

ADMINISTRATIVE REPORT

Title: DAV 23-144505\C – 488 Sherbrook Street

Issue: For a Variance associated with the establishment of a 14-unit multi-family residential building.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Iskierski, MCP	n/a	n/a	

DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the "RMF-M" dimensional standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

- 1) For the construction of a 14-unit multi-family dwelling to permit the following:
 - a. A lot area per dwelling of 558.58 square feet (51.89 square metres) instead of 800 square feet (74.32 square metres);
 - b. A front yard of 10 feet (3.05 metres) instead of 12 feet (3.66 metres);
 - c. A north side yard of 8.25 feet (2.51 metres) instead of 12 feet (3.66 metres);
 - d. A south side yard of 8.25 feet (2.51 metres) instead of 12 feet (3.66 metres); and
 - e. Six (6) parking stalls instead of 17 parking stalls.
- 2) For the establishment of an accessory parking area to permit the following:
 - a. No buffering of a parking area located within 20 feet (6.1 metres) of a rear lot line adjacent to a residential district;
 - b. No guest parking spaces instead of two (2) guest parking spaces; and
 - c. Parking within 10 feet (3.05 metres) to a window of a habitable room where the window sill is less than 5 feet (1.5 metres) from grade.

Subject to the following conditions:

1. That the height of the principal buildings shall be limited to a maximum of 40 feet.
2. That the rear yard to the living space of the principal buildings shall be a minimum of 31 feet.
3. That prior to the issuance of development permits, the applicant provides the City with written confirmation of a certified arborist hired to provide tree protection guidance during demolition and construction, to the satisfaction of the Director of Planning, Property, and Development.

4. That required landscaping shall be planted within 12 months of occupancy.
5. That prior to the issuance of development permits, the applicant shall provide the City with written confirmation that a minimum of nine dwelling units are below-market affordable units with rents that meet either the Canada Mortgage and Housing Corporation below 80% median market rent or the Province of Manitoba's annual maximum affordable rental rates, to the satisfaction of the Director of Planning, Property, and Development.
6. That no front approaches shall be permitted.
7. That the development shall be constructed in substantial conformance with the plans submitted under File No. DAV 23-144505C, dated May 15, 2023 and thereafter maintained to the satisfaction of the Director of Planning, Property and Development;

OR

That the Owner must submit plans showing how the design of any and all proposed development conforms with conditions for maximum height and lot coverage, minimum setbacks for side and rear yards, and the Site Plan and Building Design sections within the Small-Scale and Low-Rise Residential Development Guidelines for Mature Communities on the Owner's Land ("Works") to the Director of Planning, Property and Development for approval prior to issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

REASON FOR THE REPORT

- The applicant is proposing to build a 14-unit multi-family residential building which requires variances associated with the density, front and side yard setbacks, number of parking stalls and location of the parking area in relation to the adjacent residential district and habitable suites.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE:	DAV 23-144505\C
RELATED FILES:	
COMMUNITY:	City Centre Committee
NEIGHBOURHOOD #:	1.108 – Daniel McIntyre
SUBJECT:	To vary the "RMF-M" dimensional standards of Winnipeg Zoning By-Law No. 200/2006 as follows: 1) for the construction of multi-family dwelling to permit the following: a) a lot area per dwelling of 558.58 square feet (51.89 square metres) instead of 800 square feet (74.32 square metres); b) a front yard of 10 feet (3.05 metres) instead of 12 feet (3.66 metres); c) a north side yard of 8.25 feet (2.51 metres) instead of 12 feet

- (3.66 metres);
- d) a south side yard of 8.25 feet (2.51 metres) instead of 12 feet (3.66 metres);
- e) 6 parking stalls instead of 17 parking stalls;
- 2) for the establishment of an accessory parking area to permit the following:
 - a) no buffering of a parking area located within 20 feet (6.1 metres) of a rear lot line adjacent to a residential district;
 - b) no guest parking spaces instead of 2 guest parking spaces.
 - c) parking within 10 feet (3.05 metres) to a window of a habitable room where the window sill is less than 5 feet (1.5 metres) from grade.

LOCATION: 488 Sherbrook St
LEGAL DESCRIPTION: LOT 53/54 PLAN 199 72 ST JA

APPLICANT: Daniel Serhal (Serhal Consulting Inc.)
 47 Highland Creek Rd
 Winnipeg, MB R3Y 0E1

OWNER: 6470514 MANITOBA LTD.
 54 Meadowview Pt
 Sherwood Park, AB T8H 2E8

HISTORY

A fire that was reported on January 4, 2022 resulted in the inspection on January 13, 2022 of the existing structure by Fire and Paramedic Services who deemed the building in an unsafe condition on January 19, 2022. The building was then demolished with a final inspection date on March 28, 2022.

The applicant discussed the concerns of the loss of the building with the Urban Planning and Design Division, who conditionally supported the request to build back the number of units as per the Criteria within the *Development Procedures By-law*.

