

490 Shaftesbury Boulevard

Stakeholder Meeting

September 29th, 2021



Overview

- Who are we?
- What would we like to do?
- Project Recap - Work to Date
- Planning Context
- Engagement Process
- What We Heard
- Design Concepts
- Next Steps
- Questions?



View from Shaftesbury Boulevard looking west

Who are we?

What would we like to do?

Private Pension Partners (P3), a private equity real estate investment management firm, is considering an application to rezone the parcel to accommodate a residential multi-family development. P3 recognizes that nearby residents and stakeholders may be interested in the potential redevelopment of this parcel.

Landmark Planning & Design has been retained to lead an engagement and planning process. We would like to receive your input and address any concerns or questions you may have.



Project Recap – Work To Date

March 2021

- P3 held two Virtual Open House sessions with nearby residents and various stakeholders to discuss the proposed development and to receive feedback

Spring 2021

- P3 continued due diligence work and meetings with the City

July 2021

- P3 retained Landmark Planning & Design to lead an engagement and planning process

September 2021

- Currently holding stakeholder meetings with directly adjacent residents and stakeholders to provide a project update and to gather input

Site Context



The site is 1.4 acres in area and is bounded by the following:

- Eastern boundary: Shaftesbury Boulevard & Residences
- Southern boundary: Canadian Mennonite University (CMU)
- Western boundary: CMU
- Northern boundary: Tuxedo Golf Club



