

Agenda – Riel Community Committee – March 5, 2018

PUBLIC HEARINGS

**Item No. 4 Variance – 2525 Pembina Highway
(South Winnipeg - St. Norbert Ward)
File DAV 102203/2018D**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

The Urban Planning Division recommends approval **in part, as modified** of the application to vary the "RMF-L" Dimensional Standards of Zoning By-law No. 200/2006 as follows:

- 1) for the construction of a multi-family dwelling (352 units) to permit:
 - a) ~~a north corner side yard of 4.3 feet (1.34 metres) to the building instead of 13.1 feet (4 metres) as previously approved under DAV 16-117209/D;~~
 - b) a rear yard of 5.2 feet (1.6 metres) to the outdoor amenity space instead of 25 feet (7.62 metres);
 - c) a building height of 173.2 feet (52.8 metres) instead of 150 feet (45.72 metres);
 - d) ~~a lot area per dwelling unit of 149 square feet (13.84 square metres) instead of 285 square feet (26.48 square metres) as previously approved under DAV 16-117209/D;~~
 - e) ~~116 parking spaces instead of 528 spaces;~~

- 2) for the establishment of an accessory parking area to permit:
 - a) no south side yard instead of 8 feet (2.44 metres);
 - b) insufficient parking interior landscaping;

- 3) ~~to amend condition #2 of DAV 16-117209/D to permit 276 bike parking stalls instead of 365 stalls.~~

Subject to the following condition(s):

- 1) That, if any variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

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- File: DAV 102203/2018D
- Applicant: John Wintrup Richard Wintrup & Associates
- Premises Affected: 2525 Pembina Highway
- Legal Description: LOT 1 PLAN 62042, hereinafter called “the land”
- Property Zoned: “C2” (Commercial Community)
- Nature of Application: To vary the “RMF-L” Dimensional Standards of Zoning By-law No. 200/2006 as follows:
- 1) For the construction of a multi-family dwelling (352 units) to permit:
 - a) A north corner side yard of 4.3 feet (1.34 metres) to the building instead of 13.1 feet (4 metres) as previously approved under DAV 16-117209/D;
 - b) A rear yard of 5.2 feet (1.6 metres) to the outdoor amenity space instead of 25 feet (7.62 metres);
 - c) A building height of 173.2 feet (52.8 metres) instead of 150 feet (45.72 metres);
 - d) A lot area per dwelling unit of 149 square feet (13.84 square metres) instead of 285 square feet (26.48 square metres) as previously approved under DAV 16-117209/D;
 - e) 116 parking spaces instead of 528 spaces;
 - 2) For the establishment of an accessory parking area to permit:
 - a) No south side yard instead of 8 feet (2.44 metres);
 - b) Insufficient parking interior landscaping;
 - 3) To amend condition #2 of DAV 16-117209/D to permit 276 bike parking stalls instead of 365 stalls.
- Exhibits Filed:
1. Application dated February 14, 2018
 2. Notification of Public Hearing dated February 15, 2018
 3. Manitoba Status of Title 2927379/1
 4. Letter of authorization dated December 22, 2017 from 2467136 ONTARIO INC. to Campus Suites
 5. Letter of authorization dated December 28, 2017 from The Hub Winnipeg Limited Partnership to John Wintrup
 6. Notice of sale by 2467136 ONTARIO INC. to The Hub Winnipeg Limited Partnership dated December 13, 2017
 7. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising

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8. Caveat dated September 28, 2017
9. Plans, Sheets 1 to 12 inclusive, for File DAV 102203/2017D dated February 13, 2018
10. Report from the Urban Planning Division dated February 15, 2018
11. Inspection Report

The Winnipeg Public Service to advise that all statutory requirements with respect to this application have been complied with.

REPRESENTATIONS:

In Support:

In Opposition:

For Information:

For the City:

Moved by Councillor

That the report of the Winnipeg Public Service be taken as read.

Moved by Councillor

That the receipt of public representations be concluded.

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Moved by Councillor

That in accordance with Subsection 247(3) of The City of Winnipeg Charter, the Variance,

- (a) is consistent is not consistent with Plan Winnipeg, and any applicable secondary plan;
- (b) does not create does 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 is not 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 is not compatible with the area in which the property to be affected is situated.

Supporting Comments:

Moved by Councillor

That the recommendation of the Winnipeg Public Service be concurred in / not be concurred in and the Variance be approved / rejected.

Moved by Councillor

That the public hearing with respect to this application be concluded.

ADMINISTRATIVE REPORT

Title: DAV 18-102203\D – 2525 Pembina HWY

Issue: For consideration at the public hearing for a variance associated with the construction of a multi-family dwelling use.

Critical Path: Riel Committee as per the Development Procedures By-law and The City of Winnipeg Charter.

AUTHORIZATION

Author	Division Head	Department Head	CFO	CAO
Richard Mahé	B. Smith	n/a	n/a	

RECOMMENDATIONS

The Urban Planning Division recommends approval **in part, as modified** of the application to vary the "RMF-L" Dimensional Standards of Zoning By-law No. 200/2006 as follows:

- 1) for the construction of a multi-family dwelling (352 units) to permit:
 - ~~a) a north corner side yard of 4.3 feet (1.34 metres) to the building instead of 13.4 feet (4 metres) as previously approved under DAV 16-117209/D;~~
 - b) a rear yard of 5.2 feet (1.6 metres) to the outdoor amenity space instead of 25 feet (7.62 metres);
 - c) a building height of 173.2 feet (52.8 metres) instead of 150 feet (45.72 metres);
 - ~~d) a lot area per dwelling unit of 149 square feet (13.84 square metres) instead of 285 square feet (26.48 square metres) as previously approved under DAV 16-117209/D;~~
 - ~~e) 116 parking spaces instead of 528 spaces;~~
- 2) for the establishment of an accessory parking area to permit:
 - a) no south side yard instead of 8 feet (2.44 metres);
 - b) insufficient parking interior landscaping;
- ~~3) to amend condition #2 of DAV 16-117209/D to permit 276 bike parking stalls instead of 365 stalls.~~

Subject to the following condition(s):

- 1) That, if any variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

REASON FOR THE REPORT

- Variance applications require a public hearing as per *The Development Procedures By-law* No. 160/2011 and *The City of Winnipeg Charter*, section 249.
- The report is being submitted for the Riel Committee's consideration of the development application at the public hearing.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Urban Planning Division are concurred in, the applicant can apply for a Plan Approval application.

