

# Redview Drive at St. Mary's Road Stakeholder Meeting

August 12<sup>th</sup>, 2021



# Overview

- Who are we?
- What would we like to do?
- Planning Context
- Stakeholder Engagement
- What We Heard
- Planning Considerations
- Previous Design Concepts
- Preferred Design Concept
- Next Steps
- Questions?



# Who are we? What would we like to do?

**Irwin Homes**, a local Winnipeg company, is considering an application to rezone the parcel to accommodate a residential multi-family development. Irwin Homes recognizes that nearby residents, property owners, and stakeholders may be interested in the potential development of this parcel.



**Otto Cheng Architect Inc.**, a local architecture firm, will be preparing the site design options and refining the design through the consultation and subsequent application process.



**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.



# Site Context

The roughly 2.4-acre site is located at the southwest corner of Redview Drive and St. Mary's Road:

- Northern Boundary: Redview Drive Residences
- Eastern Boundary: St. Mary's Road
- Southern Boundary: St. Mary's Road Residences
- Western Boundary: Red River

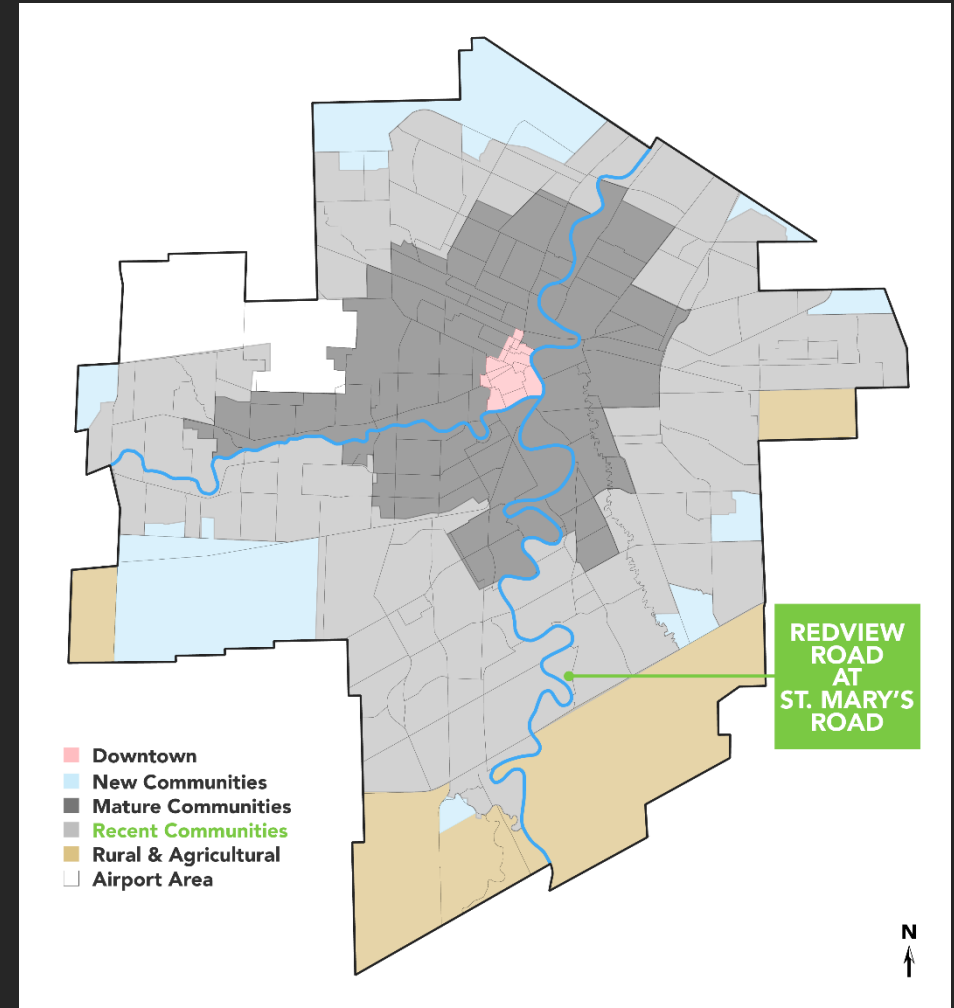


# Our Winnipeg – Planning Context

**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:

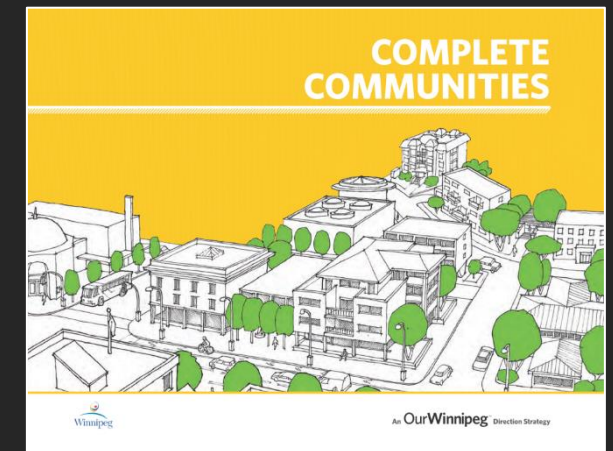
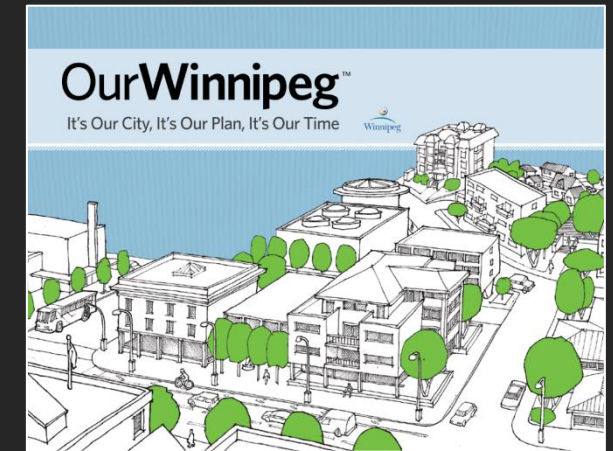
