

## ADMINISTRATIVE REPORT

**Title:** DAV 22-222616\C – 150 Sherbrook Street

**Issue:** For a Variance to develop a 9-unit residential building with commercial on the ground floor.

**Critical Path:** Director of Planning, Property, and Development

### AUTHORIZATION

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

### DECISION

The Urban Planning Division **approves** the application to vary the "C2 PDO-1 Nbhd Main" dimensional standards of Zoning By-Law No. 200/2006 as follows:

1. for the construction of a commercial mixed use building to permit:
  - a. a lot area per dwelling of 682.67 square feet (63.4 square metres) instead of 800 square feet (74.3 square metres);
  - b. a front yard of 6 feet (1.83 metres) instead of 28 ft (8.54 metres);
  - c. a north side yard to dwelling units of 6 feet (1.83 metres) instead of 14 feet (4.27 metres);
  - d. a south side yard to dwelling units of 4 feet (1.22 metres) instead of 14 feet (4.27 metres);
  - e. a rear yard to dwelling units of 8.9 feet (2.71 metres) instead of 25 feet (7.62 metres);
  - f. 6 parking spaces instead of 11 spaces;
2. for the establishment of an accessory parking area to permit no buffering of parking located within 20 feet (6.1 metres) of a rear lot line adjacent to a residential district.

Subject to the following condition(s):

1. That prior to the issuance of any building permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include one (1) car share vehicle and one (1) dedicated parking stall for the car share vehicle, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

OR

That prior to the issuance of any building permits, a signed contribution agreement with CMHC or MHRC be submitted to the City confirming the provision of a minimum of 4 affordable dwelling units for the project, to the satisfaction of the Director of Planning, Property and Development.

2. That the Owner must submit plans showing the location and design of any and all proposed:
  - i. buildings;
  - ii. accessory car and bike parking areas;
  - iii. garbage enclosures;
  - iv. fencing; and
  - v. landscaping

on the Owner's Land ("Works") to the Director of Planning, Property and Development for approval prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

#### REASON FOR THE REPORT

This report provides information and makes recommendations regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

#### FILE/APPLICANT DETAILS

<b>FILE:</b>	<b>DAV 22-222616\C</b>
<b>RELATED FILES:</b>	N/A
<b>COMMUNITY:</b>	City Centre Committee
<b>NEIGHBOURHOOD #:</b>	1.103 – West Broadway
<b>SUBJECT:</b>	To vary the "C2 PDO-1 Nbhd Main" dimensional standards of Zoning By-Law No. 200/2006 as follows: <ol style="list-style-type: none"><li>1) for the construction of a commercial mixed use building to permit:<ol style="list-style-type: none"><li>a) a lot area per dwelling of 682.67 square feet (63.4 square metres) instead of 800 square feet (74.3 square metres);</li><li>b) a front yard of 6 feet (1.83 metres) instead of 28 ft (8.54 metres);</li><li>c) a north side yard to dwelling units of 6 feet (1.83 metres) instead of 14 feet (4.27 metres);</li><li>d) a south side yard to dwelling units of 4 feet (1.22 metres) instead of 14 feet (4.27 metres);</li><li>e) a rear yard to dwelling units of 8.9 feet (2.71 metres) instead of 25 feet (7.62 metres);</li><li>f) 6 parking spaces instead of 11 spaces;</li></ol></li></ol>

2) for the establishment of an accessory parking area to permit no buffering of parking located within 20 feet (6.1 metres) of a rear lot line adjacent to a residential district.

**LOCATION:** 150 Sherbrook ST  
**LEGAL DESCRIPTION:** LOT 268 PLAN 426 79 ST JA

**APPLICANT:** Amy Plett (Monteyne Architecture Works)  
194 Sherbrook St  
Winnipeg, MB

**OWNER:** SHERBROOK REAL ESTATE & HOLDING INC.  
116 Firbridge Cres  
Winnipeg, MB R3T 5X4

## HISTORY

N/A

## DISCUSSION

### CRITERIA FOR APPROVAL

Pursuant to Section 247(3) of *The City of Winnipeg Charter*, an application for a variance with respect to a property may be approved if the variance:

- (a) is consistent with Plan Winnipeg and any applicable secondary plan;
- (b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;
- (c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and
- (d) is compatible with the area in which the property to be affected is situated.

### SITE DESCRIPTION

- The subject property is located on the west side of Sherbrook Street between Westminster Avenue and Sara Avenue, in the West Broadway neighbourhood of the River Heights/ Fort Rouge ward.
- The site is located on an Urban Mixed Use Corridor under the *Complete Communities Direction Strategy 2.0*.
- The property is zoned "C2" – Commercial Community, is 6,142 sq. ft. in size, and currently contains a 7-unit Single Room Occupancy (rooming house).