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 property is located on the west side of Sherbrook Street in the Daniel McIntyre neighbourhood of the Daniel McIntyre ward.
- The subject site has a total area of 7820 square feet (726.5 square metres). The site is currently vacant following a fire in January of 2022 with a demolition being required as per the recommendations of *Winnipeg Fire and Paramedic Services*.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the Established Neighbourhoods - Mature Communities policy area. The property is zoned “RMF-M” Residential Multi-Family Medium District.
- The site is access via a paved rear laneway.



Figure 1: Aerial photo of subject site and surrounding area (flown 2021).

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Detached single-family dwelling zoned “RMF-M” Residential Multi-Family Medium District.

South: Mixed-use building with a restaurant and residential dwelling unit zoned “RMF-M” Residential Multi-Family Medium District.

East: Sherbrook Street then a five-unit and 18-unit multi-family buildings zoned “RMF-M” Residential Multi-Family Medium District.

West: Laneway then a detached single-family dwelling and 18-unit multi-family residential building zoned “RMF-M” Residential Multi-Family Medium District.



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing to construct a multi-family building that will encompass fourteen (14) residential dwelling units.
- The building being proposed is three storeys in height with entrances on the front façade facing Sherbrook Street and on the rear façade facing the accessory parking area.
- The building footprint is 45.5 feet (13.9 metres) wide by 84 feet (25.6 metres) long. The total building foot print represents a lot area coverage of 50% with soft landscaping covering 28% of the lot area.
- A total of six (6) parking stalls will be provided behind the building.
- Of the six (6) parking stalls, one (1) is designated as an accessible parking stall.
- Vehicular access to the property is proposed by way of the existing rear laneway accessed from Ellice Avenue.
- A garbage enclosure will be located adjacent to the parking area.
- A site plan, landscaping plan, floor plans, and elevations have been provided.

COLLABORATIVE PLANNING and CONSULTATION

With the Urban Planning and Design Division

The applicant engaged the Urban Planning and Design Division for preliminary discussions prior to making a formal application. This included discussing support to build back the fourteen units that were previously established on the property before the fire and subsequent demolition. The Urban Planning and Design Division provided conditional support contingent on site planning that could provide adequate setbacks, garbage enclosures and parking as well as a design that meets the *Small Scale and Low-Rise Residential Development Guidelines for Mature Communities (Infill Guidelines)*. The applicant expressed their desire to provide affordable housing, and through discussions and the timely adoption of a recent City policy supporting

parking reductions for affordable housing projects (see Analysis of Variance section below), the applicant was able to satisfy the conditions for support while also ensuring the site and building elevations align with the *Infill Guidelines*.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The *Complete Communities Direction Strategy 2.0* is one of four direction strategies supporting *OurWinnipeg*, the City's long-range development plan, 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 more complete communities to increase the diversity of housing choices, improve housing affordability, and more efficiently use land, infrastructure and services.
- Goal 1 states "encourage compatible residential development within Established Neighbourhoods to build more *Complete Communities* and align with the City's residential intensification target.
- General policies for Established Neighbourhoods that relate to the subject proposal are as follows:
 - 1.1 *Encourage residential development that positively contributes to neighbourhood character while expanding housing options for residents in a manner that is sensitive and complementary to existing development*
 - 1.2 *Increase the population within Established Neighbourhoods to contribute to the physical renewal and revitalization of older neighbourhoods.*
 - 1.6 *In the absence of a secondary plan guiding the local development of an Established Neighbourhood, intensification should be guided by a number of factors to ensure compatible development, including:*
 - a. *Applicable City-endorsed policies or guidelines;*
 - b. *Existing zoning of the property and adjacent properties;*
 - c. *Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks and layout;*
 - d. *Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;*
 - e. *Characteristics of the lot, including whether it is a corner lot, a larger lot than is typical for the neighbourhood, or the shape of the lot;*
 - g. *The supporting street network (ex. local, collector, or arterial streets) and the street network's ability to support proposed development;*
 - h. *The supporting transit, pedestrian and active transportation network; and*

- i. *The supporting water, wastewater, and land drainage infrastructure and capacity to accommodate a proposed development or ability to make the required upgrades necessary to accommodate a proposed development.*

1.8 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.

- *Complete Communities Direction Strategy 2.0 states Mature Communities “present some of the best opportunities to accommodate infill development, to increase housing choice and to maximize the use of existing infrastructure.”*
- *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.” More specifically, policies that relate to the subject proposal are as follows:*

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 incorporate housing types that enable “aging in place” in Established Neighbourhoods.

The subject proposal aligns with the above applicable policies for Mature Communities for the following reasons:

- The development will help achieve residential intensification targets;
- The development will positively contribute to the surrounding neighbourhood by providing additional housing options;
- The proposed development will better utilize existing infrastructure including the street network, active transportation paths to the east, water and wastewater service capacity and city services such as library, recreation and education;
- The proposed development is similar in architectural style to some of the adjacent detached single-family dwellings and has a built form and scale similar to the existing multi-family buildings while providing similar setbacks and landscaped edges like the detached single-family dwellings; and
- The proposed design meets the design policies mentioned above. Namely, the building is oriented to the street, has a height and scale similar to surrounding buildings, uses a variety of building materials, adds to the architectural interest of the

area, includes features such as defined front entry and balconies that increase activity along the street edge, and takes vehicular access from the rear laneway.

