Minutes – Assiniboia Community Committee – June 22, 2026

REPORTS

Item No. 5 Plan Approval – 665 Sterling Lyon Parkway (Charleswood-Tuxedo-Westwood Ward) File DASZ 37/2008

COMMUNITY COMMITTEE DECISION:

The Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and approved plans for 665 Sterling Lyon Parkway.

DECISION MAKING HISTORY:

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

Moved by Councillor Duncan,

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

Carried

Councillor Duncan resumed the Chair.

ADMINISTRATIVE REPORT

Title: Plan Approval 25-275092 – 665 Sterling Lyon Parkway

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

Critical Path: Assiniboia Community Committee as per DASZ 37/2008

AUTHORIZATION

Author	Division Head	Department Head	CFO	CAO
R. Galston, MCP	n/a	n/a	n/a	

RECOMMENDATIONS

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

REASONS FOR REPORT

Per the Zoning Agreement for DASZ 37/2008:

> *"The owner of any lot on the land must submit plans showing the location and design of proposed buildings, accessory parking areas, private approaches, garbage enclosures, fencing, landscaping, lighting and signage on such lot ("Works") to the City's Assiniboia Community Committee and the City's Director of Planning, Property and development ("Director") for approval prior to the issuance of any building or development permit, and thereafter must maintain the works as approved to the satisfaction of the Director and any change to such approved plans may be and is required to be approved by the Assiniboia Community Committee and the Director prior to the issuance of any building or development permit."*

IMPLICATIONS OF THE RECOMMENDATIONS

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

HISTORY

DASZ 37/2008

- On March 25, 2009, Council concurred in the recommendation of the Standing Policy Committee on Property and Development and approved the subdivision and rezoning of land located at the southwest and northwest quadrants of Sterling Lyon Parkway and Kenaston Boulevard, under file no. DASZ 37/2008, on the condition that the applicant shall enter into a Zoning Agreement with the City.

- Among the conditions of this Zoning Agreement is that any development on the subject land be subject to plan approval by the Assiniboia Community Committee and the Director of Planning, Property and Development.

FILE/APPLICANT DETAILS

FILE:	**ZR-PA 25-275092**
COMMUNITY:	Charleswood - Tuxedo - Westwood
NEIGHBOURHOOD #:	2.668 (Tuxedo Industrial)
SUBJECT:	Plans of Proposed Multi-Family Residential Development
LOCATION:	665 Sterling Lyon Parkway
LEGAL DESCRIPTION:	LOT 4 PLAN 75295
APPLICANT:	Paragon Design Build (Christopher Gibson)
OWNER:	SEASONS RETAIL CORP.

DISCUSSION

SITE DESCRIPTION

- The subject property is located on the north side of Sterling Lyon Parkway. It is in the Tuxedo Industrial Neighbourhood of the Charleswood – Tuxedo – Westwood Ward.
- The subject property has a total area of 1.9 acres (83,018 square feet). It is currently vacant.
- The subject properties are located at a Regional Mixed-Use Centre under the *Complete Communities Direction Strategy 2.0* Urban Structure Map.
- It is zoned “CMU” Commercial Mixed Use, which was approved under file no. DASZ 38/2024.



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

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- Plans submitted show this proposed multi-family development is a seven-storey building with a maximum height of approximately 71 feet to the top of the parapet.
- The building will contain 184 dwelling units, including a mix of 1, 2, and 3-bedroom units.
- Exterior cladding materials include EIFS (exterior insulation and finishing system), in a mix of colours and textures.
- A total of 185 parking stalls are provided on-site.
- Vehicular access to the subject site is to be taken from private roads and drive aisles on the south side of the subject site.
- Landscape plans show the applicant will be planting a total of 27 trees and 163 shrubs on the site.
- Garbage collection will be in semi-underground 'Earth Bins.'
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ANALYSIS AND ISSUES

The Plans submitted for the subject property generally align with the Design Guidelines for Regional/Community Commercial Centres. These guidelines were appended to the Administrative Report for file no. DASZ 37/2008 which was approved by Council. In 2009. In particular, the proposed development:

- Provides a direct pedestrian connection from the proposed buildings to existing and future sidewalks within the Seasons of Tuxedo development;

- Provides a mix of building cladding materials and colours for visual interest;
- Provides a higher degree of landscaping which improves the pedestrian realm along the private streets, and reducing the negative visual effects and ‘heat island’ effects of the surface parking area.

