Minutes – Executive Policy Committee – December 7, 2022

REPORTS

Item No. 10 Rezoning – 1819 Pembina Highway
(River Heights-Fort Garry Ward)
File DAZ 223/2022 [c/r DAV 198709/2022D]

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the City Centre Community Committee and recommended to Council:

1. That the Winnipeg Zoning By-law No. 200/2006 be amended under Development Application No. DAZ 223/2022 by rezoning the subject land to an "RMU" Residential Mixed-Use District, as shown on the map dated November 18, 2022 and included in Schedule "A", and the Proposed By-law attached as Appendix "B" subject to the following conditions:

    A. That the Developer enter into a Servicing Agreement with the City pursuant to subsection 259(1) of The City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group dated November 3, 2022 and attached as Schedule "B" to this report.

    B. That the City enter into, execute and deliver with the Developer a Servicing Agreement in accordance with recommendation 1.A., and such other agreements as determined necessary by the Director of Legal Services and City Solicitor to implement the intent of the foregoing (the "Ancillary Agreements").

    C. That authority be delegated to the City's Director of Planning, Property and Development to negotiate and approve the terms and conditions of the Servicing Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the Director of Legal Services and City Solicitor to protect the interests of the City.

2. That in lieu of the dedication of land, the developer shall provide a cash payment in an amount equal to ten percent (10%) of the appraised value of the Development Application, as determined by the City's Director of Planning, Property and Development.

3. That upon instruction from the Director of Planning, Property and Development, the Director of Legal Services and City Solicitor prepare a By-law in accordance with this report and bring same directly to Council for first reading at next available Council meeting.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

4. That upon instruction from the Director of Planning, Property and Development, the Director of Legal Services and City Solicitor be directed to return the By-law to Council to be given second and third reading to the By-law if the developer pays the amount required under Recommendation 2 and all associated ancillary fees (the "Fees") to the City within 2 years after the By-law has been given first reading.

5. That the matter will be deemed to be concluded and all approvals in connection with this matter will expire if the Fees are not paid within 2 years after the By-law has been given first reading unless the developer applies for an extension of time before the expiration of the 2-year period and Council approves the extension.

6. That the By-law will come into force when the Servicing Agreement is fully executed.

7. That the By-law will be repealed without coming into force 1 year after the date it is enacted if the Servicing Agreement is not fully executed in accordance with recommendation 6 unless the developer applies for an extension of time before the expiration of the 1 year period and Council approves the extension.

8. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing

9. That the variance order for DAV 22-198709D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DAZ 223/2022.

DECISION MAKING HISTORY:

Moved by Councillor Rollins,

That the recommendation of the City Centre Community Committee be concurred in and forwarded to Council.

Yea:	Gillingham, Browaty, Lukes, Mayes, Orlikow, Rollins	6
Nay:		0

Carried

COMMUNITY COMMITTEE RECOMMENDATION:

On November 18, 2022, the City Centre Community Committee concurred in the recommendation of the Winnipeg Public Service and, via the Priority Rezoning Process, submitted its recommendation to the Executive Policy Committee.

PUBLIC HEARING SUMMARY

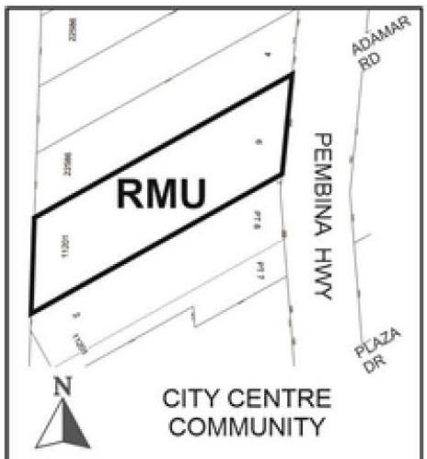
File: DAZ 223/2022

Before: City Centre Community Committee
Councillor Orlikow, Chairperson
Councillor Gilroy

Public Hearing: November 18, 2022
Council Building, 510 Main Street

Applicant: Pre-Con Builders Ltd. (Robin Lee)

Subject:



Premises Affected: 1819 Pembina Highway

For submission to: Executive Policy Committee

Prepared by: K. McMillan, Senior Committee Clerk
City Centre Community Committee

Report date: November 18, 2022

Community Committee Recommendation:

On November 18, 2022, the City Centre Community Committee concurred in the recommendation of the Winnipeg Public Service and, via the Priority Rezoning Process, recommended to the Executive Policy Committee:

1. That the Winnipeg Zoning By-law No. 200/2006 be amended under Development Application No. DAZ 223/2022 by rezoning the subject land to an “RMU” Residential Mixed-Use District, as shown on the map dated November 18, 2022 and included in Schedule “A”, and the Proposed By-law attached as Appendix “B” subject to the following conditions:

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8. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing

9. That the variance order for DAV 22-198709D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DAZ 223/2022.

The City Centre Community Committee provided the following supporting reasons for its recommendation:

1. There are a lot of reasons why, besides the Capri sign, which I think is just super.

2. It's reflective of the developer's understanding of heritage and feelings that the neighborhood has about The Capri. It's minor, but I do really appreciate the sign. I think it's going to put a smile on peoples' faces as they drive by it.

3. The Capri Hotel became problematic and was in disrepair, so having that site changed to this is very, very welcome.

4. The other amenities including adding trees, putting in the bike storage, connecting to BRT line and the AT line, adding greenage with the garden, the screening of the parking and pushing it to the back. Right now, Pembina still has a little bit of the old-time parking lots out front which doesn't really showcase Winnipeg, so doing that very much appreciated.

5. The articulation; it's not a solid block and they've added some features and the commercial out front doesn't impede on the sidewalk. The addition of the courtyard in front for that public space generally and by the bus stop is going to be welcomed by many people.

6. I was a little concerned about the massing when I first read the document, but that's been alleviated by the lack of opposition and the articulation and care the developer has put in to manage that.

7. This is the kind of development that I want to see on Pembina. We need to density our regional corridors and this project ticks off pretty well every box that I would like to see going forward. It's going to provide some great housing for people, especially right by the Refinery District.

Objections under the Charter:

Total number of **v**alid objections as per section 125(2) – 0

In accordance with section 236.1(1), the threshold for sufficient objection has not been met.

Exhibits Filed:

1. Application dated September 11, 2022
2. Notification of Public Hearing dated September 29, 2022
3. Manitoba Status of Title 3178266/1
4. Letter of authorization dated August 4, 2022 from Robin Lee, 10110292 Manitoba Ltd. to Pre-Con Builders
5. Surveyor's Staking Certificate dated November 15, 2021
6. Caveat 5358730/1
7. Plans (20 pages)
8. Sewer Servicing Report dated March 16, 2022
9. Public Engagement Report dated March 22, 2022
10. Wind Analysis
11. Accessibility Strategy Letter dated August 4, 2022
12. Report from the Urban Planning Division dated November 9, 2022
13. Inspection Report
14. Presentation in support of the application, submitted by Karen Shanski on November 16, 2022
15. Recording of Representations

REPRESENTATIONS:

In Support:

Robin Lee
Karen Shanski

In Opposition:

Nil

For Information:

Nil

For the City:

A. Ross, Planner, Planning, Property and Development Department

Exhibit “12” referred to in File DAZ 223/2022

ADMINISTRATIVE REPORT

Title: DAZ 223/2022 – 1819 Pembina Highway.

Issue: For consideration at the public hearing for a Rezoning to permit a 10-storey mixed use bulding with 230 dwelling units and commercial space on the ground floor.

Critical Path: City Centre Community Committee – Standing Policy Committee on Property and Development, Heritage and Downtown Development – Executive Policy Committee – Council.