SMALL SCALE AND LOW-RISE RESIDENTIAL DEVELOPMENT GUIDELINES FOR MATURE COMMUNITIES (Infill Guidelines)

- The proposed development meets the *Infill Guidelines* Preferred Location Criteria for Low-Rise Multi-Unit Residential Building and all of the applicable site design guidelines including front and rear yard setbacks, lot coverage and landscaping.
 - Please note the side yard setbacks are slightly less than the ten (10) feet prescribed in the Design Guidelines, however the proposed 8.25 feet is more in line with the existing side yard setbacks along this section of Sherbrook Street and in most circumstances is actually greater than other properties.
- The proposed development meets all of the applicable building design guidelines including building height, roof pitches, façade materials and architectural features, main floor height, entrances, projections into setbacks, privacy and utilities servicing and mechanical.
- The only *Design Guidelines* that the proposed development does not meet from the *Infill Guidelines* is to design for accessible suites.
 - Please note that the language in the *Infill Guidelines* uses is ‘encouraged’ therefore this is not a requirement.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Reasons for the Variances

Density

The lot area per dwelling unit in the “RMF-M” Residential Multi-Family Medium District is 800 square feet (74.32 square metres). The applicant is proposing a lot area per dwelling unit of 558.58 square feet (51.89 square metres). For this reason, a variance is required.

Front yard setback

Where a residential structure is developed on a block where at least 80 percent of the lots are developed, the structure must be developed with a front yard consistent with the average of the existing front yards within that block or portion of the block. The average front yard setback on the subject portion of Sherbrook Street is 12 feet (3.66 metres). The applicant is proposing a front yard of 10 feet (3.05 metres). For this reason, a variance is required.

Side yard to open landing

The minimum side yard setback in the “RMF-M” Residential Multi-Family Medium District is eight (8) feet plus two (2) feet for each floor above the first floor which is 12 feet (3.66 metres) for the proposed development. The applicant is proposing a north and south side yard of 8.25 foot (2.51 metres). For this reason, a variance is required.

Reduced parking requirements

The subject property falls within the Urban Infill area therefore the applicant requires 17 parking spaces for the proposed 14 dwelling units at 1.2 parking spaces per unit. Of which two of the previously mentioned parking spaces should be designated as guest parking. The applicant is proposing six (6) parking spaces with none designated as guest parking. For these reasons, variances are required.

Parking stalls near to habitable rooms

Parking within 10 feet (3.05 metres) to a window of a habitable room requires that the window be 5 feet (1.5 metres) from grade. The applicant is proposing a separation distance of 8 feet and 4.75 inches (3.89 metres) with the window being 53 inches from grade (1.35 metres). For this reason, a variance is required.

Buffering from parking area

Where a multi-family use abuts a residential district, buffering between the parking area and the existing residential uses should be provided. The applicant is proposing no buffering of parking located within 20 feet (6.1 metres) of a rear lot line adjacent to a residential district to accommodate the requirements for parking stalls and garbage enclosures. For this reason, a variance is required.

Analysis of Variances

Density

The *Development Procedures Bylaw 104/2020* permits the Public Service to approve a density variance by more than 10% where the application to re-establish the previous density of the multifamily dwelling is submitted within two calendar years following the date on which the multi-family dwelling was damaged or destroyed, as determined by a designated employee. Fire and Paramedic Services deemed the building in a condition requiring demolition on January 19, 2022, therefore, the subject application is within the two-calendar year allowance to support a density variance beyond 10%. Furthermore, the applicant is proposing a development including affordable housing. Accordingly, the Urban Planning and Design Division supports the proposed density of 558.58 square feet (51.89 square metres) of lot area per dwelling unit to re-establish the multi-family use at the density that existed prior to the fire and subsequent demolition.

Front yard setback

The Design Guidelines for Low-Rise Multi-Unit Residential Buildings found in the *Infill Guidelines* permit up to five feet less than the Front Yard Alignment, therefore, the proposed setback is within the allowable range. The Urban Planning and Design Division supports the front yard variance of 10 feet (3.05 metres) instead of 12 feet (3.66 metres) as there still remains adequate front yard space to provide for landscaping requirements, including trees and shrubs.

Side yard setback

The Design Guidelines for Low-Rise Multi-Unit Residential Buildings found in the *Infill Guidelines* suggest a ten (10) foot side yard setback for buildings over 35 feet in height but allow for Secondary Considerations to examine the existing condition of adjacent properties to assess whether this is appropriate. The Urban Planning and Design Division supports the front yard variance of 8.25 feet (2.51 metres) instead of 12 feet (3.66 metres) as this is a more substantial side yard setback than what is typically seen along this section of Sherbrook Street and will still allow adequate separation between the proposed development and adjacent buildings.

