

# 197 Osborne Street

## Stakeholder Meeting #3

June 29th, 2021





# Overview

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



# Who are we?

## What would we like to do?

**AMS Ventures Ltd.**, a local developer, is currently working towards an application to consolidate and rezone the land so that they can eventually accommodate a mixed-use multi-family development. AMS recognizes that nearby residents and stakeholders may be interested in the redevelopment of this property.

**NumberTEN Architects** are leading the design of the proposed development.

**Landmark Planning & Design** is leading this engagement process and planning process. Tonight, we will provide a project update, share the preferred design concept, and outline next steps. We would also like to receive your input and address any concerns or questions you may have.



# Site Context



The site is 26,961 sq. ft. in size and includes two parcels, each zoned C2 (commercial):

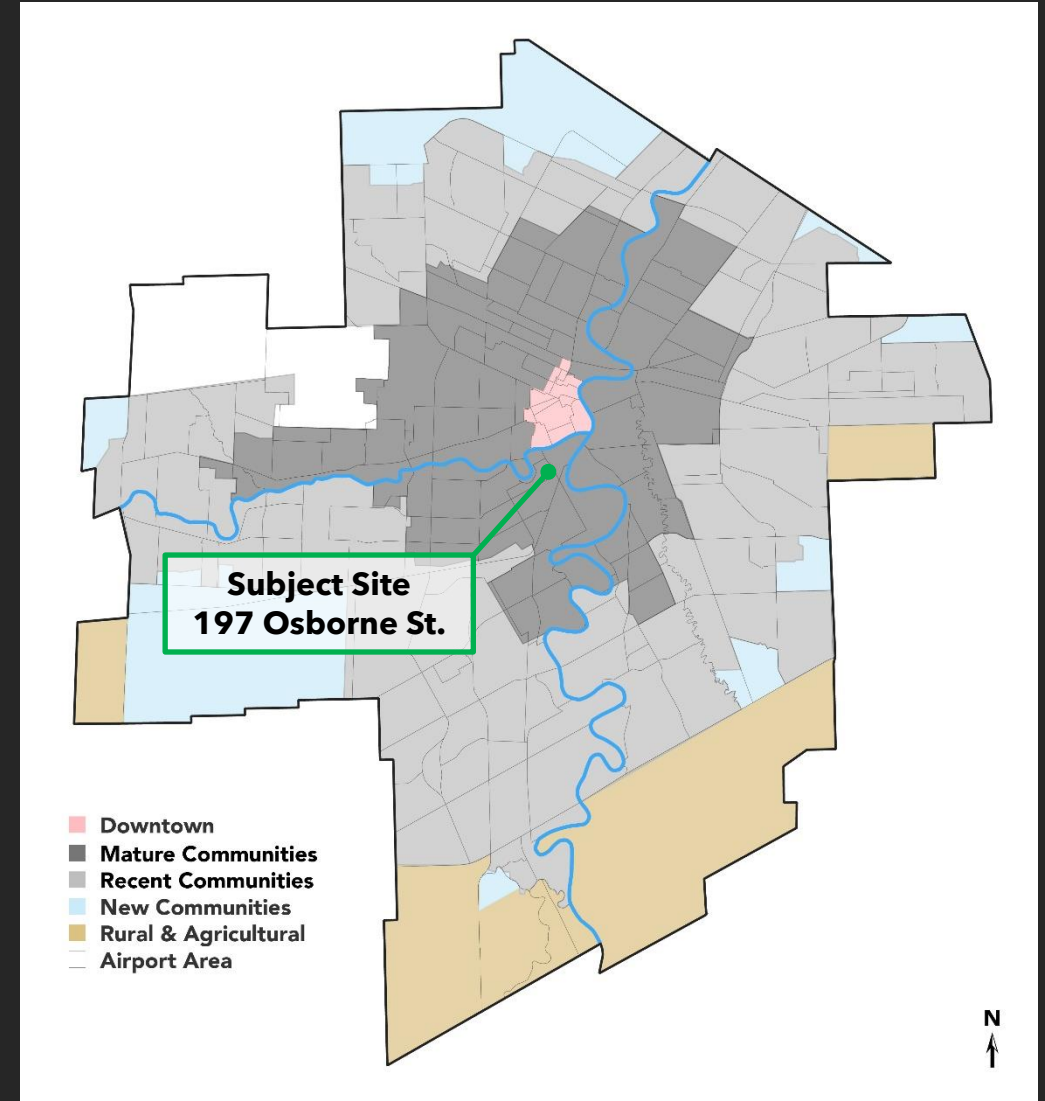
- Eastern boundary: Osborne Street
- Southern boundary: Wild Planet
- Western boundary: Rear Lane
- Northern boundary: Gertrude Avenue

# 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 “Mature Community”. The plan describes Mature Communities as:

- Winnipeg’s early suburbs, mostly developed before the 1950s. Key features are a grid road network with back lanes and sidewalks, varying densities, and a fine grained mix of land uses along commercial streets. Many of these communities have a full range of municipal services.
- These communities present some of the best opportunities for infill development.