- Winnipeg’s suburbs, mostly developed after the 1950s. They are primarily residential areas and contain a mix of low and medium density housing with nearby retail amenities. The road network is a blend of modified grid and curvilinear
- Can also accommodate some infill development to increase housing 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
- Support new developments that are contiguous with existing developments to minimize the spatial use of land and the extension of services
- Protect and enhance public access to our riverbanks and forest environments
- Support the creation of a range of sizes, forms and tenures of housing
- Support contextually-sensitive infill development that recognizes the existing form and character of its location



# Multi-Family Zoning Context

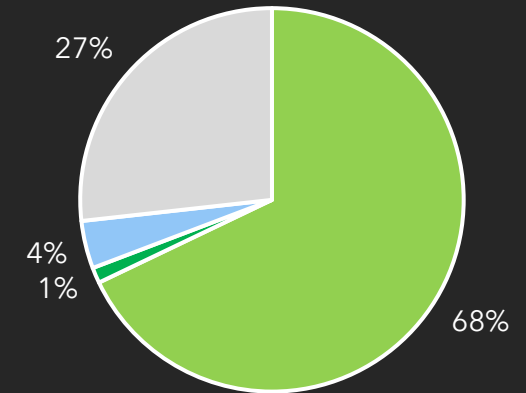
- The Normand Park neighbourhood and surrounding areas features several parcels zoned as residential multi-family (RMF) particularly along St. Mary's Road
- The subject site is zoned RR (Rural Residential)
- Irwin Homes would like to rezone the property to RMF-M (Residential Multi-Family - Medium)



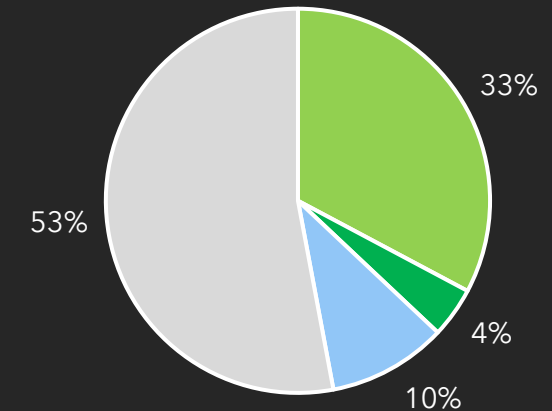
# Multi-Family Housing Context

- Over the years, 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 an increased share of two-family and multi-family development
- In 2005 single-family homes comprised over 60 percent of new housing starts in Winnipeg, in 2020 they comprised roughly 30 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 Housing Context