Reduced parking requirements

As of February 2, 2023, the Standing Policy Committee or Property and Development endorsed a policy to support approving reductions in minimum parking requirements for affordable housing where the proposed development is within 400m of the long-term Primary Transit Network and the project meets our affordable housing criteria including providing proof of affordability. Affordable housing is defined by the City as meeting either the CMHC criteria of

80% below median market rent or the Province of Manitoba's annual maximum affordable rental rates.

As the proposed development meets the above criteria, the Public Service will support a parking ratio of 0.15 parking spaces per affordable housing unit provided that the full accessible parking requirement is provided and the development includes a minimum of 0.5 weather protected bicycle parking space per affordable unit.

In the case of the subject proposal, a letter from Montrose indicates that the applicant is seeking to achieve the highest level of affordability per CMHC criteria and has provided eight (8) bike lockers. The Urban Planning and Design Division therefore supports the variance to permit only six (6) parking spaces and no guest parking as the provision of parking actually exceeds the expectation of the policy.

Parking stalls near to habitable rooms

The Urban Planning and Design Division is supportive of the variance to permit a separation between the accessory parking area and a habitable window of 8 feet 4.75 inches (3.89 metres) because the window sill above grade is only 7 inches less than the bylaw requirement. This is a small variation and not likely to greatly impact the amenity of the inhabitant of the suite during the rare occasions when a vehicle is entering or exiting the parking area.

Buffering from parking area

The Urban Planning and Design Division is supportive of the variance to provide no buffering of parking located within 20 feet (6.1 metres) of a rear lot line adjacent to a residential district as any buffering would reduce the number of parking stalls which would necessitate an additional variance to permit fewer parking stalls.

VARIANCE SUMMARY

The proposed variances are the minimum modification of the *Winnipeg Zoning Bylaw* required to remove the injurious effect on the applicant's property which would allow the applicant to introduce additional density on the site in a manner that helps the City meet its residential intensification target and is consistent with the policies guiding development under the Established Neighbourhoods - Mature Communities policy area within the *Complete Communities Direction Strategy 2.0*.

The subject proposal meets the applicable intents and policies outlined by *OurWinnipeg 2045*, *Complete Communities Direction Strategy 2.0* and the *Infill Guidelines* with regard to providing infill housing in a context sensitive manner that is compatible with the area. The Division does not believe the subject variances pose a substantial adverse impact on the surrounding area and is the minimum modification of the Bylaw required to relieve the injurious effect of the zoning bylaw on the applicant's property. For these reasons, the Urban Planning and Design Division approves the subject variance application.

CONDITIONS OF APPROVAL

A set of standard conditions applied to *Infill Guidelines* proposals are included on this variance approval (conditions 1-7). This includes a condition requiring substantial conformance with the submitted plans, to ensure future development will be compatible with the area. Should development change, then a Plan Approval application (with approval via the Director of Planning, Property and Development) will be required and those plans would also be reviewed against the relevant conditions under the *Infill Guidelines*.

There are also a number of trees on site that are intended to be retained through development. To ensure these trees are protected, conditions requiring the developer to engage the services of a certified arborist to create and oversee a preservation plan for the private and public trees onsite or adjacent.

Proposed density is contingent on a substantial parking reduction of which the Public Service supports provided the parking ratio is in alignment with the City's Affordable Housing Policy for parking reductions. One of those conditions is proof of affordability. As such, a condition has been placed on the variance order requiring that proof of affordability be submitted to the City prior to issuance of development permits. If the development does not proceed with affordable units, then additional parking would be required or a new parking variance as well as a variance to remove this condition.

REASONS FOR DECISION

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

- (a) is consistent with Plan Winnipeg and any applicable secondary plan;
In that the application is consistent with the Complete Communities Direction Strategy 2.0 policies for Established Neighbourhoods - Mature Communities.
- (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; and
In that the design elements of the proposed project align with the surrounding context and help reduce any potential adverse effects on adjoining properties.
- (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 proposed variances would allow the applicant to introduce additional density on the site in a manner that is consistent with the policies guiding development under the Established Neighbourhoods - Mature Communities policy area within the Complete Communities Direction Strategy 2.0.
- (d) is compatible with the area in which the property to be affected is situated.
In that, the development is designed to the scale of the neighbouring buildings in that it is of a similar built form and scale and has relatively the same lot coverage and has similar or more generous setbacks to the existing development on this block of Sherbrook Street.