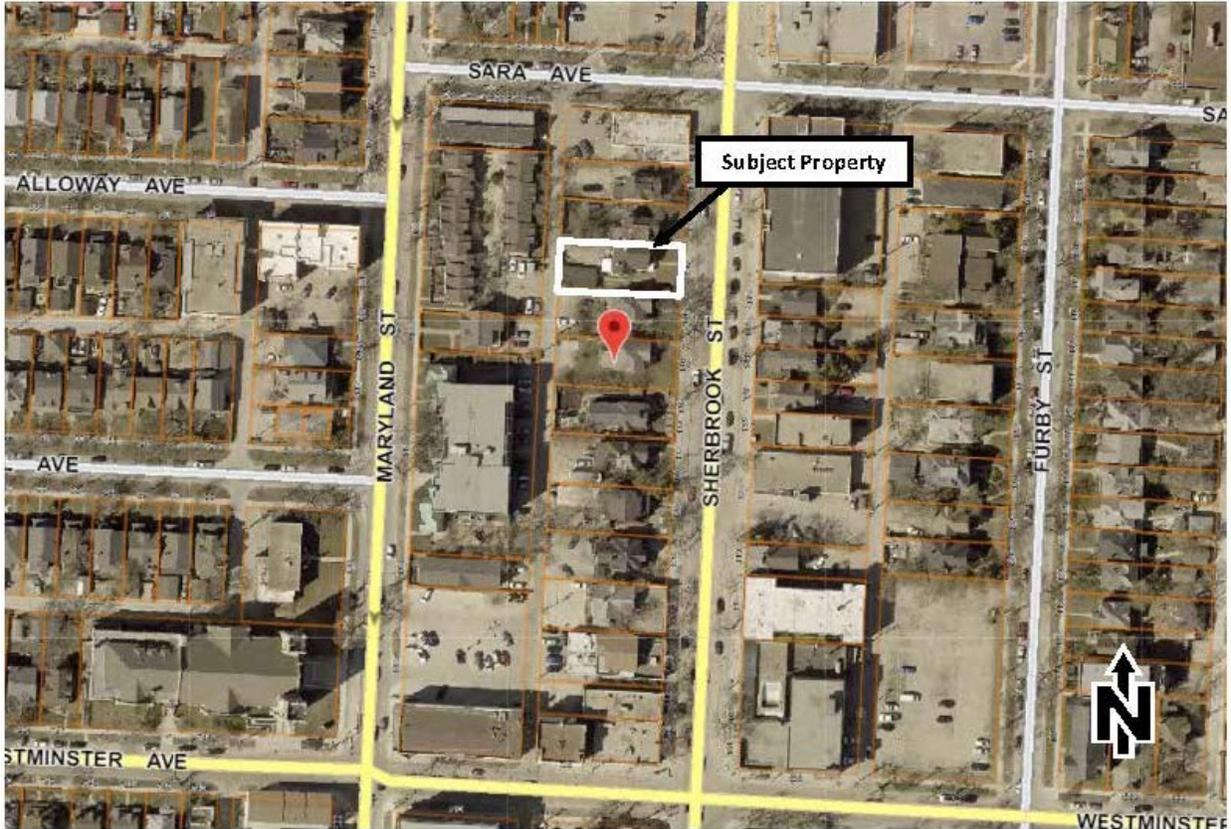


Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2021)

**SURROUNDING LAND USE AND ZONING (See Figure 2)**

- North:** Single family residential uses zoned “C2” – PDO-1 Neighbourhood Main Street Commercial Community
- South:** Two family residential uses zoned “C2” – PDO-1 Neighbourhood Main Street Commercial Community.
- East:** Sherbrook Street, then mixed uses zoned “C2” – PDO-1 Neighbourhood Main Street Commercial Community.
- West:** Rear lane, then multifamily residential uses zoned “RMF-M” – Residential Multi-Family.