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



# Stakeholder Engagement

## ROUND 1 (JUNE 2020)

First round of meetings with adjacent residents

- Introduce the planning process, timeline, general project concepts and anticipated next steps
- Understand concerns
- Receive input

## ROUND 2 (FEBRUARY 2021)

Second round of meetings with adjacent residents

- Introduce design concepts
- Address any concerns or questions raised at first round of meetings
- Receive further input

## ROUND 3 (AUGUST 2021)

Third round of meetings with adjacent residents

- Introduce preferred concept
- Present results of due diligence process
- Show how feedback was considered and addressed
- Receive further input
- Outline approvals process

**WE ARE HERE**

# What We Heard

**During the first and second round of meetings, a few key concerns were raised by nearby residents and stakeholders. The Project Team has worked to address these concerns through the planning and design process.**

## Traffic

- A Transportation Impact Study (TIS) was undertaken to understand potential impacts of the proposal
- The results of this study are summarized on Slide 15
- The City of Winnipeg Public Works department will consider traffic in its evaluation of the rezoning application

## Parking

- An adequate amount of resident/guest parking will be provided to alleviate concerns regarding the unavailability of on-street parking
- The preferred design concept includes surface parking stalls as well as underground parking stalls exceeding the City's Zoning By-law requirements

# What We Heard

## Site Access

- The Project Team asked the City of Winnipeg for feedback on the Redview Drive at St. Mary's Road single access point
- Public Works indicated that access could be taken directly from the planned service road rather than directly from Redview Drive
- The Project Team reached out to Manitoba Infrastructure (MI) regarding potential upgrades to the Perimeter Highway/St. Mary's Road interchange
- The site design will keep in line with the agreed upon MI roadway alignment (see Slide 16)

## Property Values

- Research demonstrates that new developments generally do not negatively impact property values of existing homes once construction is complete

# What We Heard

## Building Height, Setbacks and Privacy

- The building is oriented away from the existing single-family homes to the north on Redview Drive
- The building tapers down to closely match the height of the existing single-family home to the south on St. Mary's Road
- The preferred design concept will maximize setbacks to the north and south property lines
- The Project Team will prepare a shadow study and the final design will need to meet the City of Winnipeg requirements for minimum sunlight

## Building Aesthetics & Amenities

- Otto Cheng Architect Inc. has been retained to lead the building design process
- The proposal will be a high-quality building with a mix of materials, colours and articulation
- The development will feature indoor amenities such as a gym

# What We Heard

## Flood & Riverbank Protection

- The subject site is located adjacent to the Red River and subject to the policies of the "Designated Floodway Fringe Area" Regulation
- New development will not be permitted to negatively impact adjacent properties with respect to land drainage
- Riverbank stability requirements will be determined by City departments - a geotechnical analysis will be required

## Pathway Connections & Public Access to the River

- The Project Team has committed to continuing the pathway along the Red River to connect the development to the existing Park/pathway network
- Riverfront land will be converted from private ownership to City-owned Public Reserve (PR) land (well above the 10% City standard)