CONSULTATION

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

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg Goal: City Building

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

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

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

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

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

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

Applicable Policies for Mature Communities

6.1 Sustainable Urban Growth

- *The City must accommodate physical development that reflects this Plan's goals, and achieves a continuum of complete and connected communities over the lifecycle of the Plan.*

6.6 Intensification Target

- *Achieve the intensification target by making development in intensification target areas easier and more desirable and predictable, as directed by Complete Communities.*

6.16 Established Neighbourhoods

Designate Established Neighbourhoods within the Urban Structure, representing lands that will accommodate additional growth in a context-sensitive manner, while promoting the efficient use of land, cost-effective municipal servicing, enhanced housing choice and affordability, and conservation of green infrastructure and heritage resources and districts, as defined in Complete Communities.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

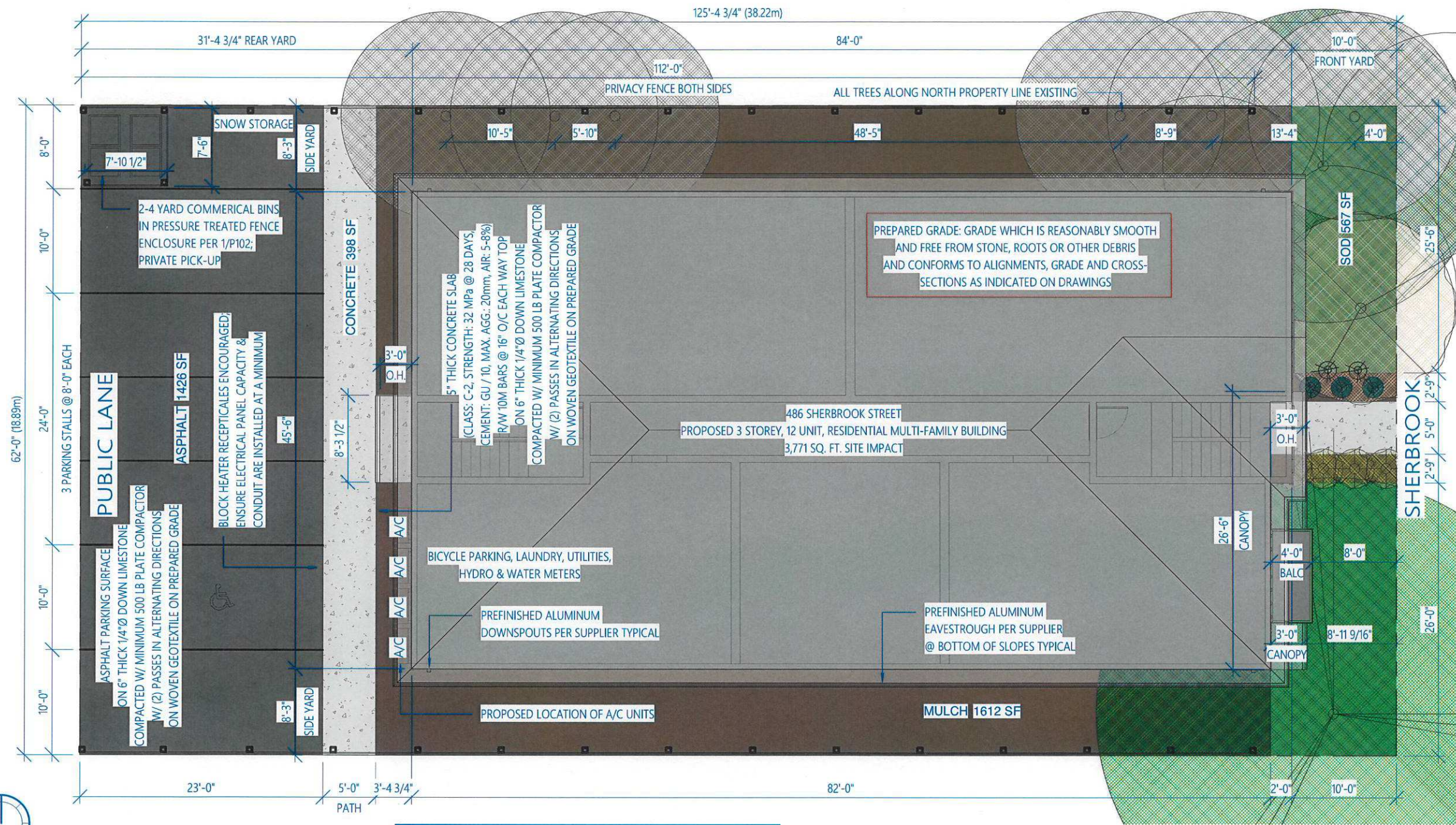
- *Key Direction 4.1: Increase strategic infill development that provides access to and capitalizes on existing and planned corridors with frequent transit service*
- *Key Direction 4.2: Ensure new areas of growth are designed according to the principles of Complete Communities.*

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to any of the specific Goals and Objectives in the PRS and the proposed variances enable an affordable housing development that will meet the highest level of affordability as per the criteria set out by CMHC.

