Minutes – Executive Policy Committee – October 21, 2025

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

Item No. 12 Subdivision and Rezoning – Land Located on Taché Avenue , South of Rue Hebert, North of CNR Line, and East of the Red River (St. Boniface Ward)
File DASZ 30/2025 [c/r DAC 5/2025]

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

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

1. That the subdivision proposed under Development Application No. DASZ 30/2025 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, subject to the following:

    A. That the developer enter into a Development 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 September 17, 2025 and attached as Schedule "B" to this report.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to the "RMF-L" Residential Multi Family Large District and "PR1" Parks and Recreation 1 (Neighbourhood) 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, if required, 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 74 feet.

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

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

    B. a Zoning Agreement in accordance with Recommendation 2,

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

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

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

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

5. That, 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.

6. 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 30/2025 (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.

7. That Development Application No. DASZ 30/2025 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.

8. 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.

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

10. 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 8 and 9, unless the developer applies for an extension of time before the expiration of that 1 year period and Council approves the extension.

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

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

11. That Development Application No. DASZ 30/2025 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.

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

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

DECISION MAKING HISTORY:

Moved by Councillor Duncan,

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

Carried

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

PUBLIC HEARING SUMMARY

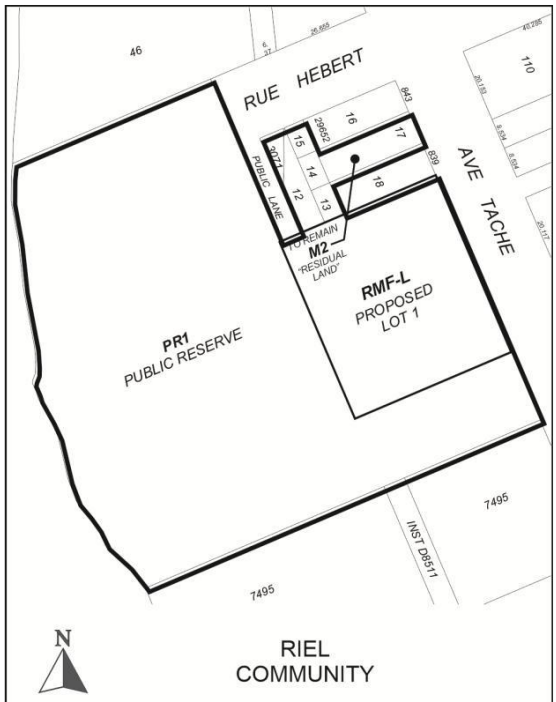
File: DASZ 30/2025

Before: Riel Community Committee
Councillor Mayes, Chairperson
Councillor Allard

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

Applicant: The City of Winnipeg
(Director of Planning, Property and Development)

Subject:



RIEL
COMMUNITY

APPLICANT: City of Winnipeg (Mike Lennon)
FILE: DASZ 30/2025
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 "M2" MANUFACTURING GENERAL DISTRICT to an "RMF-L" RESIDENTIAL MULTI-FAMILY (LARGE) DISTRICT, "PR1" PARKS AND RECREATION 1 (NEIGHBOURHOOD) DISTRICT, and an "M2" MANUFACTURING GENERAL DISTRICT, to allow for the future development of a residential multi-family building, creation of parkland, and residual lands. **For information, phone D. Clark, Planner at 204-986-5684.**
DEMANDEUR: Ville de Winnipeg (Mike Lennon)
N° DE DOSSIER: DALZ 30/2025
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 modifier le zonage des sols délinéés ci-dessus de sorte qu'ils passent de la catégorie M2 (secteur manufacturier général) à la catégorie RMF-L (secteur de grandes habitations multifamiliales) et à la catégorie PR1 (secteur des parcs et des loisirs 1 (quartier)) en vue de permettre l'aménagement futur d'une habitation multifamiliale, la création d'un espace vert et le maintien de terres résiduelles. **Pour plus de renseignements, appelez D. Clark, urbaniste, au 204-986-5684.**

Premises Affected: Land located on Taché Avenue , south of rue Hebert, north of CNR line, and East of the Red River

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 and recommended to the Standing Policy Committee on Property and Development:

1. That the subdivision proposed under Development Application No. DASZ 30/2025 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, subject to the following:

    A. That the developer enter into a Development 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 September 17, 2025 and attached as Schedule "B" to this report.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to the "RMF-L" Residential Multi Family Large District and "PR1" Parks and Recreation 1 (Neighbourhood) 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, if required, 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 74 feet.

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

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

    B. a Zoning Agreement in accordance with Recommendation 2,

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

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

5. That, 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.

6. 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 30/2025 (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.

7. That Development Application No. DASZ 30/2025 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.

8. 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.

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

10. 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 8 and 9, unless the developer applies for an extension of time before the expiration of that 1 year period and Council approves the extension.

11. That Development Application No. DASZ 30/2025 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.

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

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

1. There are many merits to this project. I am seeing if this goes forward and is successful, the creation of new park space by the river bank subject to two-thirds Council motion for anything to happen to that. I also understand that it is protected by the Secondary Plan which calls for park here and higher density residential development which is being proposed here.

2. I think it is going to bring many new people to the community.

3. We have a business district, the Provencher Business Development Improvement Zone, that is constantly happy to accept new patrons. I know that the more people that live within distance of a commercial district, things like restaurants and cafes, the things the St. Boniface has long aspired to have on Provencher Boulevard, are made more possible politically and through the people's patronage with their dollars.

4. Speaking of some of the people at the announcement that we had, I really do think that this creates space that is much needed and does not exist anywhere else in Winnipeg. It sounds to me like if the hopes of the proponent occur this may be the first and a best of in Winnipeg.

Objections under the Charter:

Total number of valid objections as per section 125(2) – 3

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

Exhibits Filed:

1. Application dated July 9, 2025
2. Notification of Public Hearing dated August 13, 2025
3. Manitoba Status of Titles 1279146/1, 1279195/1, 1702575/1, 2371769/1, 2350957/1
4. Letter of authorization dated June 5, 2025 from the City of Winnipeg to Mike Lennon
5. Statutory Easement 4752007/1
6. Surveyor's Building Location Certificate and sketch dated January 14, 2016
7. Plans (3 pages)
8. Report from the Urban Planning Division dated September 22, 2025
9. Inspection Report
10. Communication dated September 26, 2025, from Audra Latschislaw in support of the application
11. Communication dated September 26, 2025, from Melissa Hazelton in support of the application
12. Communication dated September 26, 2025, from Alec Godin in support of the application
13. Communication dated September 28, 2025, from Charlene Hamel-Hampton in support of the application
14. Communication dated September 27, 2025, from Helen Baker in opposition to the application
15. Communication dated September 28, 2025, from Barbara Myron in support of the application
16. Communication dated September 28, 2025, from Ginette Castro in support of the application
17. Communication dated September 28, 2025, from Leigh-Ann Brolly in support of the application
18. Communication dated September 28, 2025, from Margrit Hausammann in support of the application
19. Communication dated September 28, 2025, from Rodrick Policarpio in support of the application
20. Communication dated September 28, 2025, from Darryl Macgarey in support of the application
21. Communication dated September 28, 2025, from Hilary Wiebe in support of the application
22. Communication dated September 26, 2025, from Valerie Hazelton in support of the application
23. Communication dated September 26, 2025, from Raymond Godin in support of the application
24. Communication dated September 27, 2025, from Ken Vanstraelen in support of the application

Exhibits Filed (continued):

