

Agenda – Riel Community Committee – June 6, 2016**PUBLIC HEARINGS**

**Item No. 6 Rezoning – 96 St. Mary’s Road
(St. Boniface Ward)
File DAZ 205/2016 [c/r DAV 115543/2016D & DCU 115558/2016D]**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule “A” for file DAZ 205/16 dated May 30, 2016 to a “C1” Commercial Neighbourhood District subject to the following:
 - A. That the applicant enter into a Zoning Agreement with the City pursuant to Section 240 (1) of The City of Winnipeg Charter to include the following conditions:
 - i. That, for the development of any building, and/or accessory parking area and/or signage within the lands zoned “C1” Commercial Neighbourhood, plans shall be submitted showing the location and design of the proposed buildings, the location and design of accessory parking areas, private approaches, garbage enclosures, fencing, and landscaping to the Director of Planning, Property and Development and the Riel Community Committee for plan approval prior to the issuance of any building or development permit, and thereafter all to be maintained to the satisfaction of the Director of Planning, Property and Development.
 - ii. That, no illuminated signage will be permitted on the building.
 - iii. That, digital, billboard, mobile, flashing, scintillating, rotating, and inflatable signs shall not be permitted.
 - iv. That, the maximum building height on the subject property be 35 feet.
 - v. That, the land be restricted as follows:
 - a. The following uses shall be conditional on the land:
 1. Protection and emergency services.
 2. Animal hospital or veterinary clinic.
 3. Kennel.
 4. Restaurant.
 5. Retail sales.
2. In lieu of the dedication of land, the Developer shall provide a cash payment representing 10% of the appraised value of the Development Application, as determined by the City.

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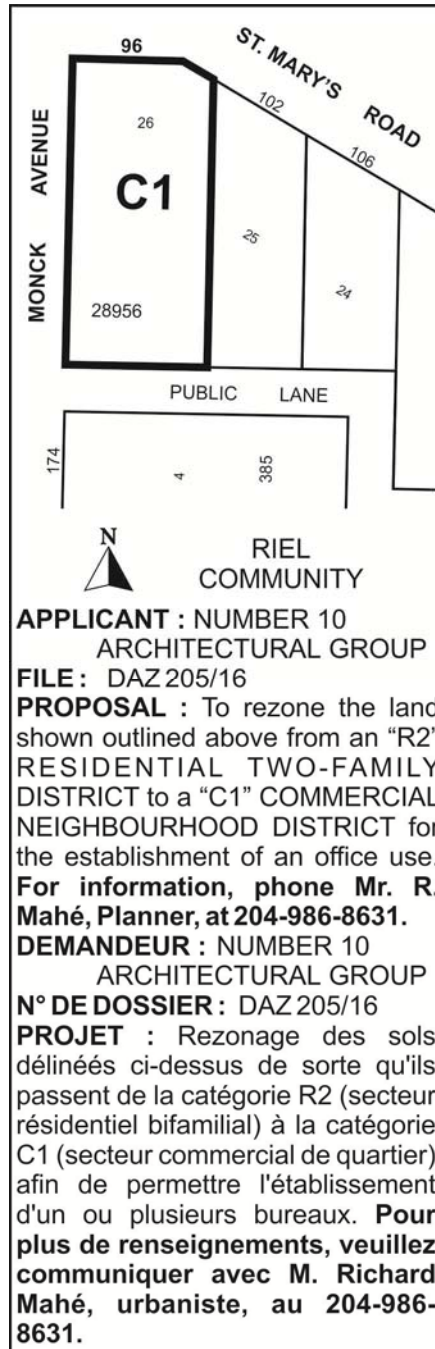
3. That in the event the matter is not proceeded with expeditiously and the by-law is not passed within two (2) years after adoption of the report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of the two (2)-year period and Council approves the extension.
4. That the Director of Legal Services and City Solicitor be requested to prepare the necessary by-law in accordance with the above.
5. That the zoning section of the by-law shall come into force and effect when the Zoning Agreement is registered in the Winnipeg Land Titles Office by caveat against the subject lands, provided that the said effective date occurs within one year from the date the by-law is passed.
6. That the Director of Legal Services and City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Charter.

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File: DAZ 205/2016

Applicant: Number Ten Architectural Group (Barrie J. Otteinbreit)

Subject:



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Premises Affected: 96 St. Mary's Road

- Exhibits Filed:
1. Application dated April 4, 2016
 2. Manitoba Status of Title 2830069/1
 3. Letter of authorization dated March 22, 2016 from Rajotte Capital Group Inc. to Number 10 Architectural Group and/or Brent Bellamy and/or Barrie Ottenbreit
 4. Surveyor's Building Location Certificate and sketch dated January 11, 1972
 5. Plans (2 pages)
 6. Public Open House Invitation in both English and French
 7. Open House Invitation – Delivery List of Neighbourhood Addresses
 8. Open House – Attendee Registry List
 9. Letter of Support from the Norwood Grove Business Improvement Zone
 10. Plans/Reductions of Presentation Boards presented at the Open House
 11. Revised Report from the Urban Planning Division dated May 30, 2016
 12. Inspection Report
 13. Revised Report from the Urban Planning Division dated June 3, 2016

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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.

Moved by Councillor

That the recommendation of the Winnipeg Public Service be concurred in / not be concurred in and forwarded to the Executive Policy Committee via the Priority Rezoning Process / Standing Policy Committee on Property and Development, Heritage and Downtown Development.

Moved by Councillor

That the following supporting reasons be provided, namely:

Moved by Councillor

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

Exhibit “13” referred to in File DAZ 205/2016

REVISED ADMINISTRATIVE REPORT

Title: DAZ 205/2016 – 96 St. Mary’s

Issue: An application for consideration at the Public Hearing to rezone an existing R2 lot to C1 for the construction of a commercial building.

Critical Path: Riel Community Committee – Standing Policy Committee on Property and Development – Executive Policy Committee – Council as per the *Development Procedures By-law* and *The City of Winnipeg Charter*.