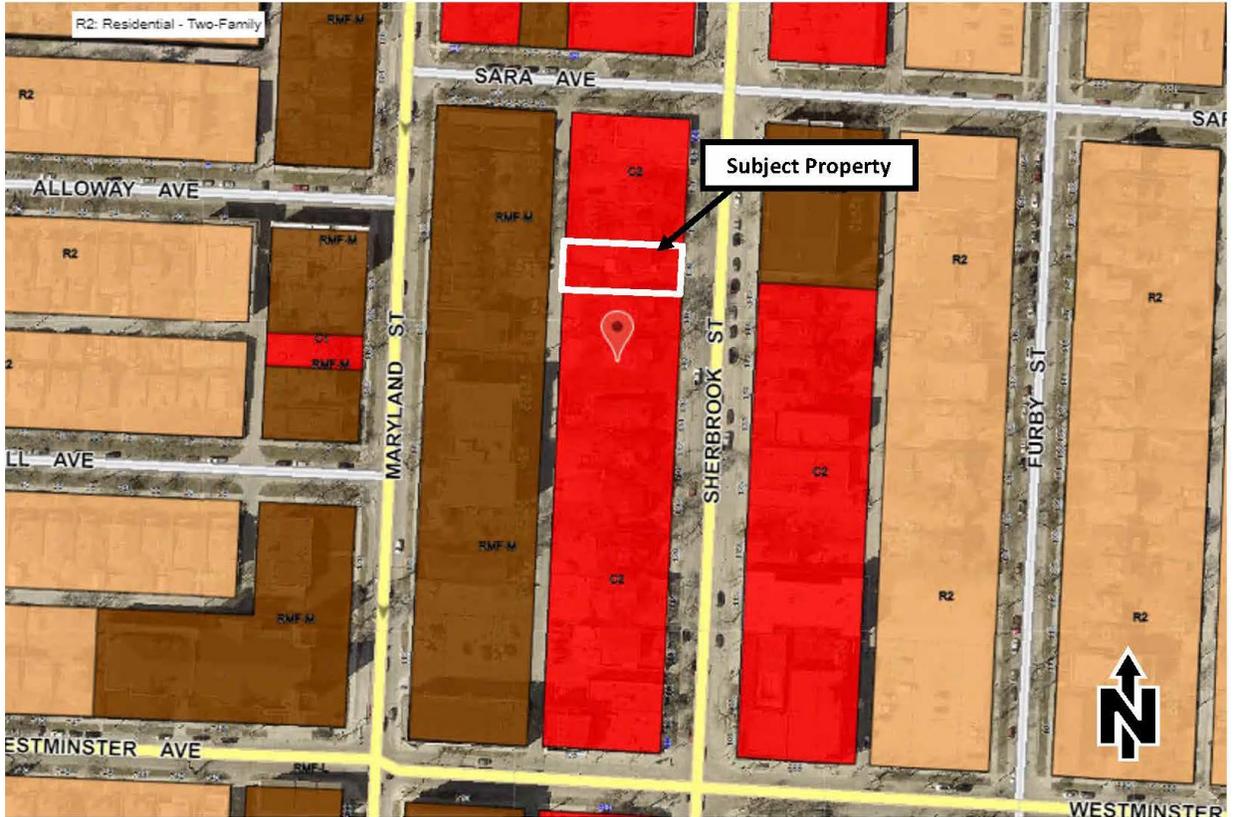


Figure 2: Zoning of the site and surrounding area.

## DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks to build a mixed use development with 9 dwelling units and commercial space on the ground floor.

- The existing rooming house will be demolished.
- Indoor, secure bike parking is being provided onsite.

## REASON FOR APPLICATION

### Density

The maximum permitted density in the “C2” district is 800 sq. ft. of lot area per dwelling unit. The applicant seeks a density of 682.67 sq. ft. of lot area per dwelling unit, therefore a variance is required.

### Yards

#### *Front*

A front yard building alignment is calculated for multi-family developments in cases where the standard front yard setback in the Zoning By-Law is inconsistent with the majority of front yards on the subject block. In this case, the alignment is 28 ft. The applicant proposes a front yard of 6 ft; therefore a variance is required.

*North side*

The minimum required side yard for dwellings in the “C2” district is 8 ft. plus 2 ft. for each floor above the first floor, or 14 ft. for this proposed development. The applicant seeks to provide a north side yard of 6 ft., therefore a variance is required.

*South side*

The minimum required side yard for dwellings in the “C2” district is 8 ft. plus 2 ft. for each floor above the first floor, or 14 ft. for this proposed development. The applicant seeks to provide a south side yard of 4 ft., therefore a variance is required.

*Rear*

The minimum required rear yard for dwellings in the “C2” district is 25 ft. The applicant seeks a rear yard of 8.9 ft., therefore a variance is required.

Parking

*Number of stalls*

The property is Mixed Use and is located within the Urban Infill Area, which reduces the zoning requirement for the number of parking stalls to 11 for the proposed development. The applicant seeks to provide 6 stalls instead of 11 stalls; therefore a variance is required.

*Buffering of parking*

Parking that is located within 20 ft. of a rear lot line abutting or adjacent to a residential zoning district requires landscaped buffer. The applicant is not providing such a buffer; therefore a variance is required.

**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. Specifically, the following adjustments were made:

Bike parking

Because the bike parking is located up a flight of stairs, the applicant agreed to provide bike stair ramps (examples shown on p. 8 of the attached plans) to facilitate use and uptake of the amenity by future residents. Final design drawings of the ramp are to be provided at the plan approval stage.