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning and Design
Prepared by: Daniel Iskierski, MCP
Date: Wednesday, May 31, 2023
File No. DAV 23-144505\C



ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 144505 /2023 C

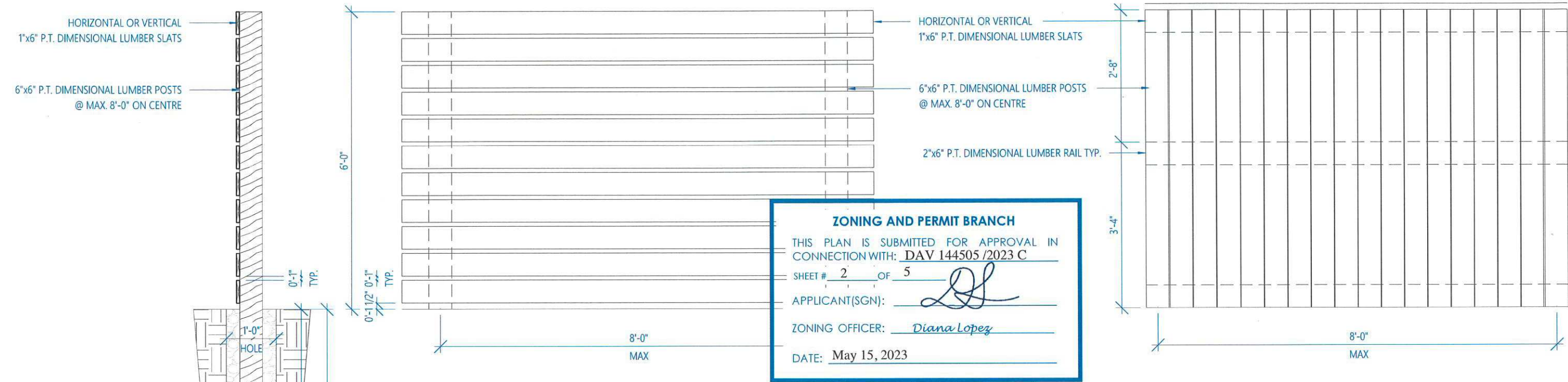
SHEET # 1 OF 5

APPLICANT(SGN): [Signature]

ZONING OFFICER: Diana Lopez

DATE: May 15, 2023

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1 FENCE DETAIL 1/2" = 1'-0"

ZONING / INFILL GUIDELINE ANALYSIS			
CATEGORY	MINIMUM	MAXIMUM	PROVIDED
ZONING	R2		
LOT AREA	2,400 SQ. FT.		7,774.5 SQ. FT.
LOT WIDTH	25'-0"		62'-0"
FRONT YARD	20'-0" / - PER COW ALIGNMENT		10'-0"
REAR YARD	25'-0" / 30'-0"		31'-4 3/4"
SIDE YARD	4'-0" / '6'-0" & 6'-0"		8'-3" & 8'-3"
BUILDING HEIGHT		35'-0"	38'-6 1/4"
LOT COVERAGE		50% = 3,887 SQ. FT.	3,771 SQ. FT.
MAIN ENTRANCE HEIGHT		4'-0"	0'-0"
VEHICULAR PARKING REQ'D.	14 UNITS x 1.2 = 17 STALLS 1 ACCESSIBLE STALL		6 PROVIDED 1 PROVIDED
BICYCLE PARKING REQ'D.	1 PER 10 = 2 STALLS		8 STALLS

LANDSCAPING ANALYSIS

STREET EDGE LANDSCAPING
LINEAR LENGTH: 62'-0"
TREES REQUIRED: 2 LARGE TREES / 2 PROVIDED
1 SMALL TREES / 1 PROVIDED
SHRUBS REQUIRED: 9 SHRUBS / 9 PROVIDED
SOFTSCAPING REQUIRED: 20% (1,555 SQ. FT.)
SOFTSCAPING PROVIDED: 1,612 + 567 = 2,179 SQ. FT. (28%)

ACCEPTABLE SHRUB SPECIES INCLUDE:

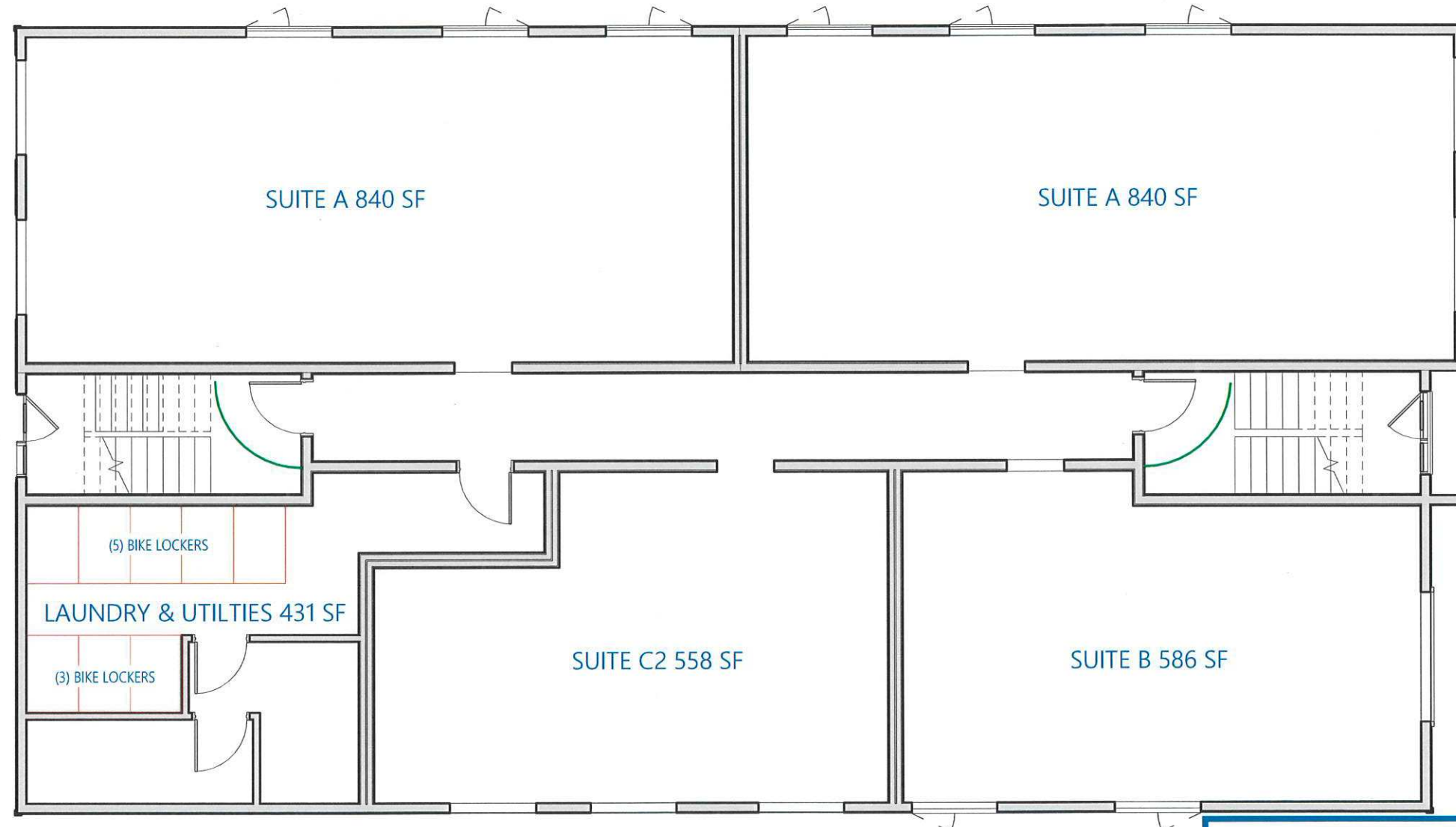
- BROADMOOR JUNIPER
- GLOBE CEDAR
- GOLD MOUND SPIREA
- MANGO TANGO POTENTILLA
- MUGHO PINE
- NINEBARK
- PYGMY CARAGANA
- WINTERCREEPER DWARF

ACCEPTABLE TREE SPECIES INCLUDE:

- AMERICAN ELM	L
- AMERICAN LINDEN	L
- BUR OAK	L
- MANITOBA MAPLE	L
- PRAIRIE SKY POPLAR	L
- BLACK HILLS SPRUCE	M
- COLORADO SPRUCE	M
- DISCOVERY ELM	M
- AMUR MAPLE	S
- JUNIPER	S
- SHOWY MOUNTAIN ASH	S
- TREE LILAC	S

PLANT SPECIFICATIONS

- MUST BE NO. 1 GRADE NURSERY STOCK
- INSTALLED IN CONFORMANCE WITH THE LATEST "CANADIAN STANDARDS FOR NURSERY STOCK"
- SPECIES MUST BE SALT TOLERANT
- 2 1/2" MINIMUM DECIDUOUS TREE CALIPER LOCATED WITHIN 5'-0" OF PATH OF TRAVEL
- 1 3/4" MINIMUM DECIDUOUS TREE CALIPER ELSE
- 6'-0" MINIMUM CONIFER TREE HEIGHT
- TREES TO BE PLANTED MINIMUM 6.56' FROM SIDEWALK & 3.28' FROM PROPERTY LINE
- LOCATE TREES TO ALLOW FOR FULL CANOPY & ROOT DEVELOPMENT