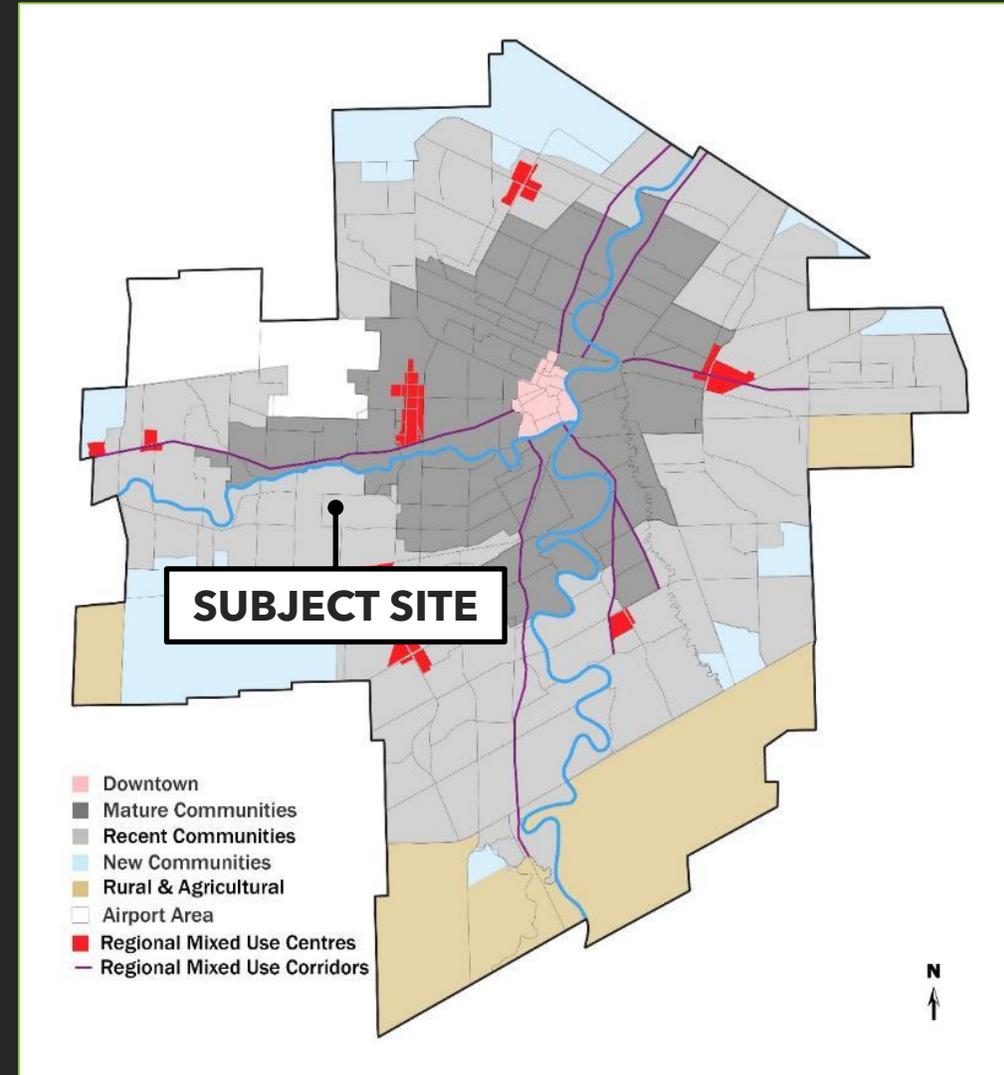
490 SHAFTESBURY BOULEVARD

Our Winnipeg – Planning Context

OurWinnipeg is the overall development plan for Winnipeg. Every piece of land in the City is designated for some form of land use.

OurWinnipeg designates this area of town as a “Recent Community”. The plan describes Recent Communities as:

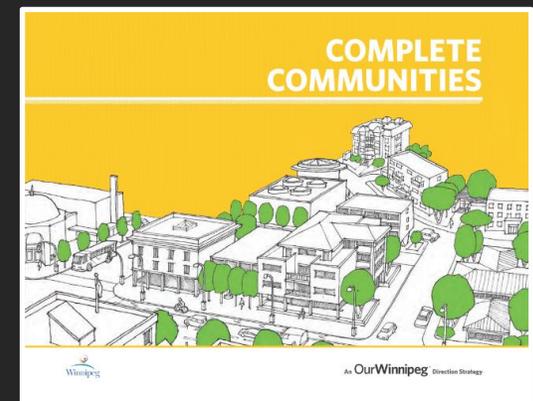
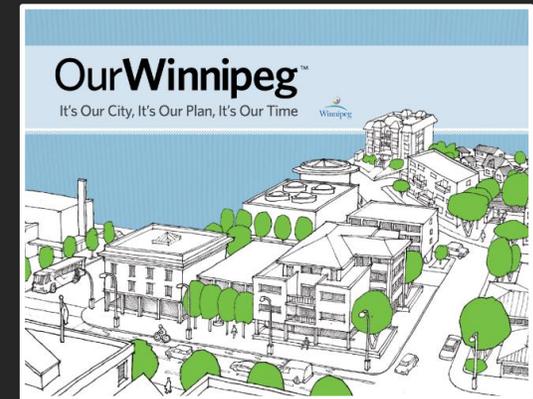
- Winnipeg’s suburbs, mostly developed after the 1950s
- Primarily residential areas and contain a mix of low and medium density housing with nearby retail amenities
- The road network is a blend of modified grid and curvilinear often without sidewalks or back lanes
- Can also accommodate low to moderate density infill development to increase housing choice, increase options for ‘aging in place’, and to maximize the use of existing infrastructure



Our Winnipeg – Policy Context

These are policies that support or promote a project like this one:

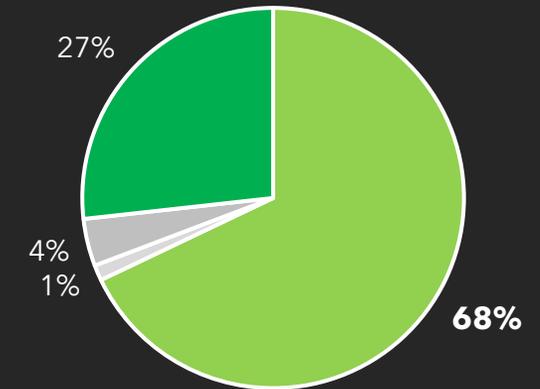
- Provide a range of housing options to accommodate various incomes, household types, abilities, and stages of life
- Promote compact urban form and manage the extension of municipal services for new growth
- Enable the intensification of land-uses through the development application process
- Encourage the creation of a range of sizes, forms and tenures of housing to meet the full life-cycle of housing needs within the community
- Foster Complete Communities by ensuring diverse and high-quality housing stock
- Support contextually-sensitive infill development that recognizes the existing form and character of its location