AUTHORIZATION

Author	Department Head	CFO	CAO
A. Ross, RPP, MCIP	n/a	n/a	

RECOMMENDATIONS

1. That the Winnipeg Zoning By-law No. 200/2006 be amended under Development Application No. DAZ 223/2022 by rezoning the subject land to an “RMU” Residential Mixed Use District, as shown on the map dated November 18, 2022 and included in Schedule “A”, and the Proposed By-law attached as Appendix “B” subject to the following conditions:

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   B. That the City enter into, execute and deliver with the Developer a Servicing Agreement in accordance with recommendation 1.A., and such other agreements as determined necessary by the City Solicitor/Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

   C. That authority be delegated to the City’s Director of Planning, Property and Development to negotiate and approve the terms and conditions of the Servicing Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

2. That, in lieu of the dedication of land, the developer shall provide a cash payment in an amount equal to ten percent (10%) of the appraised value of the Development

Application, as determined by the City's Director of Planning, Property and Development.

3. That, upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor prepare a By-law in accordance with this report and bring same directly to Council for first reading at next available Council meeting.

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8. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing

9. That the variance order for DAV 22-198709D shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DAZ 223/2022.

REASON FOR THE REPORT

- Rezoning applications 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 subdivision and rezoning will be approved with conditions.

HISTORY

N/A

CONSULTATION

Relevant City departments per the Administrative Coordinating Group.

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning
Prepared by: Andrew Ross, RPP, MCIP
Date: November 9, 2022

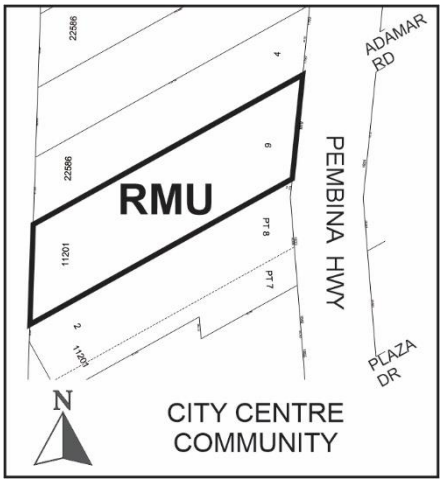
Appendices:

A – Applicant's Consultation Report
B – Proposed By-Law

DATE: November 18, 2022
FILE: **DAZ 223/2022**
RELATED FILES: DAV 22-198709/D
COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: 1.643 – Pembina Strip

SUBJECT: For a rezoning for DAZ 223/2022 to permit a 10-storey mixed use bulding with 230 dwelling units and commercial space on the ground floor.

LOCATION: 1819 Pembina HWY
LEGAL DESCRIPTION: LOT 9 BLOCK 2 PLAN 11201 15/17 ST V



APPLICANT: Robin Lee (Pre-Con Builders)
405 Fort Whyte Way Unit 100
Oak Bluff, MB R4G 0B1

OWNER: 10110292 MANITOBA LTD.
360 Main St (30TH FLOOR)
Winnipeg, MB R3C 4G1

DISCUSSION

SITE DESCRIPTION

- The subject property is located on the west side of Pembina Highway, in the Pembina Strip neighbourhood of the River Heights - Fort Garry ward.
- The property is 150 metres, or a 1.5 minute walk, from Plaza Rapid Transit Station.
- The site is designated as Regional Mixed Use Corridor under the Complete Communities Direction Strategy 2.0.
- The property is currently zoned “RMF-M”, is 86,134 sq. ft (2 acres) in size, and is currently vacant following the demolition of the Capri Motel.

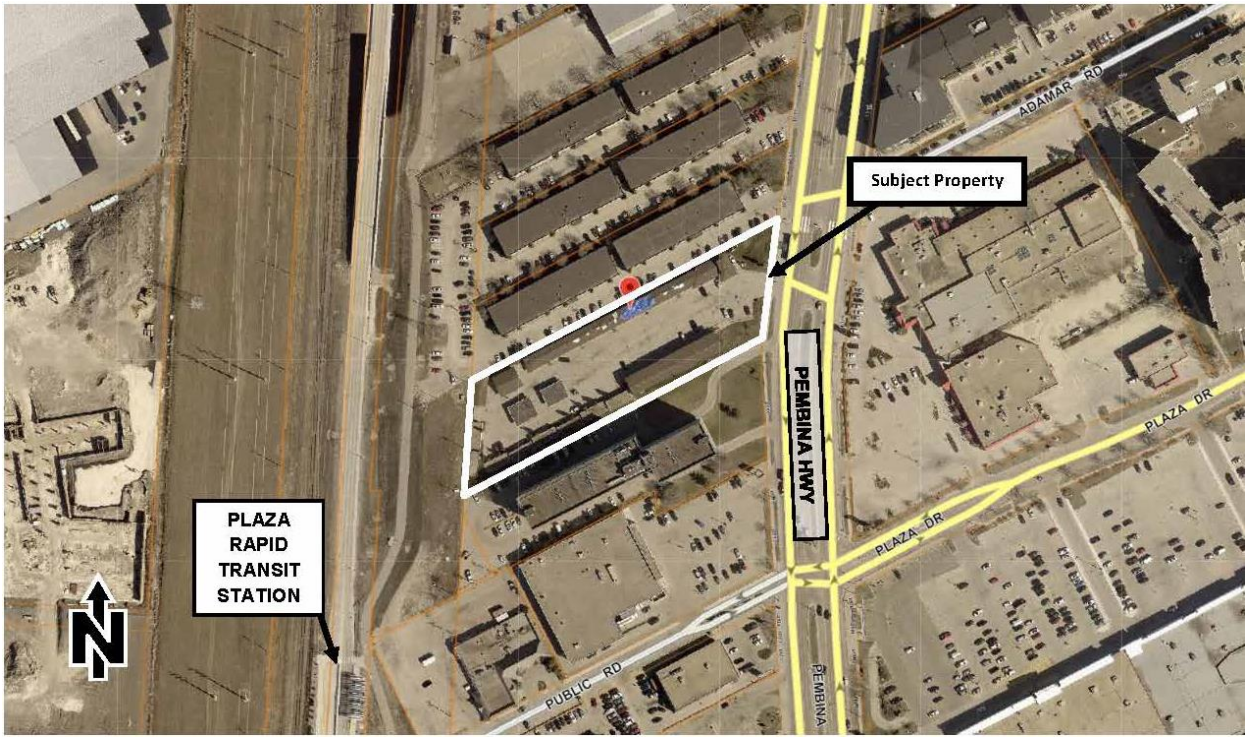


Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2021)

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Multifamily residential uses zoned “RMF-M” – Residential Multifamily – Medium.

South: Multifamily residential uses zoned “RMF-M” – Residential Multifamily – Medium.

East: Pembina Highway, then hotel uses zoned “C3” – Commercial Corridor.

West: Manitoba Hydro lands then Rapid Transit Corridor (Blue Line) zoned “RMF-M” – Residential Multifamily – Medium.



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant wishes to construct a 10-storey mixed use building with 230 dwelling units and commercial space on the ground floor.
- The Capri Motel, previously onsite, was demolished in 2022.
- In addition to the subject rezoning, the proposal requires variances for yards, building height, density and parking (Associated File No. DAV 22-197709/D).
- The proposal will provide 242 car parking stalls and 70 bike parking stalls.
- The new building will support accessibility through its inclusion of 2 universally accessible suites, 10 adaptable suites, an accessible site plan, barrier free entries, lobby and corridors, an accessible outdoor rooftop garden, and elevator access.
- The rear of the building is designed to provide direct pedestrian access to the rapid transit station and the public active transportation route.
- The building will contain an indoor bike parking room adjacent to the rear public AT route, and active living clubhouse, a workshop, and an outdoor patio servicing the commercial space against Pembina Highway.
- The parking area will be buffered from Pembina Highway with trees and landscaping.

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING

The applicant worked with the Urban Planning Division through a collaborative planning process leading up to completion of the application. The following design adjustments were made:

Active uses front and back

This site is unique in that it contains frontage on both Pembina Highway and the rear Transitway. The applicant agreed with a request of the Division to design the building with a 'front condition' on both ends, so that it presents well to both vantage points within the neighbourhood.

Parking in the front yard

An original concept had some of the parking located in the front yard adjacent to Pembina. The applicant agreed to remove those parking stalls and replace them with a large landscaped buffer including trees.

Connection to rear path

The applicant agreed to provide a direct rear pedestrian access route to the rapid transit station and the public Active Transportation route.