25. Communication dated September 28, 2025, from Randie Locken in support of the application
26. Communication dated September 26, 2025, from René Bouchard in support of the application
27. Communication dated September 29, 2025, from Kayla Atwood in support of the application
28. Communication dated September 29, 2025, from Sarah Fingler in support of the application
29. Communication dated September 29, 2025, from Margy and John Nelson in support of the application
30. Communication dated September 29, 2025, from Lara McGrevy in support of the application
31. Communication dated September 29, 2025, from Calvin Dueck in support of the application
32. Communication dated September 29, 2025, from Brigitte Wiebe in support of the application
33. Communication dated September 29, 2025, from Tom Scott in opposition to the application
34. Communication dated September 29, 2025, from Nolan De Leon in support of the application
35. Communication dated September 29, 2025, from Cali Orsulak in opposition to the application
36. Communication dated September 29, 2025, from Damien Fenez in support of the application
37. Communication dated September 29, 2025, from Clara Temoin in support of the application
38. Communication dated September 29, 2025, from Jeff Miller in support of the application
39. Communication dated October 1, 2025, from Paul Vermette in support of the application
40. Communication dated October 1, 2025, from Denis Vrignon-Tessier in support of the application
41. Communication dated September 29, 2025, from Lise Voyer in support of the application
42. Communication dated October 1, 2025, from Gabrielle Vanstraelen in support of the application
43. Communication dated September 29, 2025, from Kristen Donald in support of the application
44. Communication dated September 30, 2025, from Kai Roberts in support of the application
45. Communication dated September 30, 2025, from Leanne Fenez in support of the application
46. Communication dated September 30, 2025, from Kelsy Wold in support of the application
47. Communication dated September 30, 2025, from Shelley Betton in support of the application
48. Communication dated September 30, 2025, from Dianne Ferguson in support of the application

Exhibits Filed (continued):

49. Communication dated October 1, 2025, from Rick, Linda, & Shawn Bendeler in support of the application
50. Communication dated October 1, 2025, from Real Cloutier in support of the application
51. Presentation dated October 1, 2025, in support of the application submitted by Mike Lennon at the public hearing
52. Documentation dated April 4, 2024, with respect to the application submitted by John Wintrup at the public hearing
53. Documentation dated February 23, 2023, with respect to the application submitted by John Wintrup at the public hearing
54. Communication dated October 1, 2025, from Margo Powell in support of the application
55. Communication dated October 1, 2025, from Sherry Abet in support of the application
56. Recording of Representations

REPRESENTATIONS:

In Support:

Sherry Abet
Kayla Atwood
Rick Bendeler
Linda Bendeler
Shawn Bendeler
Shelley Betton
René Bouchard
Leigh-Ann Brolly
Ginette Castro
Real Cloutier
Nolan De Leon
Kristen Donald
Calvin Dueck
Leanne Fenez
Damien Fenez
Dianne Ferguson
Sarah Fingler
Alec Godin
Raymond Godin
Andre Granger
Charlene Hamel-Hampton
Margrit Hausammann
Melissa Hazelton
Valerie Hazelton
David Kron
Audra Latschislaw
Mike Lennon
Randie Locken
Daniel Lussier
Darryl Macgarey
Lara McGrevy
Jeff Miller
Barbara Myron
Margy Nelson
John Nelson
Rodrick Policarpio
Margo Powell
Kai Roberts
Jennifer Rodrigue
Carolyn Taylor
Clara Temoin
Gabrielle Vanstraelen
Ken Vanstraelen
Paul Vermette
Lise Voyer
Denis Vrignon-Tessier
Hilary Wiebe
Brigitte Wiebe
Jackie Wilkie
Kelsy Wold

In Opposition:

Helen Baker
Susan Cameron
Cali Orsulak
Tom Scott

For Information:

Real Rioux
John Wintrup

For the City:

D. Clark, Senior Planner, Planning, Property and Development Department
R. Mahe, Land Enhancement Administrator, Chief Administrative Office
K. Kowalyk, Land Development Engineer, Planning, Property and Development Department

Exhibit “8” referred to in File DASZ 30/2025

ADMINISTRATIVE REPORT

Title: DASZ 30/2025 – Tache Avenue, between Rue Hebert and Rue Darveau, East of the Red River

Issue: An application for consideration at the Public Hearing to subdivide and rezone the land to ‘RMF-L’ (Residential Multi Family-Large) and ‘PR-1’ (Parks and Reacreation-1) to facilitate development of a multi family residential building and the creation of park space.

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 30/2025 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, subject to the following:
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4. That authority be delegated to the Director of Planning, Property and Development (the “Director”) to negotiate and approve the terms and conditions of the Development/Servicing Agreement, the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

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7. That Development Application No. DASZ 30/2025 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.

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

REASON FOR THE REPORT

- The applicant is proposing to subdivide and rezone to the “RMF-L” Residential Multi-Family – Large zoning district and the “PR-1” Parks and Recreation -1 zoning district for the purpose of preparing the land for future multi-family building and the creation of park space.
- 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

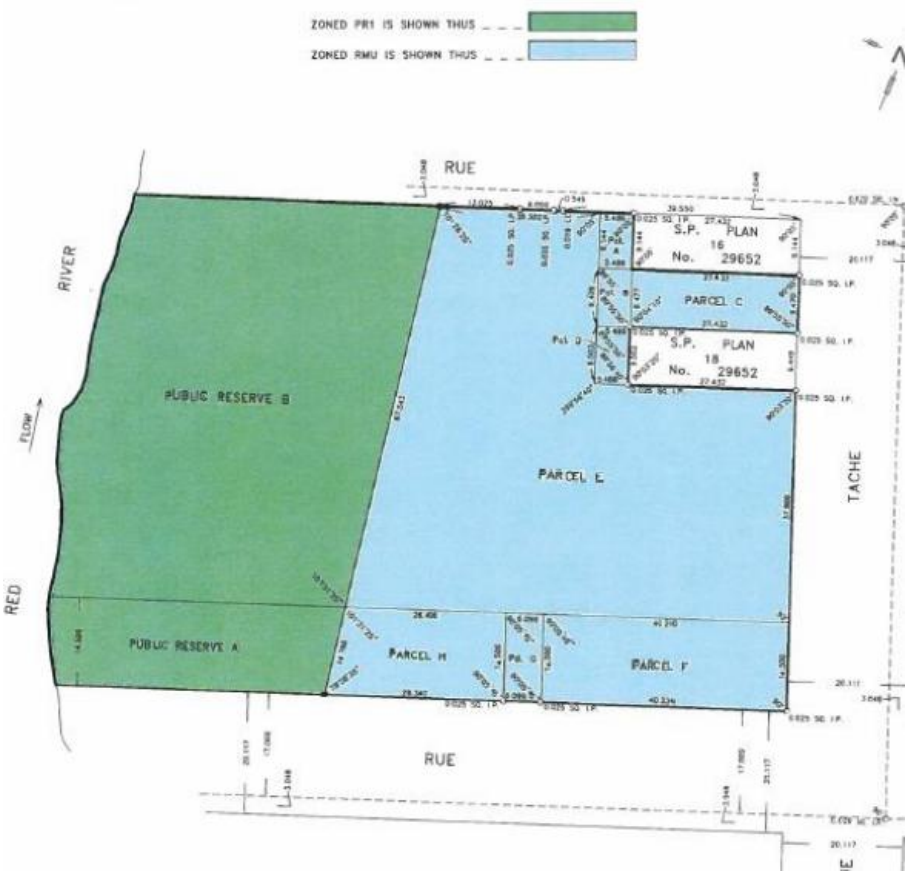
If the recommendations of the Urban Planning Division are concurred in, the subject property will be subdivided and rezoned as follows:

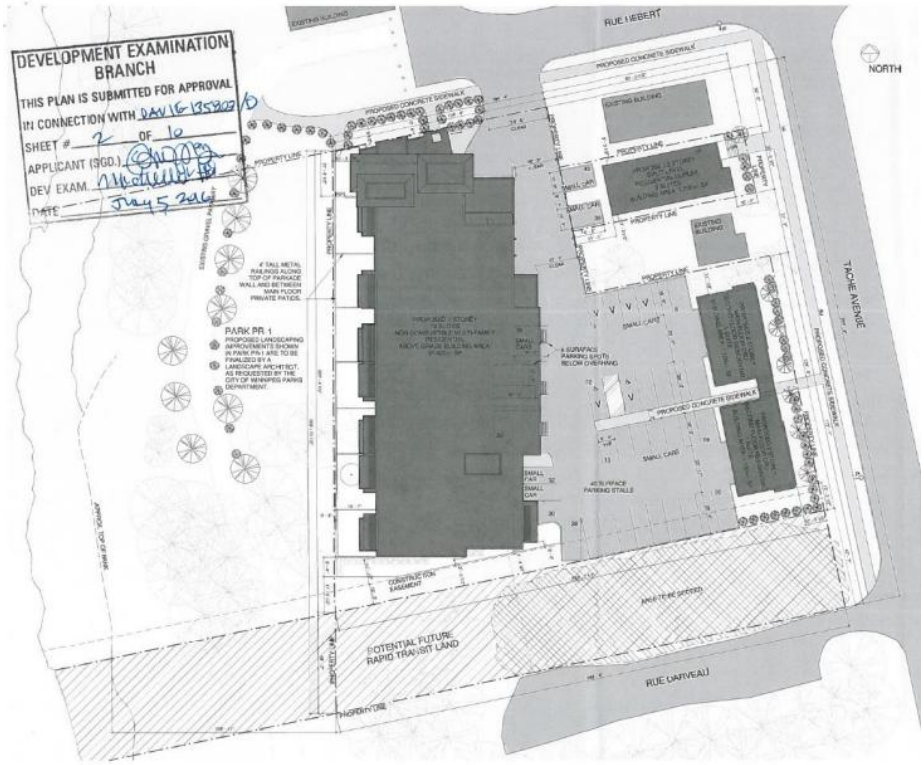
- Lot 1 will be rezoned to the “RMF-L” Residential Multi-Family zoning district.
- Lands adjacent to the river and former road rights-of-way on Rue Hebert and Rue Darveau will be rezoned to the “PR-1” Parks and Recreation 1 zoning district to function as public open space.
- Remaining lands at the northeast corner of the site are residual lands and will remain zoned as “M2” General Manufacturing zoning district.

HISTORY

<u>Previous Development Application on the subject lands</u>

- On November 26, 2016, Council approved file DASZ 34/2016 which was an application to rezone the land to “RMU” Residential Mixed Use, with the intent to develop a seven (7) storey building containing 78 units and two (2) duplex buildings for a total of 82 units
- The size of the “RMU” site was approximately 53,126 sq. ft.
- Public Reserve land was around approximately 45,000 square feet.
- Vehicle access was proposed from Rue Hebert.
- A total of 82 vehicle parking stalls were proposed.
- Ultimately, the application was not proceeded with.
- Images from the proposed development are shown below for reference.





Background on the Housing Accelerator Fund

- *Cities all across Canada are facing significant challenges related to housing affordability and availability. Population growth has led to a rising demand for housing that the current rate of housing construction cannot meet.*
- *The City has developed eight targeted Action Plan Initiatives aimed at speeding up the rate of development and increasing the number of affordable units available in Winnipeg.*
- *The City will modernize zoning rules, increase density near major transit and transportation routes, and incentivize the construction of more housing, including affordable housing units and projects to help people experiencing homelessness.*
- *These initiatives are being made possible through the support of the Housing Accelerator Fund (HAF), a national housing program launched in 2023 by the Government of Canada through the Canada Mortgage and Housing Corporation (CMHC).*
- *With the support of $122.4 million in HAF funding, the City is required to help create 3,166 additional building permitted housing units than we would normally see, and 14,101 in total over the next three years. This includes at least 931 affordable housing units.*
- *The City is receiving the funding in four annual installments, beginning with $30.6 million in 2023. The remaining installments will require progress on the Action Plan Initiatives and achieving our building permitted housing targets.*

Announcement of Selected Proponent to Develop Subject Lands

On July 28, 2025, the City announced the developers of affordable housing on a number of City-owned properties. Included was the subject site at 825 Tache Ave.

Details of the proposal at that time included the following:

- *Réseau Compassion Network will lead the development of an approximately 65-unit, mixed-income apartment building with on-site disability support services offered in partnership with CoHabit*
- *The development is an integrated apartment block that will offer support for up to 20 people with physical disabilities through a long-term land lease with the City.*
- *Will offer approximately 65 fully accessible units, including at least 20 affordable units.*
- *Development is subject to Council approval of subdivision/rezoning, with a public hearing planned for fall 2025.*
- *The City will lead rezoning of some of the surrounding land to increase park space along the riverbank and within the neighbourhood, subject to Council approval.*

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 following goals apply:

GOAL 2 | The City Actively Plans for and Partners in Affordable Housing

10-YEAR OBJECTIVES

> *A. The City's capacity and commitment to advancing affordable housing initiatives are increased.*
>
> *B. The urgent housing needs of shelterless residents are addressed through proactive, multi-sectoral partnerships.*
>
> *C. Municipal tools, resources and partnerships are developed and used to encourage and facilitate affordable housing development.*
>
> *D. Existing affordable rental housing stock is maintained and improved.*

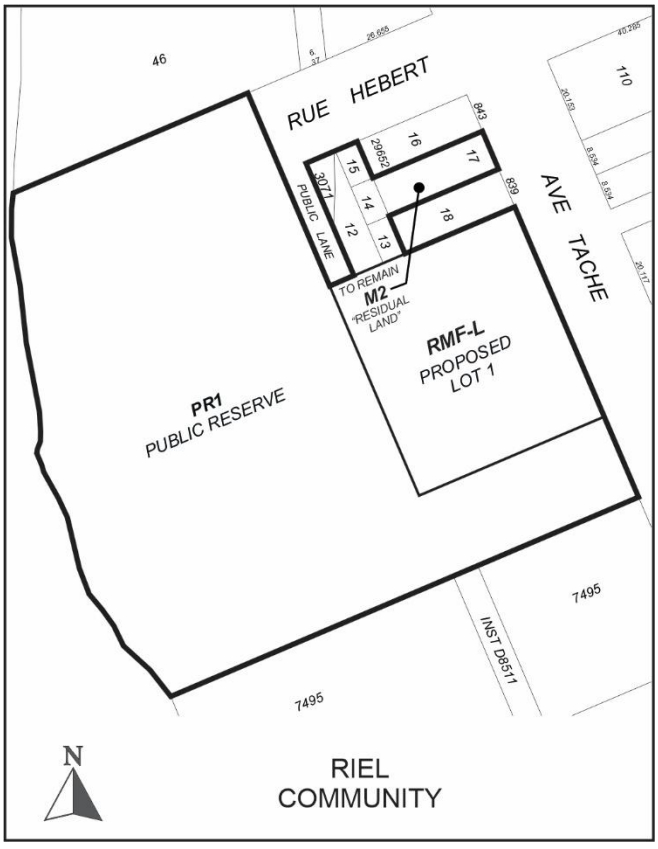
SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning and Design Division
Prepared by	Devin Clark, RPP, MCIP
Date:	September 22, 2025
File No.	DASZ 30/2025