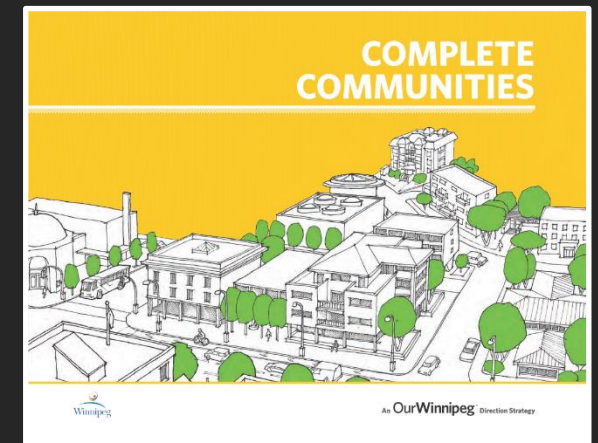
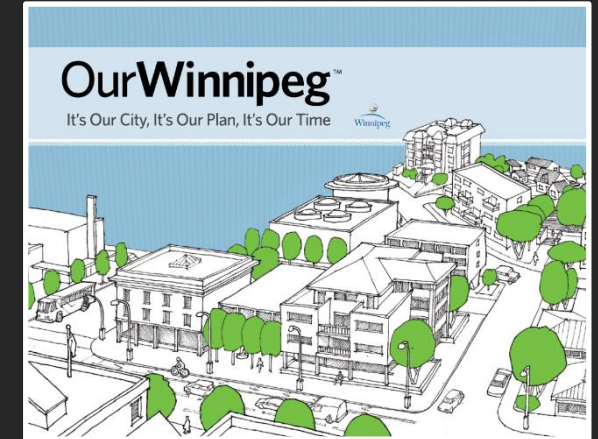




# Our Winnipeg – Policy Context

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

- 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
- Accommodate intensification within existing communities in a sensitive manner that **recognizes the existing form** and the character of its location
- Support the creation of a **range of sizes, forms and tenures of housing**
- Support **contextually-sensitive infill development** that builds complete and inclusive communities
- Encourage **mixed-use** developments



# Corydon-Osborne Secondary Plan – Policy Context

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## The vision and supporting objectives of the Corydon-Osborne Secondary Plan include:

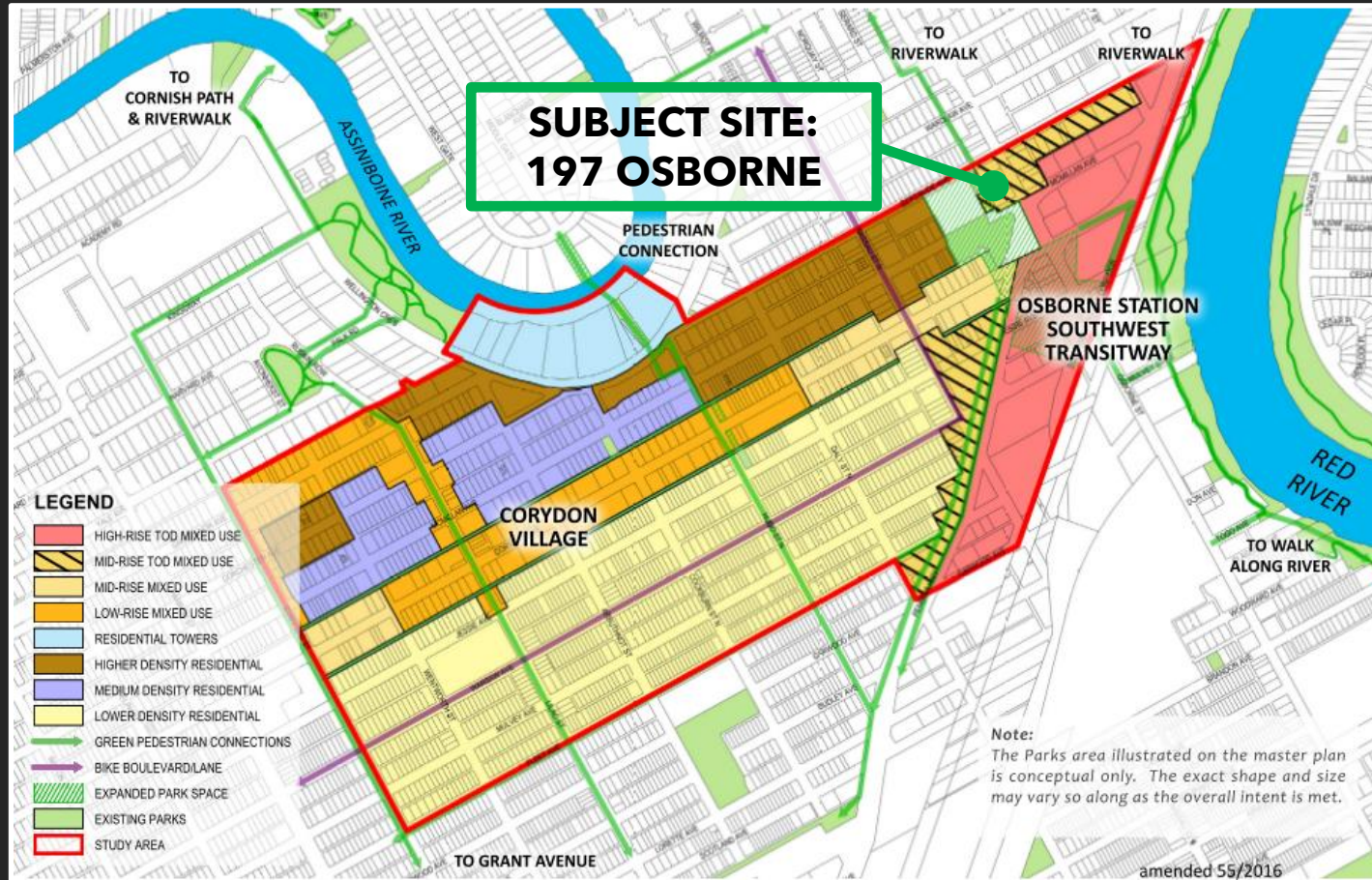
- Intensify land uses and densities in proximity to Osborne Station and encourage transit oriented development
- Facilitate mixed-use infill development
- Provide a full range of housing options
- Design pedestrian-oriented buildings that enhance the public realm
- Promote strong urban design and architectural design
- Encourage multi-modal transportation options





# Corydon-Osborne Secondary Plan – Policy Context

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- The subject site is located within the **Mid-Rise TOD Mixed-Use Policy Area** of the Secondary Plan
- TOD (Transit Oriented Development) is the principle of encouraging density and mixed-uses within proximity of public transit
- This Policy Area is intended to accommodate mixed-use buildings up to 8-storeys in height, preferably with commercial on the lower floors and residential above



# Osborne Village Context



**Osborne Village is a unique neighbourhood with a diverse mix of densities, land uses, and housing types all within a relatively small area. The subject site is well-suited to fit within this context:**

- There's a desire for additional residential housing options in the area
- It's in close proximity to Osborne Station and Winnipeg Transit options
- Additional residents can support local retail, restaurants, services, and schools
- There's an opportunity for additional density at the south end of Osborne Village



# Zoning Context



197 OSBORNE STREET

## The proposed use fits the existing pattern of zoning in Osborne Village:

- The property is currently zoned C2.
- The parcels in red are zoned as Commercial
- The parcels in orange are zoned R2 (residential two-family)
- The parcels in brown are zoned RMF (residential multi-family)