Front pedestrian connection

The applicant agreed to enhance the pedestrian access route from the Pembina sidewalk to the main residential entrance.

Building articulation

Given the large massing of the façade when viewed from the street, the applicant agreed to enhance the level of 'articulation' – detail and visual interest – of the exterior facades. To do this, the applicant chose to strongly articulate all suite windows and add colour contrast to selected façade areas.

OURWINNIPEG 2045

City building Goal 6.2.1: Regional Mixed Use Corridors:

Recognize that a primary function of designated Regional Mixed-Use Corridors is for the efficient movement of people, goods and services, while transitioning the functional design over time to support mixed-use intensification and transit-orientation.

The proposed development supports the use of the corridor for goods movement while providing transition toward mixed use, as well as transit use, through its orientation toward Plaza Drive Rapid Transit Station.

Goal: Social Equity

5.1 Equitable Service Access:

Provide municipal services through an age-friendly lens that promotes equitable access for all, with a focus on the youngest, oldest, and systemically disadvantaged members of the community.

The proposed development provides 2 universally accessible suites, 10 adaptable suites, an accessible site plan, barrier free entries, lobby and corridors, an accessible outdoor rooftop garden and elevator access. See Appendix A: Accessibility Strategy for more information.

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0 (CCDS 2.0)

The site is designated as Regional Mixed Use Corridor under CCDS 2.0. Key policies most relevant to this proposal include:

Goal 1 Encourage strategic residential intensification on Corridors.

All Corridors

1.1 Support densities in accordance with Policy 3.1 of the General Growth section, at a height and scale compatible with surrounding land uses.

1.2 Where higher intensity commercial or residential uses are interrupted by lengths of low density residential development along Corridors, higher intensity residential development should be directed towards established nodes.

Goal 3 Ensure Corridors provide a comfortable pedestrian environment and attractive public realm.

Regional Mixed Use Corridors

3.7 Encourage development on Regional Mixed Use Corridors to enable a comfortable pedestrian environment and

attractive public realm through the use of design elements which may include, but are not limited to the following:

> *3.7.1 Providing minimal building setbacks from the public right-of-way to define the street edge.*
>
> *3.7.2 Having entrances provide direct access to the public sidewalk.*
>
> *3.7.3 Promoting a fine-grained and transparent street-level façade with active ground floor uses.*
>
> *3.7.4 Minimizing impacts of vehicular access and parking on the pedestrian environment.*
>
> *3.7.5 Promoting pedestrian-scale signage.*
>
> *3.7.6 The extent to which pedestrian-friendly design is pursued on Regional Mixed Use Corridors will be determined by the surrounding Corridor context, but in all cases will be encouraged.*

3.8 Mitigate negative shadow impacts and ensure adequate sunlight penetration experienced by rear- and side-adjacent residential properties and the public sidewalk by:

> *3.8.1 Using Corridor right of way width as a guide to determine maximum building height, where appropriate.*
>
> *3.8.2 Using upper-level building step backs, where appropriate.*

3.9 Encourage pedestrian-oriented improvements to the design of the public realm and right-of-way.

> *3.9.1 Encourage a high degree of landscaping and street trees in the public realm and right-of-way to offer pedestrian comfort and shade protection.*

Goal 4 Use Corridors to provide local commercial amenities and opportunities for the surrounding neighbourhood and community.

Regional Mixed Use Corridors

4.3 Auto-oriented commercial uses such as those that cater to the drive-by or travelling customer as well as those requiring outdoor storage or sales may be permitted in Regional Mixed Use Corridors where:

> *a. The proponent can demonstrate compliance with the design considerations articulated in the policies under Goal 3;*
>
> *b. Negative impacts detracting from the potential achievement of this By-law's vision for Regional Corridors can be minimized through appropriate means; and*
>
> *c. Strong on- site pedestrian connectivity between buildings, parking areas, public sidewalks, and/or transit is provided.*

All Corridors

4.4 Support and protect Corridors' continued retail and service function by encouraging retail and service use intensification and by supporting reinvestment in existing Corridors.

4.5 Encourage the location of the most active retail and service uses to ground floor commercial spaces, and direct less active uses above-grade.

4.6 On Corridors where commercial and/or residential uses are clustered in nodes interrupted by lengths of low-density residential development, direct new commercial uses within or adjacent to these nodes.

Goal 7

7.0 Promote the integration of land use and transportation.

All Corridors

7.1 Ensure the design and use of the public realm supports this By-law's vision for Corridors.

7.2 Ensure the design of Corridors encourages the use of the frequent transit service provided on routes in the Primary Transit Network as well as connections to the feeder network.

The proposed development meets the intent of the above CCDS 2.0 policies.

<u>TRANSIT ORIENTED DEVELOPMENT HANDBOOK (TOD Handbook)</u>

- The TOD Handbook provides policy support to guide development in proximity to Rapid Transit infrastructure.
- The TOD Handbook provides the following key principles relevant to this proposal. Further detail can be found in the TOD Handbook:
    - *Principle 1: Medium to high density development that is greater than the community average*
    - *Principle 2: A mix of uses.*
    - *Principle 3: Compact, high quality pedestrian-oriented environment*
    - *Principle 4: An active defined centre*
    - *Principle 5: Innovative parking strategies*

The proposal was reviewed against the above principles and the TOD Handbook, and meets the policy intent of the principles.

WINNIPEG ZONING BY-LAW 200/06

REZONING AND SUBDIVISION

- The subject property is currently zoned “RMF-M” Residential Multi-Family (Medium) District.
- The Urban Planning Division believes that the proposed rezoning to the “RMU” District is appropriate, given:
    - There is an established mixed-use context in the immediate area.
    - The rezoning, the dimensional standards, and urban design of the proposed development align with policies of the CCDS 2.0 and the TOD Handbook.
    - Specifically, CCDS 2.0 policies strongly encourage higher density, mixed use development on this Regional Mixed-Use Corridor and the TOD Handbook supports mixed use and medium to high density development that is greater than the community average in this location.
    - The property fronts Pembina Highway and backs onto the Rapid Transit Corridor (Blue Line). It is a 1.5 minute walk to Plaza Rapid Transit Station.

PARKING

The development exceeds the Public Service-supported parking supply with a provided ratio of 0.85 instead of 0.8 - plus 46 stalls for the commercial/ restaurant on top of that ratio. It also includes 70 indoor and outdoor bike parking stalls.

SERVICING CONSIDERATIONS

The Water and Waste Department advises that:

- The Developer either needs to provide a servicing report outlining upgrades to the wastewater sewer, or design to not exceed the existing sewer discharge rate. Required sewer upgrades are to be paid by the developer.

The Pubic Works Department advises that:

- The Developer shall pay to construct and install a rear multi-use pathway to the Rapid Transit Corridor.

PUBLIC CONSULTATION

The applicant conducted public consultation, and provided the following information (summarized by the Division).

- Email to Long & McQuade March 14, 2022
- Telephone conversation with owner of Pembina Apartments.
- Telephone and email exchanges with owner of Drury manor.

The applicant’s consultation report is attached as Appendix A.

OTHER CONSIDERATIONS

PLAN APPROVAL

Associated Variance File. No DAV 22-194859/D contains a Plan Approval condition. If the development is built in substantial conformance with the approved plans, the proponent may apply for building permits. If plans are proposed to be changed, a plan approval process will be required in order to provide the Urban Planning Division the opportunity to review.

SUMMARY

The Urban Planning Division supports the subdivision and rezoning, because the development:

- Fronts Pembina Highway, backs onto the Rapid Transit Corridor (Blue Line), and is a 1.5 minute walk to Plaza Rapid Transit Station.
- Supports access for many Winnipeggers in alignment with accessibility policy goals of *OurWinnipeg 2045.*
- The rezoning, the dimensional standards, and urban design of the proposed development align with policies of the CCDS 2.0 and the TOD Handbook.
- CCDS 2.0 policies strongly encourage higher density, mixed use development on this Regional Mixed-Use Corridor and the TOD Handbook supports mixed use and medium to high density development that is greater than the community average in this location.

