Minutes – Riel Community Committee – June 2, 2026

REPORTS

Item No. 3 Plan Approval – Aubert Street
(St. Boniface Ward)
File DAZ 208/2025

COMMUNITY COMMITTEE DECISION:

The Riel Community Committee concurred in the recommendation of the Winnipeg Public Service and approved plans for Aubert Street.

DECISION MAKING HISTORY:

The Chairperson called Councillor Chambers to the Chair in order to move the following motion:

Moved by Councillor Allard,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

Councillor Allard resumed the Chair.

Brennan Johnson, Landmark Planning & Design Inc., submitted a presentation in support of the matter.

ADMINISTRATIVE REPORT

Title: Plan Approval 26-116846 – Aubert Street

Issue: For consideration at the Public Meeting of the plan approval drawing package for a multi-family building.

Critical Path: Riel Community Committee as per By-law 30/2017.

AUTHORIZATION

Author	Division Head	Department Head	CFO	CAO
Sawyer Klassen, MCP	n/a	n/a	n/a	

RECOMMENDATIONS

The Urban Planning and Design Division recommends approval of the submitted plans.

REASONS FOR REPORT

Per clause 3.7.1 of the North St. Boniface Secondary Plan By-law 30/2017:

> *'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.*
>
> *This Plan Approval is being processed in advance of the registration of the Rezoning Application and Zoning Agreement. If the finalized Zoning Agreement results in provisions that differ from those at the time of this approval and results in the approved plans being non-compliant, the owner shall be required to obtain a new variance application and/or Plan Approval.'*

The applicant has submitted:

- colour elevations;
- site plan with dimensions;
- shadow impact drawings;
- landscape plan with plant list.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Urban Planning and Design Division are concurred in, the proposal can proceed.

FILE/APPLICANT DETAILS

FILE:	**ZR-PA 26-116846**
COMMUNITY:	St Boniface
NEIGHBOURHOOD #:	5.501 - (NORTH ST. BONIFACE)
SUBJECT:	Plans for a multi-family building
LOCATION:	Aubert Street
LEGAL DESCRIPTION:	PARCEL A PLAN 74387
APPLICANT:	Landmark Planning & Design Inc (Brennan Johnson)
OWNER:	STREETSIDE DEVELOPMENT CORPORATION

DISCUSSION

SITE DESCRIPTION

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



Figure 1: Air photo of subject site and surrounding context (*Flown, 2024*)

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing ….
- A 7-storey residential multi-family building;
- A total of 115 dwelling units, including ground-floor dwelling units and street level patios;
- 120 underground parking stalls;
    - Accessible and van accessible parking;
    - Accessed via a new approach on Rue Aubert;
- Primary building entrance onto Rue Aubert;
- A rooftop amenity space for tenants;
- Secure indoor bike parking;
- Outdoor visitor bike parking;
- Street-edge and building foundation landscaping;
- Pedestrian connections to Rue Aubert and Rue St. Joseph;

- Building materials include:
    - Corrugated metal cladding and metal siding;
    - Tyndall stone veneer cladding;
    - Aluminum paneling;
    - Hardie paneling in various tones of grey, charcoal, black, cork, and white;
- The plant schedule includes the following:
    - Discovery Elm trees (7)
    - Hot Wings Tatarian Maple trees (11)
    - Spring Snow Flowering Crabapple trees (8)
    - Ivory Halo Dogwood shrubs (14)
    - Glahad Mockorange shrubs (13)
    - Goldflame Spirea shrubs (21)
    - Royal Jubilee Ninebark shrubs (40)

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.

1.7 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 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.

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.

- 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.

REASONS FOR THE RECOMMENDATIONS

The Urban Planning and Design Division recommend approval of the submitted plans because it conforms to *Complete Communities 2.0* and the *North St. Boniface Secondary Plan*.

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Sawyer Klassen, MCP
Date:	May 21, 2026
File No:	ZR-PA 26-116846