

ADMINISTRATIVE REPORT

Title: DAV 23-114882\C – 298 Edison AVE

Issue: For consideration of variances associated with the establishment of a multi-family residential use and accessory social service use.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

Author	Department Head	CFO	CAO
Dylan Harris RPP, MCIP	n/a	n/a	

RECOMMENDATIONS

The Urban Planning Division **approves** the application to vary the "R2" dimensional standards of Zoning By-Law No. 200/2006 to permit as follows:

- 1) for the construction of a multi family dwelling to permit 5 parking spaces instead of 9 spaces.
- 2) for the establishment of accessory parking to permit the following:
 - a) no visitor parking space instead of 1 space;
 - b) parking stall lengths of 21.5 feet (6.55 metres) instead of 23 feet (7.01 metres) accessed directly from an adjacent lane;
 - c) no buffering of parking located within 20 feet (6.1 metres) of a side or rear lot line adjacent to a residential district.

REASON FOR THE REPORT

This report provides information and makes recommendations regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE: DAV 23-114882\C
RELATED FILES: DCU 23-114878
COMMUNITY: East Kildonan - Transcona Committee
NEIGHBOURHOOD #: 4.413 Rossmere

SUBJECT: To vary the "R2" dimensional standards of Zoning By-Law No. 200/2006 to permit as follows:

- 1) for the construction of a multi family dwelling to permit 5 parking spaces instead of 9 spaces.
- 2) for the establishment of accessory parking to permit the following:
 - a) no visitor parking space instead of 1 space;
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 - c) no buffering of parking located within 20 feet (6.1 metres) of a side or rear lot line adjacent to a residential district.

LOCATION: 298 Edison AVE
LEGAL DESCRIPTION: LOT 21 PLAN 21159 60/63 K

APPLICANT: Jeff Pratte (Landmark Planning & Design Inc.)
298 Waterfront Dr
Winnipeg, MB R3B0G5

OWNER: MANITOBA METIS FEDERATION INC.
150 Henry Ave 300
Winnipeg, MB R3B 0J7

DISCUSSION

CRITERIA FOR APPROVAL

Pursuant to Section 247(3) of *The City of Winnipeg Charter*, an application for a variance with respect to a property may be approved if the variance:

- (a) is consistent with Plan Winnipeg and any applicable secondary plan;
- (b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;
- (c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and
- (d) is compatible with the area in which the property to be affected is situated.

SITE DESCRIPTION

- The subject site is located on the south side of Edison Ave., in the Rossmere neighbourhood of the North Kildonan ward.
- The subject property is located in the Established Neighbourhood-Mature Community policy area as designated in *Complete Communities 2.0*.
- The subject site is currently zoned “R2” Commercial Community district and is 6385 sq. ft. in area.
- A 910 sq. ft. single family dwelling constructed in 1937 is currently located on the subject property.
- The subject dwelling is currently vacant.



Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2021)

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Edison Ave. then single family residential uses and a 15 unit multi-family residential use zoned “RMF-M” Residential Multi-Family Medium district.

South: A rear lane then single family residential uses zoned “R1-M” Residential Single Family Medium district.

East: A café and bakery zoned “C1” Commercial Neighbourhood district.

West: A single family dwelling zoned “R2” Residential Two-Family district (proposed phase of Mazoun MMF development)

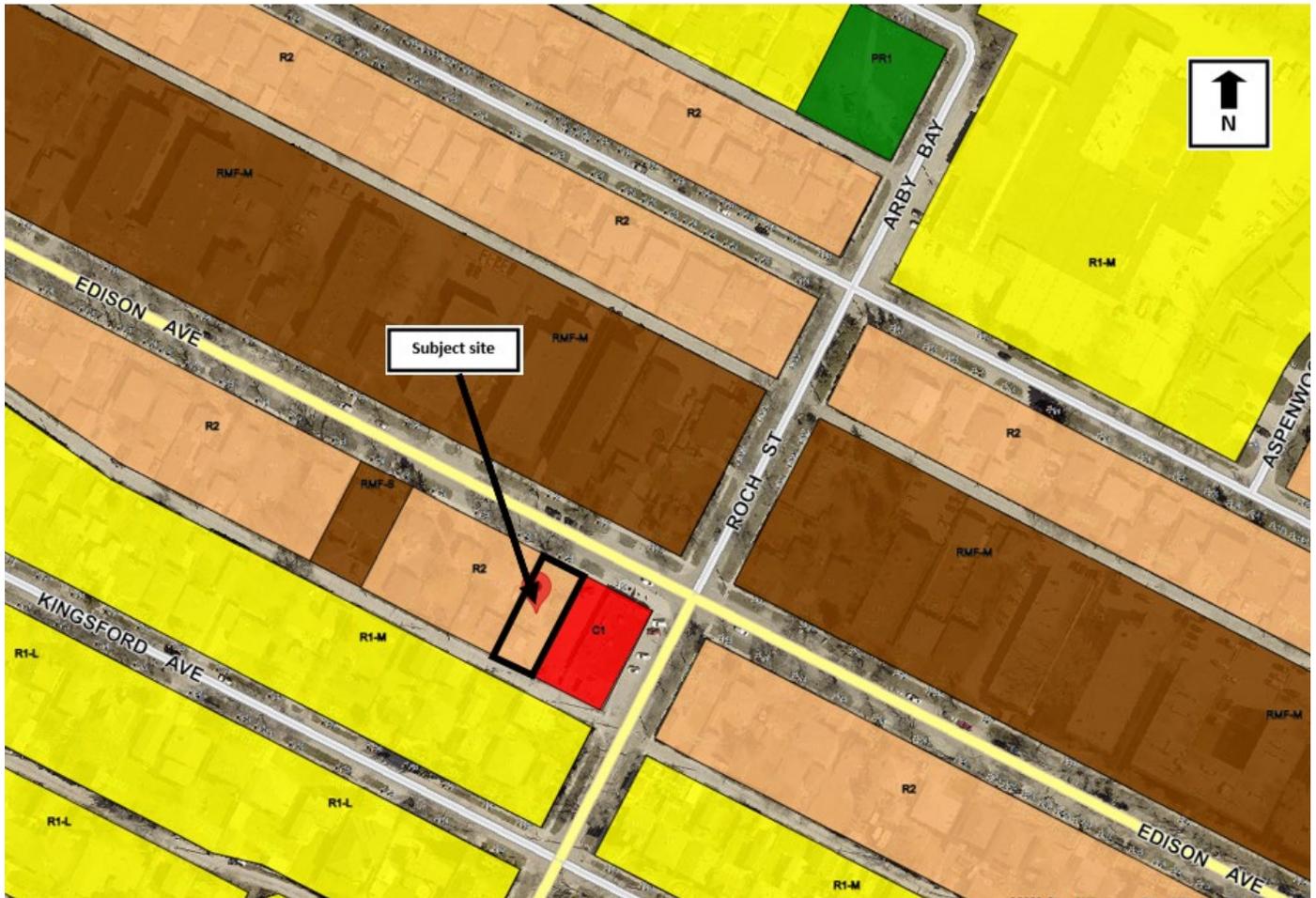


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant wishes to establish a three (3) storey building at 298 Edison Ave. for the purposes of establishing a multi-family residential use and an accessory social service facility.
- The subject site is one phase of a two (2) phase development which includes a virtually identical development concept on the property immediately east of the subject site at 292 Edison Ave.
- The proposed development named Mazoun (The Infinity House of Hope) will provide transitional housing for Metis youth between the ages of 16-25, who age out of Child and Family Services (CFS) care.
- 24 hour onsite support services are provided as part of the residential use.
- Cultural services and skills training will be provided to residents through establishment of an accessory social service facility mainly in the lower level of the proposed building and will be operated by the organizations affiliated with the Manitoba Metis Federation (MMF).
- The proposed development is being considered for Rapid Housing Initiative (RHI) Federal funding, a program intended to facilitate fast track development of affordable housing projects.
- The proposed building will contain the following:
 - Lower level: A social service facility with office space and meeting room as well as seven (7) indoor bike parking spaces
 - Main level: Common living area, common kitchen, office space and a multi-purpose room
 - Second level: Three (3) dwelling units, two (2) therapy rooms and laundry facilities
 - Third level: Four (4) dwelling units, storage room and a small lounge.
- Five (5) motor vehicle parking stalls are located at the rear of the building accessed by a concrete rear lane.
- Submitted elevations illustrate a well designed and contextually considerate building with the following features
 - An accessible ground level with ramp
 - Mansard roof feature with numerous street facing windows
 - A recessed entry feature facing the street
 - Use of high quality façade materials including brick veneer and cement board lap siding.
- A landscape plan has been submitted as part of the subject application which illustrates:
 - Planting of two (2) new trees in the front yard setback
 - Planting of 16 new shrubs in the front yard setback

- Establishment of a grassed front yard
- In addition to the subject Conditional Use application, a corresponding variance application (DCU 23-114878/C) is required to enable the proposed development. For more information, please see the planners report.

Collaboration with the Public Service:

- For a summary of the collaborative process between the applicant and the Urban Planning Division, please see the corresponding Conditional Use report (DCU 23-114878/C).

Public engagement:

- For a summary of the public consultation process undertaken by the applicant, please see the corresponding Conditional Use report (DCU 23-114878/C).

REASONS FOR APPLICATION

Parking supply

Winnipeg Zoning By-law 200/2006 requires that multi-family uses in the urban infill area provide a minimum of 1.2 parking spaces per dwelling unit. Based on the proposed seven (7) unit multi-family development and the accessory social service, nine (9) motor vehicle parking spaces are required. The applicant is proposing to provide five (5) parking spaces. For this reason, a variance is required.

Visitor parking supply

Winnipeg Zoning By-law 200/2006 requires that when undertaking multi-family development, 10% of the parking supply be reserved for visitors. This would require the applicant to provide one (1) visitor parking space. They are proposing to provide zero (0) visitor parking spaces. For this reason, a variance is required

Parking stall length abutting a lane

Winnipeg Zoning By-law 200/2006 requires that when multi-family uses locate parking stalls directly off a rear lane, that those stalls be at least 23 feet in length. The applicant is proposing to provide parking stalls directly off a rear lane that are 21.5 feet in length. For this reason, a variance is required.

Buffering of parking area

When parking areas are accessed directly form a rear lane, the Winnipeg Zoning By-law requires that parking areas are buffered by landscaping. The applicant is proposing not to buffer the parking area due to their provision of parking spaces directly off a rear lane. For this reason, a variance is required.