OURWINNIPEG POLICY ALIGNMENT

The proposed development recognizes that a primary function of designated Regional Mixed-Use Corridors is for the efficient movement of people, goods and services, while transitioning the functional design over time to support mixed-use intensification and transit-orientation, per OurWinnipeg Section 6.21.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

The proposal complies with the *Winnipeg Climate Action Plan* because the proposed development would increase the density of urban development along a key transit corridor.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to any of the specific Goals and Objectives in the PRS and it was determined that the PRS is not applicable to this specific report.

This Report Submitted by:

Planning, Property and Development Department
Urban Planning Division
Report Prepared by: Andrew Ross RPP, MCIP
DAZ 223/2022 – 1819 Pembina Highway

Schedule “A” for File No. DAZ 223/22, City Centre Community Committee, November 18, 2022

By–Law No. _____

File No. **DAZ 223/2022**

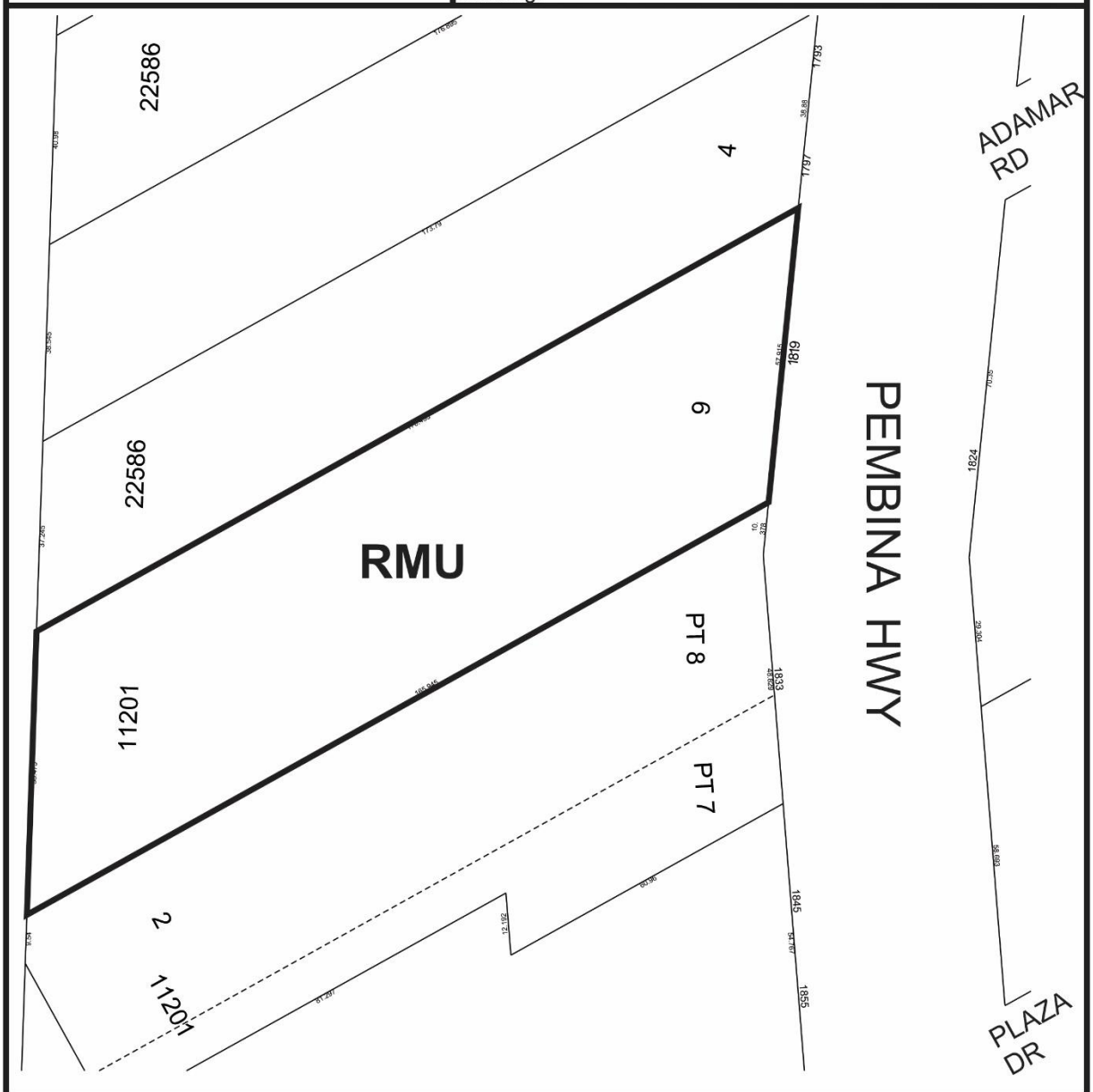
Atlas Sheet No. **AH24**

N

CITY CENTRE COMMUNITY

Explanation

A proposed zoning change to By-law No. 200/2006 by rezoning the land located at 1819 Pembina Highway from an “RMF-M” RESIDENTIAL MULTI-FAMILY (MEDIUM) DISTRICT to an “RMU” RESIDENTIAL MIXED-USE DISTRICT to facilitate the construction of a mixed use residential and commercial building.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

SCHEDULE B

REPORT OF THE ADMINISTRATIVE COORDINATING GROUP

RE: PROPOSED REZONING OF LAND LOCATED AT 1819 PEMBINA HIGHWAY

It is recommended that approval of DAZ 223/2022, if granted, be subject to the applicant entering into a Servicing Agreement containing the following conditions:

Section I – Engineering Studies

1) The Water and Waste Department wishes to advise that the wastewater collection system servicing the Planned Area does not have adequate capacity to support the proposed development.

2) The Developer shall provide a comprehensive servicing report, prepared by a qualified municipal engineer, which shall outline the provision of upgraded wastewater sewer services required for the Planned Area and adjacent lands, as determined by and to the satisfaction of the Director of Water and Waste.

3) Alternatively, the Developer shall modify the development plans not to exceed the existing land use's design wastewater discharge rate, to the satisfaction of the Director of Water and Waste.

Section II - Servicing Conditions

1) Wastewater Sewers

   a) The Developer shall, at no expense to the City, construct and install upgraded wastewater sewers required to service the Planned Area and adjacent lands, as determined by the accepted servicing report, to the satisfaction of the Director of Water and Waste.

   b) Alternatively to clause a) above, if the upgraded wastewater sewer is installed by others, the Developer shall pay their share of the cost of wastewater sewer upgrades, as determined by and to the satisfaction of the Director of Water and Waste.

2) Multi-use Pathway

   a) The Developer shall pay to the City, in cash, on demand, the full costs to construct and install a multi-use pathway between the Planned Area and the Rapid Transit Corridor, as determined by and to the satisfaction of the Director of Public Works.

   b) Installation of the pathway noted in clause a) above shall be conditional on approval of said installation by Manitoba Hydro as the existing multi-use pathway adjacent to the Rapid Transit Corridor is permitted through a licensing agreement between the City and Manitoba Hydro.

3) Construction Traffic

a) The Developer shall ensure that construction traffic uses access routes as determined by the Director of Public Works.

b) The Developer shall maintain, at no expense to the City, the access routes in a clean, dust free and safe condition, free of dropped and tracked-on mud, and shall undertake regular scraping and sweeping of streets until building construction, including landscaping is complete, all as determined by and to the satisfaction of the Director of Public Works.

4) Utilities

a) The Developer shall, at no expense to the City, cause underground electrical and telephone services to be installed to serve the Planned Area and will pay the full cost to convert any existing overhead services within the Planned Area to underground to the satisfaction of the Director of Public Works.

b) The Developer shall pay all costs associated with the relocation of street lights and other utilities made necessary as a result of, or required to accommodate, the works to be constructed by the Developer to serve the Planned Area, as determined by and to the satisfaction of the Director of Public Works.

5) Litter and Refuse Control and Clean-Up

a) The Developer shall, at no expense to the City, and of its own volition, initiate and control the regular cleanup of litter and refuse from the contractors and builders for this development, both on-site and off-site, during the installation of services and construction of buildings, until substantial completion of all construction, as determined by and to the satisfaction of the Director of Public Works.

b) The cleanup of litter and refuse shall be done on a regular basis as determined by the Director of Public Works. This shall include initiating action and assuming any costs in remedying the situation to the satisfaction of the Director of Public Works.

