

# 220 Helmsdale Ave

## Stakeholder Meeting #2

March 11, 2020

# Overview

- Who are we?
- Project Overview
- Context and Considerations
- Development Concepts
- Planning Context
- General Development Concepts
- Public Engagement
- Next Steps
- Questions?

# Who are we?

**Crystal Properties LTD** – Property owner



**LM Architectural Group** – Project architect



**Landmark Planning & Design** – Public Engagement  
planning, land use



# Project Overview

- St. Stephen's Anglican Church closed their location in autumn 2018
- The Parish has moved across the rear lane to 221 Kimberley Avenue
- Crystal Properties purchased the former church and demolished the building
- Crystal Properties is exploring redevelopment options for the site and has engaged Landmark Planning & Design to undertake a public engagement process
- Parking for the Henderson Business Centre has been identified as a need
- This is the first preliminary meeting for neighbours in close-proximity
- A wider engagement process will be undertaken as the project proceeds



October 2019 Meeting

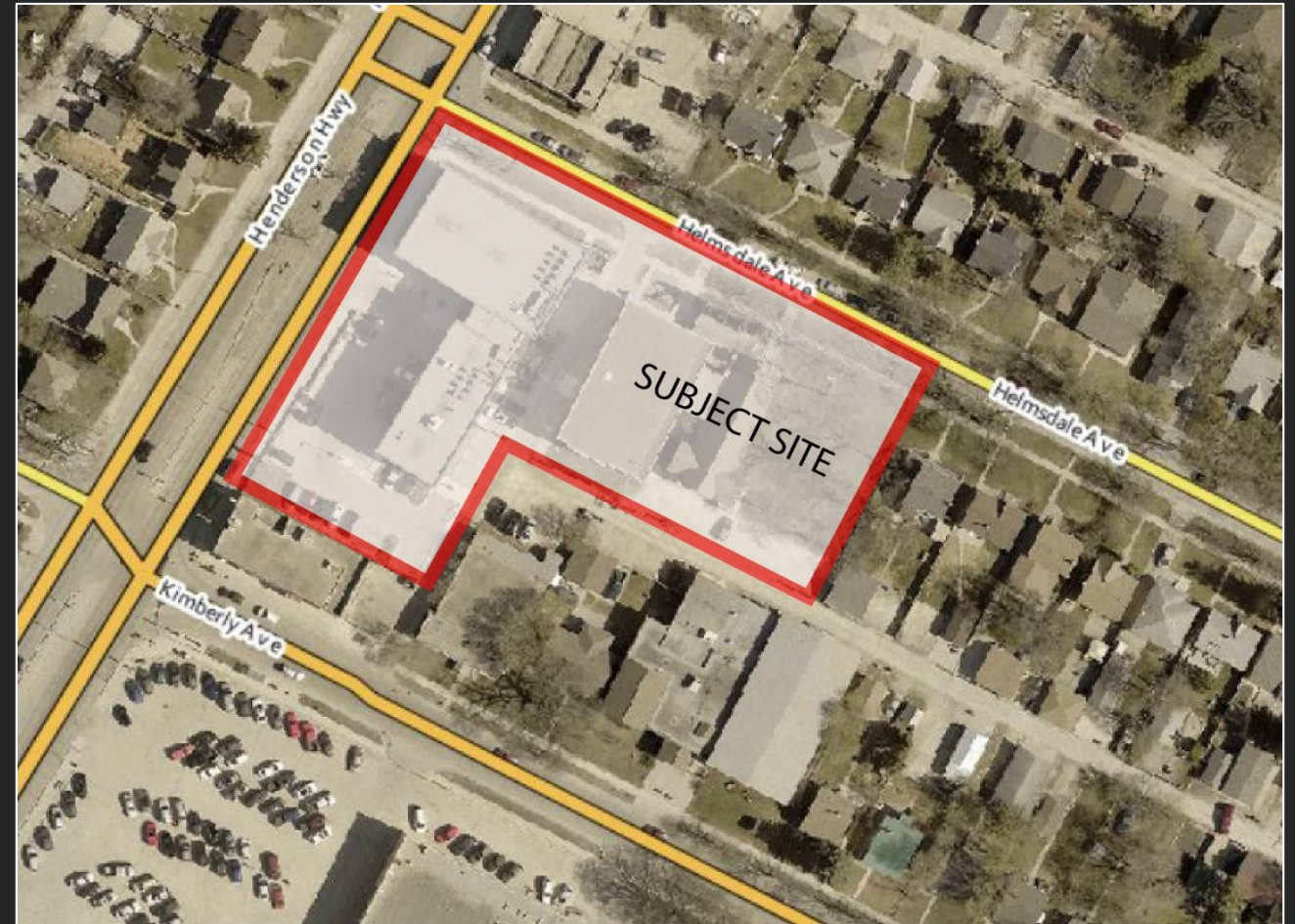


March 2020 Meeting

# Stakeholder Invitation Areas

# Site Overview

- +/- 1.25 acres site
- 196 ft frontage on Helmsdale





# Zoning

- The site is currently zoned Residential Single-Family Medium (R1-M) along Helmsdale and Commercial Community (C2) along Henderson
- The site is located within a designated “*Urban Infill Area*”
- Adjacent properties are zoned R1-M, C2
- Within the general area there are several different residential, commercial and multi-family zoning designations (see next slide)