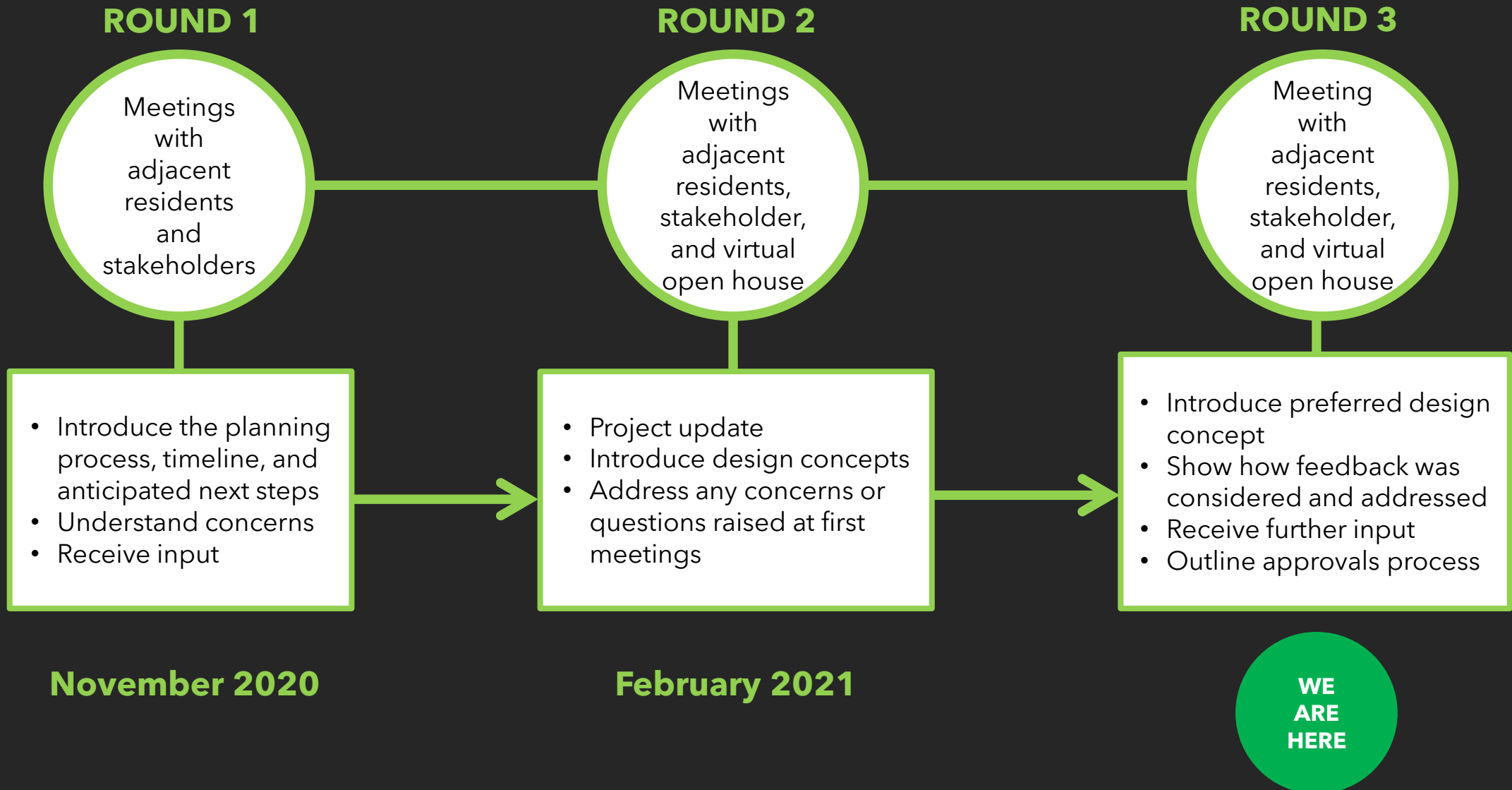
# Transit Service

The site is very well served by Transit. The following Transit routes are within a three-minute walk of the site:

- Route 16
- Route 18
- Route 47
- Route 58
- Route 60
- Route 65
- Route 66
- Route 68
- Route 635
- Blue Line



# Stakeholder Engagement





# What We Heard

**During the first and second round of adjacent resident meetings, a few key concerns were raised by nearby residents, businesses and stakeholders. The project team worked to address these concerns through the planning and design process.**

## **Pedestrian Friendliness**

- Some stakeholders noted that both pedestrian friendliness and the public realm should be considered in the design
- The proposal features active frontages on both Osborne Street and Gertrude Avenue, including entrances to street-level retail units and the residential lobby

## **Building Height and Shadows**

- In terms of height, six storeys is shorter than any of the three concepts shared in Round 2
- The project team is preparing a shadow study as part of the planning process
- The final design will need to meet City of Winnipeg requirements for minimum sunlight

# What We Heard

## Design and Aesthetics

- Some stakeholders noted that due to the prominent location of the subject site, the building should be well-designed and fit within the Osborne Village character and context
- NumberTEN Architectural Group has been retained to lead the design process
- The proposal would feature a high-quality building with a variety of colours, materials, and articulation

## Sustainability

- Sustainability was noted as a key factor that the project team should consider in the design
- The proposal encourages sustainable forms of transportation, including Transit, cycling, walking, and car-sharing
- Infill development in itself is sustainable as it utilizes existing infrastructure (roads, sewers) and helps support existing local businesses and services in the neighbourhood



# What We Heard

## Traffic

- Traffic from the proposed development was noted as a concern
- The project team retained MORR Transportation Consulting to lead a Traffic Impact Study (TIS), with input from the Public Works department
- The results of this study are summarized on Slide 16

## Parking

- Demand for on-street parking was noted as a concern
- The preferred design concept includes a two-level indoor parkade, plus surface parking stalls located along the rear lane
- A Parking Study was undertaken to better understand parking impacts and how to mitigate them (see Slide 17)

# Transportation Impact Study - Traffic

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



- Additional vehicle traffic from the development is not expected to result in significant changes to the performance of the local road network.
- Due to the central location of the proposal, traffic is projected to be dispersed in several directions, further lessening the impact.
- The proposed development option is forecast to generate 22 vehicle trips during the weekday AM peak hour, 33 vehicle trips during the weekday PM peak hour, and 380 vehicle trips during an average weekday.