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Smith	N/A	N/A	

RECOMMENDATIONS

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule “A” for file DAZ 205/16 dated May 30, 2016 to a “C1” Commercial Neighbourhood District subject to the following:
 - A. That the applicant enter into a Zoning Agreement with the City pursuant to Section 240 (1) of The City of Winnipeg Charter to include the following conditions:
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- a. The following uses shall be conditional on the land:
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5. That the zoning section of the by-law shall come into force and effect when the Zoning Agreement is registered in the Winnipeg Land Titles Office by caveat against the subject lands, provided that the said effective date occurs within one year from the date the by-law is passed.
6. That the Director of Legal Services and City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Charter.

REASON FOR THE REPORT

- The applicant is proposing to rezone the property to C1 for an office use.
- Re-zonings require a Public Hearing as per the *Development Procedures By-law* and *The City of Winnipeg Charter*.
- The Report is being submitted for the 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 subject site will be rezoned consistent with the map provided in Schedule “A” of this report.

HISTORY

- N/A

CONSULTATION

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

SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning
Prepared by:	Richard Mahé, MCIP
Date:	June 3, 2016
File No.	DAZ 205/2016

List of Schedules and Attachments

- | | |
|-----------------|--|
| 1. Appendix A | Planning Discussion |
| 2. Schedule “A” | Recommended File No. DAZ 205/2016 Riel Community Committee, dated May 30, 2016 |

APPENDIX 'A'

DATE: May 30, 2016

FILE: DAZ 205/2016

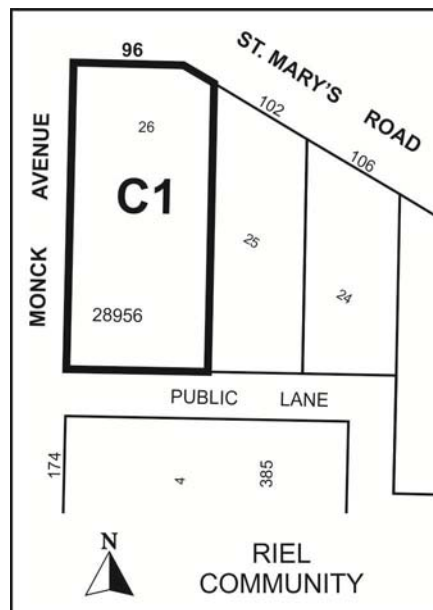
RELATED FILES: DAV 16-115543/D; DCU 16-115558D

COMMUNITY: Riel Community

NEIGHBOURHOOD #: 5.514

SUBJECT: To rezone to C1 to facilitate the construction of a building with an office use

LOCATION: 96 St. Mary's Road (see map below)



APPLICANT: Barrie J. Ottenbreit
115 Bannatyne AVE Unit 310
Winnipeg , Manitoba R3B 0R3

OWNER: Rajotte Capital Group Inc (George Rajotte)
300 Dawson Road North
Winnipeg , Manitoba R2J 0S7

SITE DESCRIPTION

- The subject property is located on St Mary's RD, in the Norwood West neighbourhood of the St Boniface ward.
- The site is located on a Regional Mixed Use Corridor under the Complete Communities Direction Strategy. The property is zoned R2 – Two-Family.
- The property is 60 feet wide by 129 feet deep and measures approximately 7,752 square feet in area. The property contains a one-storey single family building with a living area of 1,143 square feet, built in 1927.



Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2014)

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: St. Mary's Road and Coronation Park zoned PR2.

South: Single family homes zoned R2 and R1-M.

East: Single family homes zoned R2.

West: Single family homes zoned R1-M.