# Neighbourhood Planning Considerations

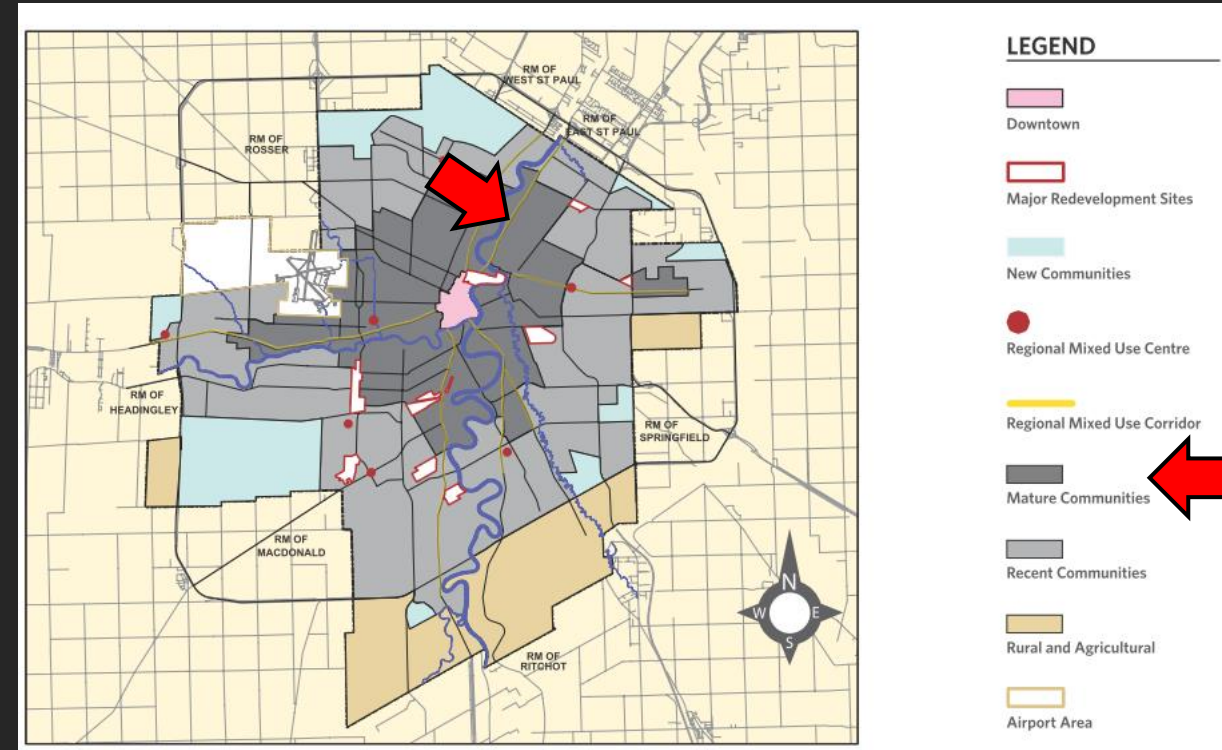
- There are a mix of uses including commercial and residential
  - Commercial and multi-family uses fronting Henderson Highway
  - Predominantly single-family residential on cross streets
  - Institutional uses in proximity
  - Several multi-family buildings in the area including on Henderson between Helmsdale and Dunrobin
- While single-family homes are predominant east of Henderson, the subject site consists of 2 large parcels
- There is limited opportunity for off-street parking
- The site is adjacent to Henderson Highway, which is designated as a “*Regional Mixed-Use Corridor*” and a transit “*Quality Corridor*”