6) Survey Monuments

a) Subsequent to completion of the Planned Area, as determined by the Director of Planning, Property and Development, the Developer shall pay the full costs of having all survey monuments within the Planned Area verified and/or restored by a Manitoba Land Surveyor and shall prepare a Plan of Survey Perpetuating Certain Monuments, confirming the position of all the survey monumentation within the Planned Area, for filing in The Property Registry.

b) In certain circumstances where all the survey monuments within the Planned Area have been found or restored to their original positions, upon approval by the Director of Planning, Property and Development, the requirements for Plan of Survey Perpetuating Certain Monuments may be waived.

Section III – Costs and Fees

1) By-laws and Approvals

The Developer shall pay all of its and the City's costs, fees, and expenses associated with the preparation and attainment of approval for registration of the Zoning By-law(s) and plan(s) of subdivision, including all Municipal Board, Land Titles Office and other fees and expenses, all survey, engineering and advertising fees and costs, and all expenses incidental to the preparation of this Agreement and the physical development of the Planned Area.

2) Professional Fees

a) The Developer shall pay the full cost of all design services, including preliminary engineering studies, servicing reports, servicing criteria, construction drawings and specifications, and grading and landscaping plans and specifications, to be provided by Consulting Engineer(s) approved by the City, for the design of the municipal services, parklands, parkways and associated works required to serve the Planned Area;

b) The Developer shall pay the full cost of construction and landscaping supervision services provided by or on behalf of the City for field inspection, preparation of progress estimates, provision of as-built drawings by March 31 of the year following substantial performance of the work, and all other engineering consulting services related to the installation and acceptance of municipal services, and all associated works to serve the Planned Area.

3) Administration Fees

The Developer shall pay to the City, prior to the release of the agreements for registration in the Land Titles Office, an administration fee plus applicable GST to help defray the City's administration and related costs associated with the preparation and implementation of the Servicing Agreement.

THIS REPORT SUBMITTED BY:

Administrative Co-ordinating Group
File No. DAZ 223/2022
November 3, 2022

"*Original Signed by D. Trenchard"*
D. Trenchard, P. Eng.
Land Development Branch
Planning, Property and Development Department

"*Original Signed by M. Gajda"*
M. Gajda, P. Eng.
Engineering Division
Water and Waste Department

"*Original Signed by C. Desjardine"*
C. Desjardine, M. Sc., P. Eng.
Transportation Division
Public Works Department

Exhibit “7” referred to in File DAZ 223/2022

1819 PEMBINA HIGHWAY

PRELIMINARY DESIGN
28 JULY 2022

10 STOREY APARTMENT BUILDING: 230 UNITS
STRUCTURED + SURFACE PARKING: 242 TOTAL PARKING STALLS

PROJECT DATA:

SITE AREA:	86 081 FT2				
COMMERCIAL SPACE DATA:					
LEVEL 01:	± 5700 FT2 COMMERCIAL CRU SPACE				
SUITE DATA:					
SUITE LEVELS - LEVELS 03-10	SUITE AREA (FT2)	QTY / FLOOR	1 BR QTY:	2 BR QTY:	3 BR QTY:
1A - 1 BEDROOM / 1 BATH	560 FT2	6	48		
1B - 1 BEDROOM + DEN / 1 BATH	728 FT2	3	24		
1C - 1 BEDROOM / 1 BATH	672 FT2	3	24		
1D - 1 BEDROOM / 1 BATH	596 FT2	1	8		
2A - 2 BEDROOM / 2 BATH	952 FT2	11		88	
2B - 2 BEDROOM / 1 BATH	802 FT2	1		8	
3A - 3 BEDROOM / 2 BATH	1070 FT2	2 (1 @ LEVEL 03)			15
3B - 3 BEDROOM / 2 BATH	1070 FT2	2 (1 @ LEVEL 03)			15
			TOTAL 1 BR QTY:	**TOTAL 2 BR QTY:**	**TOTAL 3 BR QTY:**
		SUITE SPLIT:	104	96	30
		TOTAL SUITES:	**230**		

LANDSCAPING AND BUFFERING:

STREET EDGE LANDSCAPING - PEMBINA HWY FRONTAGE
1 TREE / 30 FT SITE - 190 FT = 7 TREES REQ'D
3 SHRUBS / 20 FT SITE - 190 FT = 30 SHRUBS REQ'D
PROVIDED TOTAL: 10 TREES, 51 SHRUBS

BUILDING FOUNDATION LANDSCAPING - PEMBINA HWY FRONTAGE
1 SHRUB / 10 FT BUILDING - 62 FT+62 FT = 14 SHRUBS REQ'D
PROVIDED TOTAL: 14 SHRUBS

PARKING LOT INTERIOR LANDSCAPING - PEMBINA HWY FRONTAGE
5% OF GROSS AREA TO BE LANDSCAPED - 13 440 X 0.05 = 672 FT2
1 TREE / 300 FT2 OF 5% OF AREA (672FT2) = 3 TREES REQ'D.
1 SHRUB / 100 FT2 OF 5% OF AREA (672FT2) = 7 SHRUBS REQ'D.
PROVIDED TOTAL: 5 TREES, 10 SHRUBS

PARKING DATA:

NOTE: ALL DRIVE AISLES AND PARKING SPACES TO MEET CITY OF WINNIPEG DIMENSIONAL STANDARDS.

PARKING CATEGORIES (TABLE 5-5):	3 (MULTI-FAMILY) + 18 / 20 / 22 (TBD - RESTAURANT USE SHOWN)		
SPACES REQUIRED PER DWELLING UNIT:	0.8 / UNIT - PER TRANSIT ORIENTED DEVELOPMENT GUIDELINE		
REQUIRED BICYCLE PARKING:	MIN. 10% QUANTITY - TO BE PROVIDED / EXCEEDED		
REQUIRED GUEST PARKING:	MIN. 10% QUANTITY - TO BE PROVIDED		
	REQUIRED:	**PROVIDED:**	**VARIANCE REQ'D:**
PARKING CATEGORY:			
CATEGORY 3: MULTI-FAMILY	230 UNITS X 0.8 = 184		
CATEGORY 18/20/22: RESTAURANT USE @ ±5000 FT2	1:100 FT2 = 50		
PARKING TYPE:			
EXTERIOR SURFACE		16	
STRUCTURED PARKING		226	
PROJECT TOTAL PARKING SPACES:	234	242	NO
ACCESSIBLE SPACES REQUIRED (TABLE 5-10):	8	11	NO
VAN ACCESSIBLE SPACES REQUIRED (TABLE 5-10):	3	3	NO
SMALL CAR SPACES (NOT TO EXCEED 33% OF REQ'D TOTAL:	MAX. 77	22	NO
LOADING SPACES REQ'D:	0	1	NO

LANDSCAPE LEGEND:

- SHRUB TYPE 01: RED OSIER DOGWOOD
- SHRUB TYPE 02: DWARF MUGO PINE
- SHRUB TYPE 03: KARL FOERSTER REED GRASS
- TREE TYPE 01: JAPANESE TREE LILAC (DECIDUOUS)
- TREE TYPE 02: BLACK HILLS SPRUCE (EVERGREEN)
- TREE TYPE 03: AMUR MAPLE (DECIDUOUS)
- TREE TYPE 04: HARVEST GOLD LINDEN (DECIDUOUS)
- CONCRETE PAVING
- CONCRETE PAVERS; BARKMAN "BOARDWALK", 80mm THICKNESS, VARIED SIZES, COLOUR TO BE 50% NATURAL, 50% CHARCOAL, PATTERN TBD.
- SOD
- MULCH
- COMPACTED GRAVEL PATHWAY