Front facade transparency

In order to ensure vitality on the street with interplay between the interior and exterior of the building at the sidewalk, the applicant agreed to provide main floor storefront glass windows that are transparent or only minimally tinted.

Accessible parking

The applicant agreed to provide one accessible parking stall as required under the Zoning By-Law.

## COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

This portion of Sherbrooke is designated as “Urban Mixed Use Corridor” under CCDS 2.0. The following are the key policies relevant to this proposal:

### Goal 3

*3.0 Ensure Corridors provide a comfortable pedestrian environment and attractive public realm.*

#### *Urban Mixed Use Corridors*

*3.1 Ensure that development on Urban Mixed Use Corridors is designed to prioritize a comfortable pedestrian environment and attractive public realm by:*

*3.1.1 Providing minimal building setbacks from the public right-of-way to define the street edge.*

*3.1.2 Having entrances provide direct access to the public sidewalk.*

*3.1.3 Promoting a fine-grained and transparent street-level façade with active ground floor uses.*

*3.1.4 Encouraging balconies and public spaces, such as plazas, patios, or other pedestrian amenities.*

*3.1.5 Minimizing impacts of vehicular access and parking on the pedestrian environment by having vehicular access off of existing lanes.*

*3.1.7 Promoting pedestrian-scale signage.*

### Goal 4

*4.0 Use Corridors to provide local commercial amenities and opportunities for the surrounding neighbourhood and community.*

#### *Urban Mixed Use Corridors*

*4.1 Maintain ground floor commercial space when redeveloping properties in Urban Mixed Use Corridors.*

#### *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.*

### Goal 6

*6.0 Encourage the integration of land use and transportation.*

#### *All Corridors*

*6.1 Ensure the design and use of the public realm supports this By-law’s vision for Corridors.*

*6.2 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 proposal meets the above policies of CCDS 2.0.

## VARIANCES

### Density

Under the Development Procedures By-Law, a density variance within the “C2” zoning district may be approved up to 10% and rounded up to the next whole dwelling unit. For this size of property this works out to 9 dwelling units, which is the number being applied for.

Urban Mixed Use Corridors are targeted under OurWinnipeg 2045 and Complete Communities 2.0 for intensification. With respect to Corridors, Complete Communities 2.0 states:

*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.*

Policy 3.1 of the General Growth section targets this property for medium-to-high densities. The proposed density of 682.67 sq. ft. of lot area per dwelling unit fits squarely in the medium-to-high range.

### Yards

#### *Front yard*

Smaller front yards are typical on Urban Mixed Use Corridors, where commercial space is present on the ground floor addressing the sidewalk. As noted above, development on Urban Mixed Use Corridors should be designed to prioritize a comfortable pedestrian environment and attractive public realm by:

*3.1.1 Providing minimal building setbacks from the public right-of-way to define the street edge.*

Six feet meets the above policy intent while also providing sufficient space in front for street edge landscaping including trees (which is being provided), and patio seating. For these reasons, the Division supports this variance.

#### *South side yard*

If the proposal were entirely commercial, it would have the right to zero-foot side yards. When low-rise mixed use is proposed on Urban Mixed Use Corridors such as Sherbrook, the Division seeks a minimum of 4 ft. for the upper residential floors of the building, clear of any balcony projections.

A minimum of 4 ft. meets Building Code requirements, and provides space for views and sun penetration for side-facing suites.

The proposal’s side balconies are fully inset, leaving 4 ft. clear to the property line and meeting the Division’s supportable minimum.

For the above reasons, the Division supports this variance.

#### *North side yard*

With the same rationale as that listed above under “South side yard”, the Division supports the variance for the north side yard.

#### *Rear yard*

Reduced rear yards are typical for developments along commercial corridors. The proposed 8.9 ft. sets the bulk of the building back from the lane, reducing minimizing potential impact on neighbouring properties, while also providing for infill with functional floor space for suites. For this reason, the Division supports this variance.

## Parking

### *Number of stalls*

The provided 6 car parking stalls for 9 units results in a ratio of 0.78 stalls per dwelling unit which, with the provision of indoor bike parking, would be acceptable in meeting the Division's normal minimum requirement of 0.8 in this area. However the proposal includes two commercial spaces which also require parking, effectively reducing the ratio further.

For this reason, the applicant was asked to provide one of the following as an offset to some of the stalls:

- a car share vehicle and dedicated onsite parking stall, or
- provide confirmation of affordable units. Because people with lower incomes tend to exhibit less car ownership, the Division has begun supporting a car parking ratio of 0.5 stalls per confirmed affordable unit.

The applicant has included an Agreement in Principle from Peg City Car Co-Op (see Appendix A). However if the applicant provides documentation of a contribution agreement from CMHC (which is their intent) or MHRC, the Public Service will not require that the car share be provided.