ANALYSIS AND ISSUES

Our Winnipeg 2045 Development Plan:

Good Health and Well Being

4.4 Affordable and Supportive Housing Options: *Enable collaborative partnerships that provide a continuum of existing or new affordable housing, making use of municipal supports such as fiscal, regulatory and measurement tools to ensure those most in need have increased access throughout the resident and building life-cycle.*

The proposed development will include high quality, secure and supportive housing for youth aging out of child and family services care. This type of housing and social service use is a needed form of housing that is being initiated by an Indigenous government (the Manitoba Metis Federation). This project represents a collaborative opportunity for the City of Winnipeg to support an application made by the MMF to enable creation of new affordable and supportive housing as directed in *OurWinnipeg* policy.

Social Equity

5.2 Affordable and Supportive Housing Options: *Conserve and increase development of a continuum of affordable and supportive housing throughout the city as a fundamental human right.*

The proposed development will result in the creation of new affordable and supportive housing units for Metis youth, as supported by *OurWinnipeg* policy.

City Building

6.39 Affordable and Supportive Housing Options: *Facilitate affordable and supportive housing in all neighbourhoods, through a continuum of private and non-profit housing development that includes a mix of sizes, forms and tenures; resilient, low carbon, energy efficient construction; adaptable universal design accessibility; and proximity to integrated and , sustainable transportation options.*

The proposed development will result in the establishment of new affordable and supportive housing units in a mature community context in proximity to frequent transit service and nearby commercial amenities.

Complete Communities 2.0 An OurWinnipeg Direction Strategy

B1: General Growth

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

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

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

The proposed development fronts onto Edison Ave. which is part of the Primary Transit Network, served by direct service. The proposed medium density multi-family use is consistent with the level of transit service provided and in proximity to commercial amenities and an Urban Mixed Use Corridor (Henderson Hwy). as identified in *Complete Communities 2.0* policy.

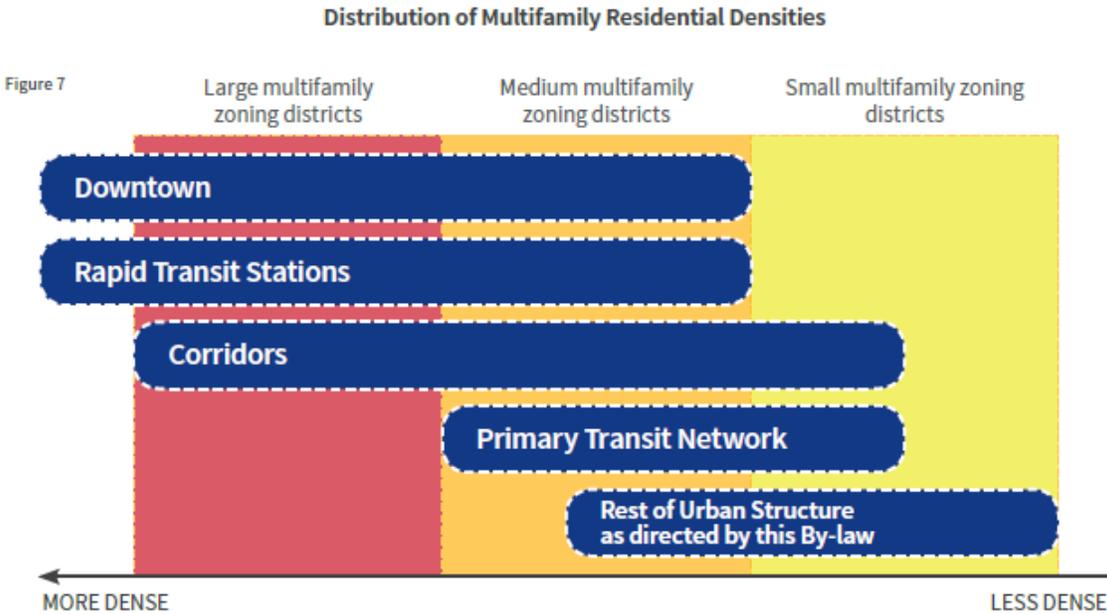


Figure 3: Distribution of Multifamily Residential Densities-General Growth-CCDS 2.0

Urban Structure Area	Density	Height	Transit Service Type	Design Guidance
ESTABLISHED NEIGHBOURHOODS				
Mature Communities Arterial street			Rapid, frequent, and direct	<ul style="list-style-type: none"> • <i>Small-Scale and Low-Rise Residential Development Guidelines for Mature Communities</i> • Established Neighbourhoods section • Design guidelines in secondary plans • <i>TOD Handbook</i>
Mature Communities Collector street			Feeder network	<ul style="list-style-type: none"> • <i>Small-Scale and Low-Rise Residential Development Guidelines for Mature Communities</i> • Established Neighbourhoods section • Design guidelines in secondary plans
Mature Communities Local street			None	<ul style="list-style-type: none"> • <i>Small-Scale and Low-Rise Residential Development Guidelines for Mature Communities</i> • Established Neighbourhoods section • Design guidelines in secondary plans
Recent Communities Arterial street			Rapid, frequent, and direct	<ul style="list-style-type: none"> • Established Neighbourhoods section • Design guidelines in secondary plans • <i>TOD Handbook</i>
Recent Communities Collector street			Feeder network	<ul style="list-style-type: none"> • Established Neighbourhoods section • Design guidelines in secondary plans
Recent Communities Local street			None	<ul style="list-style-type: none"> • Established Neighbourhoods section • Design guidelines in secondary plans

Figure 4: Guide to Distribution of Residential Density and Height-General Growth-CCDS 2.0

D1: Established Neighbourhoods

Goal 1: *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;*
- f. Proximity to Downtown, Mixed Use Centres, Major Redevelopment Sites and Mixed Use Corridors;*
- 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.*

Mature Communities

1.8 Low-rise residential uses will generally be encouraged on arterial roads and collector 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.

The proposed three (3) storey, multi-family building is consistent with multi-family residential context of Edison Ave. Submitted concepts illustrate a high quality building design and site plan that will positively contribute to the neighbourhood while adding population, thereby contributing to area revitalization. The proposal is consistent with the context of buildings on Edison Ave.,

fronts onto a collector street with direct transit service, is in proximity to nearby commercial amenity and an Urban Mixed Use Corridor and can be accommodated by existing municipal services. The proposed three (3) storey building is consistent with low rise residential development on collector streets as supported by *Complete Communities 2.0* policy.

Housing Typologies in Established Neighbourhoods

SMALL SCALE RESIDENTIAL

1-3 storeys-singles, semi-detached, duplex, suites, townhouses

- A mix of ground-oriented housing of various forms, unit types and sizes mixed with existing low density residential houses.
- Includes, but is not limited to, single-detached, semi-detached, duplex, secondary suites, detached secondary suites, and townhouses up to 3 storeys in height.
- Allows for some intensification in a form that respects the scale and character of the community while meeting the needs of a diverse population.



LOW RISE RESIDENTIAL

Up to 4 storeys

- A mix of low density housing forms and types from 3-4 storeys in height.
- Includes, but is not limited to low-rise apartment buildings and stacked townhouses.
- Allows for some intensification in a form that respects the scale and character of the community while meeting the needs of a diverse population.



Figure 5: Housing typologies in enabled in established neighbourhoods.

Goal 2: *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.*

Building design

2.4 Encourage the use of high-quality, energy efficient, and durable 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 visual aesthetics of the street and neighbourhood.

Massing and scale

2.12 New development should respect and complement the existing character of the built form and surrounding properties.

2.15 Encourage the use of architectural features to articulate building walls in order to mitigate the impact of new building mass.

Site design

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 as a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.

Submitted designs illustrate a well-designed building, at an appropriate scale given established multi-family residential uses on this block of Edison. The use of a mansard roof, articulated windows, recessed entrances and significant brick cladding result in a high quality building that will make a positive contribution to the character of the area. A substantial front yard setback with quality landscaping in conjunction with appropriate side yard setbacks result in a considerate site plan that will fit within the existing context.

Goal 3: *Ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs*

3.1 Encourage a variety of housing types and tenures within Established Neighbourhoods to meet life-cycle housing needs and affordability ranges

3.3 Increase the supply of affordable housing within Established Neighbourhoods in proximity to commercial amenities, recreational opportunities and frequent transit service.

3.4 Encourage development that incorporates affordable housing to locate close to the Primary Transit Network, rapid transit stations and Urban Mixed Use Corridors.

The proposed development will add a needed form of affordable and supportive housing in a mature neighbourhood, located on a collector street served by direct transit and in proximity to an Urban Mixed Use corridor.

G5: Housing

Goal 1: *Support diverse housing options in each neighbourhood or neighbourhood cluster throughout the city.*

Support housing diversity

1.1 Pursue the development of new tools and regulatory approaches that support the establishment of a range of sizes, forms, affordability levels, and tenures of housing. Standards should be flexible enough to reflect the unique identity and character of each neighbourhood. Integrate affordable housing

1.3 Employ tools such as density bonusing and inclusionary zoning that encourage and/or require the development of affordable housing that is integrated with market housing. Identify minimum affordability and accessibility requirements in the development of such tools. Support affordable housing

1.5 Explore ways to reduce developer costs associated with the creation of new affordable housing such as:

- a. Reducing regulatory barriers;*
- b. Reducing development approvals costs and associated delays;*
- c. Enabling density increases; and .*
- d. Reducing parking requirements where the proponent can demonstrate other viable transportation options.*

The proposed development is the result of collaborative discussions between the MMF, their consultant and the City of Winnipeg, resulting in a development concept that despite requirement for significant entitlements (specifically parking reduction) is supportable in context of the above housing policy.

Goal 3: *Establish partnerships with the private, not-for-profit and government sectors to provide affordable housing throughout the city, with a particular focus on locations near a variety of transportation options.*

3.1 Maintain a collaborative approach with outside partners, providing incentives and facilitating processes in order to increase Winnipeg's supply of affordable housing.

3.2 Promote partnership with housing developers and other housing stakeholders to continually resolve issues related to affordable housing, visitable housing and land use needs.

The proposed development is the result of a collaborative process with the MMF and their consultant resulting in the Public Service being able to support requested entitlements that enable establishment of new affordable and supportive housing units.

Goal 4: Support the integration of supportive housing within residential neighbourhoods, with a particular focus on locations near a variety of transportation options.

Supportive Housing

4.1 Assist in building and maintaining the capacity of non-profit housing organizations in the design, development and maintenance of supportive housing. Based on current housing data and trends, identify annual targets of new supportive housing units needed to reduce and prevent chronic homelessness.

The proposed development will result in the creation of new supportive housing units that cater specifically to youth, improving access of an undersupplied form of housing that is crucial in reducing the risk of homelessness.