Schedule A	Planning Discussion
Schedule B	Report of the Administrative Coordinating Group – September 17, 2025
Schedule C	File No. DASZ 30/2025 Riel Community Committee, dated September 22, 2025
Appendix A	Proposed By-law

SCHEDULE 'A'

DATE:	September 22, 2025
FILE:	DASZ 30/2025
RELATED FILES:	DAC 5/2025
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 65 units
LOCATION:	Tache Avenue, between Rue Hebert and Rue Darveau, East of the Red River
LEGAL DESCRIPTION:	1. Firstly SP Lot 11 Plan 29652 WLTO Secondly: Lots 1 and 2 Block D Plan 10 WLTO (S Div) in RL 76 Parish of St Boniface 2. All those portions of Lots 7 and 8 Block D Plan 10 WLTO (S Div) required for right-of-way for industrial spur for the Canadian National Railway company filed in the said office as No. 3071 in said RL 76 Parish of St Boniface 3. Lots 7 and 8 Block D Plan 10 WLTO (S Div) exc all those portions taken for the Canadian Northern Railway industrial spur track Plan No. 3071 WLTO in RL 76 Parish of St. Boniface



APPLICANT: City of Winnipeg - Mike Lennon
510 Main Street
Winnipeg , Manitoba R3B 1B9

OWNER: City of Winnipeg
510 Main Street
Winnipeg , Manitoba R3B 1B9

RECOMMENDATION: Approval

SITE DESCRIPTION

- The subject property is located on Ave Tache between Rue Hebert and Rue Darveau in the North St. Boniface Neighbourhood of the St. Boniface ward.
- The site is currently zoned “M2” General Manufacturing.
- The site is approximately 135,374 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.

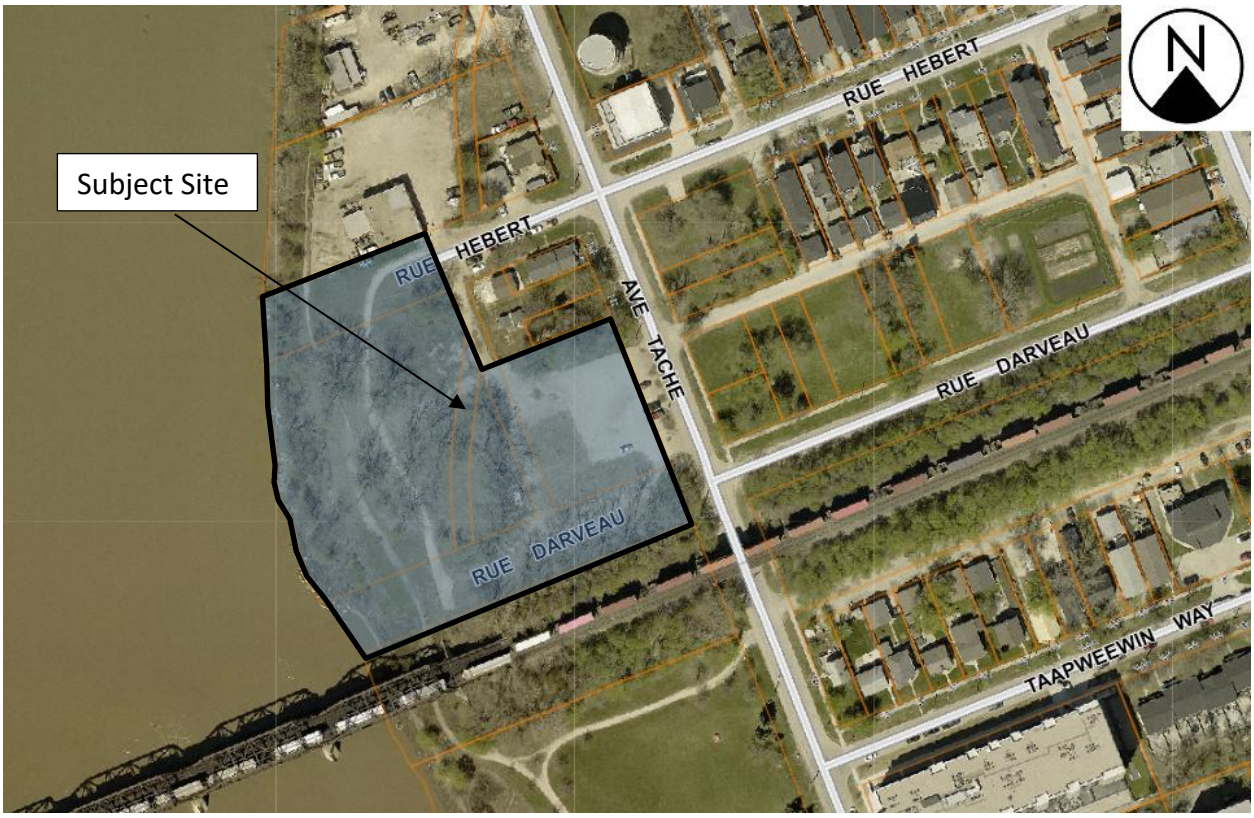


Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Rue Hebert, then manufacturing uses zoned “M2” General Manufacturing.

South: CNR railway

East: Ave Tache then vacant land zoned “R2” Residential Two-Family, “RMF-S” Residential Multi Family – Small, and “M2” General Manufacturing

West: The Red River



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The proposal includes a subdivision and rezoning to prepare the land for the development of a multi-unit residential building and the establishment of public open space.
- The City is preparing this parcel of land for the development of a mixed-income residential development with affordable housing units. The City will retain ownership of this land and will enter into a long-term lease agreement with the successful proponent.
- The land will be subdivided as follows:
    - Lot 1 will accommodate the multi unit residential development, on a lot size of 26,174 sq. ft., which is to be zoned “RMF-L” Residential Multifamily – Large. This lot will include the portion of 825 Taché Avenue that abuts Taché Avenue to the east, rue Darveau to the south, and the south property line of 839 Taché Avenue to the north, creating a rectangular parcel. This lane will be partially closed through the separate and concurrent DAC application.
    - Public Reserve will be established along the river and include lands that are currently open road right of ways on Rue Hebert and Rue Darveau. These lands will be consolidated and amount to a total area of 102,600 square feet (2.35 acres), which is to be rezoned to the “PR-1” Parks and Recreation 1 zoning district. These roads are proposed to be closed through a separate and concurrent DAC (5/2025) application.
    - Residual Lands will be approximately 6,600 square feet and is land that land that will remain untouched and remain zoned “M2” Manufacturing General.

- Lot 1 is referred to as 'the subject property' for the purposes of this application and will be the site upon which the selected proponent will construct the mixed-income residential development.
- The proposed dimensions of the lot include a width of approximately 172 feet and a depth of approximately 152 feet.
- The submission includes information that indicates the development will have approximately 65 units and will be up to 7 storeys and up to 80 feet in height.
- Since the submission was made, the Expression of Interest (EOI) process has closed and a proponent has been confirmed.
- The proponent is Réseau Compassion Network, who intend to establish the building as fully accessible, supporting up to 20 people with physical disabilities, and including at least 20 affordable housing units. At present, it is understood that a building height of 68 feet is proposed, but that some flexibility in this height may be required to address issues that could arise during detailed construction drawings.
- The EOI includes several requirements that respondents must comply with, which include the following:
    - The subject property will front onto Taché Avenue, and vehicular access is to be from Taché Avenue.
    - The development must comply with flood proofing criteria in accordance with the Designated Floodway Fringe Area Regulation M.R. 266/91.
    - The proponent will construct the portion of Taché Avenue between rue Hébert and rue Darveau, subject to criteria outlined by Public Works.
    - The applicant will ensure construction of the portion of sidewalk on the west side of Taché Avenue to between Rue Hébert and the pedestrian pathway south of rue Darveau.
    - The proponent, once selected, will provide property line delineation on the subject property, between the development and the proposed park space to the west of the subject property.
    - The Public Reserve land is to be used as future park space.