1 PROJECT DATA

PRELIMINARY
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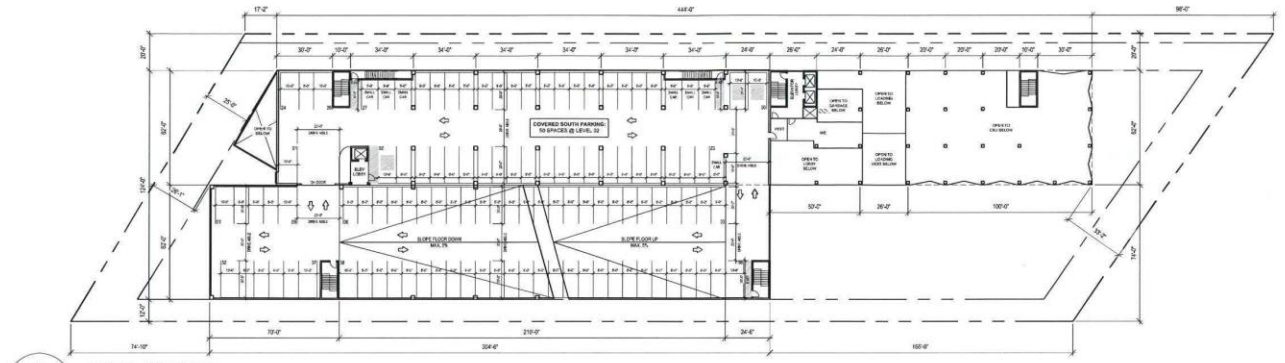
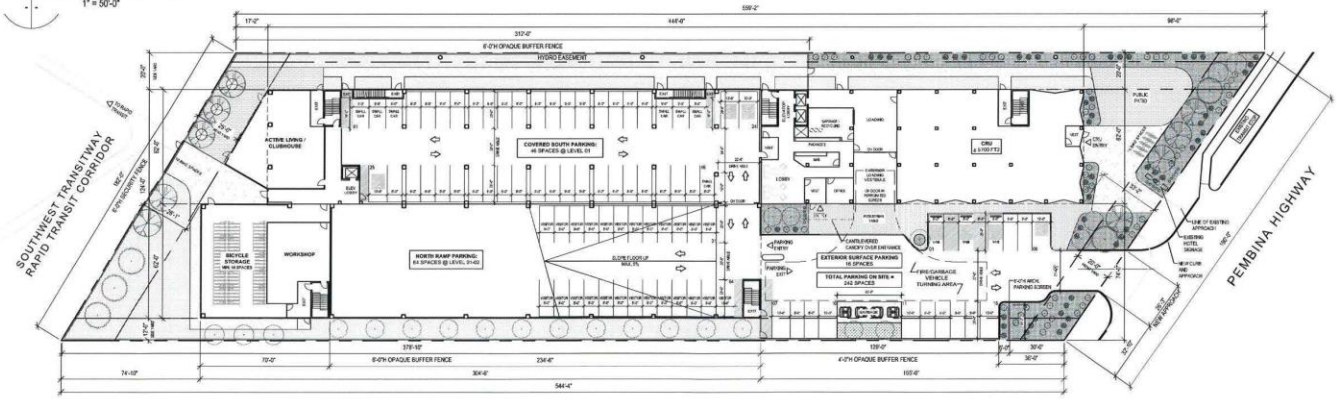
PROJECT
1819 PEMBINA HWY
1819 PEMBINA HIGWAY, WINNIPEG MB
DRAWN MB REVD KS PROJECT NO. 2021_19
DATE 28 JULY 2022 DRAWING NO.
SCALE AS NOTED A00



2 LEVEL 02 PLAN
1" = 50'-0"



1 OVERALL SITE & LEVEL 01 PLAN
1" = 50'-0"

N

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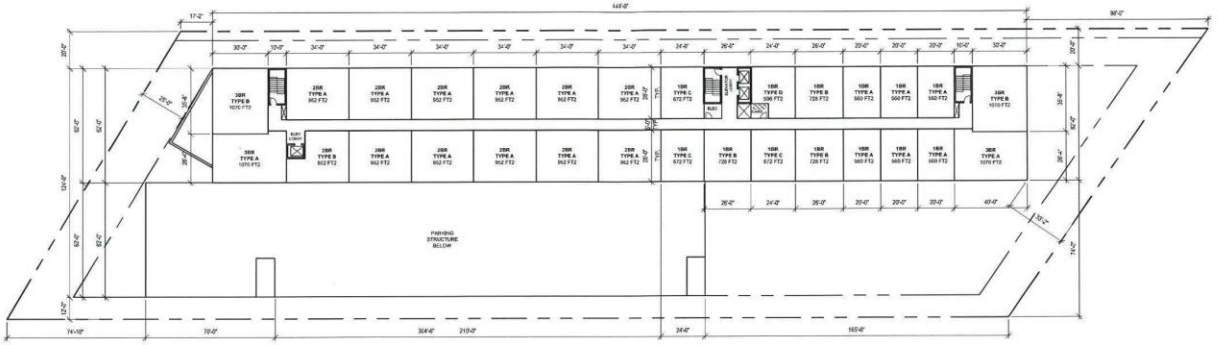
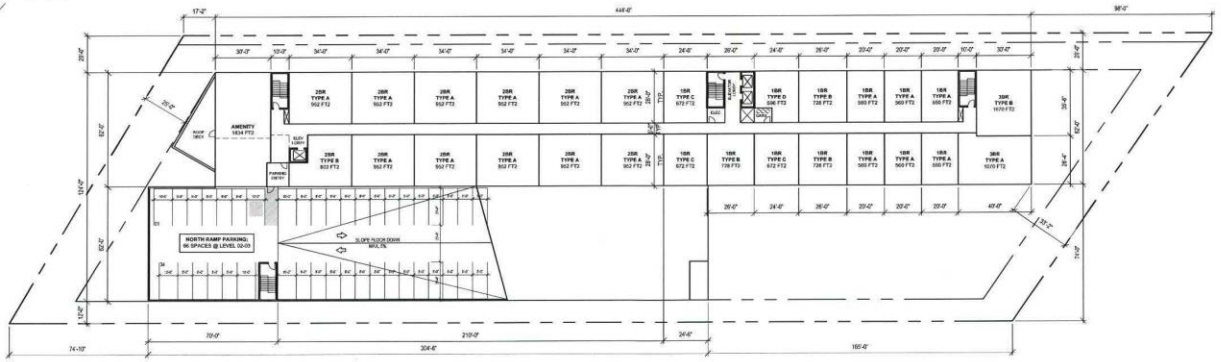
SCALE AS NOTED A01



2 LEVEL 04-10 TYPICAL PLAN

1" = 50'-0"



1 LEVEL 03 PLAN

1" = 50'-0"

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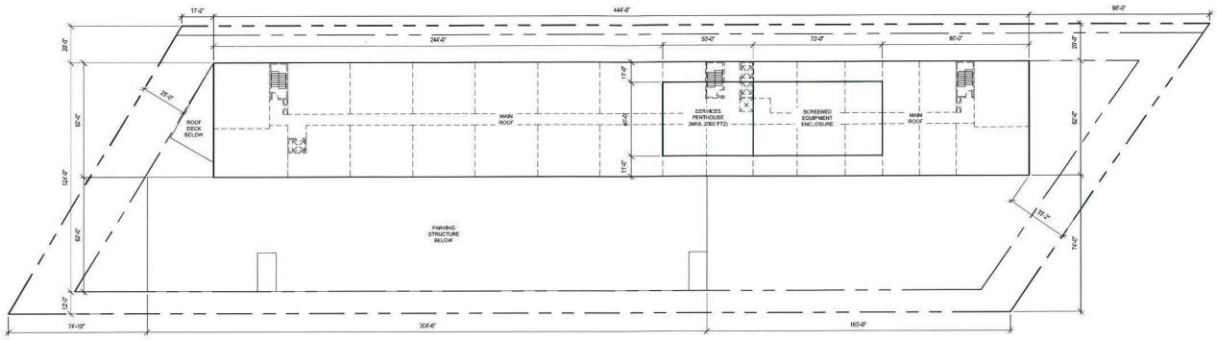
PROJECT
1819 PEMBINA HWY

1819 PEMBINA HIGWAY, WINNIPEG MB

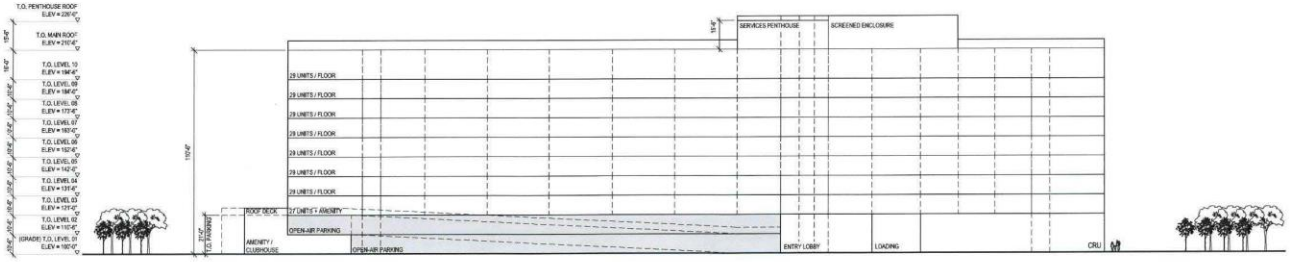
DRAWN MB REVD KS PROJECT NO. 2021_19

DATE 28 JULY 2022 DRAWING NO.