# Transportation Impact Study - Traffic

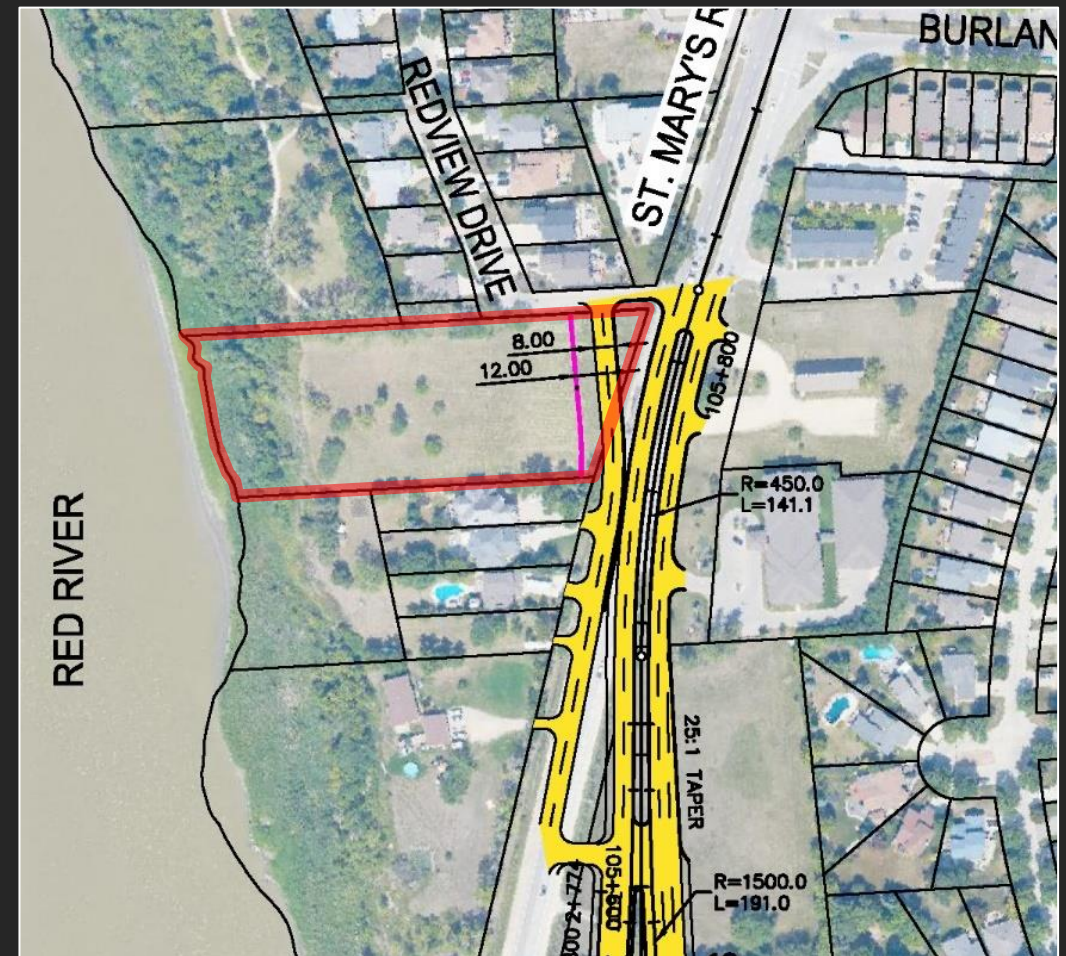
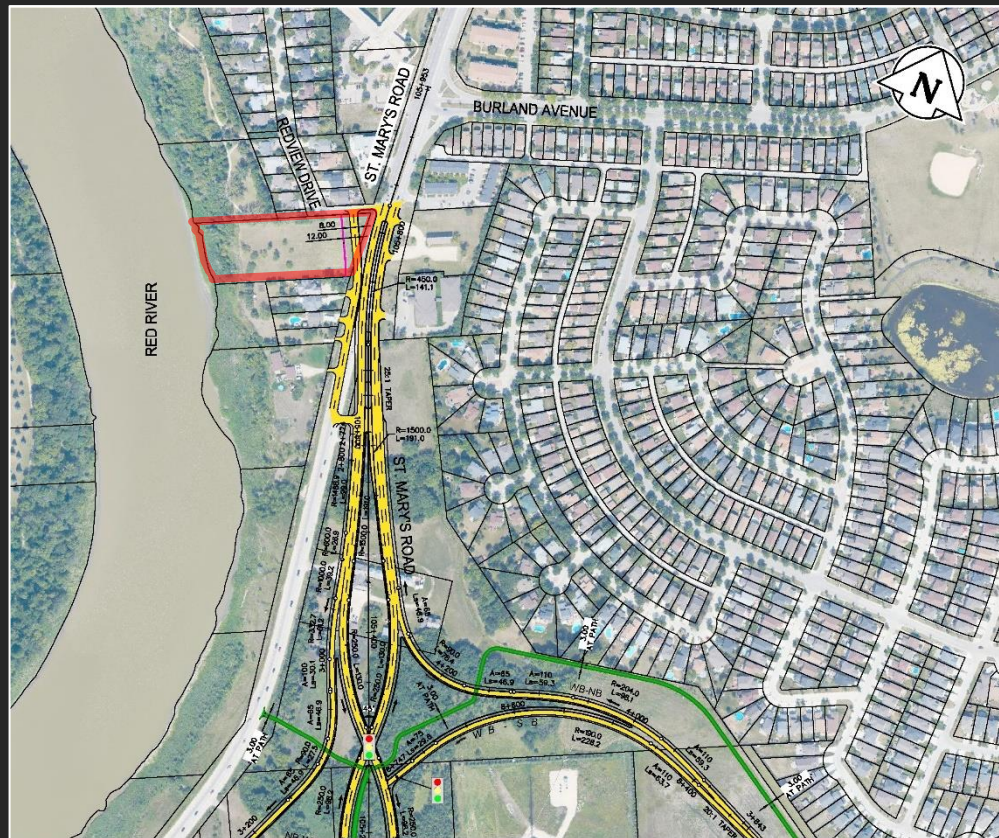
**A Transportation Impact Study (TIS) was prepared by WSP to assess the implications of the potential development on the surrounding transportation system. The following is a summary of the key findings:**