FILE/APPLICANT DETAILS

FILE: DAV 18-102203\D

RELATED FILES:

COMMUNITY: Riel Committee

NEIGHBOURHOOD #: 5.637

SUBJECT: To vary the "RMF-L" Dimensional Standards of Zoning By-law No. 200/2006 as follows:

- 1) for the construction of a multi-family dwelling (352 units) to permit:
 - a) a north corner side yard of 4.3 feet (1.34 metres) to the building instead of 13.1 feet (4 metres) as previously approved under DAV 16-117209/D;
 - b) a rear yard of 5.2 feet (1.6 metres) to the outdoor amenity space instead of 25 feet (7.62 metres);
 - c) a building height of 173.2 feet (52.8 metres) instead of 150 feet (45.72 metres);
 - d) a lot area per dwelling unit of 149 square feet (13.84 square metres) instead of 285 square feet (26.48 square metres) as previously approved under DAV 16-117209/D;
 - e) 116 parking spaces instead of 528 spaces;
- 2) for the establishment of an accessory parking area to permit:
 - a) no south side yard instead of 8 feet (2.44 metres);
 - b) insufficient parking interior landscaping;
- 3) to amend condition #2 of DAV 16-117209/D to permit 276 bike parking stalls instead of 365 stalls.

LOCATION: 2525 Pembina HWY

LEGAL DESCRIPTION: LOT 1 PLAN 62042

APPLICANT: John Wintrup
179 McDermot AVE Room 201
Winnipeg , Manitoba R3B 0S1

OWNER:

611 TRADEWIND DR 300
ANCASTER , Ontario L9G 4V5

HISTORY

DASZ 27/2016 [c/r DAV 117209/2016D]

On September 28, 2018, Council approved the rezoning and subdivision of the subject properties and rezoned the land from C2 to RMF-L to support the construction of a 14-storey (150 foot) multi-family building geared towards university students. The application was approved subject to Plan Approval and rail proximity considerations.

DAV 117209/2016D [c/r DASZ 27/2016]

On September 12, 2016, the Riel Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and approved a Variance on “the land” as follows:

1. for the construction of a multi-family dwelling to permit:
 - A. a front yard of 13.1 feet (4 metres);
 - B. a north corner side yard of 13.1 feet (4 metres);
 - C. a lot area per dwelling unit of 285 square feet (26.48 square metres);
 - D. 156 parking spaces;
2. for the establishment of an accessory parking area to permit stall widths of 8 feet (2.44 metres) for stalls that are adjacent to a wall or fence.

Subject to the following condition(s):

1. That the Order shall come into force and effect upon the coming into force and effect of the Zoning by-law for the subject land under File DASZ 27/2016.
2. That an additional 365 bike parking stalls be provided. The location and design of these bike parking stalls will be provided as part of the Plan Approval requirements per DASZ 27/2016.

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 Pembina HWY, in the Fairfield Park neighbourhood of the South Winnipeg - St Norbert ward
- The site is located on a Regional Mixed Use Corridor under the Complete Communities Direction Strategy. The property is zoned C2.
- The entire site is comprised of two lots - 2525 Pembina Highway (28,715 square feet) which contained a one-storey commercial building (Dairy Queen) and vacant City of Winnipeg land (29,669 square feet).

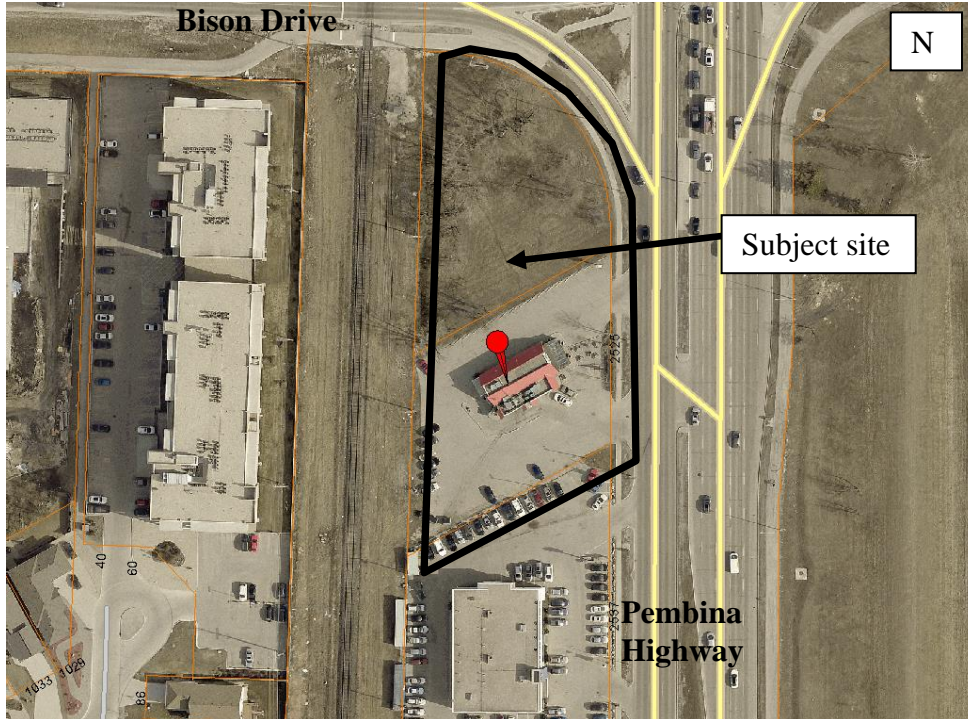


Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2016)

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Bison Drive and commercial properties zoned “C2” – Commercial Community

South: commercial properties zoned “C2” – Commercial Community

East: Pembina Highway and then University of Manitoba lands zoned “MMU” – Manufacturing Mixed Use