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 Proponent (Réseau Compassion Network) has indicated that they are currently engaging with the public with respect to the proposed development.
    - An Open House is planned on Sept 25. A mail drop is proposed for all residents and businesses from Provencher to Whittier Park, and they have indicated they will be advertising the open house in the local newspaper La Liberté.

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.

PARKS AND RIVERBANKS POLICY

6.3 The City should acquire lands where possible to add to the linear parkway network and riverbank areas.

- *9.4 Encourage public access to riverbank lands and the preservation of riverbank lands through naturalization and by establishing and maintaining appropriate riparian areas.*
    - *9.4.1 Where possible, maintain a setback of approximately 30 metres from the normal high water mark of waterways and waterbodies, as determined by the Director of Planning, Property, and Development, to help protect riparian areas.*
    - *9.4.2 Encourage the establishment of public riverbank trails, parks and amenities weighing flood and instability related risks, with the purpose of providing shared access to the river and the enjoyment of natural areas.*
- *9.5 Acquire lands along waterways, predominantly through land dedication associated with subdivisions, most notably when these lands form part of a greater parks strategy*
- *4.4 Preserve and enhance natural environments by ensuring their harmonious integration into urban development.*
- *4.4.1 Maintain our "ribbons of green" (riverbanks, urbans street trees, greenways and green corridors) and provide a well-managed urban forest that contributes to air quality, water quality, and high environmental and aesthetic standards.*

- *4.4.2 Establish requirements for minimum natural area provision*

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 “M2” General Manufacturing. *The Manufacturing General (M2) district is intended to provide for light manufacturing, processing, service, storage, wholesale, and distribution operations, with some limited outside operations and storage.*

Proposed Zones

- The applicant is proposing to rezone the property to the “RMF-L” Residential Multi Family - Large zoning district and the “PR-1” Parks and Recreation 1 zoning district.
- *The Residential Multi-Family (“RMF”) zoning 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*
- *Affordable housing unit within a multifamily dwelling, including a dwelling, row with common parking area 0.15 per affordable housing unit. No visitor parking required. Accessible parking stalls calculated on full parking requirement. Must provide proof of affordability to the satisfaction of the Director and 0.5 bicycle parking stalls required per affordable housing unit*

- *The Parks and Recreation 1 (PR-1") zoning district is intended for sites that are generally passive neighbourhood and community parks and facilities with predominantly pedestrian and cyclist access. These sites may provide unstructured drop-in play and recreation opportunities, including play structures, passive parks, plazas and natural areas. Generally, there are no parking facilities associated with these uses. These parks and open spaces typically occur in a residential neighbourhood or riverbank context and are generally accessed by residential streets.*
- The dimensional standards for multi-family residential uses in the "RMF-L" zoning district are:
    - Minimum lot area - NA
    - Minimum lot width - NA
    - Minimum front yard of 20 feet;
    - Minimum rear yard of 25 feet;
    - Minimum side yard of 8 feet – with note b - Side yard requirements do not apply when land is used for a permitted recreational use without a structure
    - Maximum building height of 30 feet

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 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 4 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 65 units on a lot size of 26,174 sq. ft. equals a lot area per dwelling unit of 403 square feet. The “RMF-L” zoning district permits a lot area per dwelling unit of 400 sq. ft. As such, the proposed density conforms to the permitted density of the “RMF-L” zoning district.
- 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 within 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 currently understood to be around 68 feet to the top of roof. This includes a ground floor height of 14 feet and below grade parking.
- It is also understood that some degree of variation to this could transpire throughout the design process, and the proponent has indicated this could result in a building as high as 74 feet.
- 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 provision in a Zoning or Lease Agreement that the maximum building height be capped at 74 feet. Otherwise, once rezoned to "RMF-L", the property would have entitlements to a 150-foot-tall building. Réseau Compassion Network's conceptual plans show a 6-storey building that is 68 feet in height. This design assumes underground parking.
- The proponent has requested a maximum of 74 feet to account for potential variables that may come up during the construction phase of development and the viability of constructing underground parking. 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.

Rail Mitigation

- For applications involving a rezoning and/or subdivision, the Urban Planning Division requires new development adjacent to or abutting rail operations to incorporate the safety measures identified in The Guidelines for New Development in Proximity to Railway Operations (2013) report, which was prepared for the Federation of Canadian Municipalities and the Railway Association of Canada.
- With this application the Darveau road right of way is being closed, and forms part of the rezoned land to "PR-1" Parks and Recreation. The multi family zoned lands will not be adjacent to the CNR Main Line and as such, does not necessitate implementation of the FCM guidelines.

Parks

- Lands to be rezoned to the "PR-1" Parks and Recreation 1 zoning district will total 102,606 square feet or 2.35 acres.
- This includes approximately 63,454 square feet of existing unformalized park space currently under Public Works jurisdiction as well as the closing of a portion of Rue Hebert and the closing of Rue Darveau.
- The portion of the land to be close on Rue Hebert and rezoned and consolidated with the "PR-1" lands is approximately 13,044 square feet, and the closing of Rue Darveau and consolidation with the "PR-1" lands is approximately 26,108 square feet.
- The increase in formalized parkland along the river aligns with the City's objectives of securing and maintaining riverbank parkland per CCDS 2.0 policies previously mentioned in this report.

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 applies to the streetedge along Tache, which has a frontage length of approximately 172 feet.
    - Street edge landscaping along Ave Tache requires 6 trees and 26 shrubs.

Traffic

- Public Works reviewed the proposed development and concluded that the multi family proposal of 65 units did not pose issues with the existing street network and that a traffic impact study (TIS) was not warranted.
- Based on the trip generation rates for multi-family mid-rise, 65 units are expected to generate approximately:
    - 17 trips during the AM peak hour
    - 26 trips during the PM peak hour
    - 264 daily trips
- These estimates do not account for potential trip reductions due to transit use, active transportation, walking, remote work, etc. Actual trip generation is likely to be lower.

Approach Location

- The proposal indicates access from Ave. Tache via a private approach.
- 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 subject site fronts onto Ave Tache, which is a local street north of the railway. There is an unimproved open right of way to the rear of the proposed multifamily site. The Urban Planning Division reviewed this consideration with Public Works, and the following commentary was provided.
    - Access to the lane would come from Rue Hebert and would provide only one means of access as the portion of the lane behind the multifamily site is to be closed.
    - Maintaining access from the lane would require a hammerhead turnaround to accommodate large vehicles moving in and out of the site, which would result in loss of some of the proposed park space.
    - If access were instead provided via the public lane, both the lane and Rue Hebert would need to be reconstructed to meet City standards.

    - The proposed approach to Tache supports the legal closure of the public lane in the future – should the property to the north redevelop - since the lane currently serves only one property. This could result in reduced infrastructure obligations for the City and a larger development parcel for future redevelopment.
    - Public Works does not have concerns with the proposed approach location on Tache Ave.
- As such, a front approach has been proposed from Tache Ave and is supported based on the reasons noted above.