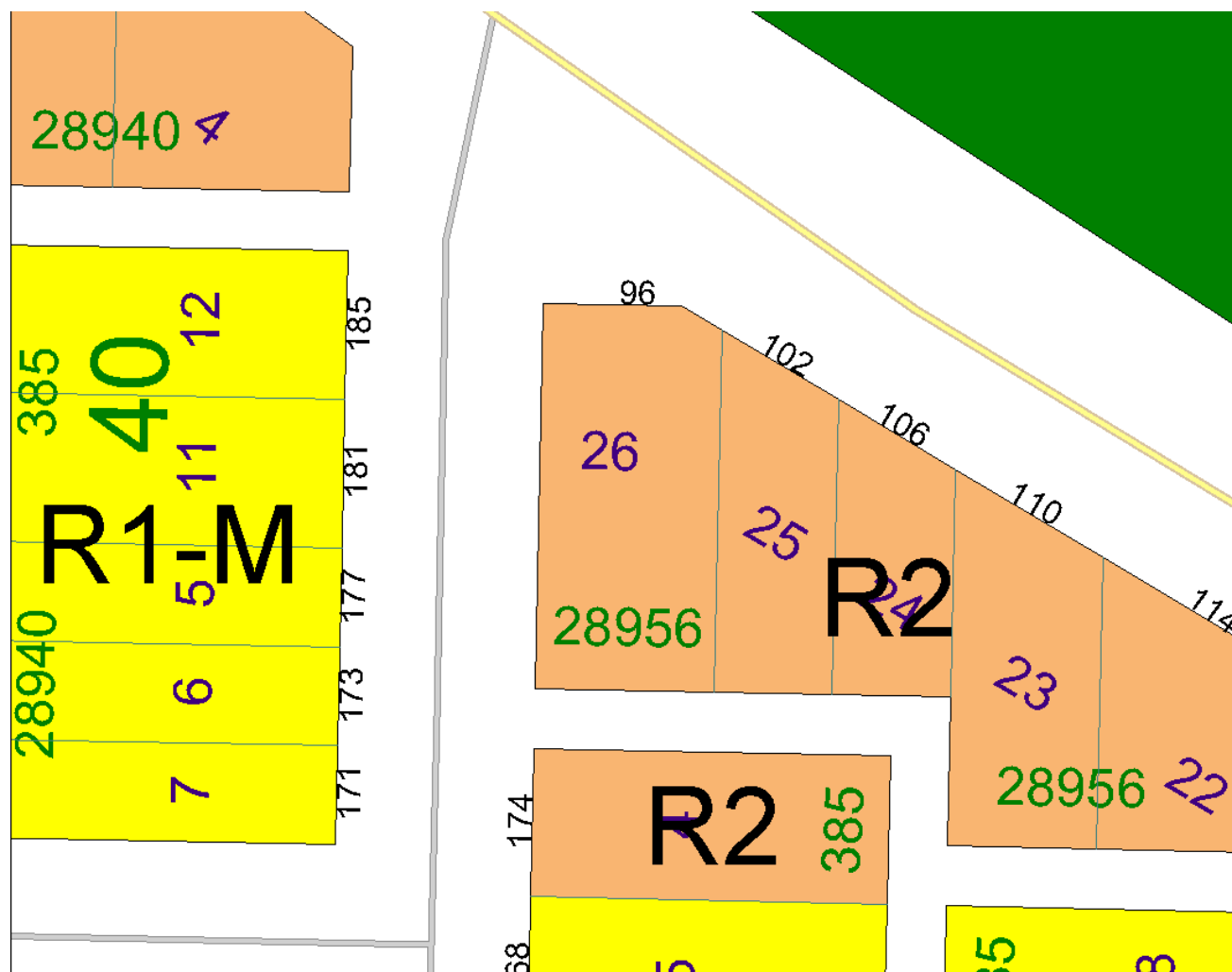


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant proposes to build a one-storey office building with an approximate building area of 3,100 square feet. The applicant is proposing to develop the basement as an office use as well. This additional square footage will permit for a full basement in the development.
- This project will include six (6) parking stalls with parking taken directly from the lane.
- A five (5) foot tall wooden fence is proposed on the east property line from the northeast corner of the building to the rear property line.

- Hard and soft landscaping is provided on the north side of the building facing St. Mary's Road, which is consistent with other residential buildings along the block.
- In addition to this rezoning application there is a conditional use application to permit an office use with a gross floor area greater than 5,000 square feet and variances for reduced east side yard and the accessory off-street parking.
- The proposed development also involves the demolition of the existing single family building on the property and detached garage.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY

- Under the *Complete Communities Direction Strategy* the proposed development is located on the St. Mary's Road 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:
 - Provide a mix of employment, higher-density residential opportunities, retail and service uses that support the needs of and respect the context of adjacent communities.
 - Mitigate the potential impacts of new development on neighbouring streets, parks and properties.
 - Where appropriate, develop corridors in accordance with transit-oriented development principles.
- Key relevant policies guiding development within our Commercial Areas include:
 - Approve new locations for commercial development where significant residential areas are not well served with commercial space, where existing commercial areas cannot accommodate expansion, where the long term negative impacts on existing regional and commercial centres will be minimal, where additions to the regional street system can be demonstrated to have long term benefits and where a full range of municipal infrastructure can be provided in an environmentally-sound, economical, and timely manner.
 - Encourage an animated streetscape and "eyes on the street" as determined by the characteristics of the urban structure area in which they are located. This may include placing parking at the rear of the building with proper screening, orienting buildings and entrances the public street and blending public and private space through the use of windows.
- Complete Communities Direction Strategy encourages development and redevelopment of existing residential and commercial properties along our Corridors as they are ideal locations for transformative change.
- The proposed redevelopment of this property for the construction of a small scale commercial use fits within the Complete Communities vision of supporting the viability of existing commercial strip and providing a range of goods and services.

- Redevelopment along our Corridors, especially within our mature parts of the city, is always going to be challenging given the size and configuration of lots along those Corridors. As a result, variances are generally associated with their redevelopment.
- A review of the area in close proximity to the site did not show many vacant store fronts. Additionally, much of the store fronts along St. Mary's Avenue, within close proximity to the site, are small in nature.

TRANSIT-ORIENTED DEVELOPMENT HANDBOOK

- The Complete Communities Direction Strategy advises that corridors should be developed in accordance with transit-oriented development principles.
- The City of Winnipeg has a Transit Oriented Development Handbook to guide such development. It was endorsed in principle by Council on February 22, 2012.
- The TOD Handbook is a high-level framework document that guides and facilitates mixed-use, pedestrian-oriented infill development along rapid transit corridors and high frequency transit corridors.
- While the bulk of the Handbook deals with higher-level issues, there are a number of Principles that can be applied at a site-specific level such as the proposed development. Specifically, it highlights six:
 1. Medium to high density development that is greater than the community average.
 2. A mix of uses.
 3. Compact, high quality pedestrian-oriented environment.
 4. An active, defined centre.
 5. Innovative parking strategies.
 6. Public leadership.
- As the Handbook relates to the proposed development, its direction relating to site design is important to consider. Characteristics of Principle no. 3 include:
 - Entrances oriented to be easily accessible from the public sidewalk.
 - Centrally located, secure, and convenient bicycle parking.
 - High-quality architectural design and detail conveying a sense of place and relating to the street and the pedestrian environment, including active first floor storefront with windows, awnings, architectural features, lighting, and landscaping.
- This proposed project meets the intent of the TOD handbook, in terms of its design and location.

TRANSPORTATION MASTER PLAN (TMP)

- St. Mary's Road is identified as a Truck Route in the TMP and is classified as an arterial road. Arterial roads primarily provide traffic movement across the City. In this case, St. Mary's Road is the primary feeder route into the Downtown from the south end of the city. This results in approximately 35,600 vehicle trips per day at this location of St.

Mary's Road (2015 Average Weekday 24hr Traffic). For context, this segment of St. Mary's Road receives more traffic than Provencher Boulevard (30,200), Corydon Avenue (27,100), Osborne Street (30,400-35,000), and St. Anne's Road (34,000). It also receives almost as much daily traffic as Marion/Goulet Streets (36,200) combined.

- St. Mary's Road is identified as a potential quality transit corridor in the City of Winnipeg's Transportation Master Plan that can become the focal points for new development and redevelopment. The Quality Corridor concept was introduced in Winnipeg between 2007-2009 and refers to high-performance and high-frequency on-street bus routes that are assisted by transit priority measures (diamond lanes, transit priority signals, queue jump lanes, etc.), and whose major stops are upgraded to include heated shelters, real-time bus departure displays, benches, posted route and schedule information, and other amenities.