SCALE AS NOTED A02



2 ROOF PLAN
1" = 50'-0"



1 SCHEMATIC BUILDING SECTION
1" = 50'-0"

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PROJECT
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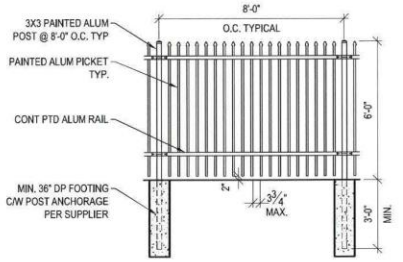
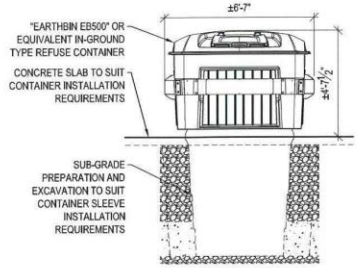
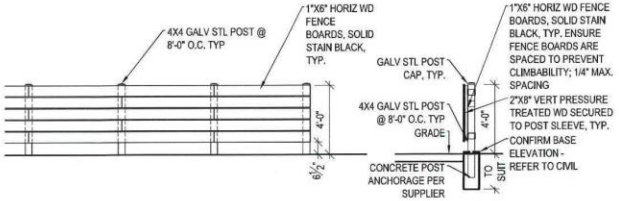
1819 PEMBINA HIGWAY, WINNIPEG MB
DRAWN MB REVD KS PROJECT NO. 2021_19
DATE 28 JULY 2022 DRAWING NO.
SCALE AS NOTED A03



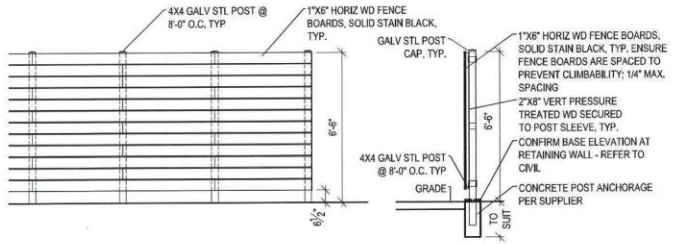
3 - L01 6'-0" SECURITY FENCE
1/4" = 1'-0"



4 - L01 IN-GROUND REFUSE CONTAINER
1/4" = 1'-0"



1 - L01 4'-0" OPAQUE BUFFER FENCE
1/4" = 1'-0"



2 - L01 6'-6" OPAQUE BUFFER FENCE
1/4" = 1'-0"

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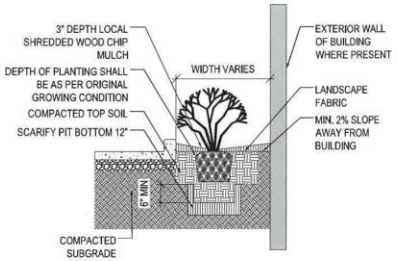
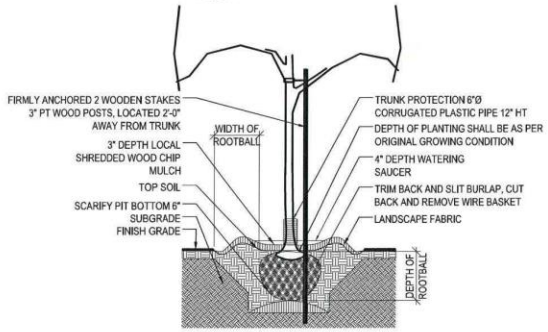
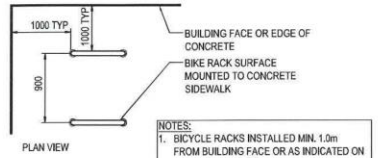
PROJECT 1819 PEMBINA HWY
LANDSCAPE DETAILS
1819 PEMBINA HIGHWAY, WINNIPEG MB
DRAWN MB REVD KS PROJECT NO. 2021_19
DATE 28 JULY 2022 DRAWING NO.
SCALE AS NOTED L01



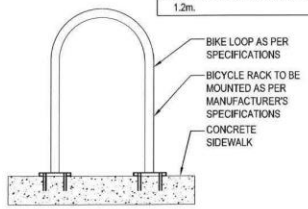
2 - L02 TYPICAL SHRUB
1/4" = 1'-0"



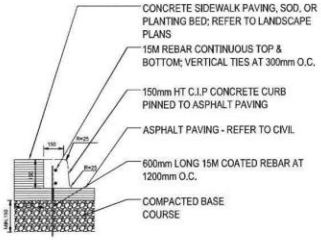
1 - L02 TYPICAL TREE
1/4" = 1'-0"



NOTES:
1. BICYCLE RACKS INSTALLED MIN. 1.0m FROM BUILDING FACE OR AS INDICATED ON LAYOUT DRAWINGS.
2. AISLE WIDTH BETWEEN ROWS TO BE MIN. 1.2m.



3 - L01 TYP. BIKE RACK
1/4" = 1'-0"



NOTES:
1. PROVIDE EXPANSION JOINTS @ 25' O.C. MAX AND AT CURVES, TANGENTS AND CORNERS.
2. BASE OF CURB TO REST ON ASPHALT PAVING.
3. SACK FINISH EXPOSED SURFACES.
4. RUN BARS CONTINUOUS THROUGH EXPANSION JOINTS
5. ALL REINFORCING TO BE REVIEWED AND APPROVED BY STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION.

4 - L01 TYP. CURB
1/4" = 1'-0"

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PROJECT
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LANDSCAPE DETAILS
1819 PEMBINA HIGWAY, WINNIPEG MB
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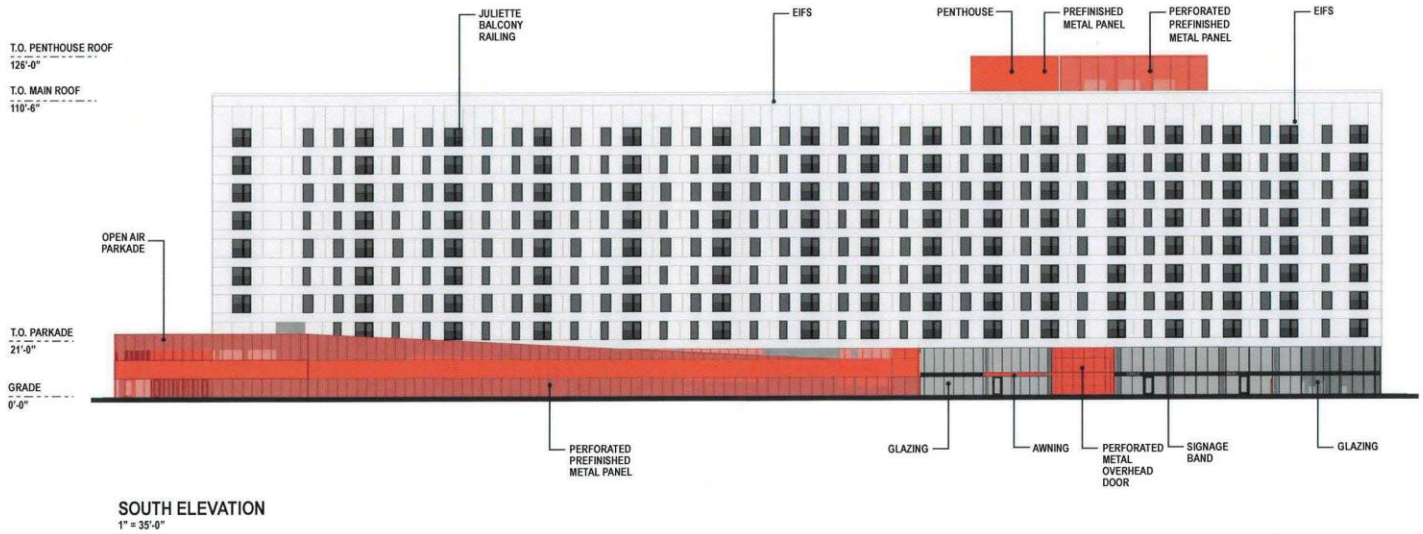
SCALE AS NOTED L02