Henderson Highway Corridor Action Area Plan

- The subject property is located within the Henderson Highway Corridor planned area.
- Although this plan was adopted in 1982 and does not directly align with *Complete Communities 2.0*, its status as a statutory plan (by-law) remains in effect.
- The following *Henderson Corridor Plan* policies do provide some direction regarding the proposed development:

3. (i) To encourage the retention of low-density residential areas within the plan area

This section of Edison Ave. represents a fairly unique context within the Henderson Corridor planned area in that numerous examples of medium to higher density multi-family residential uses exist on this block. Edison's designation as a collector street with direct transit service also contribute to this block being a suitable location for multi-family residential uses. Established "RMF-M" Residential Multi-Family Medium zoning on the north side of Edison, and the established "R2" Residential Two-Family zoning on the south side, result in a context that is supportive of residential land uses greater than single family residential. For these reasons the proposal to establish multi-family uses on 298 Edison is not in contravention of the Henderson Highway Corridor Plan policy.

Residential Infill Guidelines

- The Residential Infill Guidelines apply to areas of the city located in Mature Community policy areas that are not governed by secondary plans.
- Given this property is within the *Henderson Highway Corridor Action Plan Area*, the Infill Guidelines have not been applied to the proposed development.
- Despite not undergoing *Infill Guideline* review, the proposed development is consistent with *Complete Communities 2.0* policy for Mature Community development.
- Submitted designs are of high quality and demonstrate contextual sensitivity.

VARIANCES

Parking supply

The applicant is proposing a reduced parking supply of five (5) parking stalls off the rear lane. Supportive and affordable housing is associated with very low (often no) parking demand for residents. Given the proposed development is a government owned facility providing housing for youth transitioning out of Child and Family services care, vehicular ownership and associated parking demand is very low. As of February 2, 2023, per Standing Policy Committee on Property and Development endorsement, the Public Service is authorized to enable a parking ratio of 0.15 parking stalls per dwelling unit through variance for supportive housing projects where appropriate. Given the proposed seven (7) units, the enabled parking supply for this project is one (1) parking stall per unit. The remaining four (4) parking stalls provide adequate parking supply for staff of the supportive house and accessory social service use.

The subject site is located on a collector street with direct transit service. Transit stops are currently located on Edison Ave. approximately 95 metres from the subject property. The site is also approximately 375 metres from frequent transit service on Henderson Hwy. Lastly, the applicant will provide seven (7) secure indoor bicycle parking spaces and two (2) visitor bike parking spaces at the rear of the building. For these reasons, the Urban Planning Division **supports** this variance.

Visitor parking supply

As stated above, the applicant is proposing to establish a form of housing with a very low parking demand. The proposed parking supply is consistent with recently Standing Policy Committee on Property and Development endorsed parking guidelines for supportive housing. These guidelines also enable the Public Service to not require visitor parking for these uses. Despite not explicitly meeting the visitor parking requirements, five (5) parking stalls are provided off the rear lane which can accommodate building wide parking demand. The site is well serviced by transit and contains both secure long term and short term visitor bicycle parking. There is also limited on street parking in the area which can accommodate those visiting residents of the proposed dwelling. For these reasons, the Urban Planning Division **supports** this variance.

Parking stall length abutting a lane

On occasion the Urban Planning Division will support a minor variance for parking stall length to a rear lane when applicants are undertaking infill redevelopment on smaller urban lots. The applicant's 21.5 foot long parking stalls will enable a small amount of additional space to enable their proposed design while enabling these parking stalls to adequately function despite their lane orientation. For this reason, the Urban Planning Division **supports** this variance.

Buffering of parking area

Given the proposed development provides parking off the rear lane, it is not possible to provide a landscaped buffer between the rear of this property and the adjacent residential zoning district. For this reason, the Urban Planning Division **supports** this variance

REASONS FOR RECOMMENDATIONS

In the context of Section 247(3), the Urban Planning Division **approves** for the following reasons:

- (a) is consistent with Plan Winnipeg and any applicable secondary plan;
In that, the proposed development is consistent with the vision for establishing a range of housing options including affordable and supportive housing in transit supported Mature Communities as outlined in *OurWinnipeg 2045 and Complete Communities 2.0*.
- (b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;
In that, the scale and orientation of the proposed development has been designed to limit impact on adjacent uses and to fit within the existing context
- (c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and
In that, the requested variances enable the establishment of a well-designed, contextually appropriate supportive housing and accessory social service facility to be established in accordance with City planning policy.
- (d) is compatible with the area in which the property to be affected is situated.
In that, the submitted concept has been designed to limit impact and fit within the established multi-family residential context of this section of Edison Ave.

CONSULTATION

In preparing this report there was internal consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

Good Health and Well Being

4.4 Affordable and Supportive Housing Options: *Enable collaborative partnerships that provide a continuum of existing or new affordable housing, making use of municipal supports such as fiscal, regulatory and measurement tools to ensure those most in need have increased access throughout the resident and building life-cycle.*

The proposed development will include high quality, secure and supportive housing for youth aging out of child and family services care. This type of housing and social service use is a needed form of housing that is being initiated by an Indigenous government (the Manitoba Metis Federation). This project presents a collaborative opportunity between the City of Winnipeg and the MMF to support and enable affordable and supportive housing as directed in *OurWinnipeg* policy.

Social Equity

5.2 Affordable and Supportive Housing Options: *Conserve and increase development of a continuum of affordable and supportive housing throughout the city as a fundamental human right.*

The proposed development will result in the creation of new affordable and supportive housing units for Metis youth, as supported by *OurWinnipeg* policy.

City Building

6.39 Affordable and Supportive Housing Options: *Facilitate affordable and supportive housing in all neighbourhoods, through a continuum of private and non-profit housing development that includes a mix of sizes, forms and tenures; resilient, low carbon, energy efficient construction; adaptable universal design accessibility; and proximity to integrated and , sustainable transportation options.*

The proposed development will result in establishment of new affordable and supportive housing units in a mature community context in proximity to frequent transit service and nearby commercial amenities.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

- *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*

The proposed infill, multi-family and accessory social service use will increase neighbourhood density through provision of a needed type of housing in a mature transit connected community in proximity to an Urban Mixed Use Corridor.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Poverty Reduction Goals and Objectives:

Goal 2: The City actively plans for and partners in affordable housing.

Through a collaborative planning process, the City has worked with the Manitoba Metis Federation (MMF) to support the addition of new supportive affordable housing on the subject site.

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning
Prepared by: Dylan Harris RPP, MCIP
Date: March 21, 2023
File No. DAV 23-114882\C

PRELIMINARY
NOT FOR CONSTRUCTION

MAZOUN INFINITII
298 EDISON AVENUE
WINNIPEG, MANITOBA, R2G 0L7
LEGAL DESCRIPTION

ZONING SUMMARY:
CLASSIFICATION:
R2 - RESIDENTIAL

NOTE: FINAL DETERMINATION OF ZONING AMENDMENTS SHALL BE IN COMPLIANCE WITH THE CITY OF WINNIPEG AND VERIFIED BY THE OWNER AND/OR GENERAL CONTRACTOR.

MAXIMUM BUILDING HEIGHT: 35'-0"

SETBACKS:
FRONT YARD (EDISON ST): 20'-0" MIN.
SIDE YARDS: 4'-0" MIN.
REAR YARD (BACK LANE): 25'-0" MIN.