ZONING

- The Commercial Community (C1) zoning district is intended to accommodate small, compact commercial uses within or surrounded by residential areas that are attractive and compactible in scale and character with surrounding residential uses, to serve the convenience needs of the surrounding neighbourhood.

COMMUNITY CONSULTATION

- The applicant held a public open house at the Norwood Hotel between 5:00pm and 7:00pm on February 24th, 2016. Invitations were delivered to approximately 42 residences and businesses in the neighbourhood near the property. The following streets were included on the invite list: St. Mary's Road, Monck Ave, Taché Ave, Claremont Ave and Walmer Ave. Based upon the attendee registry, seven (7) people showed up to the open house.

NEIGHBOURHOOD CONCERNS

- Five (5) area residents have voiced their concerns regarding the proposed application. The following is a summary of those concerns:
 - Area resident want to keep the Norwood West neighbourhood (commonly known as Norwood Flats) as single family, including the St. Mary's Road properties;
 - There is a concern that approving a rezoning application for commercial will drastically change the character of the neighbourhood;
 - There is a concern that approving commercial uses on St. Mary's Road will have a significant impact on traffic volumes and on-street parking capacity within the neighbourhood;
 - The existing house is a neighbourhood landmark and want to see it restored;
 - The proposed project will have a negative impact on property values; and
 - The proposed project will increase traffic which will create safety concerns for kids in the neighbourhood.

COMPATIBILITY WITH EXISTING NEIGHBOURHOOD AND SURROUNDING USES

- The subject site is located along the St. Mary's Regional Mixed Use Corridor characterized by multi-family, single family, institutional and commercial land uses. Properties along St. Mary's Road at the edge of the Norwood West neighbourhood include: R2 – Residential Two-Family; C1 – Commercial Neighbourhood; C2 – Commercial Community; RMF- Residential Multi-Family; and R1-M – Residential Single Family Medium. The two properties zoned R1-M on St. Mary's Road have a church use and a school use (Nelson McIntyre). The local streets within the neighbourhood are primarily single family in nature with R1-M – Residential Single Family Medium zoning.
- This neighbourhood has evolved over time to accommodate locations for commercial and higher density residential land uses along its edge, and in particular, along St. Mary's Road. For example, the area north of Walmer Avenue includes a mix of higher density residential, commercial and recreation uses. To the southeast of the property along St. Mary's Road, there is a church, a school (Nelson McIntyre) and many commercial and multi-family uses. It's clear that the location of commercial uses at the edge of the neighbourhood along St. Mary's Road is part of the character of the neighbourhood.
- The intent behind the C1 zoning category is that commercial development should as much as possible respect the scale and character of the surrounding neighbourhood. In this case, the proposed development has done a good job of proposing a development that achieves that intent. The design of the building includes architectural elements of the neighbourhood (pitched roof and chimney) with a modern design. The height of the proposed project is very much in line with the adjoining properties. The height of the building to the top of the roof peak is 25'-1", the height of the midpoint of the roof slope is 19'-8" and the height of the top of the chimney is 22'-4". The design of the building also puts the highest point of the building on away from the single family dwelling and towards Monck Avenue. Further, the proposed building is shorter than what is permitted within an R1 zoning district and what is present within the neighbourhood. Additionally, the proposed building materials for the building elevations are high quality and reinforce the high quality design of the neighbourhood.
- When transitioning to higher density uses along our Corridors within an area with single family dwellings, it is preferable to begin the transition on corner lots. Corner lots are preferred because they minimize the potential/perceived impact by being located on a street corner, which has fewer neighbours. However, it should be noted that the C1 zoning district does permit certain uses that may be perceived as incompatible to adjoining single family dwellings. For example, restaurants can have noise, smells and increased traffic and parking concerns associated with their use. As such the Winnipeg Public Service, recommends that the following uses be considered conditional at this location rather than permitted, as is the case within the C1 zoning district:
 - Protection and emergency services;
 - Animal hospital or veterinary clinic;
 - Kennel;
 - Restaurant; and
 - Retail sales.
- Requiring these uses to go through a conditional use application process will require that any future property owner go through a public hearing at the Riel Community Committee

prior to its approval. This will allow community residents to have their voice heard when considering a significant change in use.

- Parking is always a concern among area residents when considering a proposed change in use in the neighbourhood. In this case, the proposed project meets the zoning by-law in terms of off-street parking spaces required (i.e. 6 parking stalls). The property is also located within close proximity to many public transit routes, including high frequency and express routes which should reduce the need for off-street parking stalls. The following are the routes in close proximity to the subject site:
 - Routes #10, #14, #53, #54, #55, #110
- It should be noted that the City of Winnipeg has undergone massive change since the house at 96 St. Mary's Road was built in 1927. At the time of construction, St. Mary's Road was not the major arterial street that it is today, with over 35,000 vehicular trips per day. Single family dwellings would have been a good use on a street when it was more local in nature and did not experience the same kind of traffic volumes that it does today. In short, the context along St. Mary's Road has changed and the proposed land uses that can be expected along that street have changed as well. The City of Winnipeg's planning documents (i.e. OurWinnipeg and Complete Communities Direction Strategy) have also evolved over time. These documents promote a range of uses along our Corridors, including small scale commercial uses (see Complete Communities Direction Strategy section above).

RECOMMENDATION

- The Urban Planning Division recommends approval for the following reasons:
 - The proposed development is consistent with the policies of the Complete Communities Direction Strategy;
 - The proposed development is located along a Regional Mixed Use Corridor, where small scale commercial developments are encouraged; and
 - This type of small scale commercial development fits the current context of the development pattern on St. Mary's Road and reflects the vision for how our Regional Mixed Use Corridors should be developed.