With the provision of a car share vehicle, or a minimum 4 affordable units, indoor bike parking, in addition to the fact that the property is located on the Primary Transit Network and on a corridor with a traffic-separated bike lane, the Division is supportive of the parking ratio.

### *Buffering of parking*

Although buffering is required for parking areas located within 20 ft. of adjacent residential, in this case the applicant has no opportunity to plant landscaping or erect a fence at the rear lot line due to the parking off the lane. The Urban Planning Division therefore supports this variance.

## **CONSULTATION**

Neighbour consultation was recommended by the Division. The applicant consulted the abutting neighbour at 146 Sherbrook and provided the Division with a letter of support from them.

## **OTHER CONSIDERATIONS**

### WATER AND WASTE

The Engineering Division indicated that fire flow capacity (water servicing) is adequate for this development, and has provided the applicant with a maximum sewer discharge rate to be confirmed at the time of building permit review.

### SOLID WASTE

The Solid Waste Division reviewed and indicated the proposal will require private pickup services, which the applicant has indicated they will provide.

### PLAN APPROVAL

The Winnipeg Zoning By-Law requires plan approval for mixed use developments in the "C2" zoning district. As such, a condition for this is included.

## CAR SHARE or AFFORDABLE UNITS

As a condition of support for the requested parking reduction, the applicant will be required to submit formal confirmation of either a car share vehicle, or a CMHC or MHRC contribution agreement for the provision of at least 4 affordable dwelling units for the project, to the satisfaction of the Director of Planning, Property and Development.

## **REASONS FOR DECISION**

In the context of Section 247(3), the Urban Planning Division **approves** the application with conditions, for the following reasons:

- (a) is consistent with Plan Winnipeg and any applicable secondary plan;  
*In that, the development provides local commercial amenities, provides an attractive public realm, and integrates land use and transportation in alignment with Complete Communities 2.0.*
- (b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;  
*In that, the development meets land use and urban form objectives for this Urban Mixed Use Corridor location as described in Complete Communities 2.0.*
- (c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and  
*In that, the requested variances are typical and supportable for properties on Urban Mixed Use Corridors, and the parking variance is offset by a car share vehicle.*
- (d) is compatible with the area in which the property to be affected is situated.  
*In that, the development meets land use and urban form objectives for this Urban Mixed Use Corridor location as described in Complete Communities 2.0.*

## **CONSULTATION**

In preparing this report there was internal consultation with: N/A

## **OURWINNIPEG POLICY ALIGNMENT**

### OurWinnipeg Goal: City Building

Objective 1: Responsibly plan, prioritize and accommodate growth in areas that best support *Complete Communities* principles, to achieve this Plan's sustainable development goals.

- Facilitate growth and change strategically within Winnipeg's unique Transformative Areas and Established Neighbourhoods, to enhance the ability of the urban environment to contribute towards this Plan's goals.

Objective 2: Integrate resilient land use, transportation and infrastructure planning, and investments.

- Ensure that land use, transportation, and infrastructure planning are aligned to provide the conditions for compact, complete and connected communities, supported by sustainable transportation options and municipal infrastructure capacity.

Objective 3: Facilitate development opportunities that complete established communities, and plan new communities as complete and connected from the outset.

- New and existing communities are complete when they demonstrate: universally designed environments; mixed-income neighbourhoods; a continuum of housing types; multi-modal connections within and to elsewhere in the city; heritage conservation; opportunities for physical activity, social interaction, and access to health food, daily needs, employment, education, recreation, and green infrastructure.

### WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic opportunity 4: Facilitate Compact, Complete Development and Increase Density

- 4.1 Increase Strategic Infill Development that Provides Access to and Capitalizes on Existing and Planned Corridors with Frequent Transit Service.

### 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.

### SUBMITTED BY

Department: Planning, Property and Development  
 Division: Urban Planning  
 Prepared by: Andrew Ross, RPP, MCIP  
 Date: November 25, 2022  
 File No. DAV 22-222616\C

Appendix A: Car Share Agreement in Principle



Adobe Acrobat  
Document



**DRAWING INDEX**

**Architectural**  
 Monteyne Architecture Works Inc.  
 194 Sherbrook St, Winnipeg  
 204.947.3155

- A0.0 COVER
- A1.0 SITE PLAN
- A2.1 MAIN FLOOR
- A2.2 SECOND FLOOR
- A2.3 THIRD FLOOR
- A2.4 FOURTH FLOOR
- A3.0 EAST ELEVATION
- A3.1 WEST ELEVATION
- A3.2 SOUTH ELEVATION
- A3.3 NORTH ELEVATION
- A3.4 FRONT VIEW (NORTH-EAST)
- A3.5 SHADOW STUDY 9:00 AM
- A3.6 SHADOW STUDY 12:00 PM
- A3.7 SHADOW STUDY 4:00 PM