SOUTH ELEVATION
1" = 35'-0"

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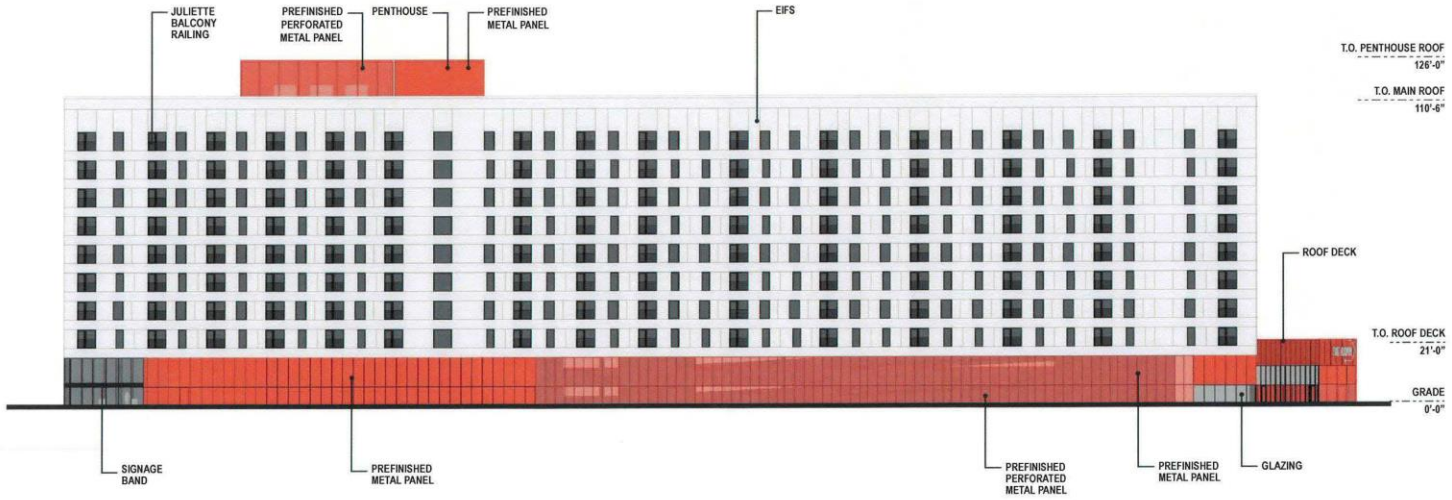
ELEVATIONS
1819 PEMBINA HWY



NORTH ELEVATION
1" = 35'-0"

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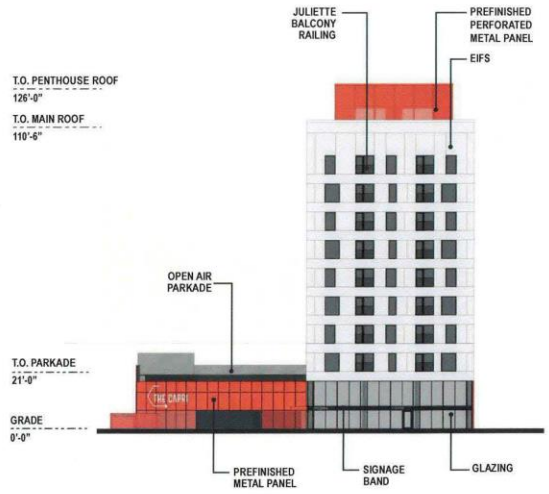
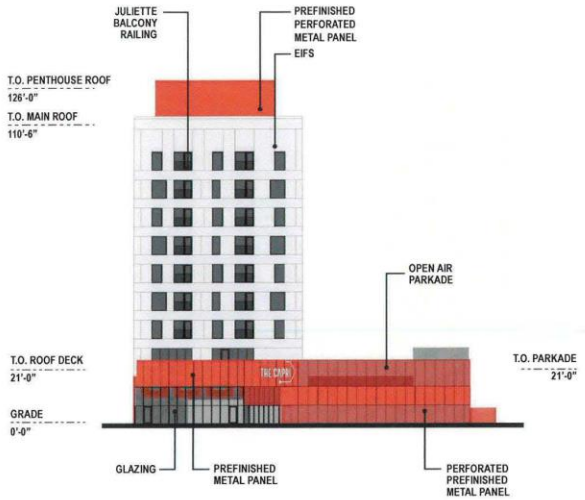
ELEVATIONS
1819 PEMBINA HWY



EAST ELEVATION
1" = 35'-0"



WEST ELEVATION
1" = 35'-0"

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ELEVATIONS
1819 PEMBINA HWY



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SOUTH BOUND PEMBINA
1819 PEMBINA HWY



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EAST PLAZA OFF PEMBINA
1819 PEMBINA HWY



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MAIN ENTRY OFF PEMBINA
1819 PEMBINA HWY



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EAST PLAZA OFF PEMBINA
1819 PEMBINA HWY



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EAST PLAZA OFF PEMBINA
1819 PEMBINA HWY



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AERIAL VIEW FROM RAPID TRANSIT
1819 PEMBINA HWY



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ENTRY OFF RAPID TRANSIT
1819 PEMBINA HWY



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AERIAL VIEW FROM PEMBINA
1819 PEMBINA HWY



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AERIAL VIEW FROM RAPID TRANSIT
1819 PEMBINA HWY



JUNE 21st
9:00 AM



JUNE 21st
12:00 PM



JUNE 21st
3:00 PM



JUNE 21st
6:00 PM



MARCH/SEPT 21st
9:00 AM



MARCH/SEPT 21st
12:00 PM



MARCH/SEPT 21st
3:00 PM



MARCH/SEPT 21st
6:00 PM



DECEMBER 21st
9:00 AM



DECEMBER 21st
12:00 PM



DECEMBER 21st
3:00 PM



DECEMBER 21st
6:00 PM

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SHADOW STUDY
1819 PEMBINA HWY



VISTA NORTH PEARL CONDOMINIUMS
BORA ARCHITECTS

SCREENED LOADING ZONE



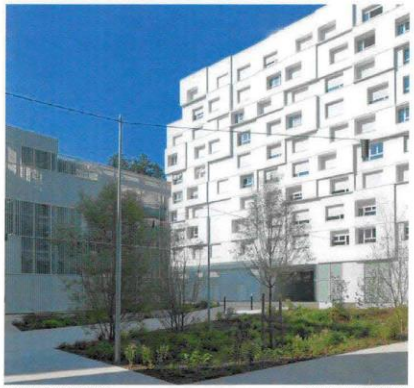
AFFORDABLE HOUSING IN MILAN
C+S ARCHITECTS

BUILDING TEXTURE



ESMA STUDENT HOUSING
MATEO ARQUITECTURA

BUILDING TEXTURE



TREED IT CAR PARK
SAISON MENU ARCHITECTES URBANISTES

BUILDING TEXTURE /SCREENED PARKING



AFFORDABLE HOUSING IN MILAN
C+S ARCHITECTS

BUILDING TEXTURE