MAXIMUM SITE COVERAGE: N/A

PARKING SUMMARY:
5 SURFACE PARKING STALLS INCLUDING 1 ACCESSIBLE STALL

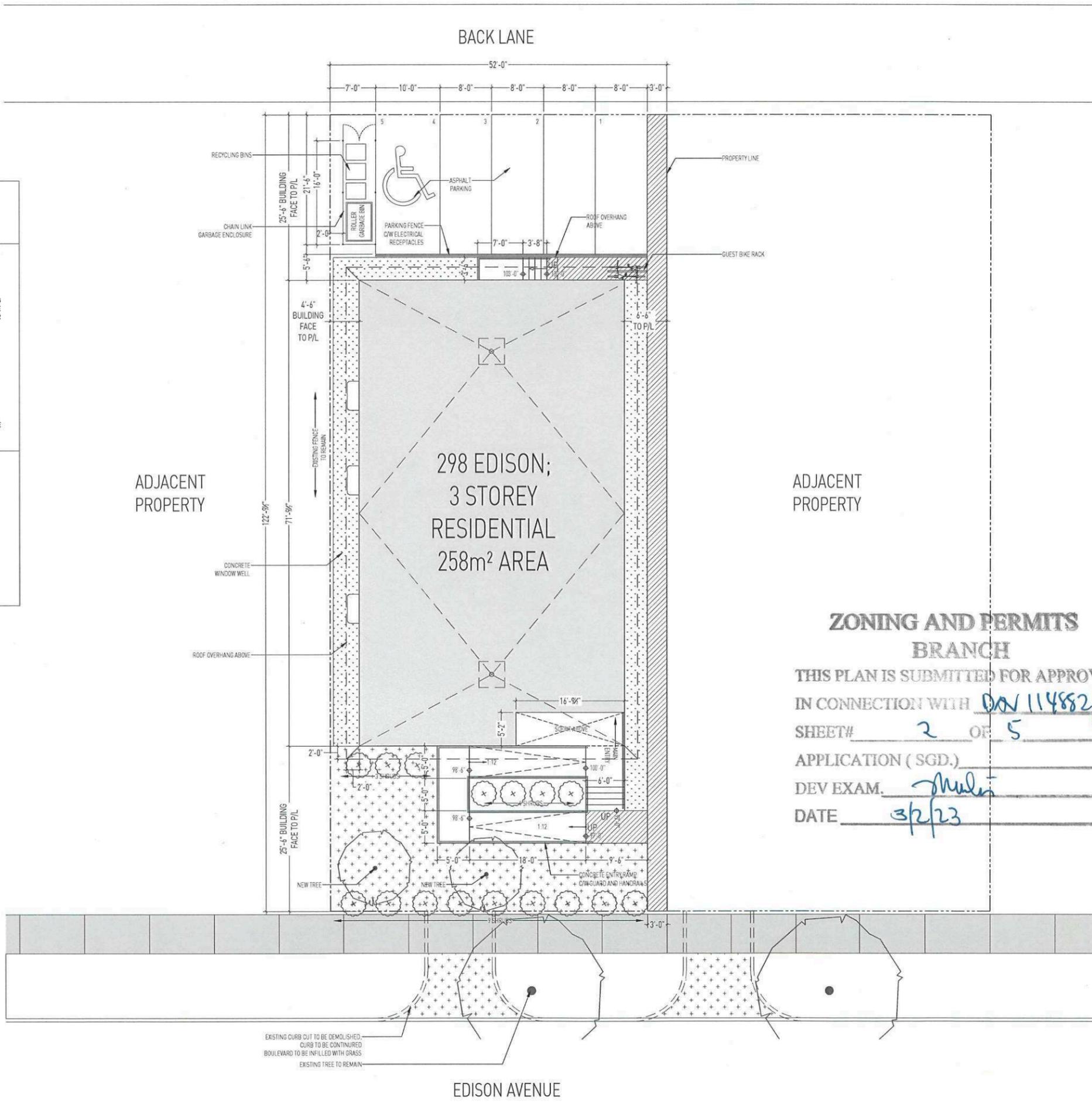
--- PROPERTY LINE

EXISTING CONCRETE SIDEWALK

NEW GRASS SOD

NEW PAVED WALK

BLACK GRAVEL



**ZONING AND PERMITS
BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DN 114882/220

SHEET# 2 OF 5

APPLICATION (SGD.) _____

DEV EXAM. Mulin

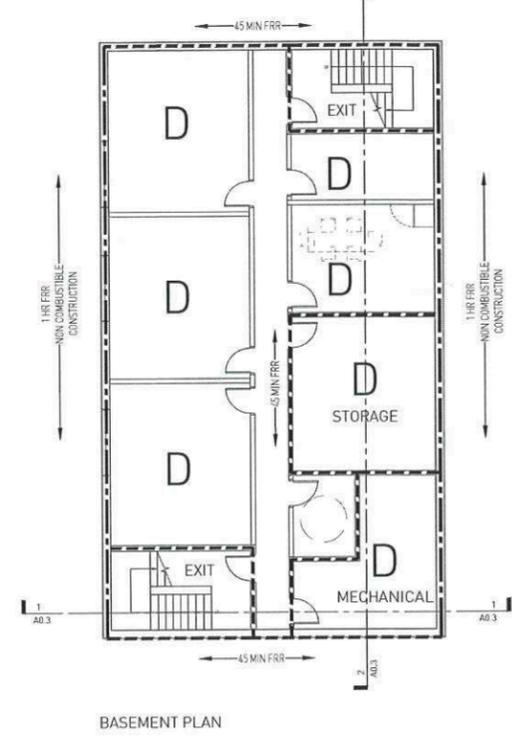
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1 SITE PLAN
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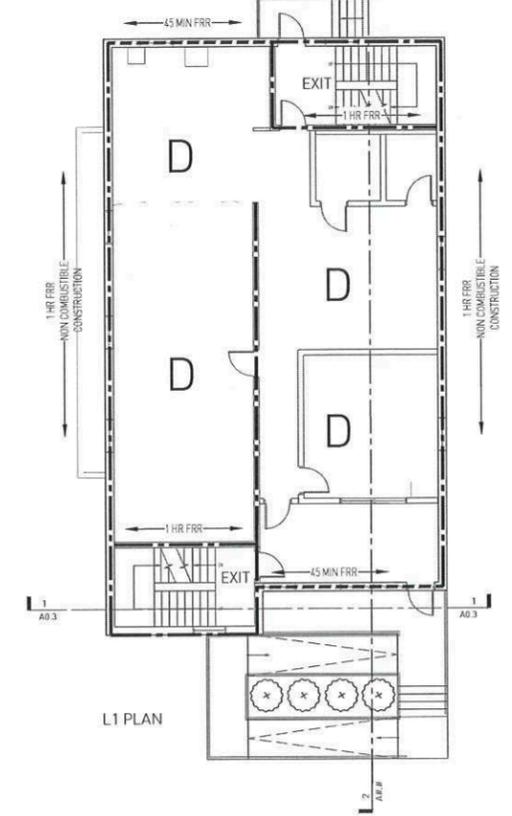
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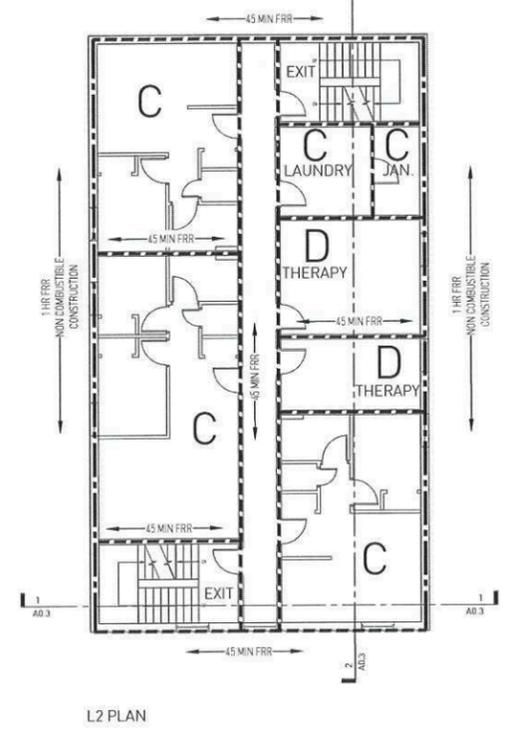
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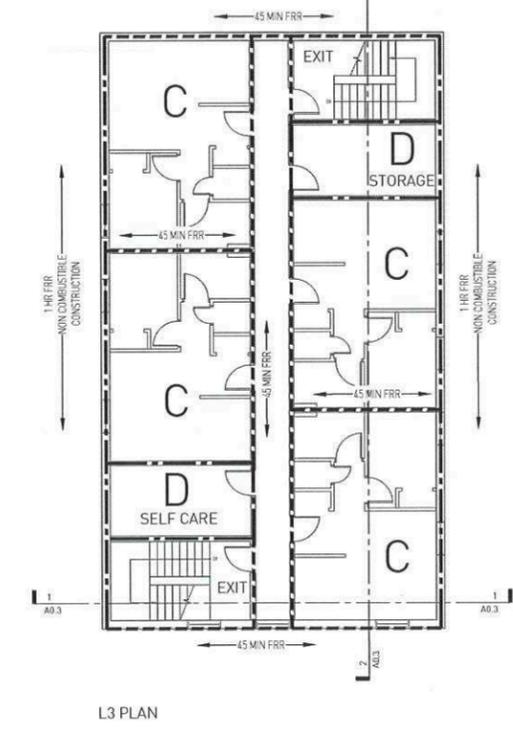
BASEMENT PLAN



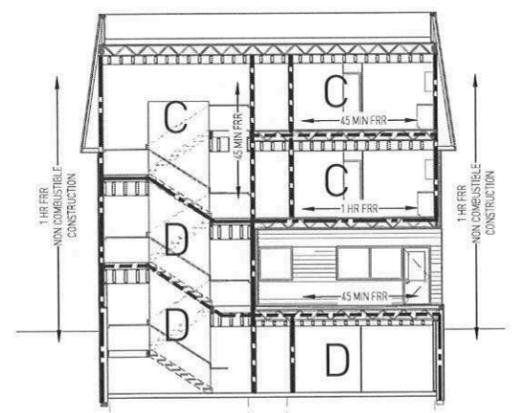
L1 PLAN



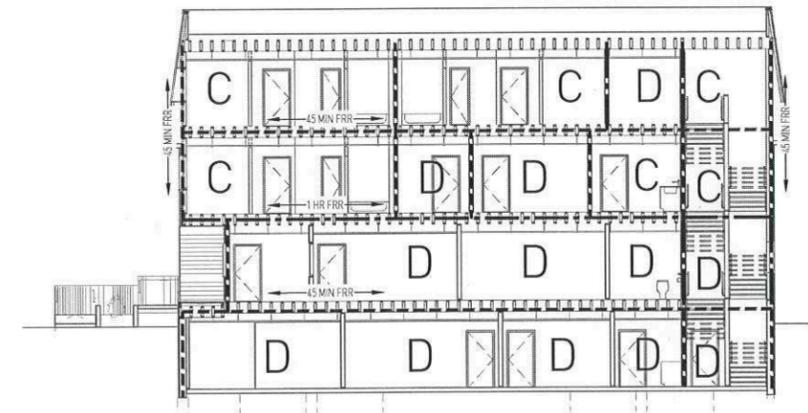
L2 PLAN



L3 PLAN



SECTION 1-1



SECTION 2-2



ZONING AND PERMITS
BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAL 114882/22C

SHEET# 3 OF 5
APPLICATION (SGD.)
DEV EXAM. Thurkin
DATE 3/2/23

BUILDING CODE SUMMARY:

2018 EDISON CODE REVIEW

APPLICABLE CODES:

NATIONAL BUILDING OF CANADA AS AMENDED BY MANITOBA BUILDING CODE
NATIONAL FIRE CODE OF CANADA AS AMENDED BY MANITOBA FIRE CODE
NATIONAL ENERGY CODE OF CANADA AS AMENDED BY MANITOBA ENERGY CODE

SECTION 9.10.2 - OCCUPANCY CLASSIFICATION:

MAJOR OCCUPANCY CLASSIFICATION PROPOSED:

- 9.10.2.1 GROUP C - RESIDENTIAL OCCUPANCIES (L2-L3 FLOOR)
NON SPRINKLERED, COMBUSTIBLE OR NON COMBUSTIBLE CONSTRUCTION
- 9.10.2.1 GROUP D - BUSINESS AND PERSONAL SERVICES OCCUPANCIES (BASEMENT & L1 FLOOR)
NON SPRINKLERED, COMBUSTIBLE OR NON COMBUSTIBLE CONSTRUCTION
BUILDING AREA: 274 SQ.M. (2943SQ.FT.)
BUILDING HEIGHT: 32 FT. (D STOREYS)
FACING 1 STREET

9.9.4.2 EXIT separated by assembly not less than assembly above. [45 MIN]

9.10.1.1. Roofs with slopes of 60 degrees or more to the horizontal that are adjacent to a room intended for occupancy shall be considered as a wall.

9.10.8.1 Group C, 3 storeys - floors 45 MIN FRR, Roof N/A

9.10.8.3 Loadbearing walls, columns, arches FRR not less than required for supported floor or roof assembly [45 MIN FRR]

9.10.9.11 Residential occupancies shall be separated from all other major occupancies by a fire separation not less than 1 HR

9.10.9.14 Suites in residential occupancies shall be separated from adjacent rooms and suites by a fire separation having a FRR of not less than 45 MIN

9.10.9.15 Public corridors separated from remainder of building by fire separation not less than 45 min FRR.

9.10.10.3 Service room separation min 1 HR FRR separation.

9.10.10.4 Storage room separation 1 HR FRR separation unless floor above is 45 MIN.

9.10.13.10 Every door in a fire separation shall have a self-closer.

9.10.20.1 Window or access panel to be provided with opening not less than 1100mm high and 550mm wide max 900mm AFF on second and third storeys of walls facing street if not sprinklered.