**ZONING AND PERMITS  
 BRANCH**

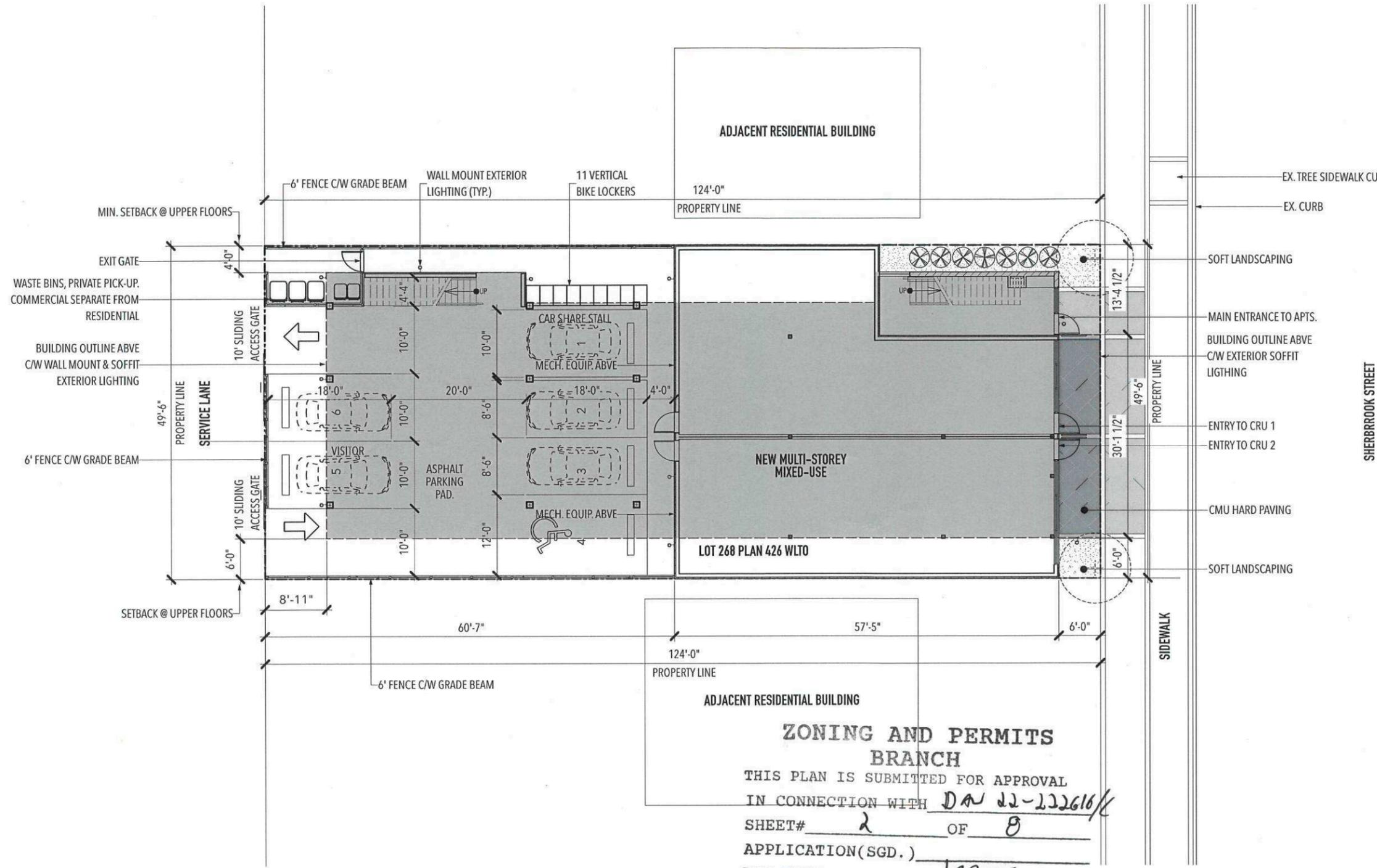
THIS PLAN IS SUBMITTED FOR APPROVAL  
 IN CONNECTION WITH DAV 22-222616/C  
 SHEET# 1 OF 8  
 APPLICATION(SGD) \_\_\_\_\_  
 DEV EXAM. \_\_\_\_\_  
 DATE Oct. 24/22

150 SHERBROOK STREET

2116	SHERBROOK MIXED USE
	COVER

2022.08.17

**A0.0**



**BUILDING CODE SUMMARY**

ASSESSMENT BASED ON PART 3 OF THE MANITOBA BUILDING CODE AS ADOPTED FROM THE 2010 NATIONAL BUILDING CODE OF CANADA, WITH AMENDMENTS UP TO AND INCLUDING M.R. 5/2017

3.2.2.50 GROUP C - RESIDENTIAL OCCUPANCIES (MAJOR OCCUPANCY)  
 3.2.2.57 GROUP D - BUSINESS AND PERSONAL SERVICES OCCUPANCIES

**PROJECT DESCRIPTION**

THIS PROJECT INVOLVES THE NEW CONSTRUCTION OF BOTH NON-COMBUSTIBLE AND COMBUSTIBLE, WOOD FRAMED MULTI-STOREY MIXED-USE BUILDING.