Parking

- The conceptual plans submitted with the application indicate parking will be located below the building and provide up to 70 parking stalls. These numbers will be refined once the developer finalizes their development plans.
- Parking requirements under the Urban Infill Area require 1 parking stall per unit.
- Further, affordable housing units are required to provide .15 vehicle parking stalls per unit.
    - Per the HAF requirements, the proponent is obliged to provide a minimum of 30% of housing units as affordable. Based on the proposal for 65 units a total of 20 units are to be affordable.
    - As such, 20 affordable units will require 3 parking stalls and 45 market-rate housing units will require 45 parking stalls, for a total of 48 parking stalls.
- With this application it is understood that parking counts will be more clearly known when plans are finalized, and plan approval is applied for. With consideration for policy 3.3.2.7 of the North St. Boniface Secondary Plan, if any variance application is applied for to reduce parking from the Zoning By-law parking standards, an analysis shall be provided to confirm how the project will minimize its impact of on-street parking capacity within the immediate area.

Aging Demographic and Accessibility

- 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, specific details about accessibility and age friendly design were not provided; however, the proponent has indicated that:
    - *The development is an integrated apartment block that will offer support for up to 20 people with physical disabilities.*
    - *Will offer approximately 65 fully accessible units, including at least 20 affordable units.*

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, that provides opportunities for people requiring disability support services.
- As previously mentioned, 30% of the total units are required to be affordable per the Housing Accelerator Fund.

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 were provided in the proponents Expression of Interest to the project, which included the following:

  > *"We are proposing to commit to LEED certification sustainability levels as well as exploring Zero Carbon and Living Building Challenge frameworks. The intent is to base the design of the project on energy simulations and benchmark metrics that create a healthy building and that optimize energy (including embodied energy), water and material conservation and to deliver net-zero carbon and net"*

Building Design

- The proposed development is conceptual in nature and identifies the general location and massing of the building on site.
- The proponents have hired an architecture firm that is experienced in urban design and have designed 34 LEED certified projects that have been built in the Province.
- The development will be required to adhere to conditions outlined in the lease agreement with the City.
- Design review is a requirement of all development located within the North St. Boniface Secondary Plan area and requires approval prior to the issuance of development permits.

Transit

- Transit stops are located on Rue Messager and Rue St. Joseph, between 200 – 250 metres from the subject site. 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, including FX4, which runs from Downtown along Provencher, and FX2, which runs along St. Mary’s. Additional Direct Routes run along Tache, Marion and Goulet.

- Route 888 currently provides service to the area in the morning between approximately 5:30 AM to 8:30 AM and resumes in the afternoon between approximately 3:00 PM to 6:30 PM



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 active network around the subject site is established and well connected to the surrounding area. To the south of the subject site is a gravel multi-use path that connects to the south along Tache and west into Downtown. The path then picks up again at Whittier Park.

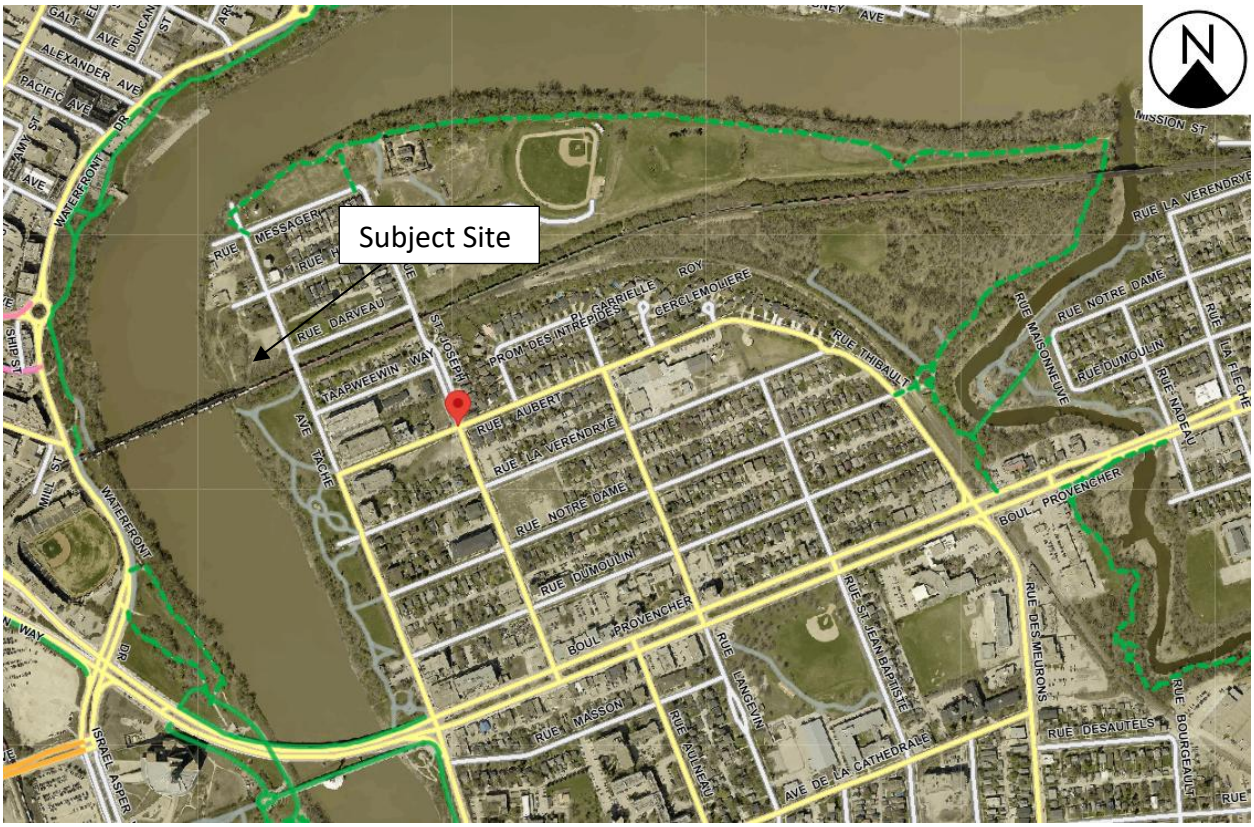


Figure 4 - Established Active Transportation Pathways around the subject property

SERVICING AGREEMENT

- Details for consideration of servicing and design are found in Schedule B, attached to this report.

ZONING AGREEMENT

Maximum Building Height

- In discussions with the proponent, it is understood that conceptual plans show the building height will be around 68 feet. The proponent has indicated a possible maximum of 74 feet will be required if changes are needed as plans move through detailed construction drawings. Recent development applications nearby have been approved up to 72 feet. The Urban Planning Division recommends a similar cap on the height to be included in the Lease Agreement and/or Zoning Agreement if required.
- Final plans will require approval by the Riel Community Committee where there will be an opportunity to verify the final building height, prior to the issuance of permits,
- Building height is to be measured to the top of roof and does not include permitted projections such as parapets, mechanical equipment and elevator shafts.

RECOMMENDATION

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

- The development supports housing targets under the Housing Accelerator Fund, which includes a requirement for the City of Winnipeg to build a total of 14,101 units over the next three years, including at least 931 additional affordable housing units.
- The proposal helps meet 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 will result in improvements to Ave Tache, bringing it to an urban standard with sidewalk.
- The proposed development will be required to meet 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 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 compatible with the surrounding area and other developments recently built or approved nearby.
- The proposed closing of roads and consolidation of land along the riverbank results in a net increase of designated park space and a total land area of 2.5 acres.