LIMITING DISTANCE CALCULATIONS (EXISTING CONDITIONS):

NORTH WALL: LIMITING DISTANCE 14 METRES, 112.4 SQ.M.; 45 MIN FRR; EXPOSING BUILDING FACE; COMBUSTIBLE CONSTRUCTION, NON COMBUSTIBLE CLADDING; 92% UNPROTECTED OPENINGS ALLOWABLE, 15% UNPROTECTED OPENINGS ACTUAL

SOUTH WALL: LIMITING DISTANCE 7.8 METRES, 112.4 SQ.M.; 45 MIN FRR; EXPOSING BUILDING FACE; COMBUSTIBLE CONSTRUCTION, NON COMBUSTIBLE CLADDING; 28% UNPROTECTED OPENINGS ALLOWABLE, 12.4% UNPROTECTED OPENINGS ACTUAL

EAST WALL: LIMITING DISTANCE 1.4 METRES, 1 HR FRR, 194.3 SQ.M. EXPOSING BUILDING FACE, NON COMBUSTIBLE CONSTRUCTION, NON COMBUSTIBLE CLADDING; 7% UNPROTECTED OPENINGS ALLOWABLE; 6.8% UNPROTECTED OPENINGS ACTUAL

WEST WALL: LIMITING DISTANCE 1.9 METRES, 1 HR FRR, 196.3 SQ.M. FRR EXPOSING BUILDING FACE, NON COMBUSTIBLE CONSTRUCTION, NON COMBUSTIBLE CLADDING; 7% UNPROTECTED OPENINGS ALLOWABLE, 6.8% UNPROTECTED OPENINGS ACTUAL

DESIGN OCCUPANCY LOAD

GROUP C: 2 PERSONS / SLEEPING ROOM: 2 X 8 = 16
GROUP D: 12 STAFF AT ANY GIVEN TIME
28 TOTAL OCCUPANCY LOAD

CONSTRUCTION OF EXPOSING BUILDING FACE

9.10.14.5

East and West walls to be 1 HR FRR, NON COMBUSTIBLE CONSTRUCTION REQUIRED, NON COMBUSTIBLE CLADDING REQUIRED.

North and South walls to be 45 MIN FRR, COMBUSTIBLE OR NON COMBUSTIBLE CONSTRUCTION REQUIRED, NON COMBUSTIBLE CLADDING REQUIRED for South Wall, COMBUSTIBLE OR NON COMBUSTIBLE CLADDING for North Wall.

MINIMUM NUMBER OF EXITS:

2 EXITS MINIMUM, 2 REQUIRED

DISTANCE BETWEEN EXITS:

17.3m (56ft 9in) GREATER THAN 1/2 diagonal = 12.2m

TRAVEL DISTANCE:

30m MAXIMUM

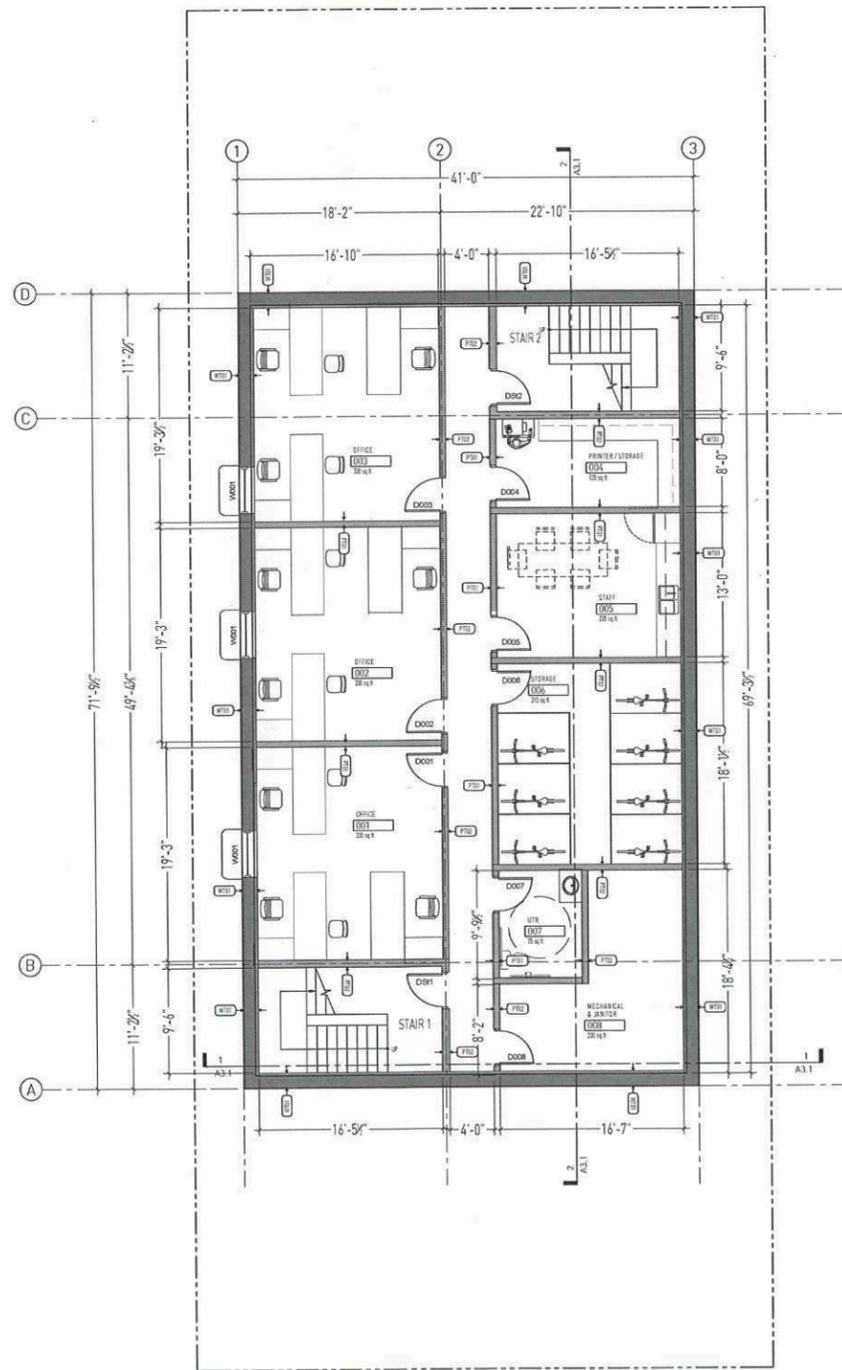
EXITS:

EXIT CAPACITY STAIR WIDTH: 1100mm
CAPACITY: 39mm / PERSON (8mm MIN)

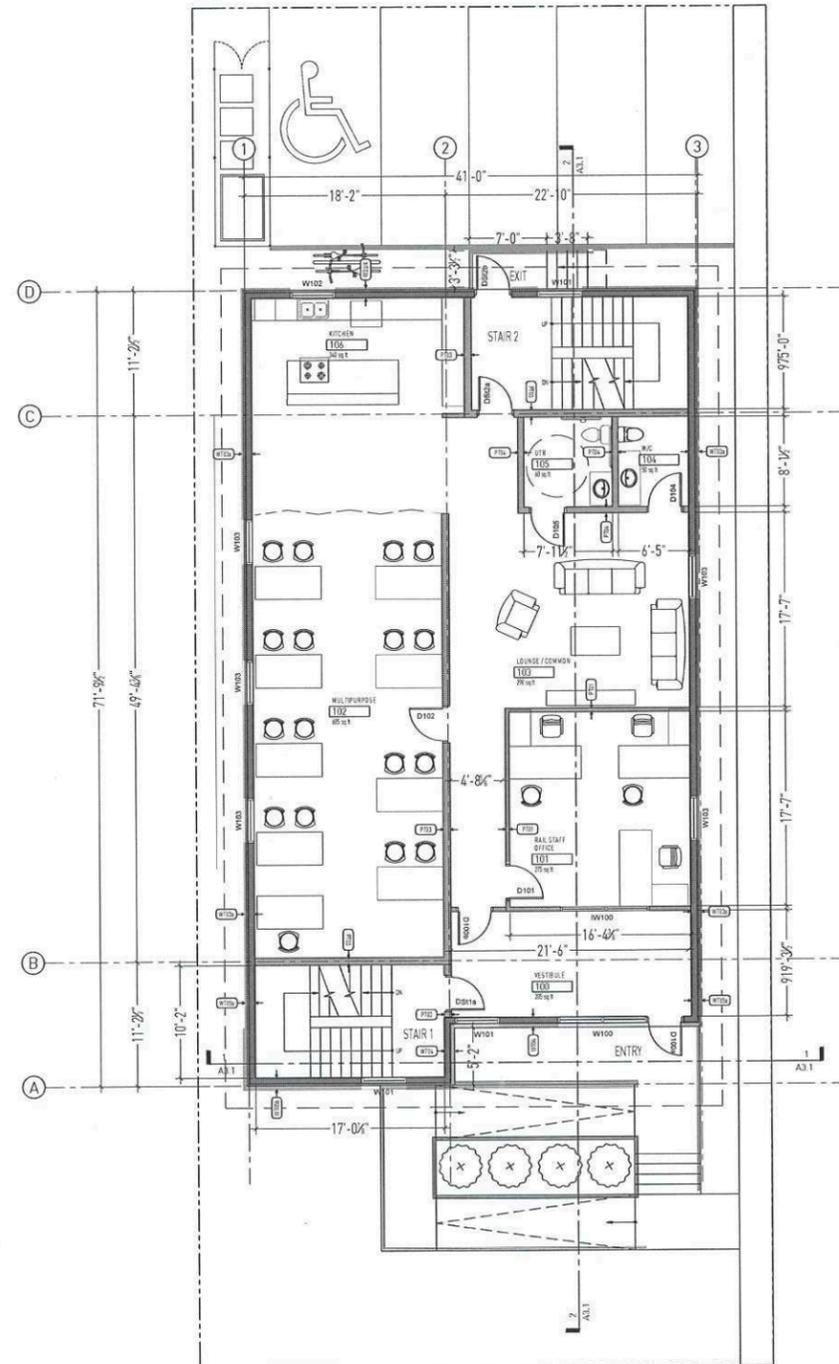
EXIT CAPACITY DOOR WIDTH: 900mm
CAPACITY: 32mm / PERSON (6.1mm MIN)

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PRELIMINARY
NOT FOR CONSTRUCTION