Please refer to Appendix B, below, to view these guidelines.

REASONS FOR THE RECOMMENDATIONS

The Urban Planning and Design Division recommend approval of the submitted plans because they generally align with the design guidelines for the Seasons of Tuxedo area (discussed above).

CONSULTATION

NA

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Robert Galston, MCP
Date:	June 12, 2026
File No:	ZR-PA 25-275092

APPENDIX B

DESIGN GUIDELINES FOR REGIONAL/COMMUNITY COMMERCIAL CENTRES

Regional / Community Commercial Centres Site Plan Review and Guidelines Attached to File No. DASZ 37/08

The purpose of this section is to provide design performance guidelines in the review process that are based upon sound land use planning principles and best practices, relying on the positive experience in other North American cities, to assess the site designs for new commercial developments in Community and Regional centres.

The intent of using Site Plan Guidelines and Review in the approval process is to promote, encourage, and develop the positive aspects of a project while ensuring the negative impacts are sufficiently mitigated. The site plan review and approval process provides proponents the opportunity to show how public space interacts with the private development, and to demonstrate how the proposal achieves or exceeds the following goals:

- Ensure that the pedestrian and cycling environment is safe, accessible, comfortable, convenient and attractive;
- Ensure the vehicular environment for both public and private transportation is well integrated with the pedestrian environment;
- Respect the existing context, including current uses, scale and functions of adjacent land-uses and streets;
- Strengthen the continuity of the Planned Area and the site's development by using elements and/or adding new elements that unify and connect individual areas and buildings;
- Utilize the architectural elements of the building(s) in a sensitive and cohesive manner (i.e.: facades, roofs, entrances, landscaping, signage, and lighting) to enhance the development. .

The Design Principles and General Design Guidelines Identified below provide guidance on achieving these goals. These design principles and guidelines will be used when reviewing the final site plans as part of the approval process for Development Applications as required as a condition under the Zoning Agreement.

In providing the principles and guidelines in advance of the Site Plan review, the Planning, Property and Development Department is committed to a collaborative and transparent process.

A. General Design Principles and Detailed Design Guidelines

The Director of Planning, Property and Development will use the design principles and guidelines to assess site design when reviewing the final plan submitted as required under the Zoning Agreement for the Planned Area (excluding the IKEA site).

General Design Principles embody the values and goals a redevelopment scheme should strive for in its urban design. The General Design Principles are the 'broad brush', large scale conceptual recommendations made for guiding major commercial developments. The Detailed Design Guidelines and Considerations provide more specific recommendations and strategies.

The principles, guidelines and considerations are anchored to several *Plan Winnipeg* Policies. These policies essentially strive to ensure that major commercial developments are designed to address the needs of its users in a sustainable manner.

Principle 1: *Enhance Pedestrian Comfort, Safety & Accessibility*

General Design Guidelines:

- Create a safe and comfortable pedestrian environment.
    - Apply Universal Design Guidelines.
    - Promote Active Transportation.
    - Ensure the principles of Crime Prevention Through Environmental Design (CPTED) are applied.
    - Ensure safe and convenient access to transit facilities.
    - Protect pedestrians from adverse environmental elements.