This Report Submitted by:
Planning, Property and Development Department
Urban Planning Division

Report Prepared By: Richard Mahé, MCIP
PPD File # DAZ 205/2016

Schedule “A” for File No. DAZ 205/2016, Riel Committee, dated May 30, 2016

By-Law No. _____		File No. DAZ 205/16
Atlas Sheet No. _____		Explanation A proposed zoning change to By-law No. 200/2006 by rezoning the land located at 96 St. Mary's Road from an "R2" RESIDENTIAL TWO-FAMILY DISTRICT to a "C1" COMMERCIAL NEIGHBOURHOOD DISTRICT for the establishment of an office use as shown outlined below.
<div><div>N</div><div>AB26 RIEL COMMUNITY</div></div>		
<div><div>MONCK AVENUE</div><div><div>96</div><div>26</div><div>C1</div><div>28956</div></div><div>ST. MARY'S ROAD</div><div>102</div><div>106</div><div>25</div><div>24</div><div>PUBLIC LANE</div><div>174</div><div>4</div><div>385</div></div>		
THIRD READING : _____ EFFECTIVE DATE : _____		
ZONING AGREEMENT : YES <input type="checkbox"/> NO <input type="checkbox"/> CAVEAT No. _____		

Exhibit “11” referred to in File DAZ 205/2016

REVISED ADMINISTRATIVE REPORT

Title: DAZ 205/2016 – 96 St. Mary’s

Issue: An application for consideration at the Public Hearing to rezone an existing R2 lot to C1 for the construction of a commercial building.

Critical Path: Riel Community Committee – Standing Policy Committee on Property and Development – Executive Policy Committee – Council as per the *Development Procedures By-law* and *The City of Winnipeg Charter*.

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Smith	N/A	N/A	

RECOMMENDATIONS

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule “A” for file DAZ 205/16 dated May 30, 2016 to a “C1” Commercial Neighbourhood District subject to the following:
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REASON FOR THE REPORT

- The applicant is proposing to rezone the two lots into one and rezone the property to C1 for an office use.
- Re-zonings require a Public Hearing as per the *Development Procedures By-law* and *The City of Winnipeg Charter*.
- The Report is being submitted for the 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 subject site will be rezoned consistent with the map provided in Schedule "A" of this report.

HISTORY

- N/A

CONSULTATION

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

SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning
Prepared by:	Richard Mahé, MCIP
Date:	May 30, 2016
File No.	DAZ 205/2016

List of Schedules and Attachments

- | | |
|-----------------|--|
| 3. Appendix A | Planning Discussion |
| 4. Schedule "A" | Recommended File No. DAZ 205/2016 Riel Community Committee, dated May 30, 2016 |

APPENDIX 'A'

DATE: May 30, 2016

FILE: DAZ 205/2016

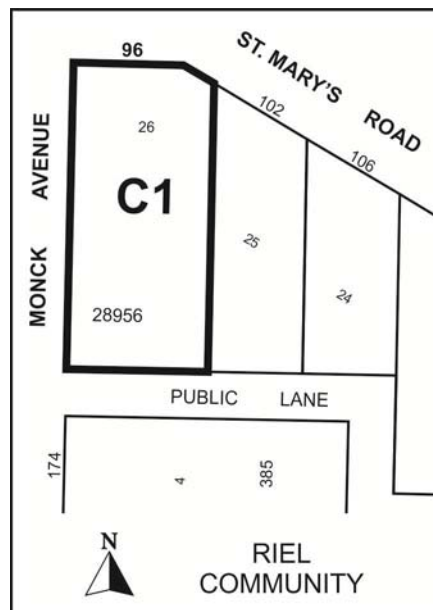
RELATED FILES: DAV 16-115543/D; DCU 16-115558D

COMMUNITY: Riel Community

NEIGHBOURHOOD #: 5.514

SUBJECT: To rezone to C1 to facilitate the construction of a building with an office use

LOCATION: 96 St. Mary's Road (see map below)



APPLICANT: Barrie J. Ottenbreit
115 Bannatyne AVE Unit 310
Winnipeg , Manitoba R3B 0R3

OWNER: JOSEPH N & ANGELA MANSFIELD
96 ST MARY'S RD
Winnipeg , Manitoba R2H 1H8

SITE DESCRIPTION

- The subject property is located on St Mary's RD, in the Norwood West neighbourhood of the St Boniface ward.
- The site is located on a Regional Mixed Use Corridor under the Complete Communities Direction Strategy. The property is zoned R2 – Two-Family.
- The property is 60 feet wide by 129 feet deep and measures approximately 7,752 square feet in area. The property contains a one-storey single family building with a living area of 1,143 square feet, built in 1927.