ZONING AND PERMIT BRANCH

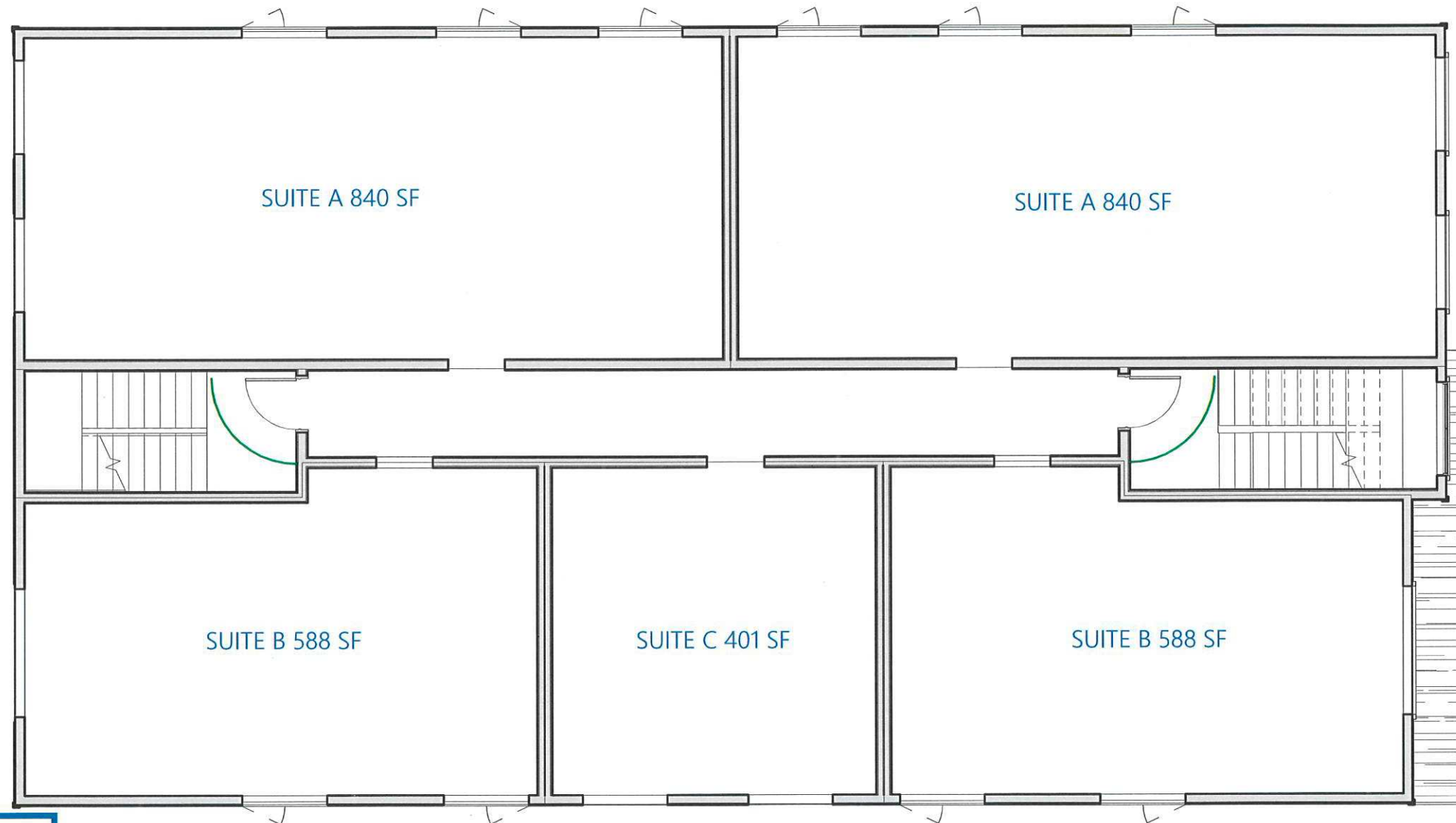
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 144505 /2023C

SHEET # 3 OF 5

APPLICANT(SGN): *[Signature]*

ZONING OFFICER: *Diana Lopez*

DATE: May 15, 2023



ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV 144505 /2023 C

SHEET # 4 OF 5

APPLICANT(SGN): 

ZONING OFFICER: Diana Lopez

DATE: May 15, 2023



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Level 200/300 Floor Plan

By: KM

RMF Development
486 Sherbrook St.
Winnipeg, MB

12/05/22

P202



1 EAST 3/32" = 1'-0"



2 SOUTH 3/32" = 1'-0"



3 WEST 3/32" = 1'-0"



4 NORTH 3/32" = 1'-0"

FRONT ELEVATION MATERIALS SUMMARY
 TOTAL AREA: 1,480 SQ. FT.
 LAP: 742.75 SQ. FT. = 50.1%
 B&B: 338 SQ. FT. = 22.8%
 FENESTRATION: 66x60 (6) = 165 SQ. FT.
 100x60 (3) = 123 SQ. FT.
 54x48 (1) = 18 SQ. FT.
 104x48 (1) = 35 SQ. FT.
 36x84 (1) = 21 SQ. FT.
 24x84 (1) = 14 SQ. FT.
 = 165+123+18+35+21+14 = 376 SQ. FT. = 25.4%

ZONING AND PERMIT BRANCH
 THIS PLAN IS SUBMITTED FOR APPROVAL IN
 CONNECTION WITH: DAV 144505 /2023.C
 SHEET # 5 OF 5
 APPLICANT(SGN): [Signature]
 ZONING OFFICER: Diana Lopez
 DATE: May 15, 2023