Detailed Design Considerations:

- Sidewalks
    - Size according to their intended use and place in the overall scheme: Wide sidewalks where restaurants and outdoor dining will be concentrated; narrower sidewalks on less intensively used streets.
    - Create direct, comfortable and safe pedestrian routes leading to front entrances of stores from parking areas, transit stops, public sidewalks, other stores, and other pedestrian destinations.
    - Sidewalks need to impart a sense of permanence. They should be lined by trees, high-quality landscaping, and high-quality materials.
- Parking lots
    - Ensure the parking lot design program includes pedestrian safety, comfort and amenity as key priorities.
    - Provide a pedestrian route between main buildings and the public sidewalk that is uninterrupted by surface parking and driveways.
    - Provide shade and high-quality landscaping in surface parking areas.
    - Position parking rows perpendicular to main building entrances to assist safe pedestrian movement toward the building.

- Limit the length of parking rows to a maximum of 20-30 contiguous spaces. Longer rows should include landscaped breaks, e.g. islands with shade trees for all season to ensure pedestrian safety.
- Divide large surface parking areas both visually and functionally into smaller parking courts through the use of landscaped islands and protected pedestrian pathways.
- Edge treatments along public streets and other public spaces should visually screen parked vehicles but not completely obstruct views into and out of the parking lot for the purpose of supporting pedestrian safety and security.

- Pedestrian Crossings
  - Consider installing ‘tables’ (rolled curbs bordering slightly elevated crossings) at major internal pedestrian routes across drive aisles to serve as a traffic calming feature and provide uninterrupted pedestrian connection.
  - Where pedestrian routes cross street access driveways and other major drive aisles, clearly mark crossings and provide unobstructed sight distance for pedestrians and vehicles.
- Signage
  - Use thematic signage in a consistent way finding system to direct pedestrians to different buildings.
- Lighting
  - Select different luminaries with a coordinated appearance to light pedestrian pathways, parking spaces, drive aisles, building and site entrances and other relevant parking lot features.
  - Install lighting that is appropriately scaled to its purpose, i.e. avoid over lighting.
  - Consider providing pedestrian scale lighting, such as bollards or lower scale pole fixtures, along pedestrian routes.
- Transit
  - Ensure transit facilities are near and relate to building exits and entrances, and key on-site pedestrian routes.
  - Explore opportunities for incorporating transit stops into buildings for the purpose of creating weather protection for transit users.
- Building Design – as it impacts the pedestrian environment:
  - Preliminary thought should be given to locating potential uses with associated outdoor areas (such as cafeteria/café/restaurant) where they will receive maximum exposure to sunshine and protection from wind.
  - Buildings and streets should be oriented to provide maximum protection from prevailing winds (streets oriented east/west, buildings situated to buffer wind) and maximum exposure to sunshine in winter to improve pedestrian comfort.

- Encourage open and inviting building facades at street and 2nd storey level to enhance the convenience, comfort and enjoyment of pedestrian experiences and enhance interactions between the public space and business operations.
- Locate refuse storage areas and other building services internal to buildings or screened from view with appropriate fencing/landscaping.
- Direct access to be provided to retailers, service providers and customer service areas from street level.

- Universal Design
  - Ensure the City of Winnipeg Universal Design Standard is used to guide barrier free design on public lands and encourage application of these standards on private exterior and interior spaces.
  - In particular, ensure all pedestrian routes (interior and exterior) are inclusive and incorporate a consistent way finding system through
    - signage and site design (i.e. zoned sidewalk concept - furniture zone at back of curb, pedestrian circulation zone/clear path of travel, building frontage zone); and
    - sidewalks that utilize colour and textural contrasting bands defining pedestrian circulation zone and building entries.

<u>Principle 2</u>: *Create Identifiable Central Features & People Places Where Appropriate to the Overall Site Context*

General Design Guidelines:

- Layout the site to clearly define open spaces for people to gather.
- Provide continuity within and through the public environment through such cues as a theme or character to the development.
- Integrate art and aesthetics into all aspects of the project (signage, street furniture, planting, lighting, etc).
- Arrange buildings such that complementary uses are close to each other to minimize walking distances and the need to lock/unlock bicycles or drive personal vehicles for multiple stops.

Detailed Design Considerations

- Create “outdoor rooms” and gathering places
  - Provide comfortable places with amenities such as seating areas that provide opportunity for people to rest and observe surrounding activity; this includes creating places people want to be, be seen, and/or meet others.