1 BASEMENT PLAN
A1.0 1/8" = 1'



1 LEVEL 1 PLAN
A1.0 1/8" = 1'

GENERAL NOTES:
1. GENERAL CONTRACTOR TO SITE CONFIRM ALL DIMENSIONS
2. -

INTERIOR ELEVATION AND MILLWORK KEYNOTES ①

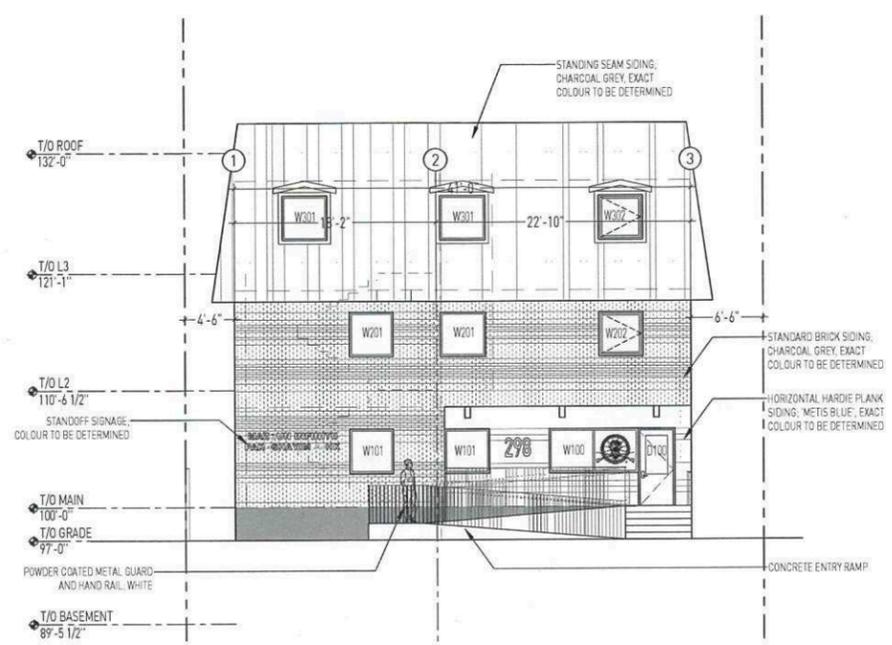
- FINISH F1: TYPICAL GYPSUM DRYWALL FINISH:
1 COAT PRIMER, 2 COAT FINISH,
CLOVERDALE ECOLOGIC OR EQUAL,
WASHABLE FLAT COLOUR 'DESIGNER
WHITE' (MATCH PRATT & LAMBERT).
- FINISH F2: TYPICAL W/C GYPSUM DRYWALL FINISH:
1 COAT PRIMER, 2 COAT FINISH,
CLOVERDALE ECOLOGIC OR EQUAL,
WASHABLE WHITE, SEMI GLOSS COLOUR 'DESIGNER
WHITE' (MATCH PRATT & LAMBERT).
- FLOORING: FLOORING TO BE LUXURY VINYL PLANK
- MILLWORK NOTES:
ALL MILLWORK TO BE
5/8" MELAMINE, 'TAFISA' COLOUR T.B.D.
C/W D PULL, 'RICHELIEU' 137mm BRUSHED
NICKEL, 8P328519S.
C/W 'BLUM' BLUMOTION DOOR HINGES
C/W 'ACCURIDE' DRAWER SLIDES, FULL EXTENSION
ADJUSTABLE SHELVES TO BE COMPLETE
WITH 5mm STAINLESS STEEL PINS
COUNTERTOPS TO BE SOLID SURFACING,
COLOUR AND FINISH T.B.D.
4" BACKSLASH TO MATCH COUNTER
COAT HANGERS TO BE 'RICHELIEU'
CONTEMPORARY METAL HOOK, WHITE,
NH11530213D
CLOSET RODS TO BE 1-1/4" 14 ga. CHROME
- BASEBOARDS: COMPOSITE 3-1/4" BASEBOARD, COLOUR T.B.D.

ZONING AND PERMITS
BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DM/114882/22C
SHEET# 4 OF 5
APPLICATION (SGD.)
DEV EXAM. Muhar
DATE 3/2/23

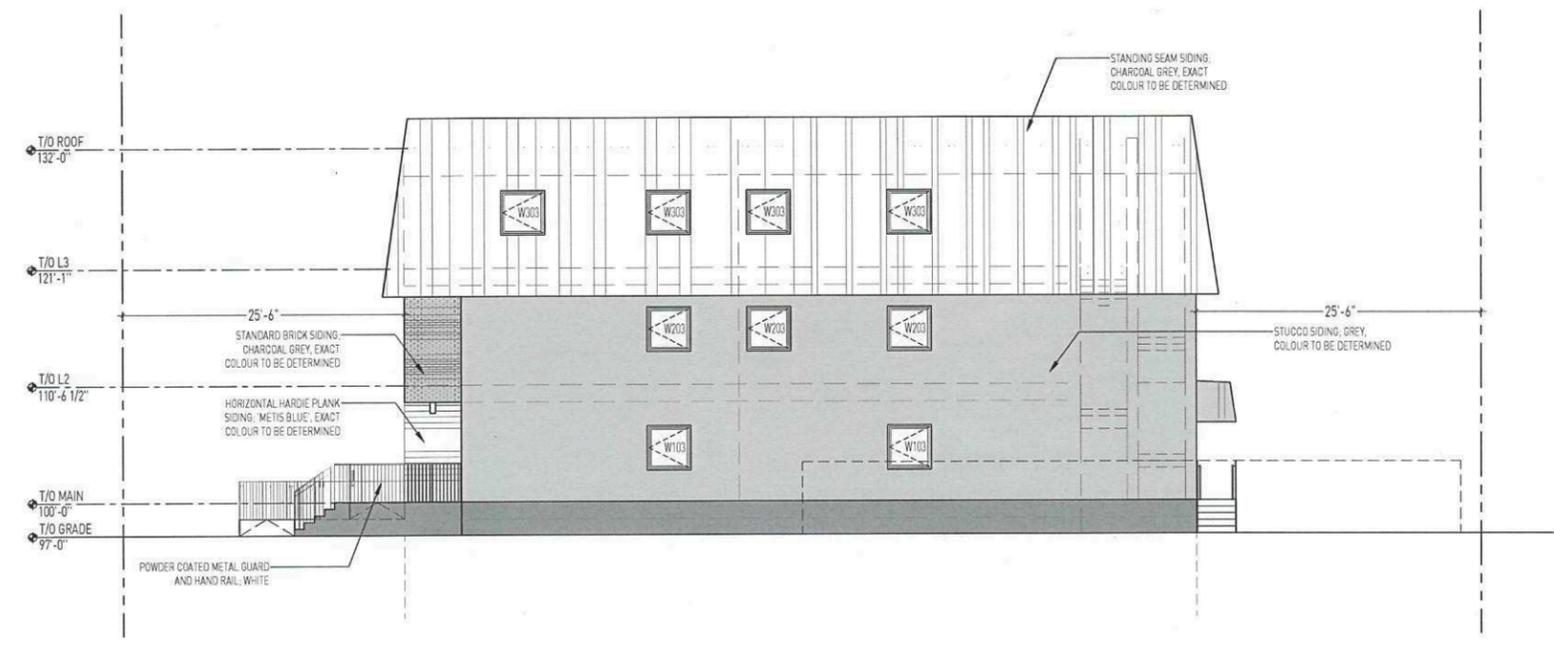
PRELIMINARY
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PRELIMINARY
NOT FOR CONSTRUCTION



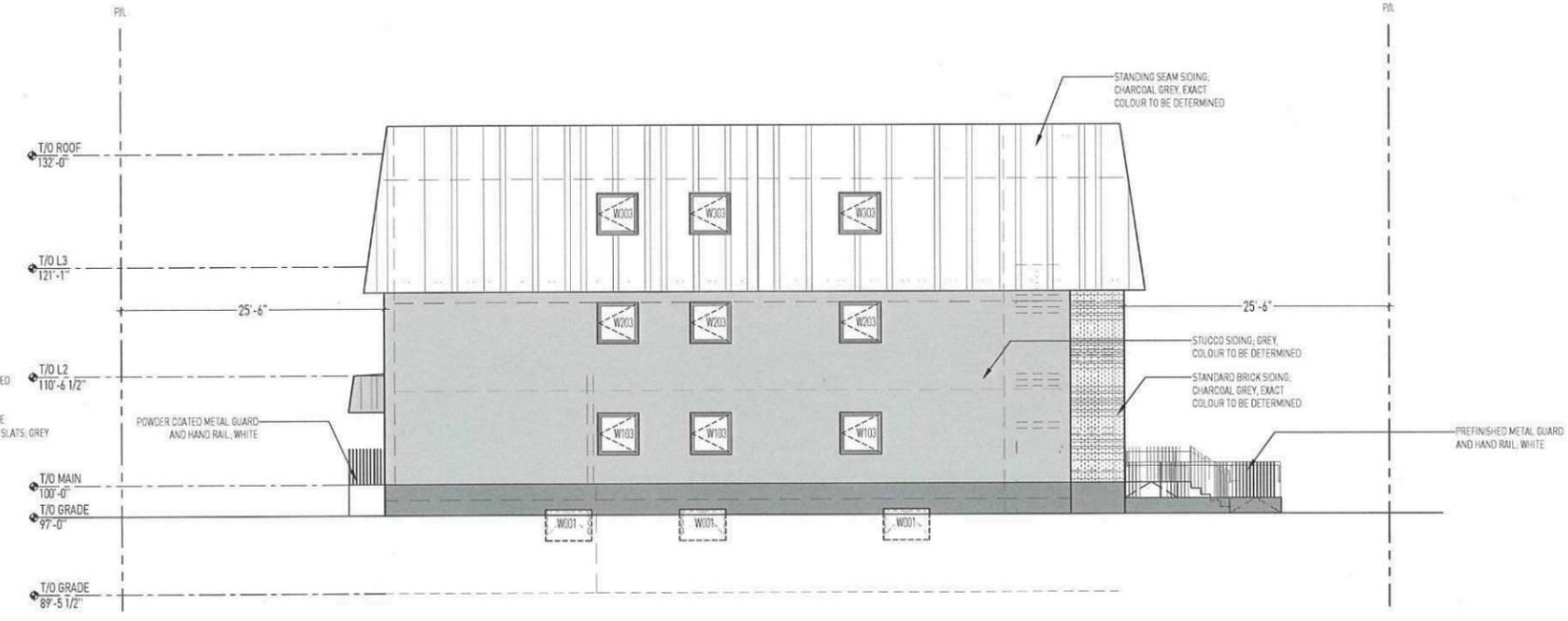
1 NORTH ELEVATION
A2.0 1/8" = 1'



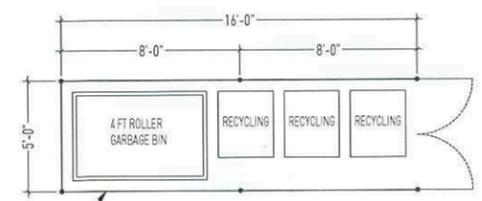
2 EAST ELEVATION
A2.0 1/8" = 1'