West: multi-family building zoned “RMF-L” – Residential Multi-Family Large

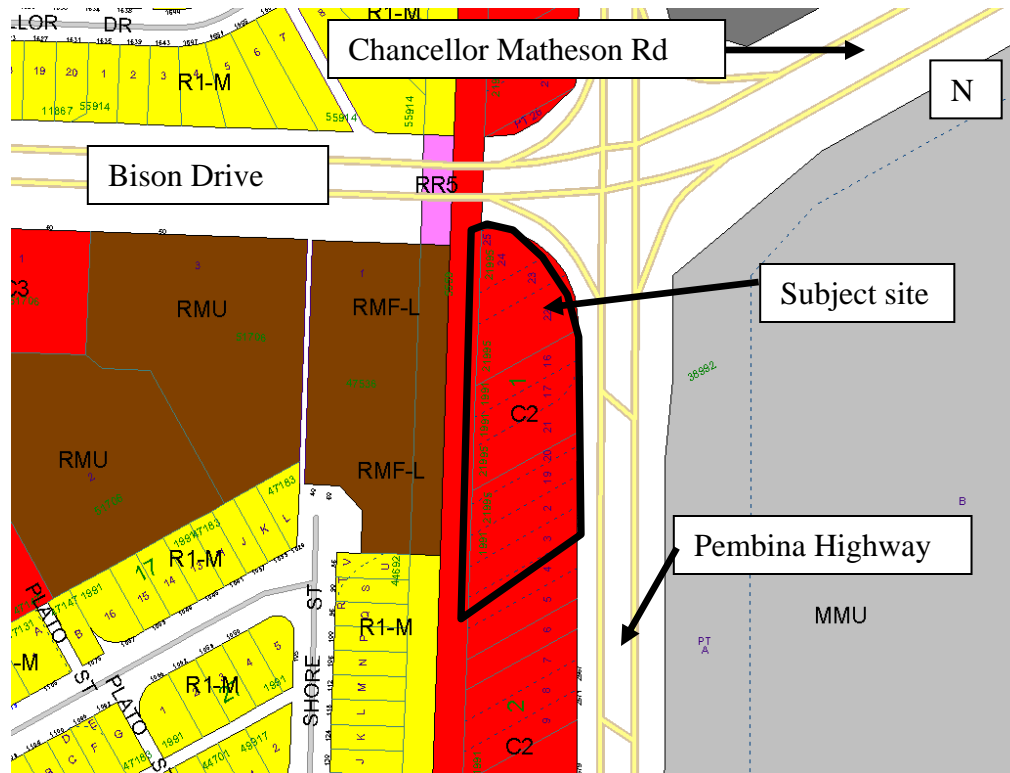


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is looking to build a project that is very similar to what was previously approved, namely a high density student housing project.
- As part of this application, the applicant is looking to modify the approvals they received at the previous rezoning and subdivision application (*DASZ 27/2016 [c/r DAV 117209/2016D]*) as follows:

	Current project	Previous project
Residential units	352 (513 beds)	184 (673 beds)
Residential density	285 lot area per dwelling unit	149 lot area per dwelling unit
Vehicular parking stalls	116 (0.33 stalls per unit)	156 (0.84 stalls per unit)
Bicycle parking stalls	276 (0.78 stalls per unit)	365 (1.98 stalls per unit)
Building height	173.2 feet (16 storeys)	150 feet (14 storeys)
Floor Area	230,516 square feet	231,141 square feet

Site Plan & Building design

- The building will be approximately the same floor area as the previous application (approximately 1,000 square feet less floor area). The applicant is also proposing to eliminate the balconies and articulation of the building. The architectural design of the building features a curved façade that follows the Bison Drive yield.
- The building will be comprised of one (1) and two (2) bedroom units. This is change in the number of beds per suite is the driving force behind the significant increase in the number of residential dwelling units.
- The ground floor will comprise the vestibule area, residential office, garbage room and amenity space. Residential dwelling units will be located on the 2nd floor and above. The applicant will also be providing a penthouse amenity space on a floor shared with residential units.
- Dwelling units on the second floor and above will be setback at least 15 metres from the westerly property line.

Vehicular and Bicycle Parking

- The applicant is proposing 116 parking stalls (0.33 stalls per dwelling unit). 42 of these parking stalls will be surface parking stalls and 74 of these parking stalls will be underground.
- As part of the 116 parking stalls, there will meet the by-law for visitor stalls and 2 van accessible parking stalls. 111 of these parking stalls will be located underground and 45 of them will be surface parking.
- The applicant is also proposing 276 bike parking stalls instead of 365. The bike parking will mostly be accommodate underground in locked cages as well as including a cycling pavilion at grade on the south side of the property.

Landscaping & Fencing

- Landscaping will be provided along most of the Pembina frontage and parts of the Bison Drive frontage.
- The outdoor amenity space will be buffered from the street by a large planter that will effectively act as a fence.
- The applicant will be providing a crashwall along the westerly property line as per the condition of approval of DASZ 27/2016.

Garbage and Recycling

- A large (3) sided garbage enclosure will be located along the rear property line as well as some indoor space will be dedicated to storing garbage as well.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY

- Under the *Complete Communities Direction Strategy* the proposed development is located on the Pembina Highway Regional Mixed Use Corridor. Our Corridors serve a dual function. On the one hand, they are our primary city routes, connecting neighbourhoods and transporting people, goods and services. And on the other hand, they serve the additional purpose of accommodating a mix of uses, functioning as vibrant urban places for Winnipeggers to live, work and play. Key relevant policies guiding development along Regional Mixed Use Corridors include:
 - Promote the highest levels of intensification at significant intersections. Between each centre, lower intensities of commercial, residential and mixed use development are appropriate. (Transformative Areas – Centres and Corridors – Corridors Direction 1).
 - Where appropriate develop corridors in accordance with transit oriented principles (Transformative Areas – Centres and Corridors – Corridors Direction 2).
 - Support a range of housing opportunities in terms of type, tenure, unit size (Transformative Areas – Centres and Corridors).
 - Support active uses (such as retail and services) at street level and office and housing on the upper levels of multi-storey developments (Transformative Areas – Centres and Corridors).
 - Encourage urban design and/form-based strategies that help define the character of Centres and Corridors through clarifying the massing and height of buildings, setbacks, appropriate open space areas and appropriate parking design and locations (Transformative Areas – Centres and Corridors).
 - Encourage the tallest buildings and highest densities close to major transit stops and stations (Transformative Areas – Centres and Corridors).
 - Encourage the transition of development towards the outer edges of each Centre and Corridor that is sensitive to the scale, massing, height, form and character of the surrounding area (Transformative Areas – Centres and Corridors).
 - Mitigate the potential impacts of new development on neighbouring streets, parks and properties (Transformative Areas – Centres and Corridors).
 - Promote high quality plazas, parks and streetscapes as focal points and networks that are connected to the greater community (Transformative Areas – Centres and Corridors).
 - Promote innovative parking strategies and high intensity developments, including locating parking lots to the rear of developments, encouraging the development of underground parking structures and encouraging the preservation and/or planting of trees and other types of vegetation within and around surface parking lots (Transformative Areas – Centres and Corridors).
 - Ensure multi-modal connectivity (Transformative Areas – Centres and Corridors).
 - Support development in accordance with Universal Design and Crime Prevention Through Environmental Design (CPTED) policies (Transformative Areas – Centres and Corridors).