**APPLICATION OF BUILDING CODE**

1.1.1.1 (1) THIS CODE APPLIES TO THE DESIGN, CONSTRUCTION AND OCCUPANCY OF ALL NEW BUILDINGS, AND THE ALTERATION, RECONSTRUCTION, DEMOLITION, REMOVAL, RELOCATION AND OCCUPANCY OF ALL EXISTING BUILDINGS.

**LEGAL DESCRIPTION**

LOT 268 PLAN 426 WLTO  
 IN RL 79 PARISH OF ST JAMES

SHERBROOK STREET

150 SHERBROOK STREET, WINNIPEG, MANITOBA  
 ZONING: **C2 and RMF-M**

SURVEY INFORMATION FROM BARNES & DUNCAN:  
 FILE #: 22-0445  
 DATE OF SURVEY: MAY 20, 2022

**BUILDING INFORMATION**

<b>BUILDING AREAS:</b>	
MAIN FLOOR	2,735 FT <sup>2</sup>
TYPICAL FLOOR (X3)	4,264 FT <sup>2</sup>
BUILDING HEIGHT (MAX):	53'-0"
BUILDING FACING NUMBER OF STREETS:	2 STREET
BUILDING CONSTRUCTION:	COMBUSTIBLE CONSTRUCTION
BUILDING SPRINKLERED:	YES
HIGH BUILDING:	NO

**GENERAL DATA:**

EXISTING LOT AREA -	6,138 FT <sup>2</sup>
BUILDING FOOTPRINT AREA -	2,735 FT <sup>2</sup>
SURFACE PARKING AREA -	2,400 FT <sup>2</sup>
LANDSCAPING -	167 FT <sup>2</sup>

NUMBER OF STOREYS-	4
NUMBER OF UNITS-	9
RESIDENTIAL PARKING (TOTAL)- (INCLUDING ACCESSIBLE STALLS)	6
BICYCLE PARKING SURFACE-	11
BICYCLE PARKING 2ND STOREY-	18

**ZONING AND PERMITS  
 BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL  
 IN CONNECTION WITH DA 22-222616/K  
 SHEET# 2 OF 8  
 APPLICATION(SGD.) \_\_\_\_\_  
 DEV EXAM. [Signature]  
 DATE OCT. 29/22