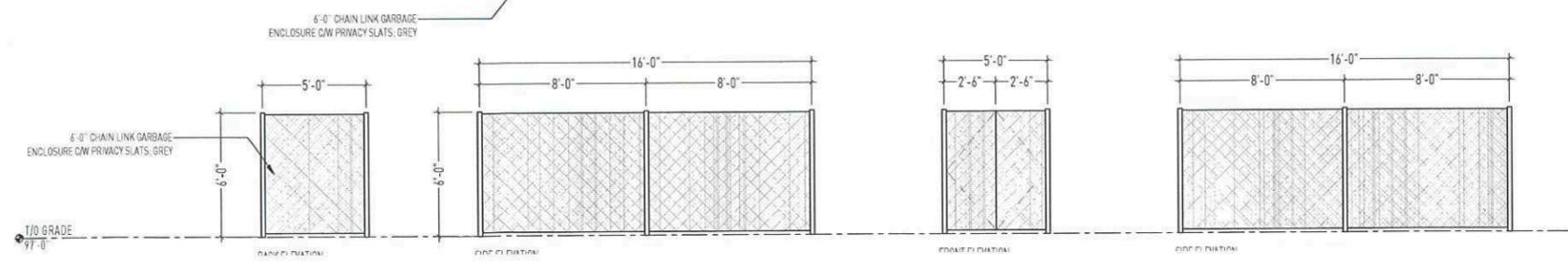
3 SOUTH ELEVATION
A2.0 1/8" = 1'



4 WEST ELEVATION
A2.0 1/8" = 1'



5 GARBAGE ENCLOSURE PLAN
A2.0 1/4" = 1'



**ZONING AND PERMITS
BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DON 114882/22C

SHEET# 5 OF 5

APPLICATION (SGD.)

DEV EXAM. [Signature]

DATE 3/2/23

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- **5.6 Equitable Service Access.** Support Indigenous Peoples through strategic collaboration and action that expedites service access and sense of belonging for residents.

Henderson Highway Corridor Action Area Plan

The subject site is in the Henderson Highway Corridor Action Area. The intent of this action area plan is to promote orderly development on Henderson Highway. The policy direction for this area includes:

- Sensitive development proposals may be entertained for the remaining single-family properties on the east side of Henderson Hwy between Edison Avenue and McKay Avenue;
- To preserve the neighbourhood stability on Henderson Highway; and,
- To preclude encroachment by incompatible uses upon residential environment.

In light of the above-noted policies of *OurWinnipeg 2045*, the *Complete Communities Direction Strategy 2.0*, and *Henderson Highway Corridor Action Plan* we suggest the proposed development is consistent with the City of Winnipeg's policies. Furthermore, this proposed development will be a positive addition to the city and neighbourhood and work towards building a stronger community.

STAKEHOLDER & PUBLIC ENGAGEMENT

As part of our due diligence, the project team undertook a thorough stakeholder and public engagement process. In November 2022, we met with adjacent and nearby residents, as well as stakeholders most likely to be potentially impacted by this proposal. Their concerns and suggestions were considered and addressed by the project team. Feedback was obtained from stakeholders using various methods, including meeting minutes, online surveys, and via email correspondences.

At the November 24th, 2022, public open house at the North Kildonan Community Centre (6:30PM - 8:30PM), the project team (Landmark and MMF representatives) introduced the planning process, project timeline, design concept, and anticipated next steps. We also sought resident and stakeholder input ("What should we be thinking about at this stage in the planning and design process?") and provided responses to any concerns or questions from attendees. Following this initial meeting, the project team worked to further address the questions, comments, and concerns of residents, namely related to land use and character, building

height, and safety. A table in the following subsection (Addressing Feedback) outlines the project team's efforts to respond to concerns from adjacent residents and stakeholders.

Engagement Notification

In terms of notification for the public open house, 61 residents on Edison Avenue and Kingsford Avenue (both immediately adjacent to and nearby the subject site) received direct invites to the engagement meeting via hand delivery and mailed notices. Following engagement, presentation materials were forwarded via email or post to those who requested them. Approximately 12 people attended the event, received information about the potential development and provided feedback to the project team.

ADDRESSING FEEDBACK

A few key concerns were raised by nearby residents and stakeholders during the engagement process. The table below outlines what we heard and how the project team considered and addressed feedback:

Concern	Response to Concerns
Building Design and Aesthetics	<ul style="list-style-type: none"> • Some stakeholders noted that the building should be well-designed and fit within the residential character and context along Edison Avenue. • The proposed development will integrate an attractive facade design with high-quality materials, enhancing the residential character of the neighbourhood. • A Plan Approval process will ensure that the City has an additional opportunity to review the final design.
Building Height, Setbacks and Privacy	<ul style="list-style-type: none"> • The proposed development is comprised of two 3-storey buildings. • The height, bulk and scale of the proposed development conforms to the existing neighbourhood context. Apartment buildings across the street are 3-storeys height as well. • Landscaping along the site periphery, will help to provide privacy and visual buffers for adjacent residents.

Concern	Response to Concerns
Safety	<ul style="list-style-type: none"> • Some residents expressed concerns about high-crime rates across the neighbourhood. • The proposed development will bring investment into the area and will help to activate the street, replacing two currently vacant buildings. • The proposed development will accommodate an MMF program that will promote the development of life skills and employment for its residents. • The proposed development will provide 24-hour support for its residents. • The MMF has indicated that a similar project elsewhere in the City has proven to be a great neighbour for other residents and has caused almost zero disruptions to neighbours in over a decade of operation.

DUE DILIGENCE

City of Winnipeg

The project team worked closely with City of Winnipeg departments to gain insight and understand any potential concerns with the proposed development at 292 and 298 Edison Avenue. The Planning, Property and Development Department provided several recommendations to the project team in their preliminary feedback and throughout the planning and design process. The project team was then able to incorporate and integrate this feedback into the design concept:

- For the proponent to undertake a public engagement process;
- That effort be made to preserve mature trees in the front yard of the subject sites;
- To submit a well-designed and aesthetically pleasing concept with attractive street facing facades; and
- To provide a detailed Parking Management rationale for the merits of the parking reduction variance.

The project team was able to address most of the City's feedback in advance of this development application.

ARBORIST REPORT & TREE PROTECTION PLAN

PERTAINING TO: 292/298 EDISON AVE
WINNIPEG, MB.

PREPARED FOR: LANDMARK PLANNING & DESIGN INC.
WINNIPEG, MB.

PREPARED BY: FLEAWOOD TREE WORKS
83 LARCHDALE CR.
WINNIPEG, MB.

ISA CERTIFIED ARBORIST@: COREY DOUCETTE
204.230.2099
COREY@FLEAWOOD.CA

ISA CERTIFICATION ID #: PR-5491A

ASSESSMENT DATE: 30-NOV-22

REPORT DATE: 1-DEC-22

 **Landmark**
Planning & Design Inc.

fleawood



INTRODUCTION

FLEAWOOD TREE WORKS (ISA CERTIFIED ARBORIST®), WAS HIRED BY CAROLINA HERRERA, OF LANDMARK PLANNING & DESIGN INC. TO COMPLETE AN ARBORIST TREE PRESERVATION REPORT AND PROTECTION PLAN FOR THE WORK SITE AT 292 / 298 EDISON AVENUE. A TREE INVENTORY REPORT WAS COMPLETED TO INFORM THE CLIENT OF THE EXISTING SPECIES, SIZE AND CONDITION OF THE TREES ON THE SITE. THE REPORT ALSO PROVIDES PRELIMINARY TREE PRESERVATION RECOMMENDATIONS.

METHOD

1. FLEAWOOD TREE WORKS CONDUCTED A SITE INSPECTION AND TREE ASSESSMENT ON NOVEMBER 30, 2022.
2. TRUNK DIAMETER WAS MEASURED USING A CALIBRATED DIAMETER TAPE. THE MEASUREMENT WAS TAKEN AT 1.4 METERS ABOVE GROUND LEVEL, GENERALLY REFERRED TO AS THE DIAMETER AT BREAST HEIGHT (DBH).
3. TREES WERE ASSESSED BY VISUAL INSPECTION FROM THE GROUND. TREES WERE EVALUATED IN CONSIDERATION OF OVERALL HEALTH AND STRUCTURAL INTEGRITY AND ASSIGNED A CONDITION RATING RANGING FROM GOOD TO FAIR TO POOR.
4. A TREE PROTECTION PLAN WAS CREATED BY ADDING TREE LOCATIONS TO A SITE MAP BASED ON A SURVEY AND ARCHITECTURAL DRAWING (PROVIDED BY CLIENT) WITH TREE PROTECTION/REMOVAL COMMENTS. REFER TO APPENDIX I.

TREE PROTECTION AND REMOVAL PLAN

The construction related activities may affect the following trees (Refer to Appendix I)*:

TREE NO.	OWNERSHIP	ACTION/NOTES
1	• CLIENT OWNED TREES (PRIVATE)	REMOVAL REQUIRED. TREES FALL WITHIN PROPOSED BUILDING FOOTPRINT / HARDSCAPING.
2-3	• CLIENT OWNED TREES (PRIVATE)	REMOVAL RECOMMENDED. TREES ARE IN POOR / DEAD CONDITION. HAZARDOUS / SAFETY CONCERN TO PRIVATE AND PUBLIC.
4-5	• CITY OWNED TREES (PUBLIC)	PUBLIC BOULEVARD TREES TO BE PROTECTED AS PER CITY GUIDELINES.

TREE PROTECTION - GENERAL

1. PROTECTIVE BARRIERS SHOULD BE INSTALLED AROUND ALL TREES TO BE RETAINED PRIOR TO ANY CONSTRUCTION COMMENCING ON SITE AS SHOWN ON THE TREE PROTECTION PLAN.
2. TREE PROTECTION BARRIERS ARE TO BE LOCATED AT THE OUTER LIMIT OF THE MINIMUM TREE PROTECTION ZONE (TPZ) AND IS CORRELATED TO TRUNK DIAMETER (SEE TABLE BELOW).