# OurWinnipeg – 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.

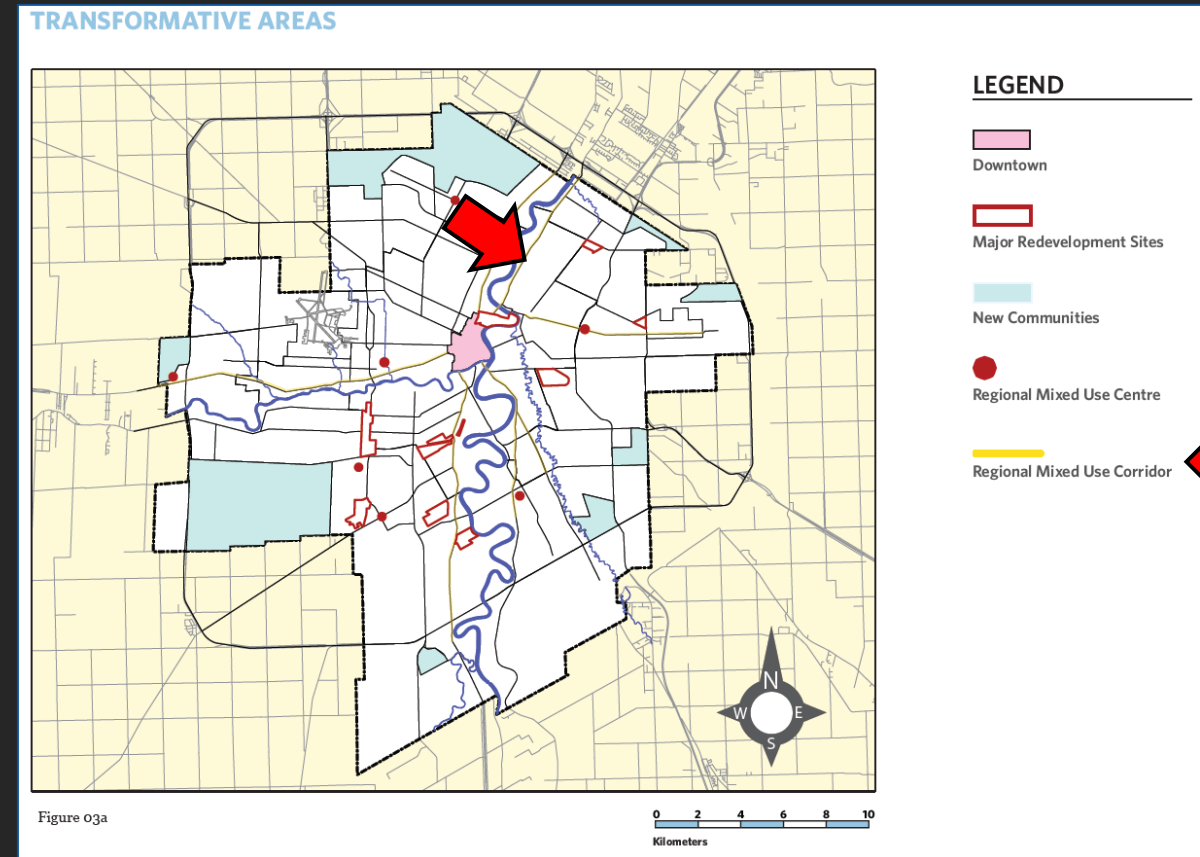
**OurWinnipeg** designates this area of town as a “Mature Community”

- Support low to moderate change in low-density neighbourhoods.
- Redevelopment should be complementary to the existing scale, character and built form.
- Ensure diverse and high-quality housing stock.
- Promote a mix of housing type and tenure.
- Build upon the local heritage of mature neighbourhoods



# OurWinnipeg - Policy Context

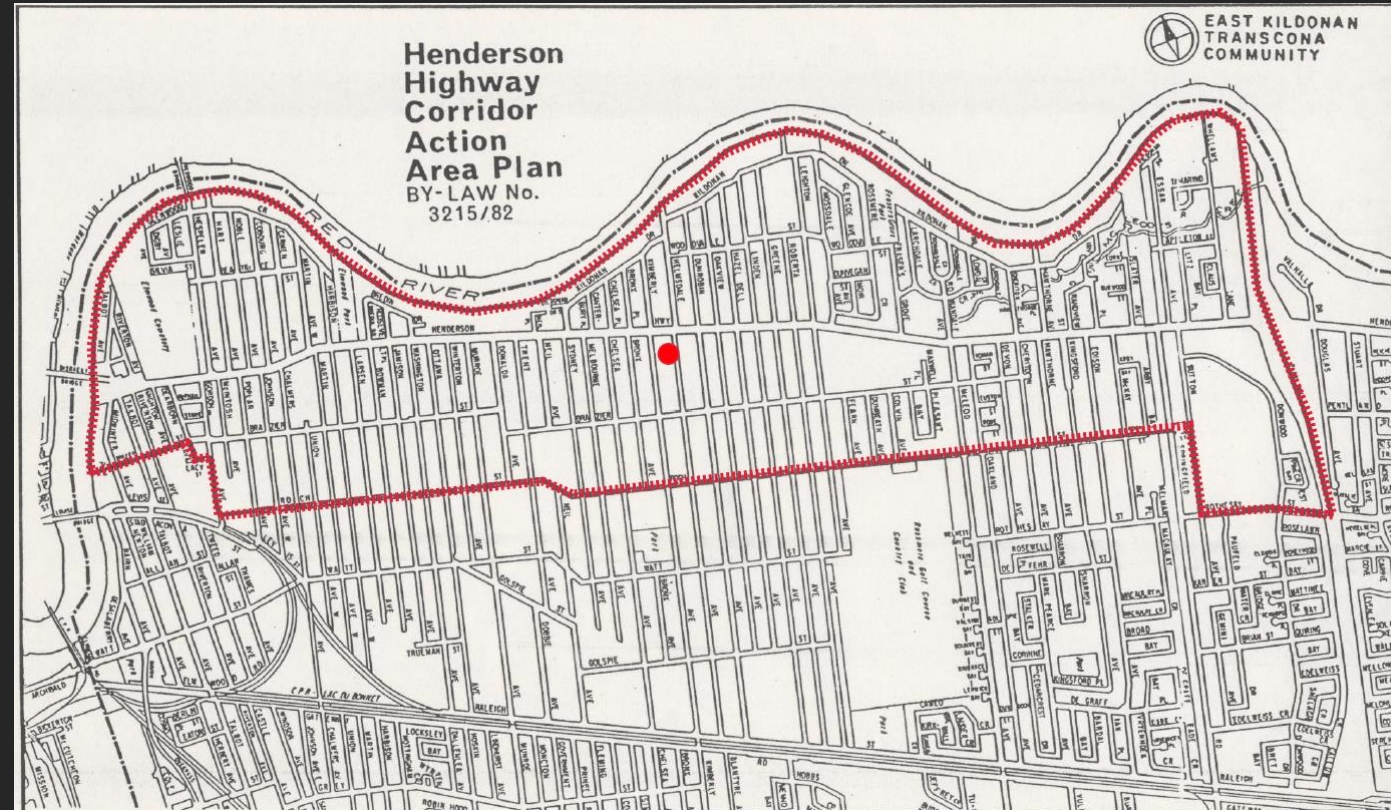
- *OurWinnipeg – Complete Communities* designates Henderson Highway as a “Regional Mixed Use Corridor.” Relevant policy directions include:
  - Develop Centres and Corridors as focal points, characterized by a mix of uses, higher density developments...and a high-level of accessibility through multiple modes of transportation
  - Focus a broad mix of residential, employment and retail development within strategic locations along corridors
  - 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
  - Support a range of housing opportunities in terms of type, tenure and unit size.
  - Support active uses (such as retail and services) at street level and office and housing on the upper levels of multi-storey developments.
  - Mitigate the potential impacts of new development on neighbouring streets, parks and properties.