- It is anticipated that the level of intensification will not be consistent along the full length of regional mixed use corridors and that higher levels of intensification will take place at intersections with other key streets and transit routes in order to take advantage of multi-modal transportation opportunities. In this case, this property is located at a key intersection with another key regional street and to a lesser extent, transit routes.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

- The applicant is proposing to create a large “RMF-L” – Residential Mixed Use site for their intended residential multi-family project. The intent of the “RMF-L” zoning district is to facilitate the development in areas with medium- to higher-scale residential densities. Below is Table 5-4 Dimensional Standards for Multi-Family Districts. This table sets out the development requirements for buildings.

TABLE 5-4: Dimensional Standards for Multi-Family Districts
amended 135/2016; 12/2017

Zoning District and Designation	Minimum Lot Area (Sq. Ft.)	Minimum Lot Area Per Dwelling Unit (Sq. Ft.)	Minimum/Maximum Front Yard (Ft.)	Minimum Rear Yard (Ft.)	Minimum Interior Side Yard (Ft.)	Minimum/Maximum Corner Side Yard (Ft.)	Principal Building Separation (Ft.) [note a]	Minimum/Maximum Building Height (Ft.)
Multi-Family Residential Structures								
RMF-S	9,000	1,250	20 / NA	25	4	5 / NA	8	NA / 35
RMF-M	9,000	800	25 / NA	25	8 [note b]	20/ NA	8	NA / 60
RMF-L	20,000	400	25 / NA	25	8 [note b]	20 / NA	8	NA / 150
RMU	9,000	500	20 / NA	25	5 [note b]	20 / NA	8	NA / 100
TOD	NA	200	NA / 10 [note c]	25	5 [note b]	NA / 10 [note c]	8	30 / 200
Single-family residential structures must meet the requirements of the R1-M zoning district								
Two-family residential structures must meet the requirements of the R2 zoning district								
Principal Non-Residential Structures								
RMF-S, RMF-M, RMF-L	20,000	NA	25 / NA	25	8	20 / NA	NA	NA / 35
RMU	9,000	NA	20 / NA	25	5	20 / NA	NA	NA / 39
TOD	NA	NA	NA / 10	25	0	NA / 10	NA	30 / 200
NOTES: a. For buildings taller than 35 ft, the principal building separation distance must be 50% of the height of the taller building to a maximum of 25 feet. b. In the RMF-M, RMF-L, and RMU zoning districts, where a building is more than one storey in height, the required interior side yard increases by 2 feet for each storey above the ground floor to a maximum of 20 feet. c. In the TOD zoning district, up to 50% of the length of the ground floor façade of any building, to a maximum continuous length of 25 feet, may have a maximum yard of 15 feet for the purpose of accommodating an otherwise approved public space, plaza, outdoor dining/drinking area or other pedestrian amenity.								

ANALYSIS OF VARIANCES

Variance for density

- The Urban Planning Division does not support an additional variance for density above what was granted under DAV 16 117209/D (lot area per dwelling unit of 149 instead of 285) for the following reasons:
 - Under the previous DASZ 27/2016 [c/r DAV 117209/2016D], Council and the Riel Community Committee approved the densest residential multi-family project within the Riel Community Committee area since at least 2003. Given that prior approval, approving further density on this site certainly would not constitute the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property. Further, it should also be noted that the proposed application would be the second densest project approved outside of the Downtown since 2003. As a point of comparison, the recently approved high density development at the Harkness Station (221 Stradbrook) was approved in 2017 at a lot area per dwelling unit of 294 square feet (the previous application was approved at a lot area per dwelling unit of 285 square feet);
 - Overall, when rendering decisions that significantly increase density, the City needs to consider its policies as to where we want to encourage growth. Namely, Council approved the TOD zoning district in 2017 to encourage our highest densities (outside the Downtown) at rapid transit stations. In the south end of the City along our South West Rapid Transit Corridor we have 8 rapid transit stations along Phase II and 4 stations along Phase I (i.e. Fort Rouge Yards, Osborne and Harkness). The development potential around many of the approved stations has not yet been met. For instance:
 - Harkness Station (221 Stradbrook) has been approved for 146 residential dwelling units in 2017;
 - Osborne Station still has additional higher density residential development capacity;
 - Fort Rouge Yards still has significant higher density residential development capacity;
 - Bishop Grandin Crossing still has over 1,000 units of residential capacity;
 - Parker Lands has approximately 1,000 units of residential capacity;
 - University of Manitoba has over 4,000 units of residential capacity;
 - By approving even larger densities than what was approved under the previous DAV 117209/2016D, the City would be sending mixed signals to the development community as to where they should invest for large-scale residential projects as it would undermine its own policy objectives. These considerations are all the more important in the context of a slow growth city than in a faster growing city like Vancouver or Toronto;
 - In other words, the previous application which approved a lot area per dwelling unit of 285 (instead of 400) was generous to achieve the policies outlined in our Regional Mixed Use Corridors. However, approving significantly more densities

undermines the City's efforts to densify at strategic locations (e.g. South West Transit Corridor);

- It should also be noted that its location is not located within transit oriented streetscape. The building is located at the junction of two regional streets. Pembina Highway at this location sees approximately 47,500 trips per day (2015 numbers) and Bison Drive sees approximately 21,700 trips per day (2015 numbers). Its only advantage for density is its proximity to a major grocery store and the University of Manitoba. However, the pedestrian environment and experience to get to the campus is suboptimal when weather conditions are not good as the campus buildings are located approximately 1.6 km away. The rapid transit station adjacent to the IG Field is located approximately 1.4 km away from the site, which makes less than ideal for TOD; and
- Additionally, this application for greater density is affecting the ability to provide on-site required parking and is creating an application for a building height variance that was not required in the previous application.

Variance for parking

- The Urban Planning Division does not support a variance for 116 parking spaces instead of 526 spaces for the following reasons:
 - Given that the Urban Planning Division is not supportive of the density increase, we recommend that the applicant rethink their project and business plan. Once they've had an opportunity to do so, we may find that the parking variance approved under DAV 117209/2016D for 156 parking spaces can meet their needs; and
 - Additionally, this application for greater density is affecting the ability to provide on-site required parking.