SIZE CLASS	TRUNK DIAMETER (DBH)	~ PROTECTION DISTANCES REQUIRED
1	< 10 CM	4 FT
2	11 - 29 CM	6 FT
3	30 - 41 CM	8 FT
4	41 - 50 CM	10 FT
5	51 - 60 CM	12 FT
6	61 - 70 CM	14 FT
7	71 - 80 CM	16 FT
8	81 - 90 CM	18 FT
9	91 - 100 CM +	20 FT

3. THE TREE PROTECTION BARRIERS ENCLOSE THE TREE PROTECTION ZONE (TPZ), WITHIN WHICH NO CONSTRUCTION-RELATED ACTIVITY SHOULD BE PERMITTED. WITHIN THE TPZ THERE IS TO BE:
 - NO CONSTRUCTION
 - NO ALTERING OF GRADE DUE TO CUT AND FILL, SURFACE SCRAPING, EXCAVATING, OR SOIL DISTURBANCE
 - NO STORAGE OF CONSTRUCTION MATERIALS, SOIL, WASTE, OR DEBRIS
 - NO DISPOSAL OF ANY SOLID OR LIQUID
 - NO PARKING, OPERATION, OR PASSAGE OF VEHICLES OR EQUIPMENT
4. UNLESS OTHERWISE STIPULATED ON THE TREES PROTECTION PLAN, THE BARRIERS ARE TO BE 4 FEET HIGH, AND CONSTRUCTED OF HIGH ORANGE PLASTIC WEB SNOW FENCING ON A WOOD FRAME OR A COMPARABLY ADEQUATE FENCING SOLUTION. SUPPORTS AND BRACES FOR THE BARRIERS MUST BE INSTALLED OUTSIDE THE TPZ. THE BARRIER LOCATIONS CAN BE ADJUSTED TO ALIGN WITH CURBS AND EDGES AT CLEAR PATH OF TRAVEL ZONES.
5. TREE STRAPPING MATERIAL WILL BE INSTALLED ON INDIVIDUAL TREES WHERE WORK WILL BE COMPLETED WITHIN THE TPZ.

TREE-BY-TREE INVENTORY

1. TREE-BY-TREE INVENTORY (PLEASE REFER TO SITE MAP IN APPENDIX I. ALL MEASUREMENTS NOTED ARE RADIUSES FROM CENTER OF TREE.
2. 'VOLUNTEER' TREES < 6 CM DBH ARE NOT INCLUDED IN THIS INVENTORY.

NO.	COMMON NAME	CONDITION	DBH (CM)	SRZ (FT)	CRZ (FT)	MPA (FT)	NOTES
• 1	MANITOBA MAPLE	GOOD	15	3	7	-	SPROUTING AT BASE.
• 2	MANITOBA MAPLE	POOR	87	15	43	-	REMOVE. HAZARDOUS TREE.
• 3	MANITOBA MAPLE	POOR	58	10	29	-	REMOVE. HAZARDOUS TREE.
• 4	LINDEN	GOOD	21	4	10	8	SPROUTING AT BASE. GROWING INTO #2
• 5	SIBERIAN ELM	GOOD	29	5	14	8	LEANING OVER ROAD.

GLOSSARY OF TERMS

DBH: TRUNK DIAMETER AT BREAST HEIGHT

DIAMETER AT BREAST HEIGHT, OR DBH, IS A STANDARD METHOD OF EXPRESSING THE DIAMETER (1.3M ABOVE GRADE) OF THE TRUNK OF A STANDING TREE.

SRZ: STRUCTURAL ROOT ZONE (ROOT PLATE)

THE WOODY ROOTS, VISIBLE FROM THE TRUNK, ALSO KNOWN AS THE ROOT PLATE. THESE ROOTS ANCHOR THE TREE AND CREATE STABILITY. DAMAGE TO THESE ROOTS LEAD TO CATASTROPHIC FAILURE OF THE TREE.

CRZ: CRITICAL ROOT ZONE

ZONE IN WHICH THE FIBROUS ROOTS, JUST BELOW THE SURFACE, SPREAD TO. OFTEN TIMES CAN EXTEND TWO TO THREE TIMES PAST THE EXTENT OF THE CANOPY.

RPZ: ROOT PROTECTION ZONE

THE ECOLOGICAL ROOT PRINT AREA IN AN UNCONSTRAINED LANDSCAPED SETTING. LIMITED DISTANCE TO ENCHROACHMENT UNDER IDEAL CIRCUMSTANCES.

TPZ: TREE PROTECTION ZONE

THE ZONE IN WHICH NO CONSTRUCTION RELATED ACTIVITY SHOULD TAKE PLACE - THESE ZONES CAN INCLUDE INDIVIDUAL TREES, OR MULTIPLE TREES.

MPA: MINIMUM PROTECTION AREA

THE OUTER LIMIT OF THE TREE PROTECTION ZONE WHERE TREE PROTECTION BARRIERS ARE TO BE PLACED.

SPECIFIC TREE RECOMMENDATIONS

TREE NO. 1:

THIS TREE IS A PRIVATE CLIENT-OWNED TREE IN GOOD TO FAIR CONDITION. THIS TREE FALLS IMMEDIATELY ADJACENT TO THE BUILDING FOOTPRINT WITHIN A CIRCULATION AREA AND WILL INTERFERE WITH CONSTRUCTION. REMOVAL REQUIRED.

TREE NO. 2-3:

THESE TREES ARE PRIVATE, CLIENT OWNED TREES; IN POOR CONDITION AND SHOULD BE REMOVED. TREE NO. 2 HAS VERY LARGE DEAD AND CRACKING LIMBS OVER PRIVATE AND PUBLIC SPACE AND SHOULD BE REMOVED PRIOR TO CONSTRUCTION STARTING TO MITIGATE RISK TO WORKERS AND THE PUBLIC. TREE NO. 3 HAS VERY LARGE DEAD AND BROKEN LIMBS, INCLUDING LIMBS BROKEN AND RESTING ON EXISTING HOUSE. THIS TREE SHOULD BE REMOVED PRIOR TO CONSTRUCTION STARTING AND HOUSE DEMOLITION TAKING PLACE, TO ENSURE NO FAILURES OCCUR DURING CONSTRUCTION.

TREE NO. 4-5:

THESE TREES ARE PUBLIC, CITY OWNED TREES; IN GOOD TO FAIR CONDITION AND MUST BE PROTECTED. PLEASE REFER TO CITY GUIDELINES BELOW.

THE REMOVAL OF TREE #2 (PRIVATE TREE) SHOULD IMPROVE THE HEALTH AND VIGOR TREE #3 (PUBLIC TREE) AS IT IS CURRENTLY GROWING UNDER AND INTO THE PRIVATE TREE CANOPY.

TREE NO. 5 IS GROWING PHOTOTROPICALLY (REACHING FOR LIGHT) OVER THE ROAD. THE LEAN IS NATURALLY OCCURRING AND DOES NOT VISUALLY APPEAR TO BE AT RISK OF FAILURE.

PRIOR TO ANY WORK ON THE SITE, TREE PROTECTION FENCING SHOULD BE INSTALLED PER THE LOCATIONS SHOWN ON THE SITE MAP IN APPENDIX I.

PUBLIC TREES

ANY CONSTRUCTION RELATED ACTIVITY OCCURRING NEAR THE PUBLIC BOULEVARD TREE MUST ADHERE TO ALL TREE PROTECTION RECOMMENDATIONS AS OUTLINED IN THE TREE PLANTING DETAILS & SPECIFICATIONS DOCUMENT - SECTION 5.0 - TREE PROTECTION DURING CONSTRUCTION:

[HTTPS://WINNIPEG.CA/PUBLICWORKS/PARKSOPENSACE/URBANFORESTRY/PDF/PRINCIPLES_AND_GUIDELINES.PDF](https://winnipeg.ca/publicworks/parksopenspace/urbanforestry/pdf/principles_and_guidelines.pdf)

ANY WORK REQUIRED ON A CITY OWNED TREE REQUIRES THE FOLLOWING FORM TO BE COMPLETED AND SUBMITTED TO THE CITY OF WINNIPEG URBAN FORESTRY BRANCH:

AGREEMENT FOR CONTRACTORS TO PERFORM ARBORICULTURAL SERVICES ON TREES UNDER CONTROL OF THE URBAN FORESTRY BRANCH

[HTTPS://WINNIPEG.CA/PUBLICWORKS/PARKSOPENSACE/URBANFORESTRY/PDF/AGREEMENT_FOR_CONTRACTORS_AUGUST_2016.PDF](https://winnipeg.ca/publicworks/parksopenspace/urbanforestry/pdf/agreement_for_contractors_august_2016.pdf)

WATERING OF TREES

IT IS EXTREMELY IMPORTANT TO REGULARLY MONITOR THE SOIL MOISTURE LEVELS WITHIN THE ROOT ZONES OF THE TREES DURING THE MONTHS FROM APRIL TO NOVEMBER, AND TO ENSURE ADEQUATE SUPPLEMENTAL WATERING IS DONE PROMPTLY AS NECESSARY. THE OBJECTIVE OF THE WATERING IS TO PROVIDE THE TREES WITH DEEP, THOROUGH WATERING WHEN RAINFALL IS INSUFFICIENT TO KEEP THE SOIL MOIST 2" BELOW THE SURFACE. IT IS STRONGLY RECOMMENDED THAT AN INDIVIDUAL WHO WILL BE ON-SITE FOR THE DURATION OF THE PROJECT BE ASSIGNED THIS RESPONSIBILITY AND BE GIVEN CLEAR INSTRUCTION ON HOW TO CHECK MOISTURE LEVELS, HOW AND WHERE TO APPLY THE WATER AND HOW MUCH.

FERTILIZATION

DEEP ROOT FERTILIZATION CAN BE COMPLETED TO ENCOURAGE GROWTH AND INCREASE VIGOR. FERTILIZERS SHOULD BE APPLIED IN EARLY SPRING JUST BEFORE GROWTH OCCURS. LATE SUMMER FERTILIZING IS NOT RECOMMENDED, AS IT WILL ENCOURAGE SUCCULENT GROWTH, WHICH WILL BE MORE PRONE TO WINTER INJURY.

CONCLUDING REMARKS

THE TREE PRESERVATION PRESCRIPTIONS RECOMMENDED IN THIS REPORT FOR THOSE TREES TO BE PROTECTED ON THE SITE HAVE BEEN PREPARED FOLLOWING THE CITY OF WINNIPEG'S MINIMUM TREE PROTECTION ZONE GUIDELINES. IT IS ANTICIPATED THAT FOR THOSE TREES WITHIN WHICH THESE MINIMUM TREE PROTECTION ZONES ARE FULLY OBSERVED, THESE TREES WILL NOT BE MARKEDLY AFFECTED BY THE PROPOSED DEVELOPMENT.

CONTACT

FOR ANY QUESTIONS CONCERNING CITY-OWNED TREES, PLEASE CONTACT THE URBAN FORESTRY BRANCH WITH THE CITY OF WINNIPEG.

FOR ANY QUESTIONS REGARDING THIS REPORT, PLEASE CONTACT:

COREY DOUCETTE

B.ENV.D., ISA CERTIFIED ARBORIST®
CERT ID# PR-5491A