- Use amenities such as water features, clock towers, public art and/or architectural features throughout the site plan as landmarks to guide people to different areas of the development.
    - Not all buildings and spaces must be landmark statements: it is equally important for non-landmark buildings to be well designed as “background buildings” and/or to define spaces on the site”.
- Use central features and safe pedestrian routes from parking to building entrances to break up large parking areas into smaller parking courts.
- Open space should be designed positively with clear definition and enclosure. Each outdoor space should have a clear function, character and shape and clear boundaries through the positioning of adjacent buildings, walls, fences, trees and plantings.
- Consider using public art to provide identity to the development and use as a tool to give a distinct theme / character to the development.
    - Explore opportunities for public art early in the planning process.
    - Encourage a public art strategy - identify locations and types of work and provide a framework for commissioning artists and seeking funding.

Principle 3: ***Respect The Tradition Of Streets And Streetscapes***.

General Design Guidelines:

- Site layout should provide clear obvious, direct and convenient linkages to site destinations (building entrances, etc.)
- Provide a highly connected roadway system that encourages slow and safe vehicular movement while supporting non-vehicular travel modes with short direct routes.
- Use landscaping features as design elements to create or strengthen a sense of street/connection.

Detailed Design Considerations:

- Establish a site layout that is easily understood and provides visual cues so as to minimize the need for signs, especially those concerned with traffic direction and control
- Create identifiable streets that provide the framework or “mental map” that orients people as to where they are within the development.
    - Provide spatial definition by orienting buildings to the street to support walking, pedestrian accessibility, active transportation and social contact
    - Visually link the interior with pedestrian streets (CPTED).
- Promote local street connectivity to the adjacent communities by creating an interconnected system that encourages walking, cycling and transit use.

- Encourage an interconnected internal roadway pattern to accommodate the development of “town” centre feeling.
- Lay out internal roadway to reduce excessive motor vehicle traffic across primary on-site pedestrian routes.
- Configure internal roads to minimize the number of potential conflicts with walking and cycling routes.
- Parking lot edges along public streets should consist of continuous planting, alone or in combination with low decorative fence / wall or a landscaped berm.
    - Provide a variety of deciduous and coniferous vegetation in plantings for year-round interest, texture, shape, and screening.
- Make main entrances on the primary street visible and highly identifiable with landscaping features, public art and/or architectural features.
- Connect the internal transportation network to external bike routes passing the site. These connections should provide a seamless interface between the internal and external road systems.

Principle 4: ***Celebrate & Build On The Best Features Of The Surrounding Context***

General Design Guidelines:

- Reinforce the notion of place, character and identity in all aspects the project.
- Celebrate Winnipeg as a winter city, and prairie city through appropriate site planning and design.

Detailed Design Considerations:

- Open space planning should take its cue from the patterns of local natural landscape, particularly the density and composition of existing forested areas.
- Be aware of adjacent development and amenities such as Fort Whyte Alive, Assiniboia Forest and promote activity linkages.
- Ensure active transportation linkages with adjacent, complimentary land uses.
- Ensure site planning respects the local winter conditions and prairie environment through: use of colour, light; sun and wind protection, plant selection, etc.
    - Use native species that are hardy and resistant to stresses of weather exposure;
    - Avoiding monocultures and non-native species that can be susceptible to disease.
    - Consider impacts of snow glare on people and plants
    - Celebrate and take advantage of seasonal changes:

- Incorporate mix of deciduous and coniferous plant species to provide year round colour.

<u>Principle 5</u>: *Strive For Quality & Character In The Interface Between Private & Public Space*

General Design Guidelines:

- Ensure detailed design supports the identity and quality of the place through good design; quality, sustainable materials; and commitment to long-term maintenance.
- Encourage variety in architectural expression to create richness and diversity and to strengthen local identity; architecture should appear rich at every scale from a range of viewing distances.
- Provide high quality design and construction attending to human scale, function and sensory experience.
- Design for refinement and integration.

