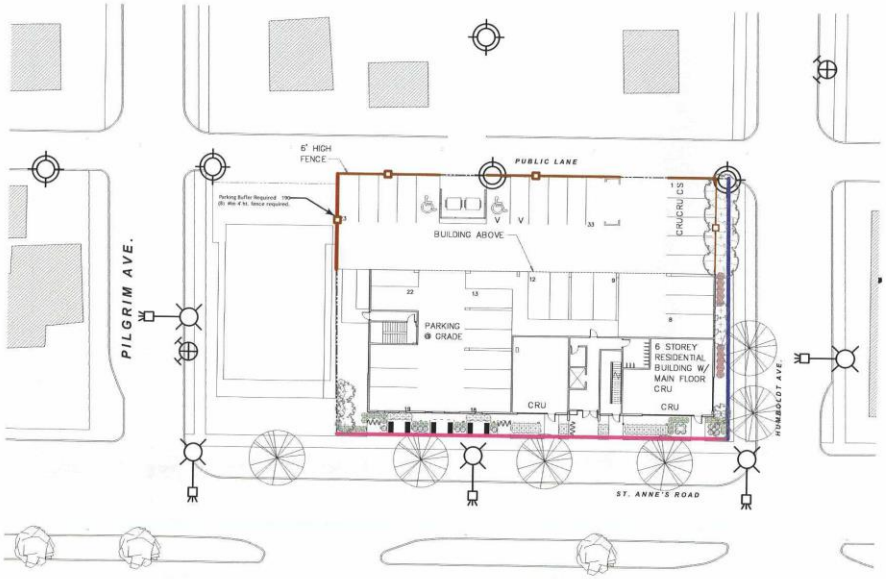
NA - in Urban Infill Area

190 (6) Parking lot Interior Landscaping

NA Within Urban Infill area and Less Than 50 Stalls

190 (8) Buffering of Parking from Residential Use Areas

Multi Family — 40 Lin ft.



1 L-RZ-2 **Lamdscape Zoning Analysis Plan**
Scale: 1:500

0 5 10 15 20 25 m

No.	Date	Issue Notes
A	2024-11-21	For Re-Zoning Application

Drawing No.

L-RZ-2 *of* 4

97-105 ST. ANNE'S ROAD
Winnipeg, Mb
Zoning Analysis

Dean Spearman Landscape Architect

LAND FORUM
LANDSCAPE ARCHITECTS

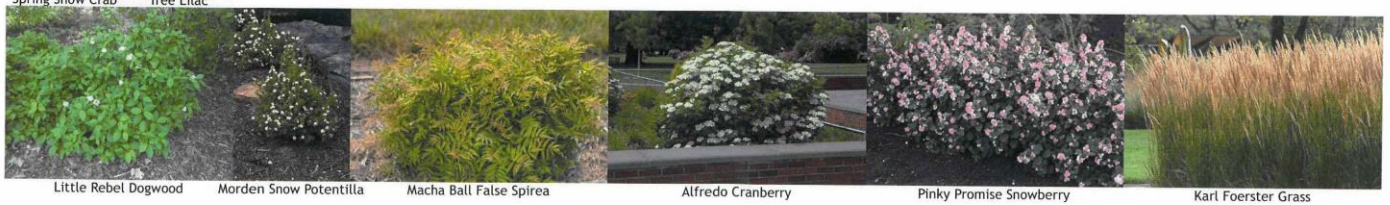
Plant Schedule

Common Name	Botanical Name	Qty	Scheduled Size (Containerized trees will not be accepted)
Evergreen Trees			
Trees			
Spring Snow Flowering Crab Apple	Malus baccata 'Spring Snow'	4	65 mm ø 3.0-3.5m height, 75 cm dia. root ball, 12 major branches, 2.0m above grade, balled & burlapped or tree mover; wire basket. Double stake where required.
Japanese Tree Lilac	Syringa reticulata	5	65 mm ø 3.0-3.5m height, 75 cm dia. root ball, 12 major branches, 2.0m above grade, balled & burlapped or tree mover; wire basket. Double stake where required.
Shrubs			
Little Rebel Dogwood	Cornus alba 'Jefreb'	10	30 cm ht. 4 minimum major basal branches. Well formed, bushy plants. 2 gallon container stock.
Morden Snow Potentilla	Potentilla fruticosa 'Morden Snow'	38	25 cm. ht. 4 minimum major basal branches. Well formed, bushy plants. 2 gallon container stock.
FE Matcha Ball Spirea False	Sorbaria sorbifolia 'Levgreen'	15	30 cm. ht. 4 minimum major basal branches. Well formed, bushy plants. 2 gallon container stock.
Pinky Promise Snowberry	Symphoricarpos doorenbosii 'Kolmpica'	16	30 cm ht. 4 minimum major basal branches. Well formed, bushy plants. 2 gallon container stock.
Alfredo Cranberry	Viburnum trilobum 'alfredo'	3	60 cm ht. 3 gal. container. Minimum 5 main branches. full busy plant
Evergreen Shrubs			
Perennials			
Ornamental Grasses			
Karl Foerster Feather Reed Grass	Calamagrostis x acutiflora 'Karl Foerster'	38	Large Pot 2 yr. plant
Ferns / Mosses			
Vines			
Aquatic Plants			
Total Plants on Schedule		129	
Total Plants in Drawing		129	