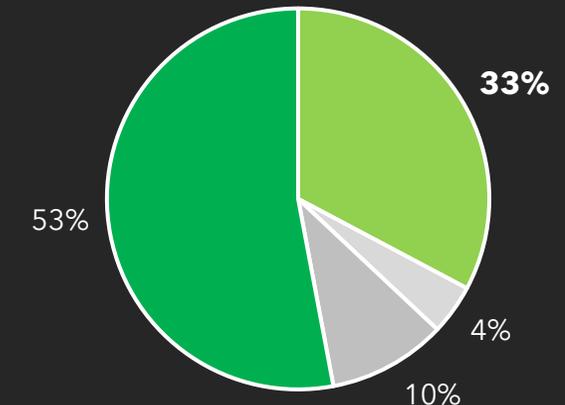
Multi-Family Context

- There has been increased diversity in housing forms and styles, including how and where this housing is provided in Winnipeg
- The housing market has shifted towards two-family and multi-family development
- In 2005, single-family homes comprised 68 percent of new housing starts in Winnipeg, in 2020 they comprised 33 percent (Source: CMHC)
- This statistic demonstrates that sites of this nature are likely to be RMF (Residential Multi-Family) and not R1 (Residential Single Family) proposals
- This statistic also underscores that existing single-family homes will only increase in value as they become an increasingly smaller share of the housing supply

Housing Starts 2005



Housing Starts 2020



■ Single ■ Semi-Detached ■ Row ■ Apartment

Multi-Family Context

- These are images of multi-family developments in the neighbourhood:

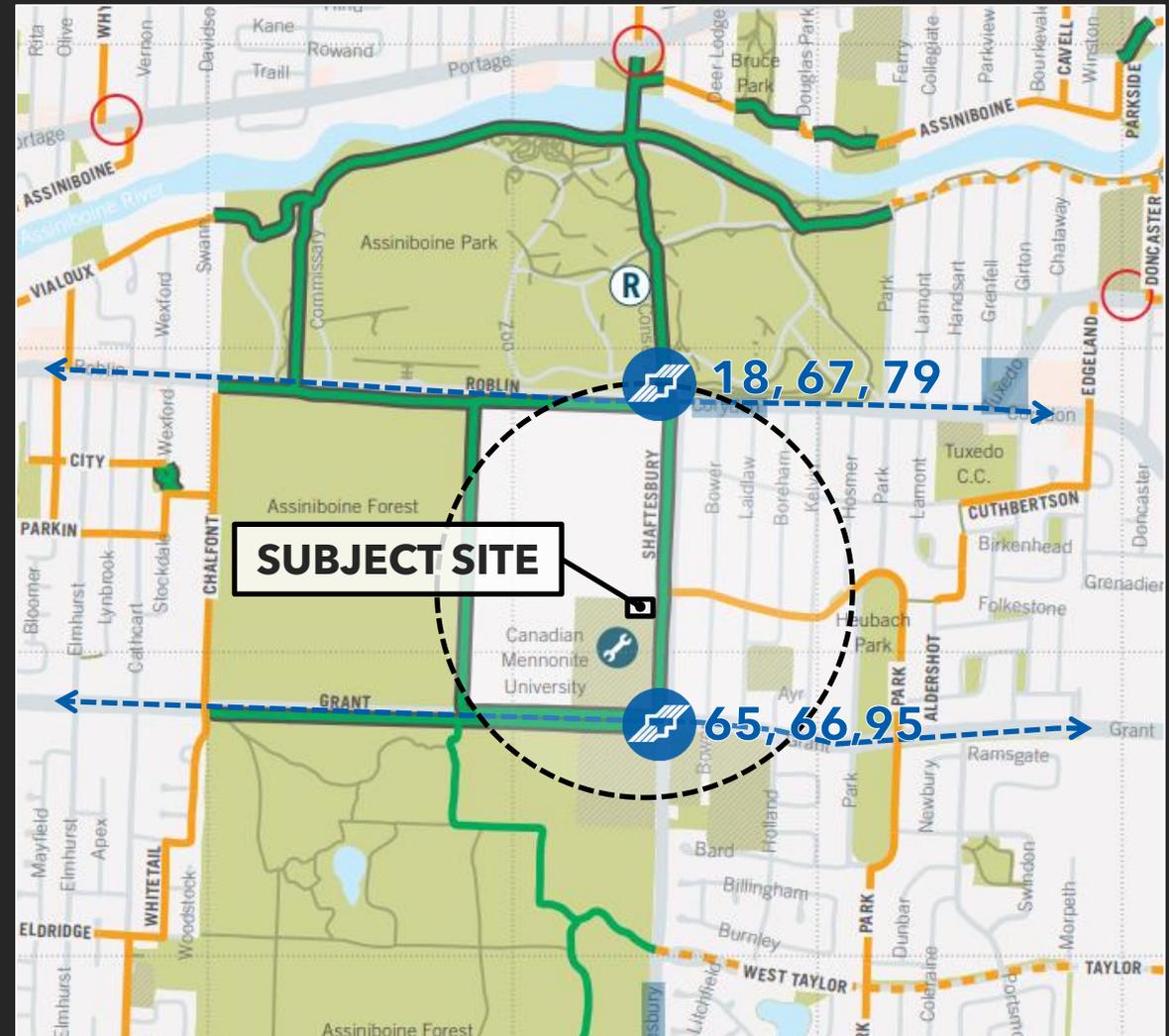


Active Transportation & Transit

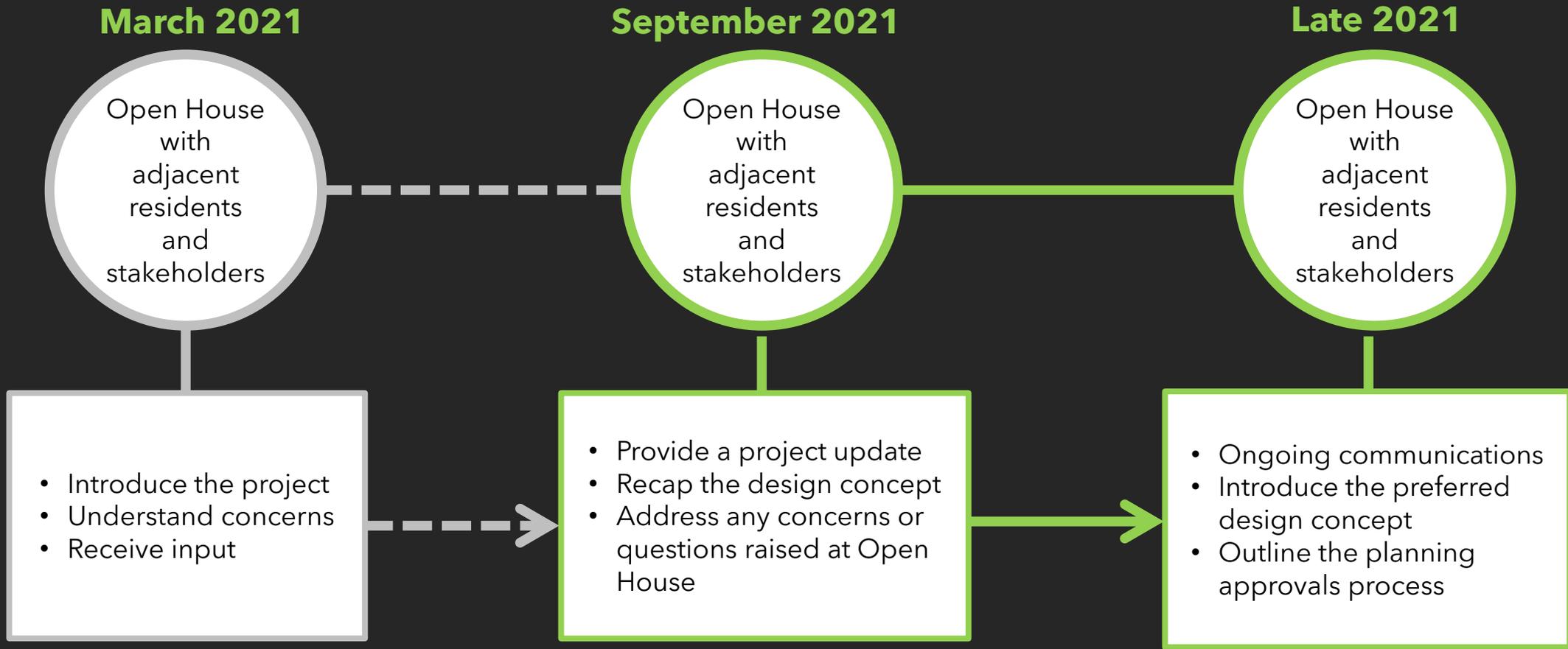
The site is well connected to the City's existing and expanding bike (Active Transportation) network.