# Henderson Highway Corridor Area Action Plan (3215/82)

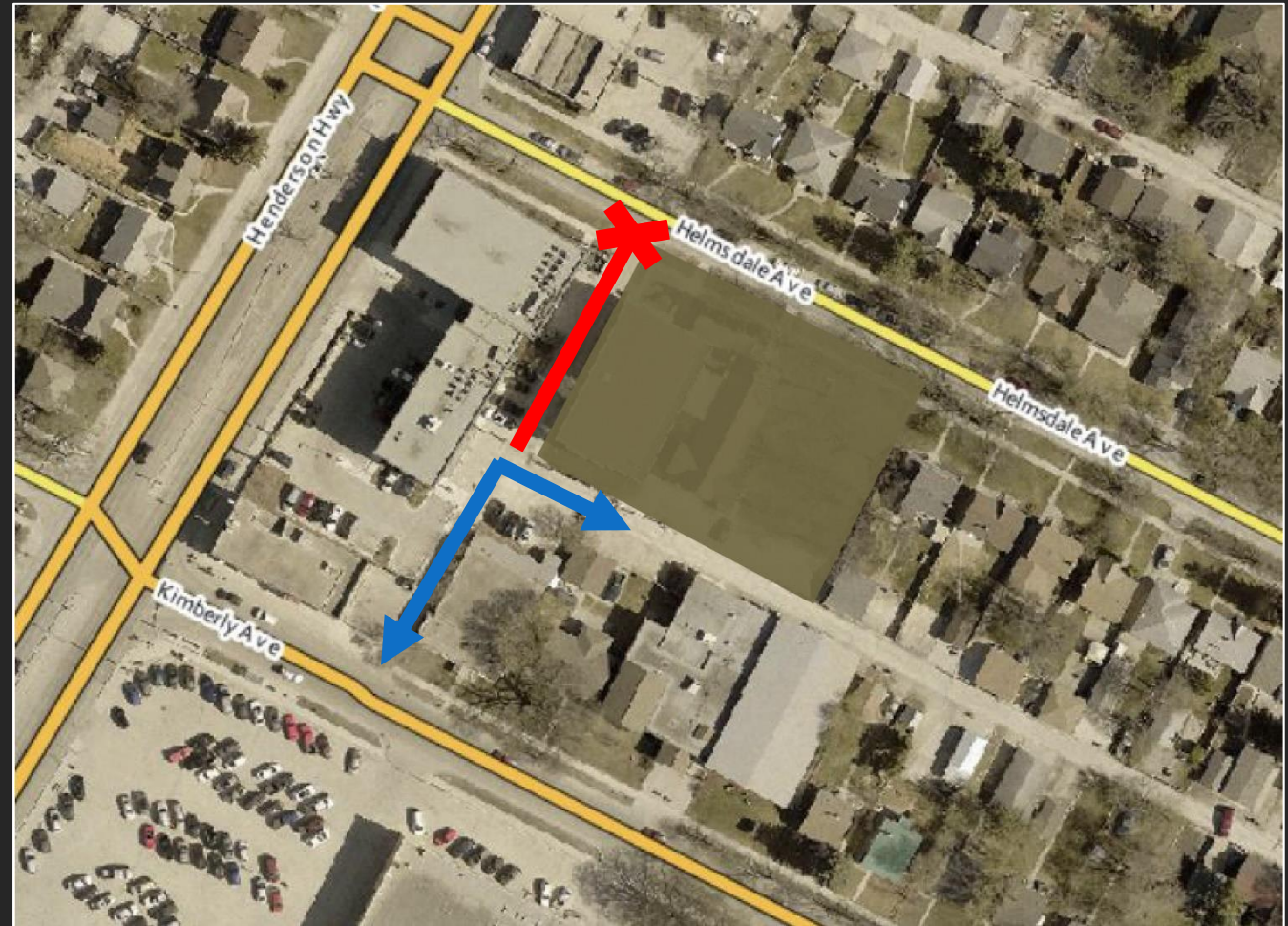
## Objectives:

- To endeavour to preserve the neighbourhood stability on Henderson Highway;
- To endeavour to preclude encroachment by incompatible uses upon the residential environment; and
- To endeavour to minimize the impact of commercial development along Henderson Highway upon the character of the adjacent residential areas.



# General Development Options

- Multi-family residential
- Mix of uses
- Off-street Parking
  - Could portion of the rear lane be close at Helmsdale?



# What we heard

- There is a general lack of parking in the neighbourhood (on-street)
- Understand that single-family homes unlikely
  - Do have concerns about density/height/fit with neighbourhood
  - Potential impact on privacy and property values
- Commercial development not desirable
- How would the height/form of a building be regulated?
- Can underground parking be developed on site?
- Seniors housing may be a good fit for the neighbourhood

# What we heard

- Would like to see some greenspace maintained on the site
- Traffic is a concern
  - Traffic generated by proposed development
  - Traffic looking for on-street parking in neighbourhood
- Not desirable to have entire site as parking
  - Some surface parking could be an option
  - Shared-use agreements with churches?

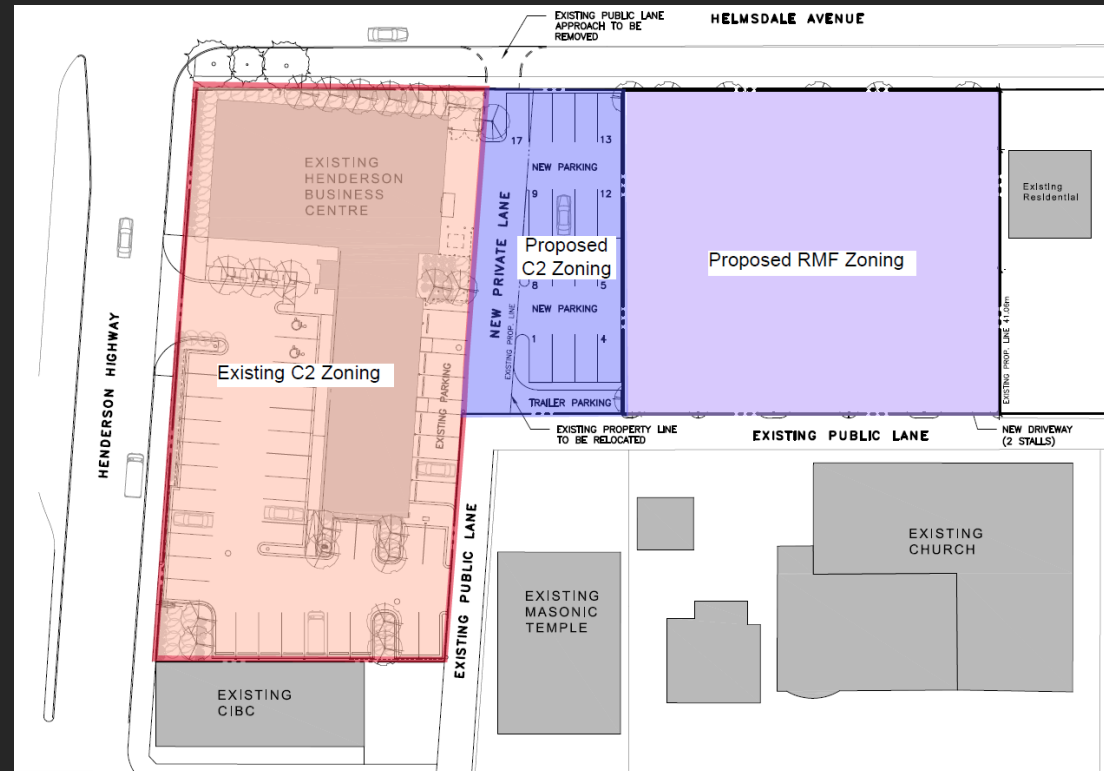


# What we heard

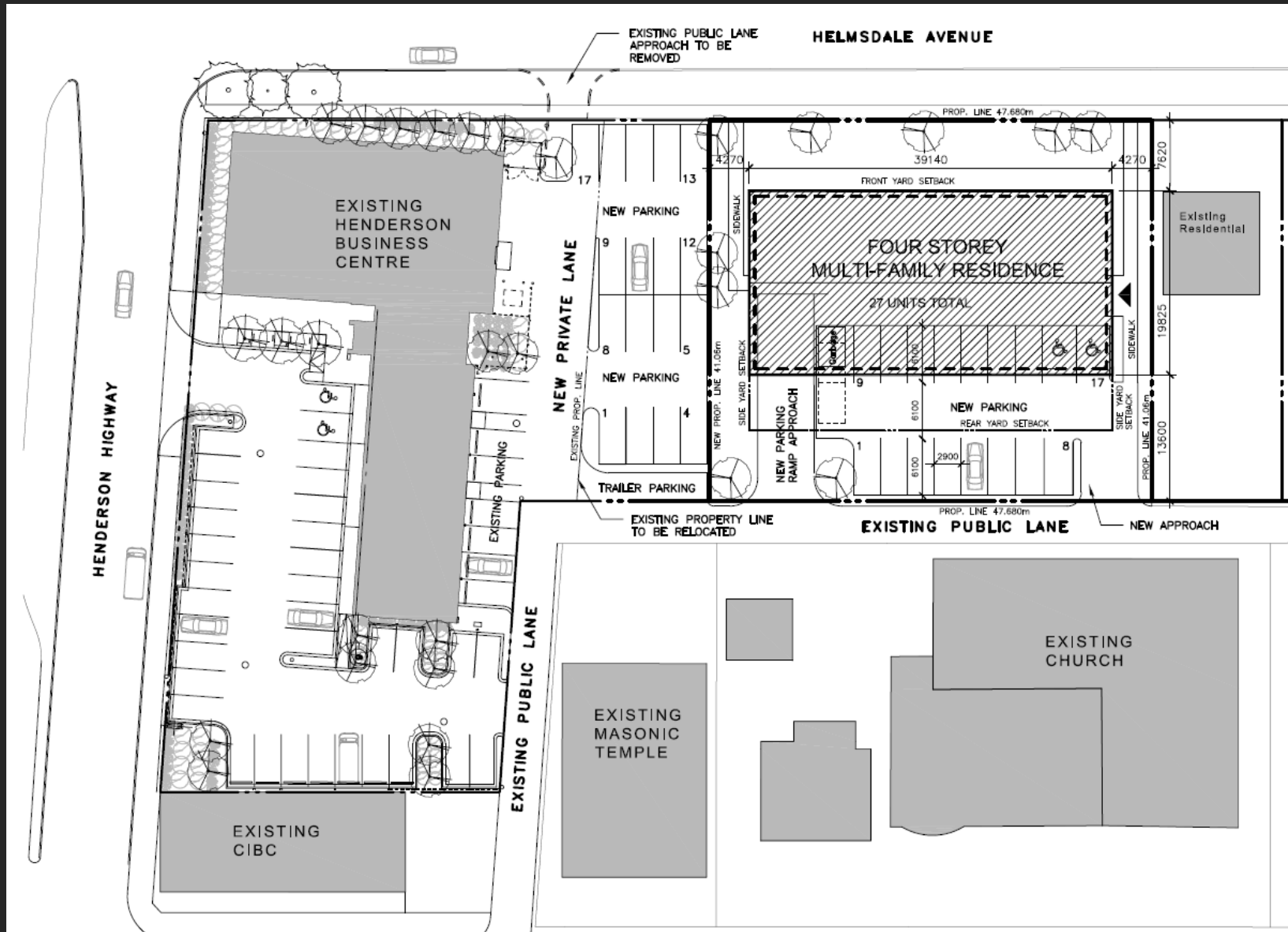
- We have attempted to incorporate the feedback received in concepts being presented
  - As the concepts are refined this will be a critical component of our work
- Not all issues can be resolved through the concepts, however many can
- Committed to providing on-going information and making further changes to concepts as the process moves forward
- Committed to continuing to listen and communicate
- A more detailed response chart is including later in the presentation

# General Development Concept

- Residential (multi-family)
- Off-street parking for Henderson Business Centre
- Potential closure of laneway
  - Could remain “open” with cross-access agreement
- All concepts are preliminary and will require revision, refinement based on input