Variance to reduce the number of bike parking

- The Urban Planning Division does not support an amendment of condition #2 of DAV 16 117209/D to permit 276 bike parking stalls instead of 365 stalls for the following reasons:
 - Given that the Urban Planning Division is not supportive of the density increase, we recommend that the applicant rethink their project and business plan. Once they've had an opportunity to do so, we may find that the condition for bike parking required as a condition of approval under DAV 117209/2016D for 365 bike parking spaces is required to be a progressive solution to meet the transportation needs of this project; and
 - It should also be noted that the residential dwelling units will be very small and unable to easily accommodate bike parking within the suites. This makes the provision of centralized bike parking essential when considering the demographics and the lack of on-site vehicular parking options.

Variance for a reduced north corner side yard

- The Urban Planning Division is not supportive of a further reduction in the corner side yard of 4.3 feet instead of 13.1 feet as previously approved under DAV 16-117209/D for the following reasons:
 - The applicant was previously approved for a significant increase to the zoning rights under the previous application (see DASZ 27/2016 [c/r DAV 117209/2016D]) because they were going to provide a 4 metre wide landscaped area that would be accessible by the public. Now, as part of their revised project, this new applicant is asking for 4.3 feet of landscaping, which cannot accommodate any significant vegetation; and
 - It's important to note that this is a proposed building of 173.2 feet tall. Its presence will dominate the site and any further reduction of landscaping requirements on the property will negatively impact the look and feel of the site at this location. This is important given that the site previously had significant mature plantings that provide an amenity to the community. It is anticipated that all mature vegetation will be removed as part of the site development.



Figure 4: Mature vegetation no the north side of the property

Variance for building height

- The Urban Planning Division is supportive of a building height variance for 173.2 feet (52.8 metres) instead of 150 feet (45.72 metres), with conditions, for the following reasons:
 - The subject site is located along the Pembina Highway Regional Mixed Use Corridor which is characterized by medium to high density multi-family, institutional and car-oriented commercial land uses. Directly to the west of the subject property, across the CNR Letellier Line, is the Fairfield Park mixed-use commercial centre. This area includes medium density residential buildings (see figure 3 below). One of the factors when considering compatibility of a building of this scale is the proposed height of the building and its potential impact on adjoining properties. This is of particular importance when adjacent to residential properties. One of the metrics many cities use to assess how tall a building should be built is based upon the width of the corridor right-of-way. In this instance, the Pembina Highway right-of-way is approximately 150 feet wide. This right-of-way width was the same as the building that was approved as part of the previous application. Another metric that is considered is the rear yard setback from residential properties. Many cities ensure that the building must be contained within a 45 degree angular plane measured from the adjacent rear property line from an at-grade height. This provides a lower building at the rear of the site improved “fit” and a gradual transition from the rear property line in terms of building massing. In this case, the proposed building is to be located approximately 140 feet away from the adjacent property across the CN Principal Branch Line at its nearest point. The building extends further away from the property as it gets closer to Pembina Highway.
 - The Urban Planning Division recommends that the building height variance be approved subject to the building that is constructed on these lands respects the 45 degree angular plane requirement. This would ensure that the property to the west would not be as negatively impacted as otherwise would be for a building of this height.



Figure 5: Residential multi-family buildings west of the CNR Letellier Line and the subject property

Variance for a rear yard to an outdoor amenity space

- The Urban Planning Division is supportive of a rear yard of 5.2 feet (1.6 metres) to the outdoor amenity space instead of 25 feet (7.62 metres) for the following reasons:
 - Outdoor amenity spaces are important to the quality of life of residents that will live at this address;
 - The outdoor amenity space is buffered from the adjacent residential property by the rail line; and
 - It will provide greater safety because it will bring more people at-grade and provide greater passive surveillance of the property and surrounding areas.

Variance for the establishment of an accessory parking area

- The Urban Planning Division is supportive of the variances for the establishment of an accessory parking area to permit no south side yard instead of 8 feet and insufficient parking interior landscaping for the following reasons:
 - The variance for the no south side yard is only required for one (1) surface parking stall. The applicant is providing landscaping along the south side yard for the remaining part of the site; and
 - The Urban Planning Division would expect to work collaboratively with the applicant on providing greater landscaping treatment along the Pembina and Bison frontage rather in lieu of landscaping at the rear of the building in a tight and narrow space.

REASONS FOR RECOMMENDATIONS

In the context of Section 247(3), the Urban Planning Division recommends **in part, as modified** for the following reasons:

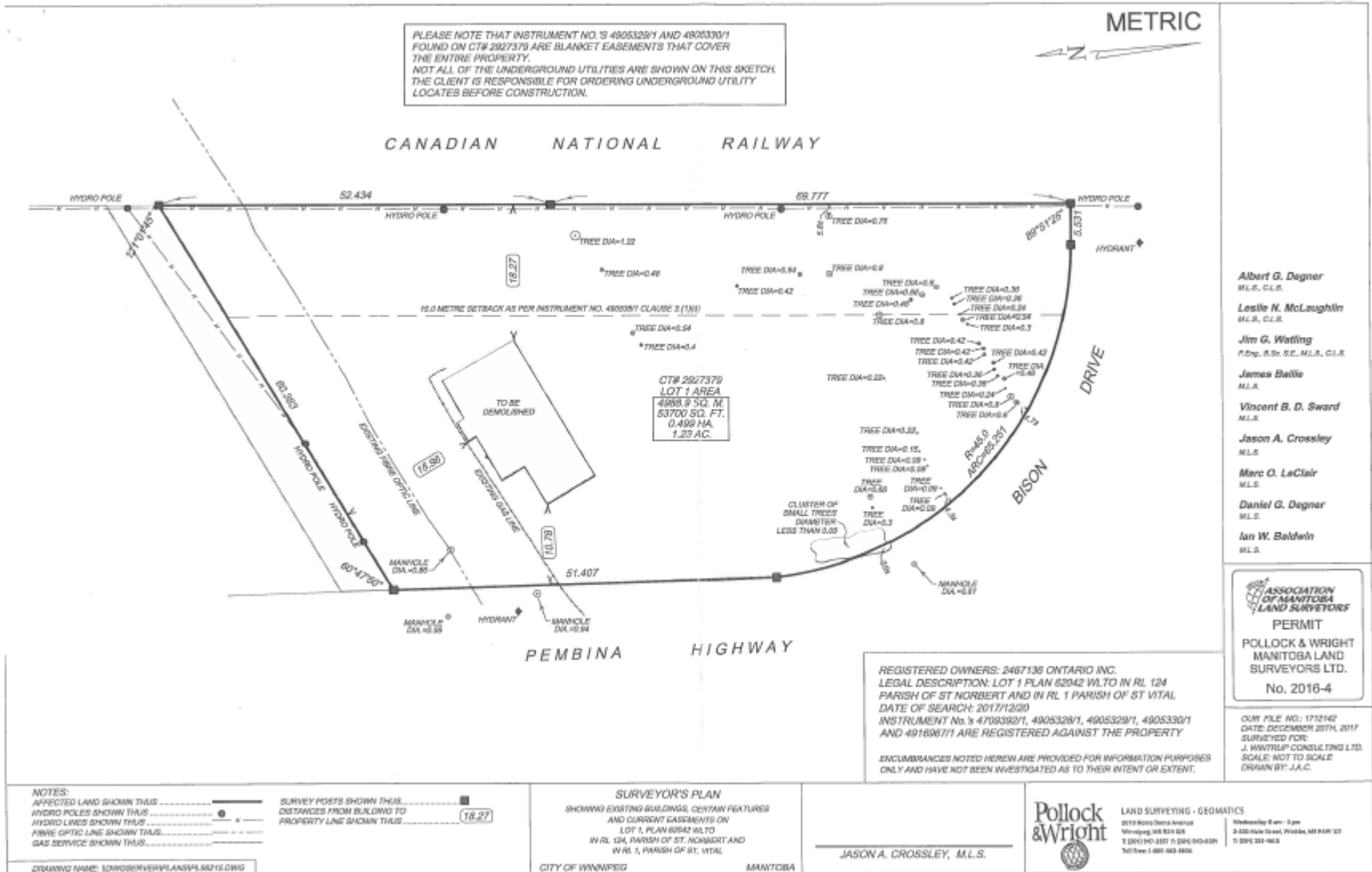
- (a) is consistent with Plan Winnipeg and any applicable secondary plan;
In that, the variances the Urban Planning Division are recommending would be consistent with the Regional Mixed Use Corridor policies within the Complete Communities Direction Strategy.
- (b) does not create a substantial adverse 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 variances the Urban Planning Division are recommending would not likely have a negative impact 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 variances the Urban Planning Division are recommending would be consistent with the Regional Mixed Use Corridor policies within the Complete Communities Direction Strategy.
- (d) is compatible with the area in which the property to be affected is situated.
In that, the variances the Urban Planning Division are recommending would be consistent with the Regional Mixed Use Corridor policies within the Complete Communities Direction Strategy.

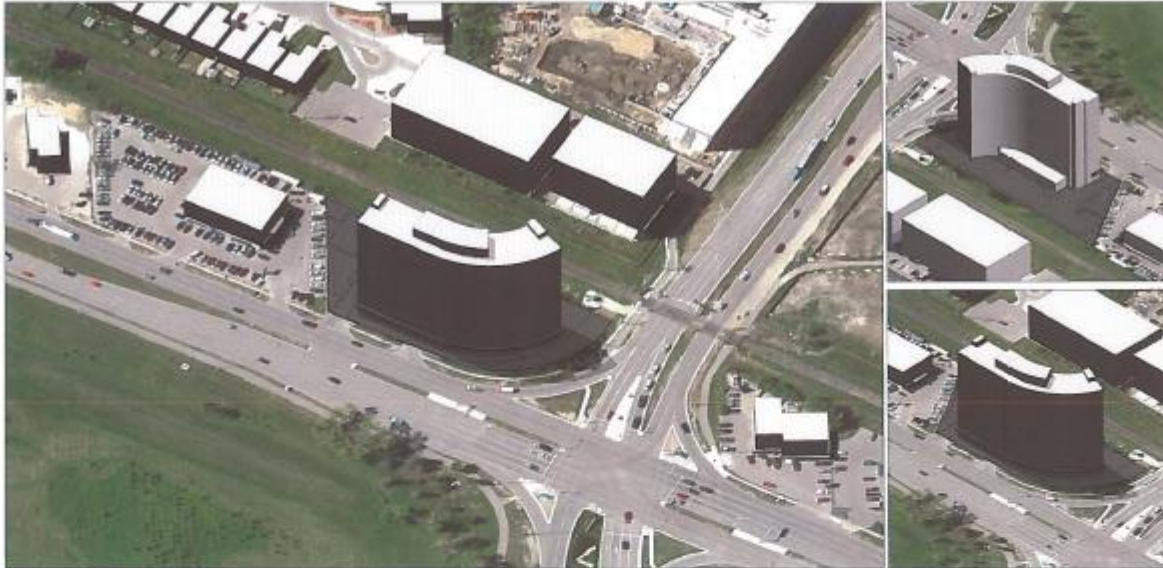
CONSULTATION

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

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning
Prepared by: Richard Mahé
Date: Thursday, February 15, 2018
File No. DAV 18-102203\D





WINNIPEG STUDENT RESIDENCE
 ADDRESS: 2525 PEMBINA HIGHWAY WINNIPEG, MANITOBA
 ISSUED FOR ZONING REVIEW

ARCHITECT

ARK

ARCHITECTS + RESEARCH + KNOWLEDGE INC.
 12 1078 STREET, TORONTO, ONTARIO, CANADA M5H 2B5
 TEL: 416-771-8861 FAX: 416-771-8862