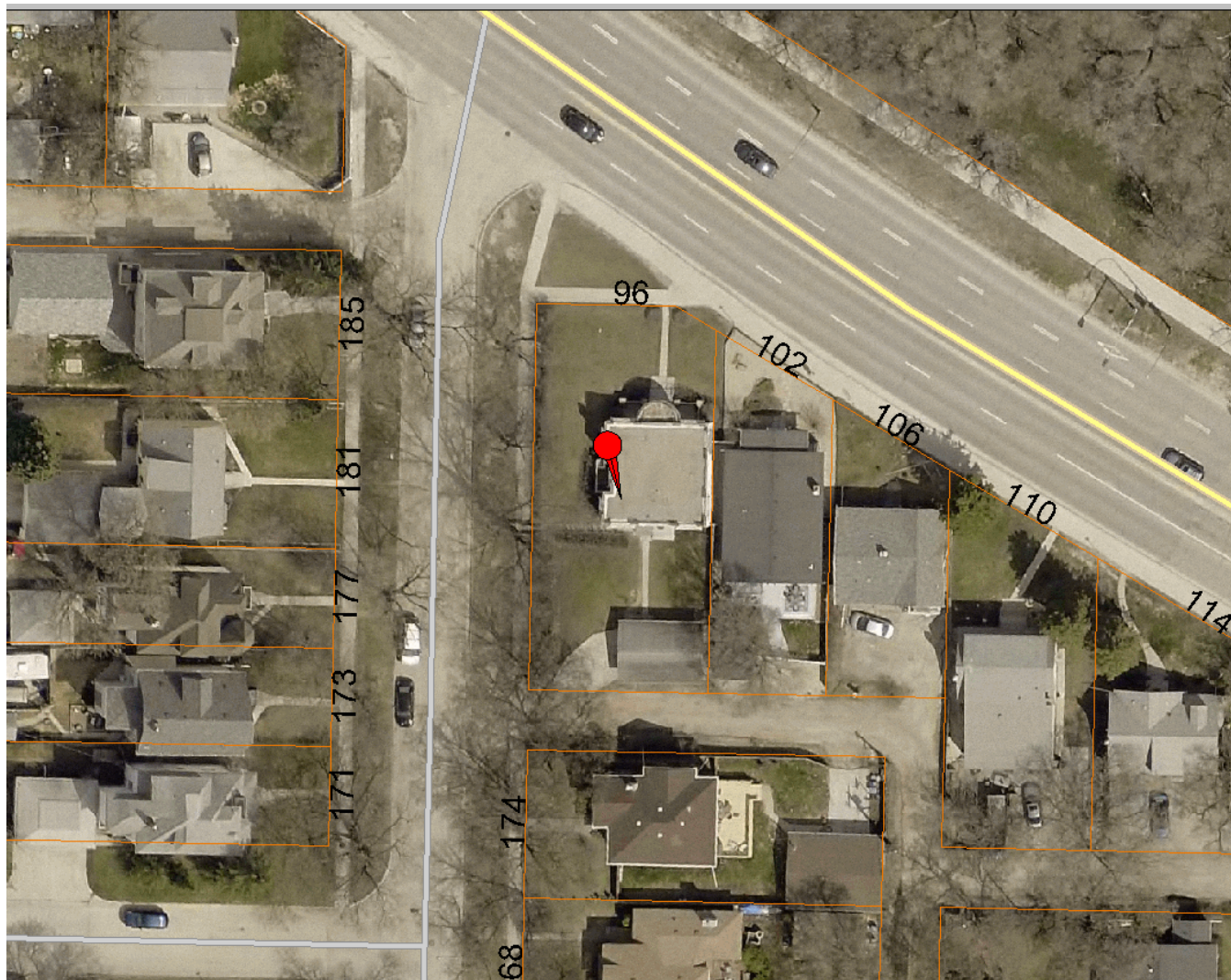


Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2014)

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: St. Mary's Road and Coronation Park zoned PR2.

South: Single family homes zoned R2 and R1-M.

East: Single family homes zoned R2.

West: Single family homes zoned R1-M.

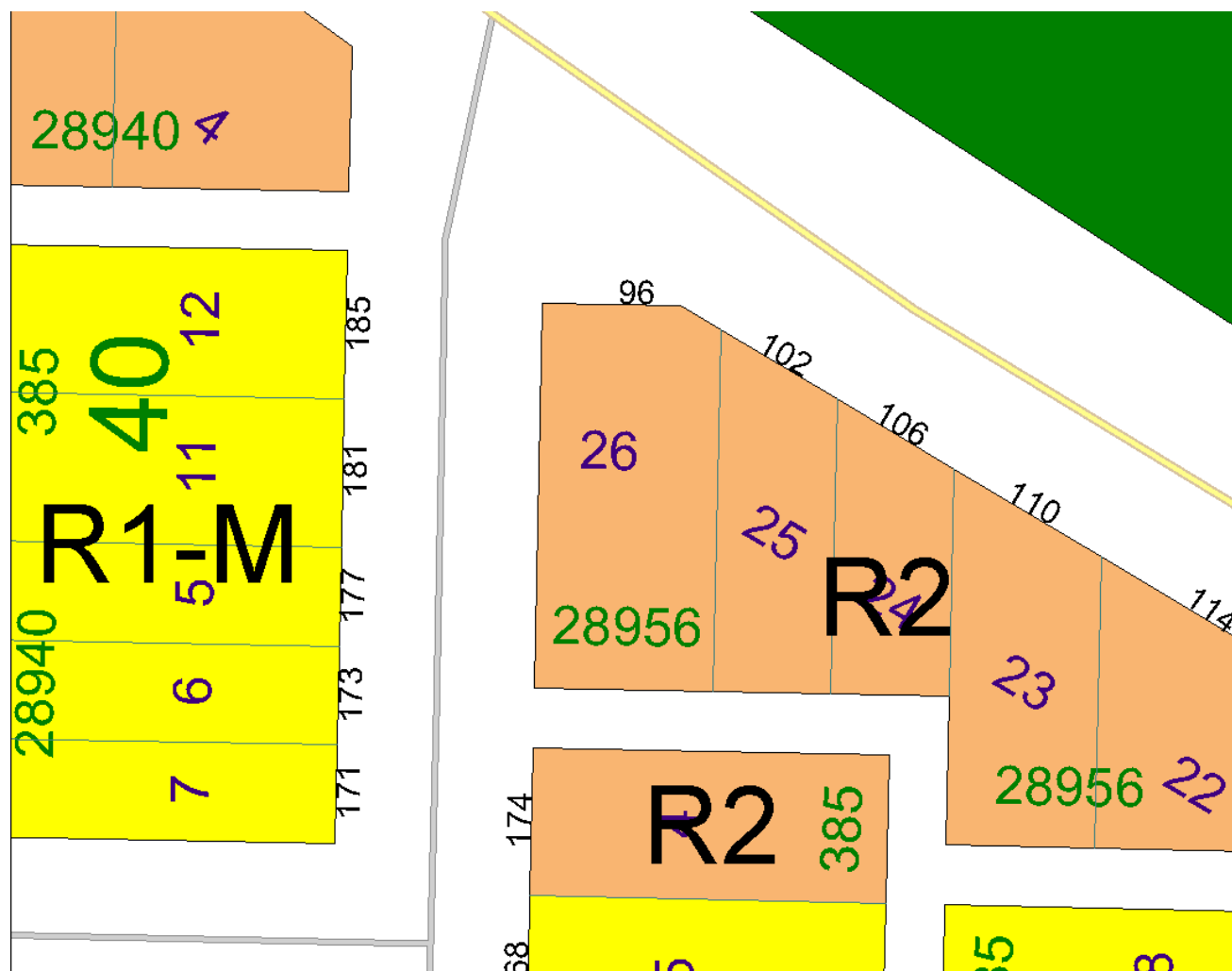


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant proposes to build a one-storey office building with an approximate building area of 3,100 square feet. The applicant is proposing to develop the basement as an office use as well. This additional square footage will permit for a full basement in the development.
- This project will include six (6) parking stalls with parking taken directly from the lane.
- A five (5) foot tall wooden fence is proposed on the east property line from the northeast corner of the building to the rear property line.