The site is also well served by Winnipeg Transit. The following routes are within an 800-metre walk from of the property:

- Route 18
- Route 65
- Route 66
- Route 67
- Route 79
- Route 95



Stakeholder Engagement



**WE
ARE
HERE**

What We Heard

At the previous Open House events in March 2021, a few key concerns were raised by nearby residents, businesses and stakeholders. The project team will work to address these concerns through the planning and design process.

Traffic & Parking

- Concerns about increased density thus increased traffic in the area
 - Uncertainty about whether Shaftesbury Blvd can accommodate additional commuters
 - Perception that the Mountbatten Ave and Shaftesbury Blvd intersection is backlogged at peak hours
 - Will the left turn in and out from the site will be difficult?
 - Will there be sufficient guest parking?

Traffic Study

- Concerns about the information presented on the Traffic Study
 - What impact will the proposed development have on current and future traffic projections?
 - Did the traffic study account for non-pandemic traffic projections?
 - Did the traffic study consider the traffic that will arise from the Kapyong Barracks development?

What We Heard

Site Approach

- Concerns that the proposed development will potentially create conflicts at the site approach with AT pathway users
- How will the potential development mitigate safety concerns at this approach?

Safety & Road/Sidewalk Upgrades

- Questions and comments about upgrades/safety on Shaftesbury Blvd
 - Will sidewalk upgrades be required at the site approach?
 - Will a cross walk be installed?
 - Will Shaftesbury Blvd be four-lanes?
 - Will the developer be responsible for widening Shaftesbury Blvd?

What We Heard

Building Height, Shadows, Setbacks

- Concerns that building height and setbacks will potentially create shadows, loss of privacy and undesirable views for adjacent residences
- Comments that the height is out of context versus the height of residences and structures at CMU
- What are the required contents for a sun-shadow study?

Property Values

- Concerns about the potential impact of the development on property values
 - Will a multi-family and/or rental development decrease the property values particularly for the single-family homes on Shaftesbury Blvd?
 - Will a tall building decrease property values?

What We Heard

Building Design & Aesthetics

- Questions and concerns about the design of the proposed buildings and the proposed aesthetic of the buildings
 - Will the architecture of neighbouring homes/CMU be mimicked?
 - Will the buildings use high-quality, durable/sustainable, aesthetically pleasing materials?

Building Amenities

- Questions about indoor/outdoor building amenities
 - Will the building have balconies?
 - Will the building include a gym, common areas, pet-friendly units?

Community Character & Context

- Comments about whether the development fits the character and context of the Tuxedo neighbourhood

What We Heard

Greenspace & Golf Course/Club

- Questions about whether the development will be on the Golf Course
 - Concern the development will create a precedent for development on green/open spaces
 - Will there be a loss to greenspace/natural space/healthy spaces?

Landscaping & Collaboration with CMU

- Questions about landscaping particularly in collaboration with CMU
 - Will the plantings be on the CMU property?
 - What happened if CMU does not permit the developer to plant trees on their side of the property?

Sustainability

- Questions about the sustainability of the building and development
 - Will the development include electric vehicle (EV) parking stalls?
 - Will the building use geothermal or natural gas systems?
 - Will the building use sustainable construction materials?
 - Will the development implement strategies to reduce its environmental impact?

What We Heard

Construction Timing & Nuisances

- Questions and concerns about construction timing and potential construction related nuisances
 - When will construction potentially begin? Hours of construction?
 - How will construction traffic, debris and noise (from piling in particular) be mitigated?

Planning Process

- Questions about the planning process
 - How does the rezoning process work?
 - How may stakeholders make their opinions known?
 - How does the proposal fit with the City's plans/policies for the area?