DEVELOPMENT EXAMINATION
 BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL

IN CONNECTION WITH DW 18-02263/P

SHEET # 1 OF 11

APPLICANT (SOC.) KW

BY EXAM. Michelle H

DATE FEB 13 2018

DEVELOPMENT STATISTICS

LOT AREA	100,000 sq ft
LOT COVERAGE	100%
MAXIMUM HEIGHT	100 ft
MAXIMUM FLOOR AREA	100,000 sq ft
MAXIMUM VOLUME	100,000,000 cu ft
MAXIMUM GROUND COVER	100%
MAXIMUM OPEN SPACE	0%
MAXIMUM PARKING SPACES	100
MAXIMUM TRUCK SPACES	0
MAXIMUM BUS SPACES	0
MAXIMUM BIKE SPACES	0
MAXIMUM STORAGE SPACES	0
MAXIMUM COMMERCIAL SPACES	0
MAXIMUM INDUSTRIAL SPACES	0
MAXIMUM RESIDENTIAL SPACES	0
MAXIMUM OFFICE SPACES	0
MAXIMUM RETAIL SPACES	0
MAXIMUM RESTAURANT SPACES	0
MAXIMUM BAR SPACES	0
MAXIMUM THEATRE SPACES	0
MAXIMUM CONCERT SPACES	0
MAXIMUM GYM SPACES	0
MAXIMUM SWIMMING POOL SPACES	0
MAXIMUM TENNIS COURT SPACES	0
MAXIMUM PLAYGROUND SPACES	0
MAXIMUM PARKING SPACES	100
MAXIMUM TRUCK SPACES	0
MAXIMUM BUS SPACES	0
MAXIMUM BIKE SPACES	0
MAXIMUM STORAGE SPACES	0
MAXIMUM COMMERCIAL SPACES	0
MAXIMUM INDUSTRIAL SPACES	0
MAXIMUM RESIDENTIAL SPACES	0
MAXIMUM OFFICE SPACES	0
MAXIMUM RETAIL SPACES	0
MAXIMUM RESTAURANT SPACES	0
MAXIMUM BAR SPACES	0
MAXIMUM THEATRE SPACES	0
MAXIMUM CONCERT SPACES	0
MAXIMUM GYM SPACES	0
MAXIMUM SWIMMING POOL SPACES	0
MAXIMUM TENNIS COURT SPACES	0
MAXIMUM PLAYGROUND SPACES	0

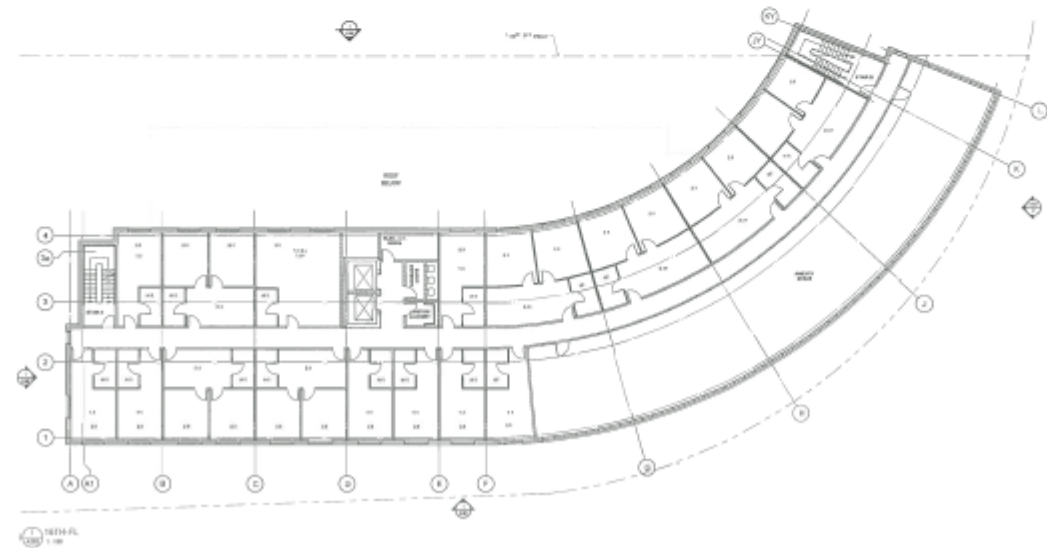
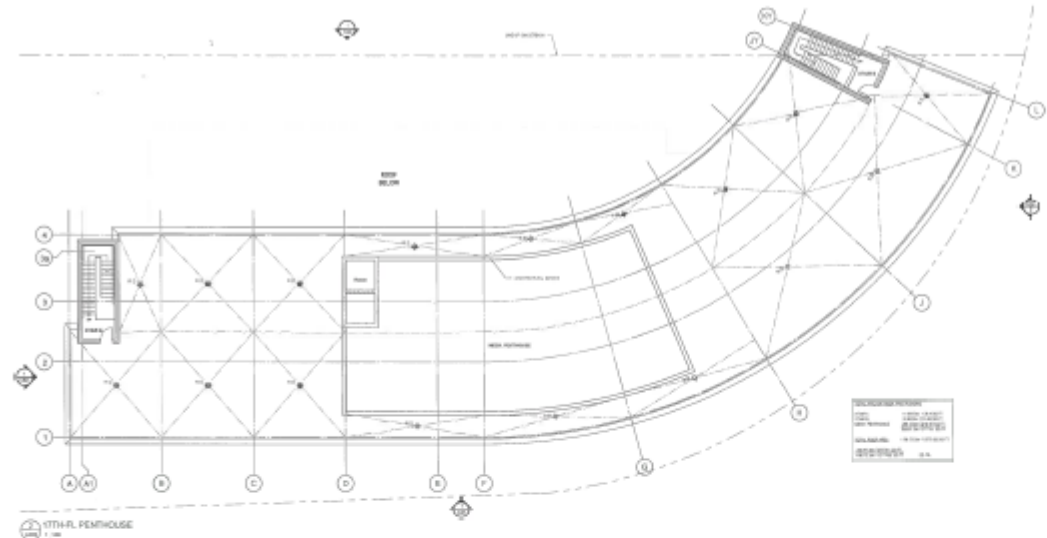
BUILDING STATISTICS

NO. OF BUILDINGS	1
NO. OF FLOORS	10
NO. OF UNITS	100
NO. OF STUDENT SPACES	100
NO. OF OFFICE SPACES	0
NO. OF RETAIL SPACES	0
NO. OF RESTAURANT SPACES	0
NO. OF BAR SPACES	0
NO. OF THEATRE SPACES	0
NO. OF CONCERT SPACES	0
NO. OF GYM SPACES	0
NO. OF SWIMMING POOL SPACES	0
NO. OF TENNIS COURT SPACES	0
NO. OF PLAYGROUND SPACES	0
NO. OF PARKING SPACES	100
NO. OF TRUCK SPACES	0
NO. OF BUS SPACES	0
NO. OF BIKE SPACES	0
NO. OF STORAGE SPACES	0
NO. OF COMMERCIAL SPACES	0
NO. OF INDUSTRIAL SPACES	0
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NO. OF RESTAURANT SPACES	0
NO. OF BAR SPACES	0
NO. OF THEATRE SPACES	0
NO. OF CONCERT SPACES	0
NO. OF GYM SPACES	0
NO. OF SWIMMING POOL SPACES	0
NO. OF TENNIS COURT SPACES	0
NO. OF PLAYGROUND SPACES	0