ReZoning



Spring Snow Crab Tree Lilac



Little Rebel Dogwood Morden Snow Potentilla Macha Ball False Spirea Alfredo Cranberry Pinky Promise Snowberry Karl Foerster Grass

No.	Date	Issue Notes
A	2024-11-21	For Re-Zoning Application

Drawing No.

L-RZ-4 of 4

97-105 ST. ANNE'S ROAD
Winnipeg, Mb
Schedules and Images

Dean Spearman Landscape Architect

LAND FORUM
LANDSCAPE ARCHITECTS



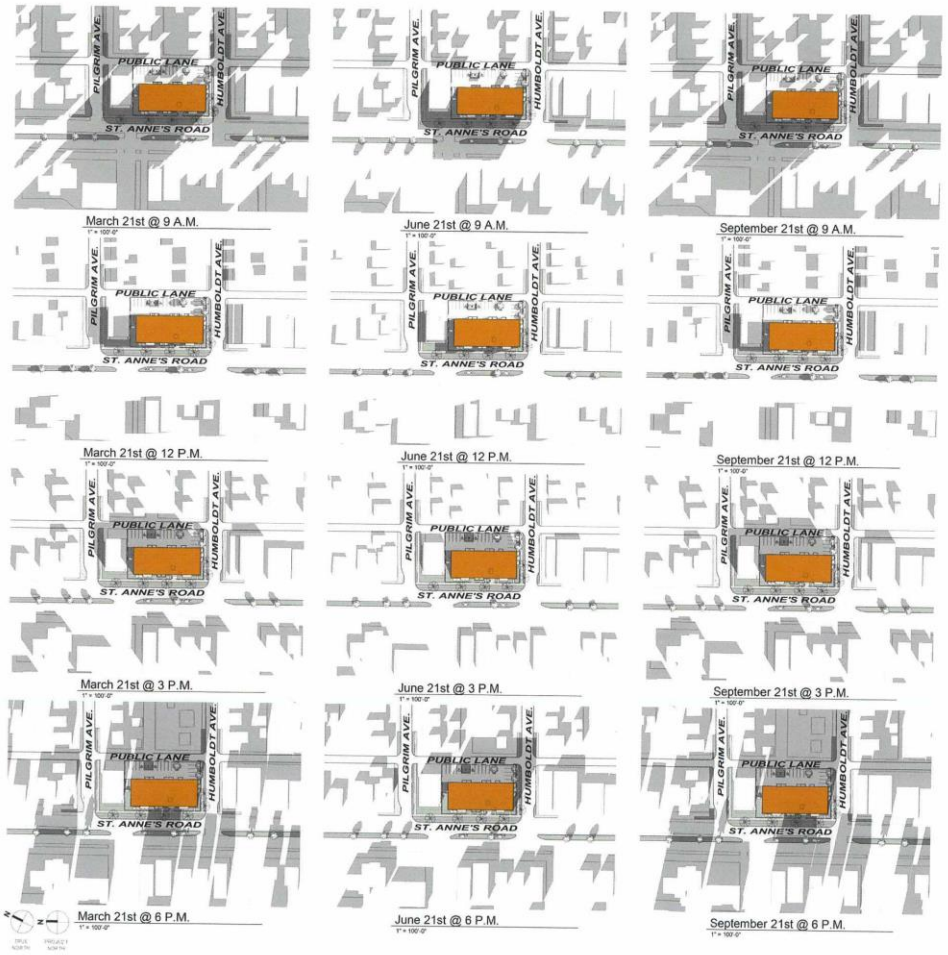












No. Revision: Date: By:

Consultants

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The contractor shall verify dimensions and data noted hereon with conditions on the site and is held responsible for reporting any discrepancies to the architect for adjustment, prior to proceeding.

MIXED USE DEVELOPMENT

97-105 ST. ANNE'S ROAD

STREET ADDRESS
WINNIPEG, MB

SHADOW STUDY

Drawn by: ESH Checked by: JT

SK-10

Project No: 23024 Date: SEPTEMBER 2024