- Hard and soft landscaping is provided on the north side of the building facing St. Mary's Road, which is consistent with other residential buildings along the block.
- In addition to this rezoning application there is a conditional use application to permit an office use with a gross floor area greater than 5,000 square feet and variances for reduced east side yard and the accessory off-street parking.
- The proposed development also involves the demolition of the existing single family building on the property and detached garage.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY

- Under the *Complete Communities Direction Strategy* the proposed development is located on the St. Mary's Road 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:
 - Provide a mix of employment, higher-density residential opportunities, retail and service uses that support the needs of and respect the context of adjacent communities.
 - Mitigate the potential impacts of new development on neighbouring streets, parks and properties.
 - Where appropriate, develop corridors in accordance with transit-oriented development principles.
- Key relevant policies guiding development within our Commercial Areas include:
 - Approve new locations for commercial development where significant residential areas are not well served with commercial space, where existing commercial areas cannot accommodate expansion, where the long term negative impacts on existing regional and commercial centres will be minimal, where additions to the regional street system can be demonstrated to have long term benefits and where a full range of municipal infrastructure can be provided in an environmentally-sound, economical, and timely manner.
 - Encourage an animated streetscape and "eyes on the street" as determined by the characteristics of the urban structure area in which they are located. This may include placing parking at the rear of the building with proper screening, orienting buildings and entrances the public street and blending public and private space through the use of windows.
- Complete Communities Direction Strategy encourages development and redevelopment of existing residential and commercial properties along our Corridors as they are ideal locations for transformative change.
- The proposed redevelopment of this property for the construction of a small scale commercial use fits within the Complete Communities vision of supporting the viability of existing commercial strip and providing a range of goods and services.

- Redevelopment along our Corridors, especially within our mature parts of the city, is always going to be challenging given the size and configuration of lots along those Corridors. As a result, variances are generally associated with their redevelopment.
- A review of the area in close proximity to the site did not show many vacant store fronts. Additionally, much of the store fronts along St. Mary's Avenue, within close proximity to the site, are small in nature.

TRANSIT-ORIENTED DEVELOPMENT HANDBOOK

- The Complete Communities Direction Strategy advises that corridors should be developed in accordance with transit-oriented development principles.
- The City of Winnipeg has a Transit Oriented Development Handbook to guide such development. It was endorsed in principle by Council on February 22, 2012.
- The TOD Handbook is a high-level framework document that guides and facilitates mixed-use, pedestrian-oriented infill development along rapid transit corridors and high frequency transit corridors.
- While the bulk of the Handbook deals with higher-level issues, there are a number of Principles that can be applied at a site-specific level such as the proposed development. Specifically, it highlights six:
 7. Medium to high density development that is greater than the community average.
 8. A mix of uses.
 9. Compact, high quality pedestrian-oriented environment.
 10. An active, defined centre.
 11. Innovative parking strategies.
 12. Public leadership.
- As the Handbook relates to the proposed development, its direction relating to site design is important to consider. Characteristics of Principle no. 3 include:
 - Entrances oriented to be easily accessible from the public sidewalk.
 - Centrally located, secure, and convenient bicycle parking.
 - High-quality architectural design and detail conveying a sense of place and relating to the street and the pedestrian environment, including active first floor storefront with windows, awnings, architectural features, lighting, and landscaping.
- This proposed project meets the intent of the TOD handbook, in terms of its design and location.

TRANSPORTATION MASTER PLAN (TMP)

- St. Mary's Road is identified as a Truck Route in the TMP and is classified as an arterial road. Arterial roads primarily provide traffic movement across the City. In this case, St. Mary's Road is the primary feeder route into the Downtown from the south end of the city. This results in approximately 35,600 vehicle trips per day at this location of St.

Mary's Road (2015 Average Weekday 24hr Traffic). For context, this segment of St. Mary's Road receives more traffic than Provencher Boulevard (30,200), Corydon Avenue (27,100), Osborne Street (30,400-35,000), and St. Anne's Road (34,000). It also receives almost as much daily traffic as Marion/Goulet Streets (36,200) combined.

- St. Mary's Road is identified as a potential quality transit corridor in the City of Winnipeg's Transportation Master Plan that can become the focal points for new development and redevelopment. The Quality Corridor concept was introduced in Winnipeg between 2007-2009 and refers to high-performance and high-frequency on-street bus routes that are assisted by transit priority measures (diamond lanes, transit priority signals, queue jump lanes, etc.), and whose major stops are upgraded to include heated shelters, real-time bus departure displays, benches, posted route and schedule information, and other amenities.

ZONING

- The Commercial Community (C1) zoning district is intended to accommodate small, compact commercial uses within or surrounded by residential areas that are attractive and compactible in scale and character with surrounding residential uses, to serve the convenience needs of the surrounding neighbourhood.

COMMUNITY CONSULTATION

- The applicant held a public open house at the Norwood Hotel between 5:00pm and 7:00pm on February 24th, 2016. Invitations were delivered to approximately 42 residences and businesses in the neighbourhood near the property. The following streets were included on the invite list: St. Mary's Road, Monck Ave, Taché Ave, Claremont Ave and Walmer Ave. Based upon the attendee registry, seven (7) people showed up to the open house.