Detailed Design Considerations

- Manage Massing of Buildings and Their Scale
    - Detailed design should create high quality urban space within the building line and three-dimensional mass that helps create the character of streets and squares.
    - Carefully consider the interface between the design of buildings and the public space that surrounds them: including but not limited to surface treatment and articulation of building elevations; fenestration; entrances style, scale and location and perimeter landscaping
    - Minimize blank walls – use landscaping, aesthetic characters (such as reveals, projecting ribs, offsets), change in cladding material, glass, etc. to break up tracts of continuous blank walls
    - Locate loading, service and garbage zones in areas not visible from the public streets.
    - Scale building elevations and cross sections to support and reinforce public spaces; to foster a sense of urbanism so that streets, squares and green space are defined by appropriately scaled buildings or trees fronting onto them.
    - Wrap the perimeter of big box stores with small units to establish a fine-grained setting, externalize active uses (cafes and boutiques) and increase their links to the street
    - Ensure building animation on pedestrian streets, with ground level retail activity, transparent windows, window displays and active uses
- Use building materials that promote permanence, quality and integrated design.
- Provide a coordinated signage strategy for the overall complex.

    - Signage is expected to enhance visibility, identity, enable orientation and to contribute to the image of a vibrant pedestrian oriented place.
- Encourage measures to enhance visibility and accessibility of building entrances
    - Make frontages 'active' to add interest, life and vitality to the public realm by providing multiple entry points, window openings, few blank walls, narrow frontage buildings, giving vertical rhythm to the street, articulation of facades, with projections such as bays and porches and lively internal uses visible from the outside or extending onto to the street (e.g. sidewalk café, etc.).
- Provide a comprehensive lighting plan for the development complex.
    - Select different luminaries with a coordinated appearance to light pedestrian routes, parking spaces, drive aisles, building and site entrances and other relevant site features.
    - Lighting should create an identity for parking areas, enhance adjacent streets / pedestrian environments and be appropriate to the location, context and scale of the areas being lit.

Principle 6: ***Practice Sustainable Design***

General Design Guidelines:

- Incorporate sustainable materials and technologies and practices.
- Promote sustainable forms of transportation.
- Implement practices that protect and preserve our natural features and resources.

Detailed Design Considerations:

- When appropriate use site grading to enhance the screening of parking lots.
- Mitigate the urban heat island effect of surface parking lots.
    - Retain natural landscape, minimize pavement and promote natural infiltration; explore feasibility of impervious alternatives. If alternatives are not feasible, surface parking lots should be carefully designed to enhance urban design and environmental conditions.
    - Maximize tree canopy coverage by protecting existing trees and by planting large street trees with wide spreading canopies that are long-lived.
    - Select plant material to encourage sustainable landscapes; strive for maximum species diversity.
- Manage storm water quality and quantity on site.
    - Treat storm water as an environmental process (tree canopy intercept precipitation, encourage infiltration into the ground as quickly as possible).

    - Consider incorporating an oil and gas separator into the parking lot land drainage system to capture and remove these products from entering into the storm water retention pond).
    - Provide a site grading plan compatible with the storm water management approach selected for the site.
- Organize parking spaces and rows to provide consolidated soft landscaped areas and opportunity for on-site storm water management.
- If development is phased, ensure a phasing plan to identify all current and future parking requirements. Parking areas constructed incrementally should match land use build-out schedules. Areas not required for parking should be landscaped.
- Balance the need for safety and security with the reduction of energy consumption and light pollution. Avoid “over lighting”, light spillage on adjacent properties, streets and open spaces, use energy-efficient fixtures and bulbs, incorporate opportunities for off-grid power generation, e.g. solar, wind.
- Integrate bicycle parking into the design and layout of the parking facilities.
- Incorporate transit stops into building design and internal roadway design to provide easy and convenient access for its users.
- Organize and layout the site and provide site infrastructure and amenities to promote safe and convenient pedestrian, bicycle, and transit circulation to and within the site.