DRAWING LIST JANUARY 15, 2018

NO.	DESCRIPTION
001	GENERAL NOTES
002	FOUNDATION PLAN
003	FLOOR PLAN
004	SECTION
005	EXTERIOR ELEVATION
006	INTERIOR ELEVATION
007	MECHANICAL PLAN
008	ELECTRICAL PLAN
009	PLUMBING PLAN
010	PAVING PLAN
011	LANDSCAPE PLAN
012	CONSTRUCTION DETAILS
013	SECTION
014	SECTION
015	SECTION
016	SECTION
017	SECTION
018	SECTION
019	SECTION
020	SECTION
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094	SECTION
095	SECTION
096	SECTION
097	SECTION
098	SECTION
099	SECTION
100	SECTION

OWNER
 CAMPUS SUITES
 60 BROADVIEW RD, SUITE 104
 TORONTO, ON M5B 2P7



DEVELOPMENT EXAMINATION
BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH JAN 18-1022-02/D

SHEET # 5 OF 11

APPLICANT (SGD.) [signature]

DEV EXAM. [signature]

DATE FEB 13 2010

NOT FOR CONSTRUCTION

DATE: 1/13/2010

PROJECT: 17TH FLOOR PENTHOUSE

PROJECT NO: 17-1022-02/D

DATE: 1/13/2010

PROJECT: 18TH FLOOR

PROJECT NO: 18-1022-02/D

DATE: 1/13/2010

ARK
ARCHITECTURE + INTERIOR DESIGN
1000 PENNSYLVANIA AVENUE, SUITE 1000
PHILADELPHIA, PA 19106-3300
TEL: 215-593-1000 FAX: 215-593-1001

SIXTEENTH FLOOR AND ROOF PLAN

PROJECT: WINDFED STUDENT RESIDENCE

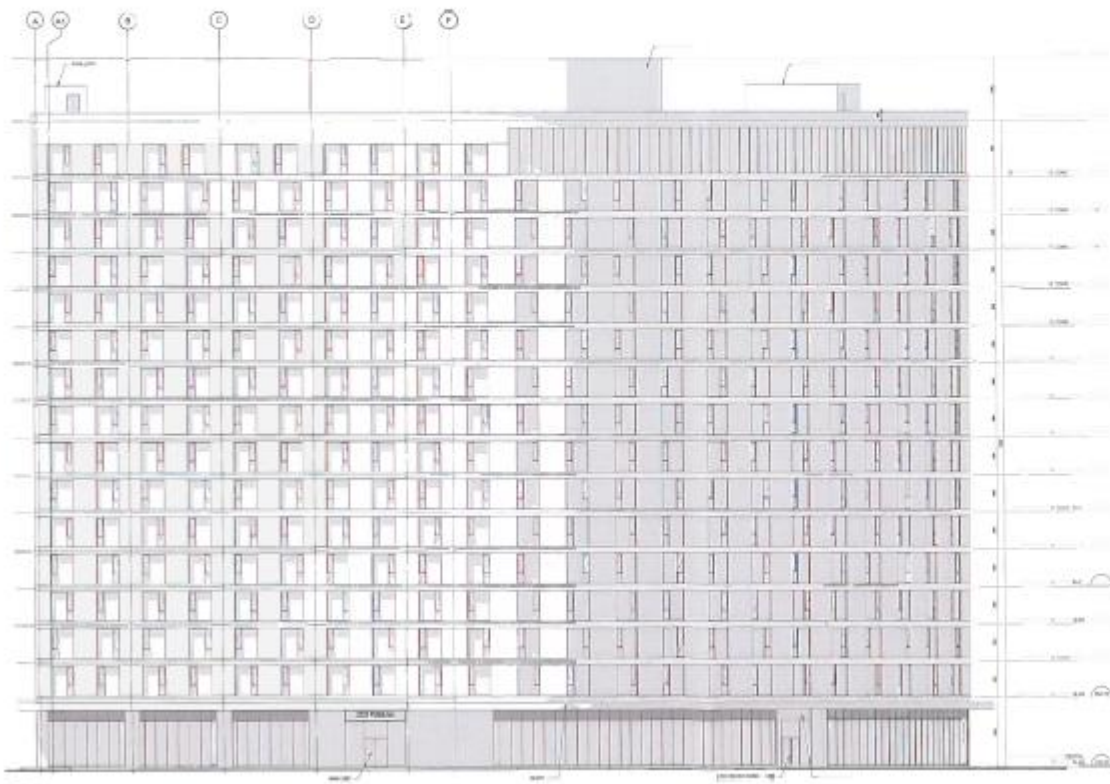
300 PENNSYLVANIA AVENUE
PHILADELPHIA, PA 19106

DATE: 1/13/2010

SCALE: 1/8" = 1'-0"

DATE: 1/13/2010

SCALE: 1/8" = 1'-0"



DEVELOPMENT EXAMINATION BRANCH	
THIS PLAN IS SUBMITTED FOR APPROVAL	
RE CONNECTED WITH	DAVID 102403/0
LOSET #	6 OF 11
APPLICANT (S.O.)	Middleton
KEY ENGINEER	Feb 13 2018
LOT FOR EXAMINATION	
<p>APPLICANT'S RESPONSIBILITIES:</p> <p>1. Provide all necessary information for the examination of the plan.</p> <p>2. Provide all necessary information for the examination of the plan.</p> <p>3. Provide all necessary information for the examination of the plan.</p>	
<p>A.P.K.</p> <p>ARCHITECTURE & ENGINEERING</p> <p>1000 10th Street, Suite 1000, St. Paul, MN 55102</p> <p>TEL: 612.222.1000 FAX: 612.222.1001</p>	
<p>BUILDING ELEVATIONS</p> <p>1000 10th Street, Suite 1000, St. Paul, MN 55102</p> <p>TEL: 612.222.1000 FAX: 612.222.1001</p>	
<p>WANNING STRADY RESIDENCE</p> <p>1000 10th Street, Suite 1000, St. Paul, MN 55102</p> <p>TEL: 612.222.1000 FAX: 612.222.1001</p>	