This Report Submitted by: Devin Clark, RPP, MCIP
Planning, Property and Development Department
Urban Planning and Design Division
Report Prepared by: PPD File # DASZ 30/2025

Schedule "C" for File No. DASZ 30/2025, Riel Community Committee, dated September 22, 2025

By-Law No. _____

File No. **DASZ 30/2025**

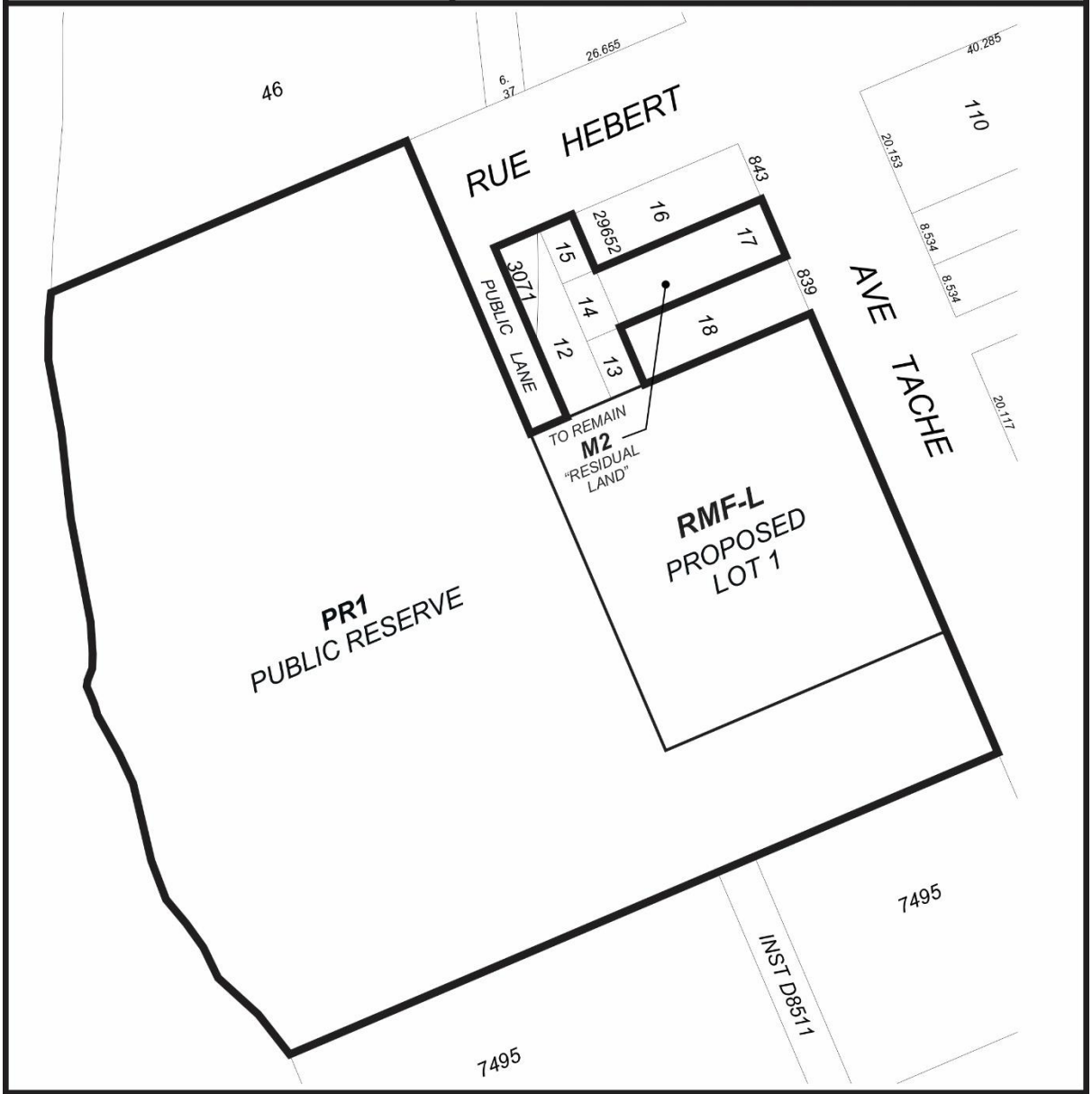
Atlas Sheet No. **Z26**

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 on Tache Avenue, south of Rue Hebert, north of CNR line, and east of the Red River from an "M2" MANUFACTURING GENERAL DISTRICT to an "RMF-L" RESIDENTIAL MULTI-FAMILY (LARGE) DISTRICT, and "PR1" PARKS AND RECREATION 1 (NEIGHBOURHOOD) DISTRICT, to allow for the future development of a residential multi-family building, creation of parkland, and residual lands.



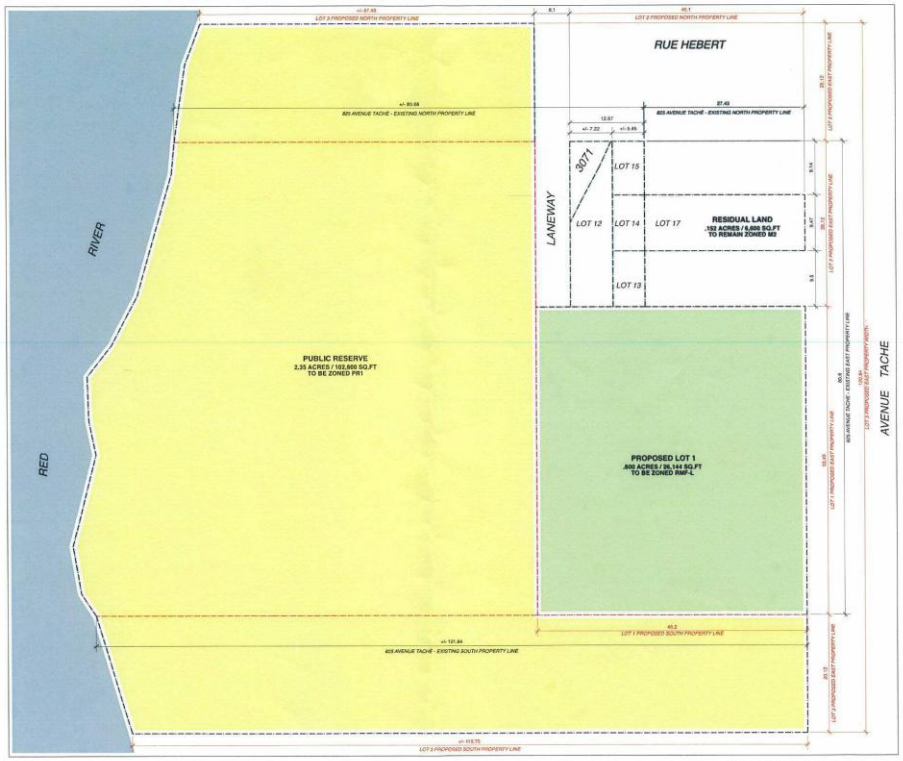
THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Exhibit “7” referred to in File DASZ 30/2025

825 TACHÉ AVENUE

PROPOSED PLAN OF SUBDIVISION



1 SITE PLAN FOR SUBDIVISION
Scale: 1:300

N

GENERAL NOTE:

1. ALL MEASUREMENTS AND AREA CALCULATIONS ARE APPROXIMATE AND SUBJECT TO VERIFICATION BY A MANITOBA LAND SURVEYOR

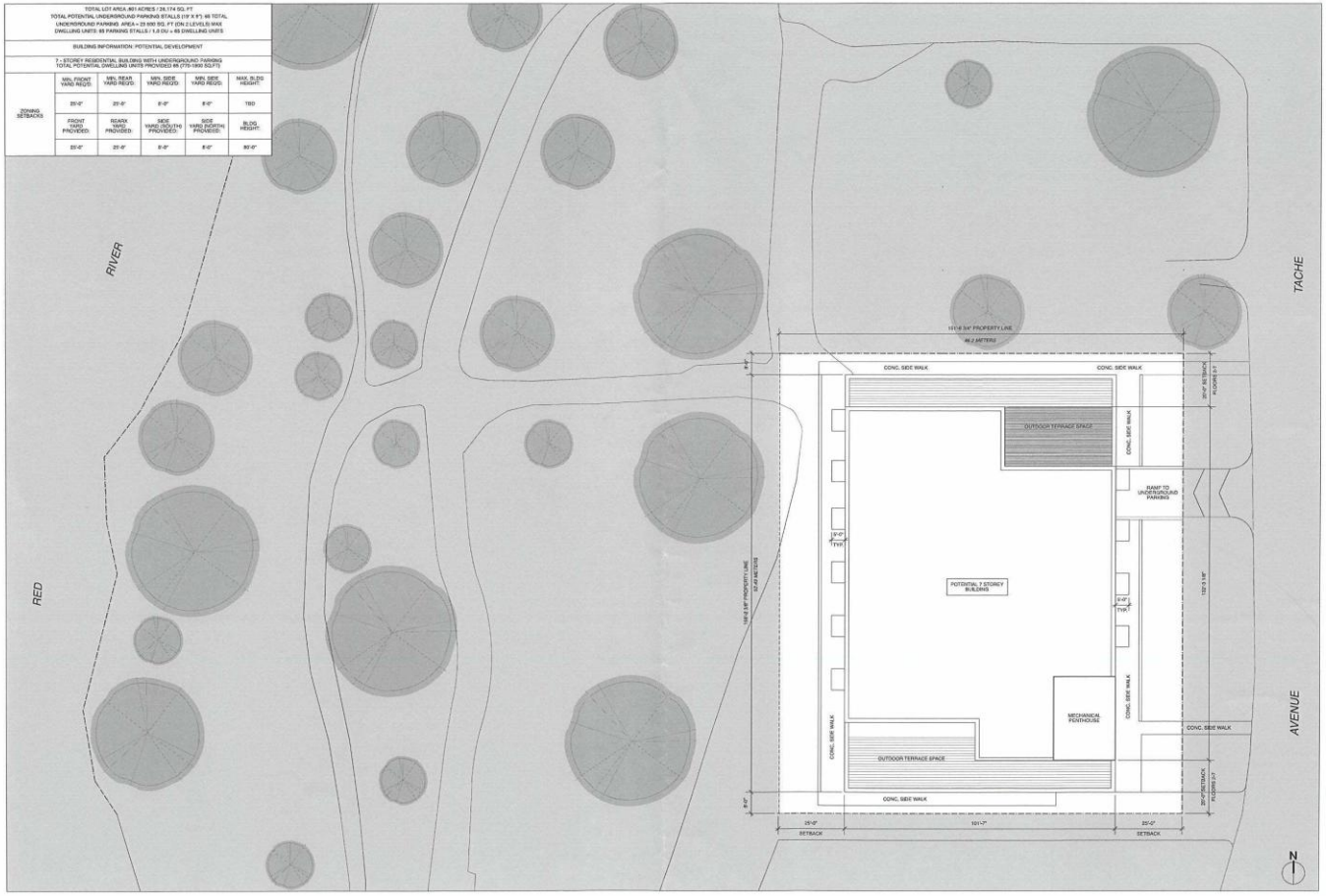
JULY 17, 2025

SHEET
1 / 1

825 AVENUE TACHÉ

SCHEMATIC SITE DESIGN

TOTAL LOT AREA: 861 ACRES / 26,174 SQ. FT TOTAL POTENTIAL UNDERGROUND PARKING STALLS (19' X 9'): 46 TOTAL UNDERGROUND PARKING AREA = 25 000 SQ. FT (ON 2 LEVELS) MAX DWELLING UNITS: 69 PARKING STALLS / 1.0 DU = 69 DWELLING UNITS					
BUILDING INFORMATION: POTENTIAL DEVELOPMENT					
7 - STOREY RESIDENTIAL BUILDING WITH UNDERGROUND PARKING TOTAL POTENTIAL DWELLING UNITS PROVIDED 69 (770-1950 SQ.FT)					
ZONING SETBACKS	MIN. FRONT YARD REQ'D.	MIN. REAR YARD REQ'D.	MIN. SIDE YARD REQ'D.	MIN. SIDE YARD REQ'D.	MAX. BLDG HEIGHT
	25'-0"	25'-0"	8'-0"	8'-0"	TBD
	FRONT YARD PROVIDED	REAR YARD PROVIDED	SIDE YARD (SOUTH) PROVIDED	SIDE YARD (NORTH) PROVIDED	BLDG HEIGHT
	25'-0"	25'-0"	8'-0"	8'-0"	80'-0"

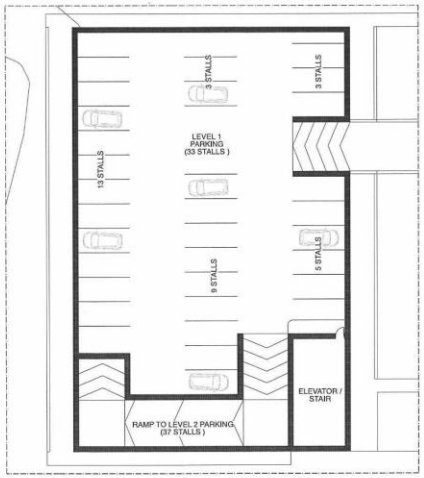


1 SITE PLAN FOR SUBDIVISION
Scale: 1:200

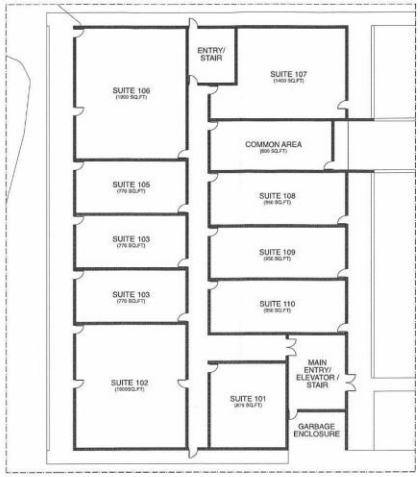
SHEET 1 / 2

825 AVENUE TACHÉ

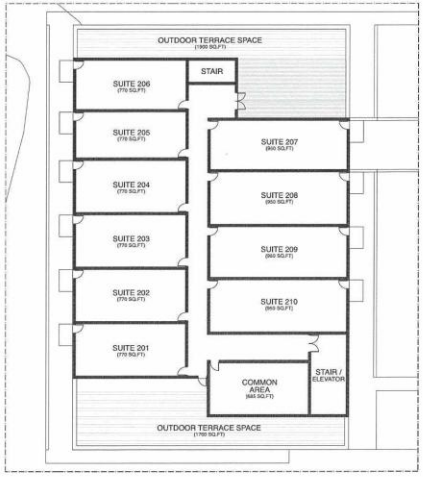
SCHEMATIC SITE DESIGN



1 SUB GRADE PLAN
Scale: 1:200



2 MAIN FLOOR PLAN
Scale: 1:200



3 FLOOR PLAN (TYPICAL FLOORS 2-7)
Scale: 1:200





SHEET 2 / 2