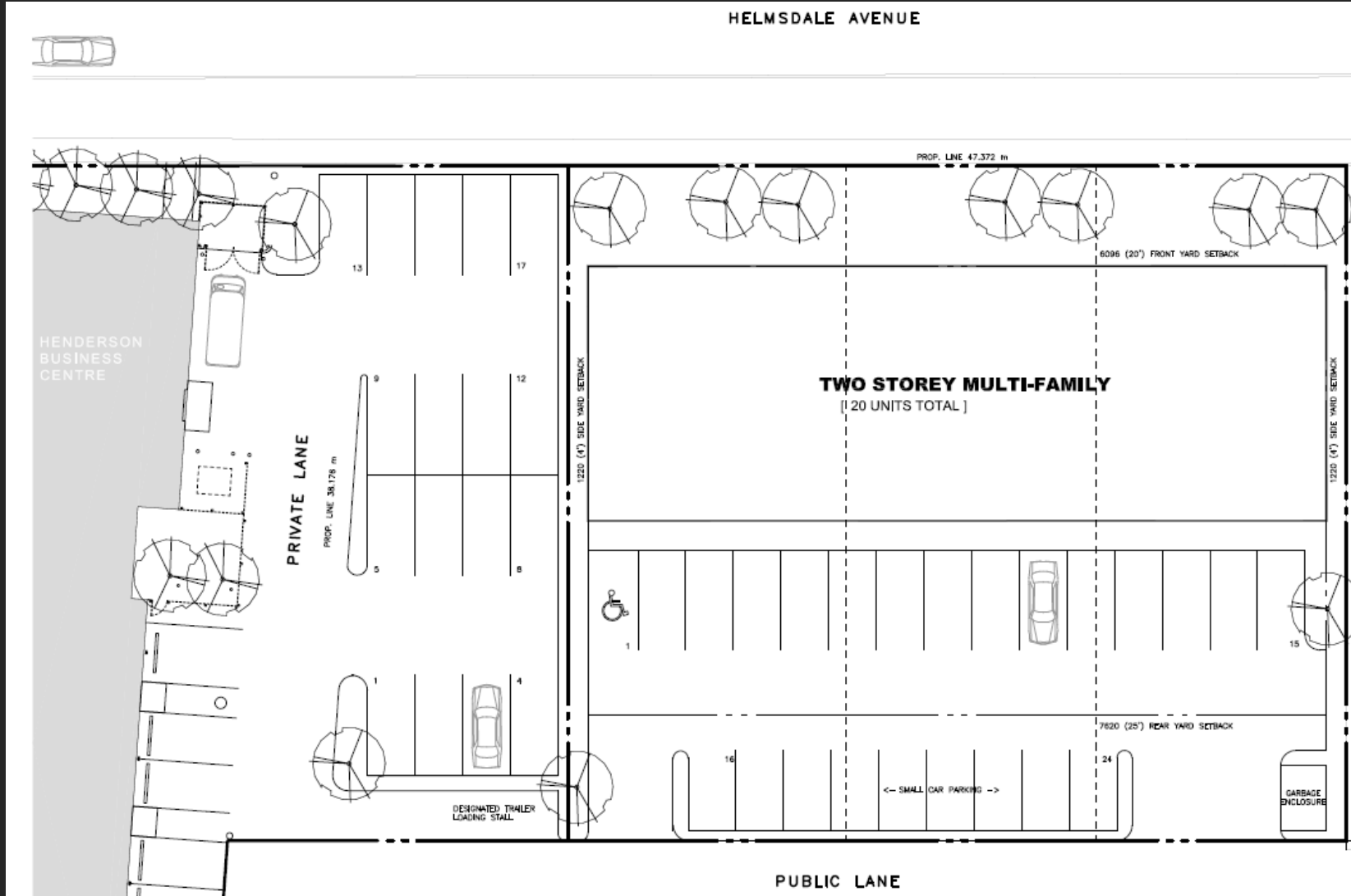
# General Development Concepts



## Four Storey Multi-Family Residence RMF-M

- 27 units
- 34 parking stalls (17 underground)