- The study takes a variety of factors into consideration, including projected daily traffic volumes, proposed access to the site, and the affected intersections along St. Mary's Road
- The proposed development is estimated to generate 18 new vehicle trips during the weekday AM peak hour and 23 new vehicle trips during the weekday PM peak hour at full build-out (2023)
- That is an additional car every 3-4minutes in the AM rush hour and every 2-3min in the PM rush hour
- The study area intersections are forecast to operate at acceptable levels of service in the background and post development scenarios thus no improvements to the intersections are required
- A traffic signal is not warranted at the intersection of Redview Drive at St. Mary's Road. The access to the development is proposed as a three-legged unsignalized intersection

# Manitoba Infrastructure - St. Mary's Road

Manitoba Infrastructure is developing a longer-term South Perimeter Highway Design Study which will involve changes to intersecting roadways, including the following segment from St. Mary's Road to PTH 59:





# Planning Considerations

**As with any planning process, the project team has considered a variety of factors in the development of concepts and evaluation of those concepts. This includes:**

- Resident and Stakeholder Input
- Flood Protection
- City of Winnipeg Riverbank Policy
- Land Dedication
- Site Access and Site Design
- Setbacks and Privacy
- Traffic and Parking Considerations
- Park Connections
- MI Roadway Realignment
- Servicing Constraints
- Market Considerations
- Others as they arise

# Previous Design Concepts

Key features of the previous design concepts include:



- 4-storey:
- 67 units
- 81 parking stalls provided
- 1 gym



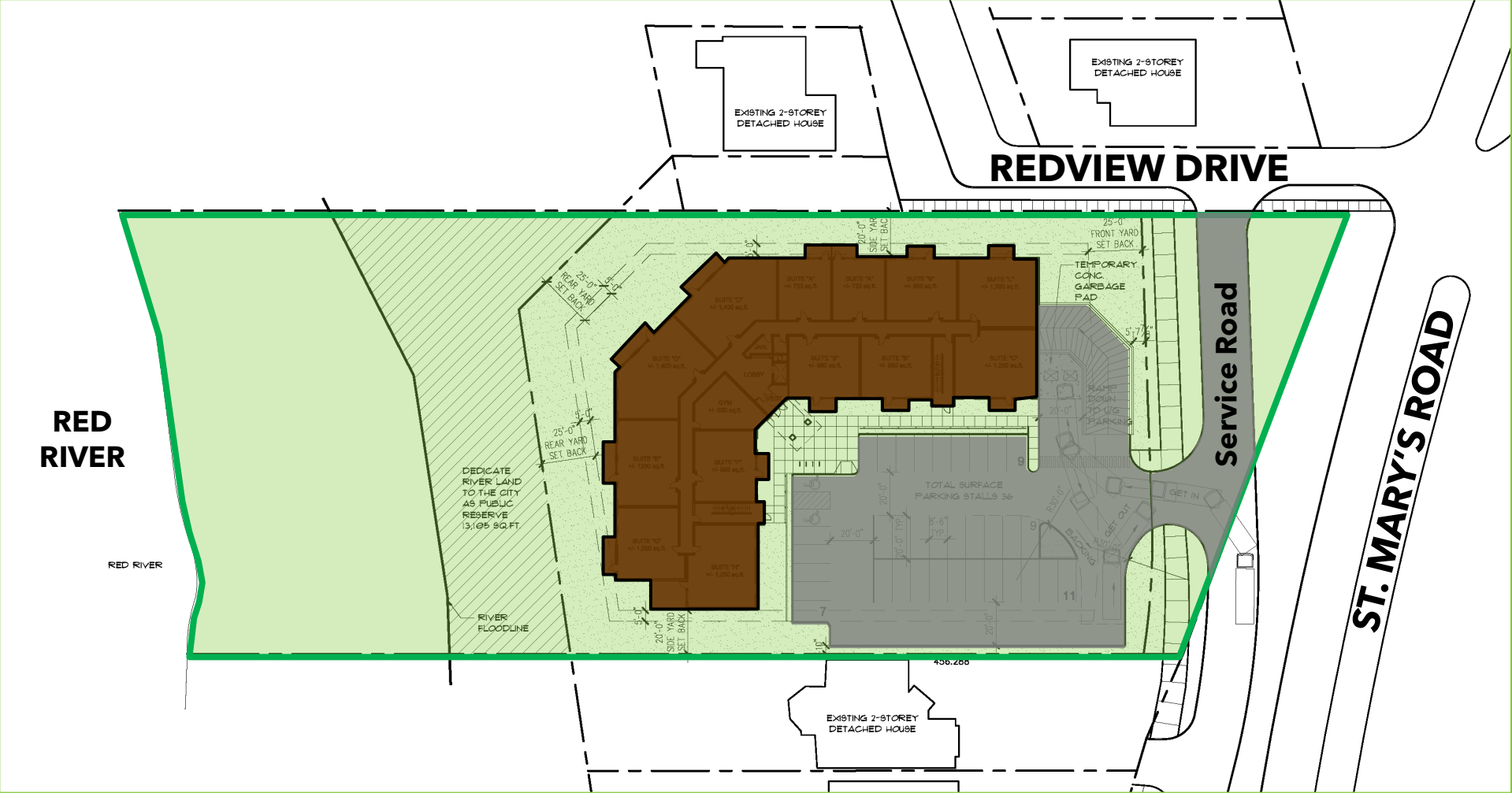
- Mix of 4-storey stepping down to 3-storey
- 51 units
- 81 parking stalls provided
- Large common roof top patio/garden

# Preferred Design Concept

## Key features of the preferred design concept include:

- 4-storeys stepping down to 3-storeys towards St. Mary's Road
- 45 residential units
  - Main, Second and Third Floor Plan: 13 units
  - Fourth Floor Plan: 6 units
- 82 parking stalls
  - 36 surface parking spaces
  - 46 underground parking spaces
- Indoor amenities include gym
- Land dedicated to City as Public Reserve (to the west)

# Preferred Design Concept - Site Plan



REDVIEW DRIVE AT ST. MARY'S ROAD

# Preferred Design Concept

**The following is some of the rationale for the alternate site plan of the inverted “L-shaped” design concept versus the “L-shaped” option:**

- The inverted L-shaped building will allow the site access to come from the new service road instead of directly from Redview Drive; this will help discourage both vehicular traffic and lower the risk of off-site parking on Redview Drive
- This alternate layout will reduce impact on the existing house immediately adjacent to the south, while still maintaining a healthy distance from the existing house immediately to the north
- There is an existing city right-of-way (ROW) with a pathway along the north property line, as well as an already existing and significant cluster of trees, all of which will provide a buffer on the north property line

# Preferred Design Concept - Rendering



Aerial View from looking east

# Next Steps

## The next steps in the planning process include:

- Review stakeholder comments and feedback
- Continue working with City Departments (including Planning, Property & Development, Public Works, and Water & Waste)
- Make any changes to the development application, as necessary
- Submit a rezoning application with the City of Winnipeg

# Thank You! Questions?

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

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Landmark Planning & Design  
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Telephone: 204-453-8008**

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

<https://www.surveymonkey.com/r/RedviewR2>