# Transportation Impact Study – Parking

- MORR was also retained to undertake a Parking Analysis for the area, utilizing the City of Winnipeg's standard methodology.
- The study takes a variety of factors into consideration, including on-street parking availability, location, access to Transit, bicycle parking, car-sharing, and parking demand.
- The proposed development would feature approximately 80 parking stalls, some within the parkade and some along the rear lane.
- Based on the number of proposed stalls (including visitor and accessible stalls), secure indoor bicycle parking (and outdoor bicycle parking for visitors), a Peg City Car Co-op stall, the Osborne Village pedestrian context, and proximity to high frequency transit, the study concludes that the proposed number of parking stalls is adequate for the scale of the development.



# City of Winnipeg Pre-Application

**As part of the project team'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:**

- To increase the building's setback from the property line in order to widen the sidewalk and allow for pedestrian amenity space
- To keep the building height within the three- to eight-storey range
- To undertake a Traffic Impact Study
- To ensure that the building featured a high degree of articulation, recesses, and other architectural features
- For the commercial frontage along Osborne Street to be broken up into small units
- That access be provided off the rear lane

# Planning Considerations

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

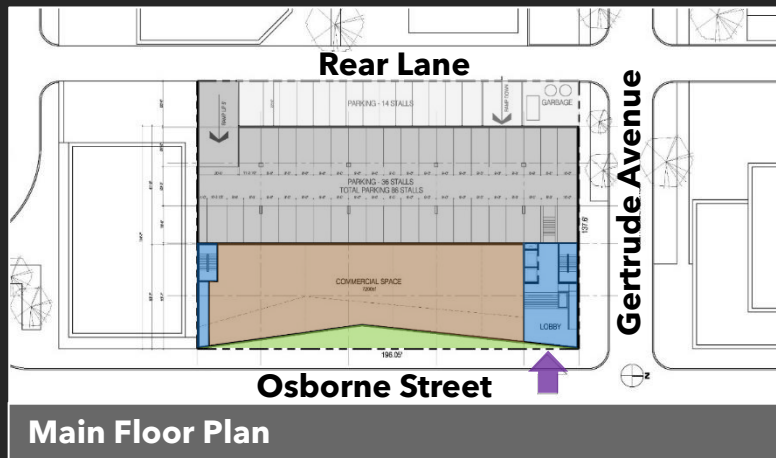
- Site Access
- Traffic and Parking
- Density
- Height and Shadows
- Setbacks and Privacy
- Market Considerations
- Resident and Stakeholder Input
- Servicing Constraints
- The Public and Pedestrian Realm
- Architecture and Urban Design
- Osborne Village Character and Context
- Other matters as they arise



# Previous Design Concepts

The project team previously presented three preliminary design concepts for the subject site:

**Concept 1: 8-storey building**



**Concept 2: 14-storey building**



**Concept 3: 10-storey building**



# Preferred Design Concept

**The preferred design concept for the subject site includes the following features:**

- A 6-storey building
- One (1) commercial floor with six (6) retail units
- Five (5) residential floors with 90 residential units
- Residential lobby entrance off Gertrude Avenue
- Two levels of parking:
  - 33 underground parking stalls
  - 31 partially above-ground parking stalls (enclosed)
- 14 parking stalls off rear lane (visitor and accessible)
- Indoor secure bike storage
- Molok garbage bins



# Preferred Design Concept



# Preferred Design Concept



View from Confusion Corner (Osborne Street and Pembina Highway) - Looking north



# Preferred Design Concept



View from Osborne Street looking southwest

# Preferred Design Concept



View from Osborne Street looking southwest



# Preferred Design Concept



View from Osborne Street looking northwest

# Preferred Design Concept



View from Osborne Street looking west (Front Building Façade)

# Next Steps

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

- Review comments and feedback
- Continue to work with City Departments (Planning, Public Works, Water & Waste)
- Make an application to rezone the property (July 2021 - Anticipated)



# Thank You! Questions?



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

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[www.landmarkplanning.ca](http://www.landmarkplanning.ca)

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**Thank you!**