Historical Land Titles Search

Based on information from Winnipeg Land Titles and historical records, the following timeline was established:

- Prior to 1914 The property was owned by F. W. Heubach, an investor, land owner and first mayor of the town of Tuxedo.
- 1914 The property was transferred to the Tuxedo Holding Company.
- 1920 Property came under the control of the Province.
- 1921 The Manitoba School for the Deaf was constructed on the southern portion of the site (500 Shaftesbury).
- 1932-1934 The Tuxedo Golf Course was constructed and opened.
- 1974 Direct Action in Support of Community Homes (DASCH) is founded – a non-profit organization dedicated to exploring and meeting the residential, day program, respite and foster care needs of youth and adults.
- 1975 The land is subdivided (Plan No. 12-444) by the Province and Lot 2 (490 Shaftesbury) was created.
- 1978 The dwelling at 490 Shaftesbury is constructed.
- 1978 The Province and DASCH entered into a 60-year leasehold agreement.
- 1993 Marymound Inc. moves a group home to the home.
- 1995 DASCH sells the property to Marymound Inc.
- 2000 CMU opens.
- 2003 Marymound dissolves the leasehold and freehold interests of the site.
- 2021 Marymound sells the property to Private Pension Partners.

Transportation Impact Study - Traffic

A Transportation Impact Study (TIS) was prepared by Stantec to assess the implications of the potential development on the surrounding transportation system. The following is a summary of the key findings:



- Following development, the TIS estimates the below increase to traffic during rush hours:
 - At peak morning rush hour, it is anticipated there would be an additional car every 3 minutes and 45 seconds
 - At peak evening rush hour, it is anticipated there would be an additional car every 3 minutes

City of Winnipeg Pre-Application

As part of P3's preliminary due diligence, a pre-application was submitted to the City of Winnipeg. The pre-application process allows an applicant to submit a draft development concept which is then reviewed by several City of Winnipeg departments. Most of the feedback from the City was incorporated and/or addressed by the project team, including the following:

Recommendation	How Addressed
To ensure the design compliments the open space and single-family residential context surrounding the site.	Design concepts were developed giving consideration to the surrounding residential context.
To mitigate negative impacts on adjacent residents.	The proposed buildings are oriented to mitigate negative privacy/shadow impacts to adjacent residents.
To provide excess bicycle parking for residents and visitors to compliment the proximity to an AT path.	Bicycle parking will be provided in excess on the subject site.

City of Winnipeg Pre-Application (Cont.)

Recommendation	How Addressed
To preserve existing natural features and enhance the natural environment through landscaping to offset hard surfaces.	A landscaping plan will be a requirement of the rezoning.
To complete an arborist report to gather recommendations for ensuring trees on adjacent properties will not be impacted by development.	An arborist report will be conducted to ensure trees on adjacent properties are not damaged.
To provide a sidewalk from the proposed building to the existing active transportation path.	A sidewalk connecting to the active transportation path will be provided.
To widen the private approach to accommodate bi-directional traffic	The project team will apply for a private approach permit.
To provide 8-10% land dedication as public reserve versus cash in lieu.	The proposal will comply.

Planning Considerations

As with any planning process, the project team has considered a variety of factors in the development of concepts. These include:

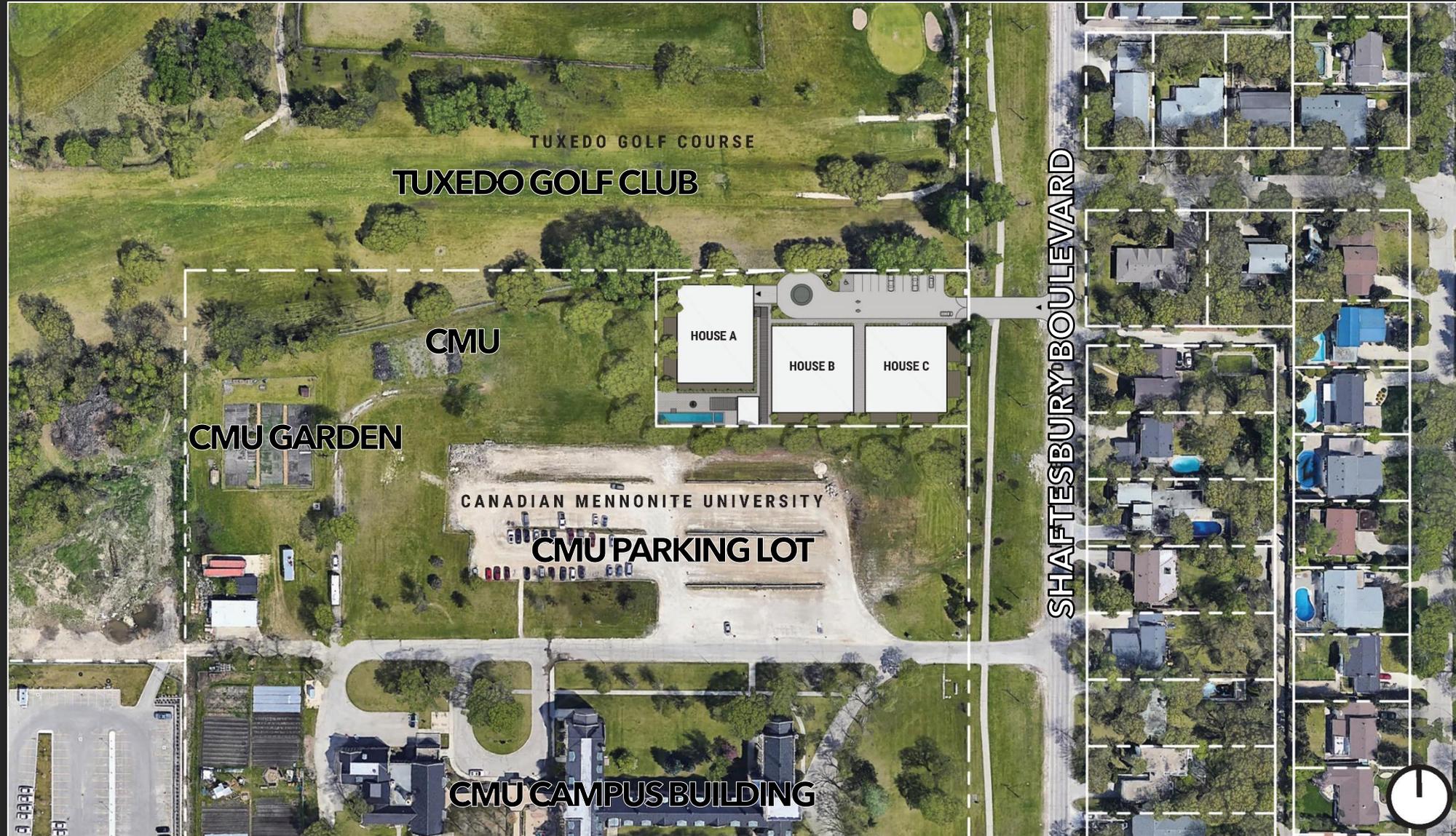
- Resident and stakeholder input
- Site design and site access
- Traffic and parking
- Density
- Height and shadows
- Setbacks and privacy
- Active Transportation and transit
- Market considerations
- Servicing constraints
- Architecture and urban design
- Tuxedo neighbourhood character and context
- Other matters as they arise

Design Concepts

The two design concepts include the following features:

- Up to 5-storey multi-family residential
- Total of 48 residential units
- Building A is 85 ft x 110 ft
- Building B is 91 ft x 97 ft
- Building C is 91 ft x 97 ft
- Widened two-way site approach
 - Option #2 proposes new access south of the existing approach
- 94 total parking stalls
 - 12 surface parking stalls and 82 underground parking stalls
 - 12 guest parking stalls (exceeds ZBL)
- 25 ft front and rear yard setbacks plus 16 ft side yard setbacks from property line to building edges
- Landscaping to the edges and throughout the site

Design Concept #1 - Site Plan



Design Concept #1 - Site Plan



Design Concept #2 - Site Plan



Next Steps

The next steps in the planning process are likely to include:

- Review stakeholder comments and feedback
- Continue to work with City departments (Parks, Planning, Public Works, Water & Waste)
- Make any changes to the development application, as necessary
- Make an application to rezone the property

Thank You!

Thank you for attending tonight's stakeholder meeting. Your feedback is important to us, so please fill out an online comment sheet at the following link:

<https://www.surveymonkey.com/r/490ShaftesburyBoulevard>

**If you have any further
questions, please contact:**

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