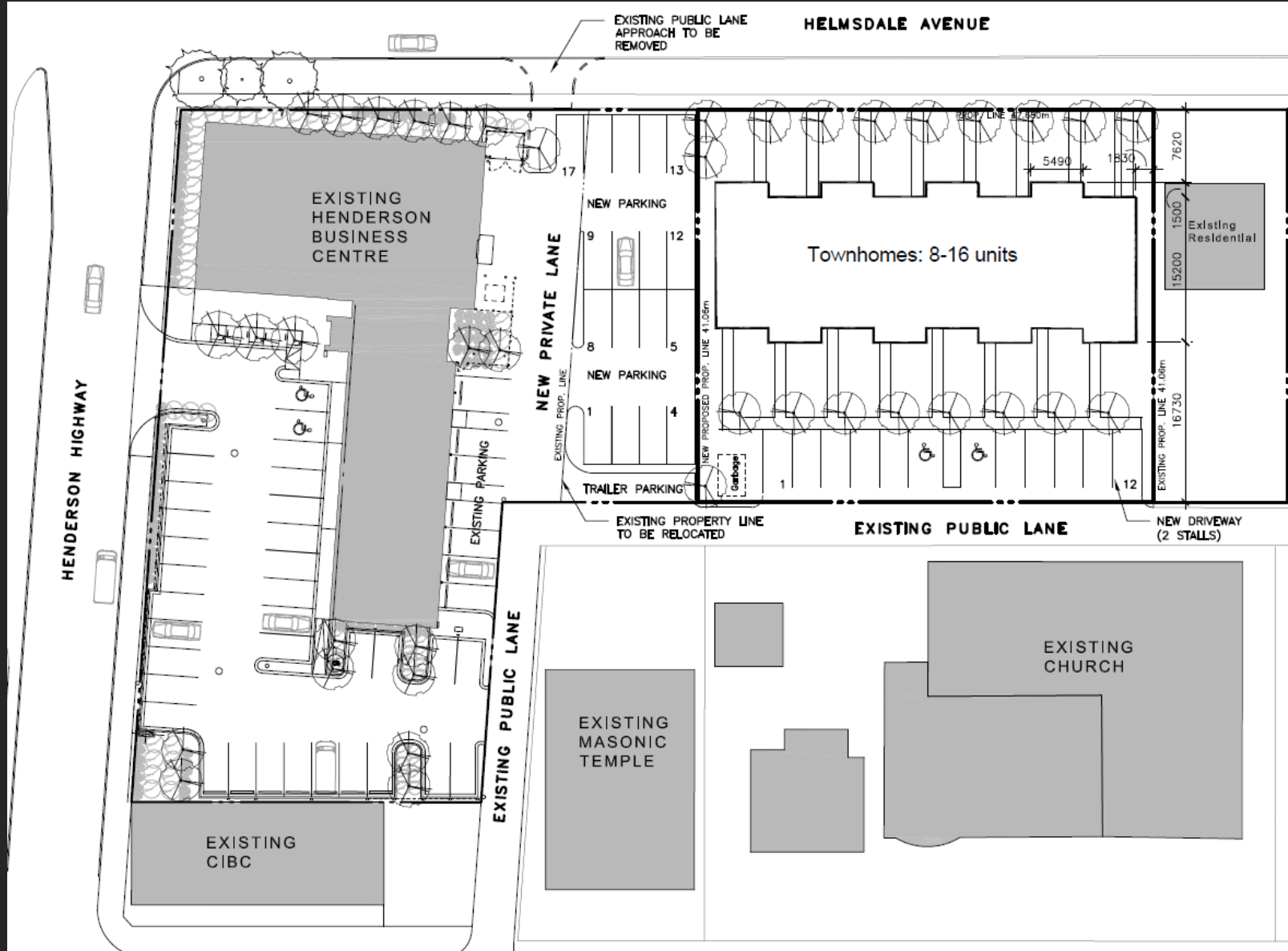
# General Development Concepts



## Two Storey Multi-Family Residence RMF-M

- 20 units
- 24 parking stalls

# General Development Concepts



## Two Storey Multi-Family Residence RMF-S

- 8-16 units
- 12+ parking stalls

What we heard	Response so far
<b>Height is a concern</b>	<ul style="list-style-type: none"> <li>The concepts demonstrate a range of density and form. As a “preferred concept” is developed, comments on height and associated concerns will be incorporated.</li> </ul>
<b>Design/privacy concerns</b>	<ul style="list-style-type: none"> <li>We are early in the process, but detailed design of buildings can address concerns about privacy, shadow etc.</li> <li>The Zoning By-law regulates height/massing and density of buildings by setting maximums.</li> <li>We have worked on projects in which window and balcony design/location have been adjusted to respond to the concerns of neighbours.</li> </ul>
<b>Parking is in short supply</b>	<ul style="list-style-type: none"> <li>The concepts attempt to provide additional off-street parking for the Henderson Business Centre and provide adequate parking for the proposed new residential uses.</li> <li>The closure of the lane (if pursued) could result in additional on-street parking spaces on the south side of Helmsdale.</li> <li>If parking is provided on-site, shared-use agreements may be possible.</li> </ul>
<b>Not desirable to have entire site as surface parking lot</b>	<ul style="list-style-type: none"> <li>We are not proposing this as an option. There are restrictions within the Zoning By-law which would make such an approach very difficult.</li> </ul>
<b>Commercial uses not desirable</b>	<ul style="list-style-type: none"> <li>Commercial uses are not proposed – part of site could be zoned “C2” to accommodate surface parking.</li> </ul>
<b>Greenspace</b>	<ul style="list-style-type: none"> <li>There is not a caveat requiring the preservation of the greenspace located on the east of the site. As a “preferred concept” is developed detailed landscaping, buffering and site coverage can be addressed.</li> <li>It is our understanding that several trees were removed on the site due to disease.</li> </ul>

# Public Consultation and Stakeholder Engagement

## Round 1 Engagement: adjacent residents

- October 2019
- Introduce general planning considerations, and anticipated next steps
- Receive input

## Round 2 Engagement: neighbourhood

- This evening
- Address any concerns or questions raised at first meeting
- Introduce preliminary concepts

## Round 3 Engagement: Neighbourhood and beyond

- Date TBD
- Introduce refined design concepts/preferred concept
- Show how feedback was considered and addressed
- Receive additional input

# Next Steps

The next steps in the planning process include:

- Review comments and feedback
- Acquire City comments on lane closure
- Refine design concepts, work towards preferred concept
- Host a follow-up meeting with adjacent residents/open house
- File subdivision and re-zoning application
- Public hearing at Community Committee



# Thank You! Questions?

If you have any further questions, please contact Jeff Pratte at [info@landmarkplanning.ca](mailto:info@landmarkplanning.ca) or 204-453-8008.

Thank you!