NEIGHBOURHOOD CONCERNS

- Five (5) area residents have voiced their concerns regarding the proposed application. The following is a summary of those concerns:
 - Area resident want to keep the Norwood West neighbourhood (commonly known as Norwood Flats) as single family, including the St. Mary's Road properties;
 - There is a concern that approving a rezoning application for commercial will drastically change the character of the neighbourhood;
 - There is a concern that approving commercial uses on St. Mary's Road will have a significant impact on traffic volumes and on-street parking capacity within the neighbourhood;
 - The existing house is a neighbourhood landmark and want to see it restored;
 - The proposed project will have a negative impact on property values; and
 - The proposed project will increase traffic which will create safety concerns for kids in the neighbourhood.

COMPATIBILITY WITH EXISTING NEIGHBOURHOOD AND SURROUNDING USES

- The subject site is located along the St. Mary's Regional Mixed Use Corridor characterized by multi-family, single family, institutional and commercial land uses. Properties along St. Mary's Road at the edge of the Norwood West neighbourhood include: R2 – Residential Two-Family; C1 – Commercial Neighbourhood; C2 – Commercial Community; RMF- Residential Multi-Family; and R1-M – Residential Single Family Medium. The two properties zoned R1-M on St. Mary's Road have a church use and a school use (Nelson McIntyre). The local streets within the neighbourhood are primarily single family in nature with R1-M – Residential Single Family Medium zoning.
- This neighbourhood has evolved over time to accommodate locations for commercial and higher density residential land uses along its edge, and in particular, along St. Mary's Road. For example, the area north of Walmer Avenue includes a mix of higher density residential, commercial and recreation uses. To the southeast of the property along St. Mary's Road, there is a church, a school (Nelson McIntyre) and many commercial and multi-family uses. It's clear that the location of commercial uses at the edge of the neighbourhood along St. Mary's Road is part of the character of the neighbourhood.
- The intent behind the C1 zoning category is that commercial development should as much as possible respect the scale and character of the surrounding neighbourhood. In this case, the proposed development has done a good job of proposing a development that achieves that intent. The design of the building includes architectural elements of the neighbourhood (pitched roof and chimney) with a modern design. The height of the proposed project is very much in line with the adjoining properties. The height of the building to the top of the roof peak is 25'-1", the height of the midpoint of the roof slope is 19'-8" and the height of the top of the chimney is 22'-4". The design of the building also puts the highest point of the building on away from the single family dwelling and towards Monck Avenue. Further, the proposed building is shorter than what is permitted within an R1 zoning district and what is present within the neighbourhood. Additionally, the proposed building materials for the building elevations are high quality and reinforce the high quality design of the neighbourhood.
- When transitioning to higher density uses along our Corridors within an area with single family dwellings, it is preferable to begin the transition on corner lots. Corner lots are preferred because they minimize the potential/perceived impact by being located on a street corner, which has fewer neighbours. However, it should be noted that the C1 zoning district does permit certain uses that may be perceived as incompatible to adjoining single family dwellings. For example, restaurants can have noise, smells and increased traffic and parking concerns associated with their use. As such the Winnipeg Public Service, recommends that the following uses be considered conditional at this location rather than permitted, as is the case within the C1 zoning district:
 - Protection and emergency services;
 - Animal hospital or veterinary clinic;
 - Kennel;
 - Restaurant; and
 - Retail sales.
- Requiring these uses to go through a conditional use application process will require that any future property owner go through a public hearing at the Riel Community Committee

prior to its approval. This will allow community residents to have their voice heard when considering a significant change in use.

- Parking is always a concern among area residents when considering a proposed change in use in the neighbourhood. In this case, the proposed project meets the zoning by-law in terms of off-street parking spaces required (i.e. 6 parking stalls). The property is also located within close proximity to many public transit routes, including high frequency and express routes which should reduce the need for off-street parking stalls. The following are the routes in close proximity to the subject site:
 - Routes #10, #14, #53, #54, #55, #110
- It should be noted that the City of Winnipeg has undergone massive change since the house at 96 St. Mary's Road was built in 1927. At the time of construction, St. Mary's Road was not the major arterial street that it is today, with over 35,000 vehicular trips per day. Single family dwellings would have been a good use on a street when it was more local in nature and did not experience the same kind of traffic volumes that it does today. In short, the context along St. Mary's Road has changed and the proposed land uses that can be expected along that street have changed as well. The City of Winnipeg's planning documents (i.e. OurWinnipeg and Complete Communities Direction Strategy) have also evolved over time. These documents promote a range of uses along our Corridors, including small scale commercial uses (see Complete Communities Direction Strategy section above).

RECOMMENDATION

- The Urban Planning Division recommends approval for the following reasons:
 - The proposed development is consistent with the policies of the Complete Communities Direction Strategy;
 - The proposed development is located along a Regional Mixed Use Corridor, where small scale commercial developments are encouraged; and
 - This type of small scale commercial development fits the current context of the development pattern on St. Mary's Road and reflects the vision for how our Regional Mixed Use Corridors should be developed.

This Report Submitted by:
Planning, Property and Development Department
Urban Planning Division

Report Prepared By: Richard Mahé, MCIP
PPD File # DAZ 205/2016

Schedule “A” for File No. DAZ 205/2016, Riel Committee, dated May 30, 2016

By-Law No. _____		File No. DAZ 205/16
Atlas Sheet No. <div><div>N</div><div>AB26 RIEL COMMUNITY</div></div>		Explanation A proposed zoning change to By-law No. 200/2006 by rezoning the land located at 96 St. Mary's Road from an "R2" RESIDENTIAL TWO-FAMILY DISTRICT to a "C1" COMMERCIAL NEIGHBOURHOOD DISTRICT for the establishment of an office use as shown outlined below.
<div><div>MONCK AVENUE</div><div><div>96</div><div>26</div><div>C1</div><div>28956</div></div><div>ST. MARY'S ROAD</div><div>102</div><div>106</div><div>25</div><div>24</div><div>PUBLIC LANE</div><div>174</div><div>4</div><div>385</div></div>		
THIRD READING : _____		EFFECTIVE DATE : _____
ZONING AGREEMENT : YES <input type="checkbox"/> NO <input type="checkbox"/>		CAVEAT No. _____