**01 | SITE PLAN**  
 1/16" = 1'-0"

NOT FOR CONSTRUCTION

**MONTEYNE**  
 architecture works  
 INCORPORATED

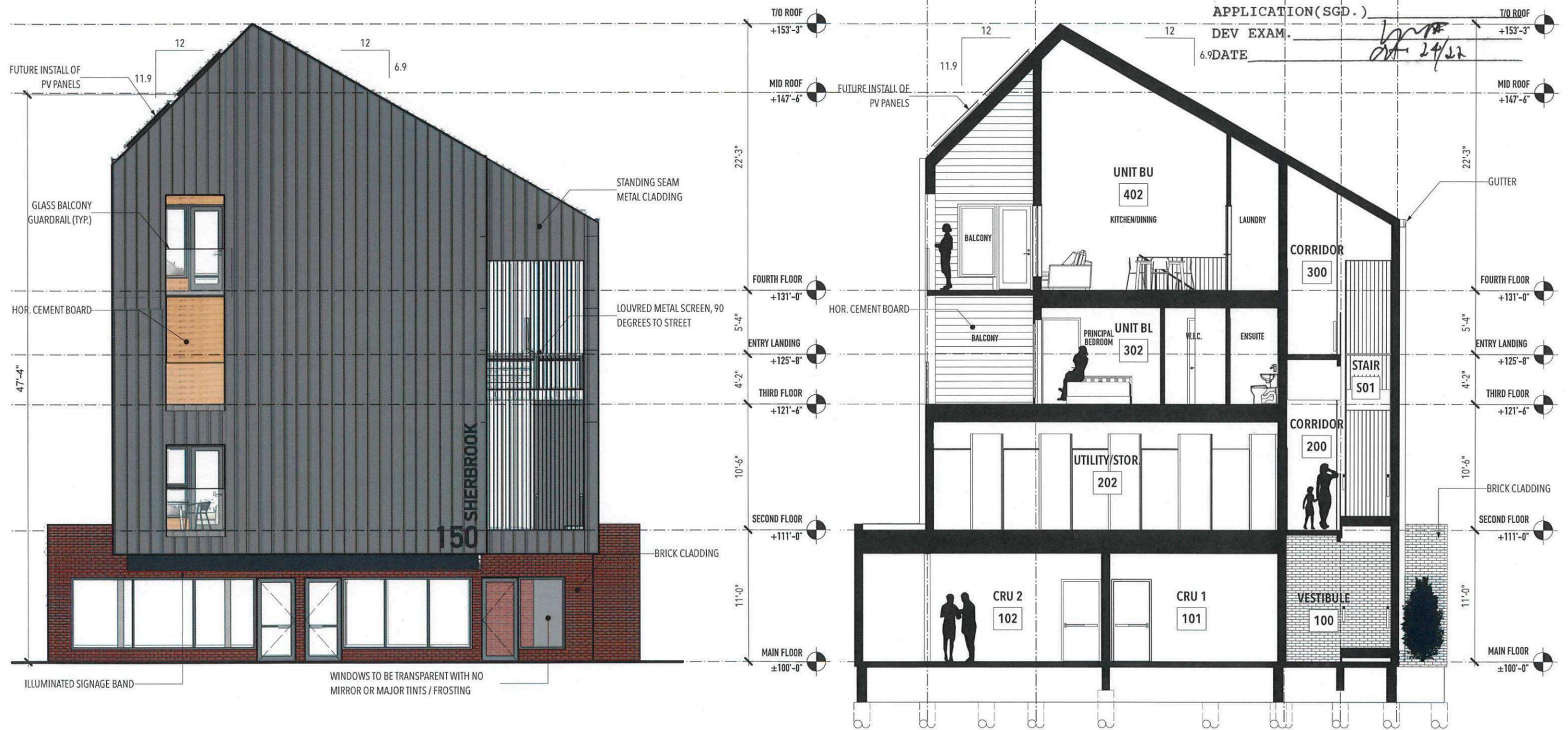
2116	SHERBROOK MIXED USE
	SITE PLAN

2022.09.29

A1.0

**ZONING AND PERMITS  
BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL  
IN CONNECTION WITH DTU 22-222616/C  
SHEET# 3 OF 8  
APPLICATION (SGD.)  
DEV EXAM. [Signature]  
DATE 10/24/22



**01 | EAST ELEVATION**  
1/8" = 1'-0"

NOT FOR CONSTRUCTION

**MONTEYNE**  
architecture works  
INCORPORATED

2116	150 SHERBROOK STREET
	SHERBROOK MIXED USE
EAST ELEVATION	

2022.10.28

A3.0



**ZONING AND PERMITS  
BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL  
 IN CONNECTION WITH DN 22-222616/C  
 SHEET# 4 OF 8  
 APPLICATION(SGD.) \_\_\_\_\_  
 DEV EXAM. [Signature]  
 DATE Oct 24/22

**01 | WEST ELEVATION**  
 1/8" = 1'-0"

NOT FOR CONSTRUCTION

150 SHERBROOK STREET

**MONTEYNE**  
 architecture works  
 INCORPORATED

2116

SHERBROOK MIXED USE  
 WEST ELEVATION

2022.10.28

A3.1



01 | SOUTH ELEVATION  
 3/32" = 1'-0"

**ZONING AND PERMITS  
 BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL  
 IN CONNECTION WITH DA 22-011616K  
 SHEET# 5 OF 8  
 APPLICATION(SGD.) \_\_\_\_\_  
 DEV EXAM. Must  
 DATE 08-24/22

**MONTEYNE**  
 architecture works  
 INCORPORATED

2116	150 SHERBROOK STREET
	SHERBROOK MIXED USE
	SOUTH ELEVATION

2022.08.17

A3.2



01 | NORTH ELEVATION  
 3/32" = 1'-0"

**ZONING AND PERMITS  
 BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL  
 IN CONNECTION WITH DA 22-22266/K  
 SHEET# 6 OF 8  
 APPLICATION(SGD.) \_\_\_\_\_  
 DEV EXAM. mt  
 DATE 08-24/22

**MONTEYNE**  
 architecture works  
 INCORPORATED

2116	150 SHERBROOK STREET
	SHERBROOK MIXED USE
NORTH ELEVATION	

2022.08.17

A3.3



**ZONING AND PERMITS  
BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL  
 IN CONNECTION WITH W 22-222616/C  
 SHEET# 7 OF 8  
 APPLICATION(SGD.) \_\_\_\_\_  
 DEV EXAM. MS  
 DATE Oct. 24/22

**MONTEYNE**  
 architecture works  
 INCORPORATED

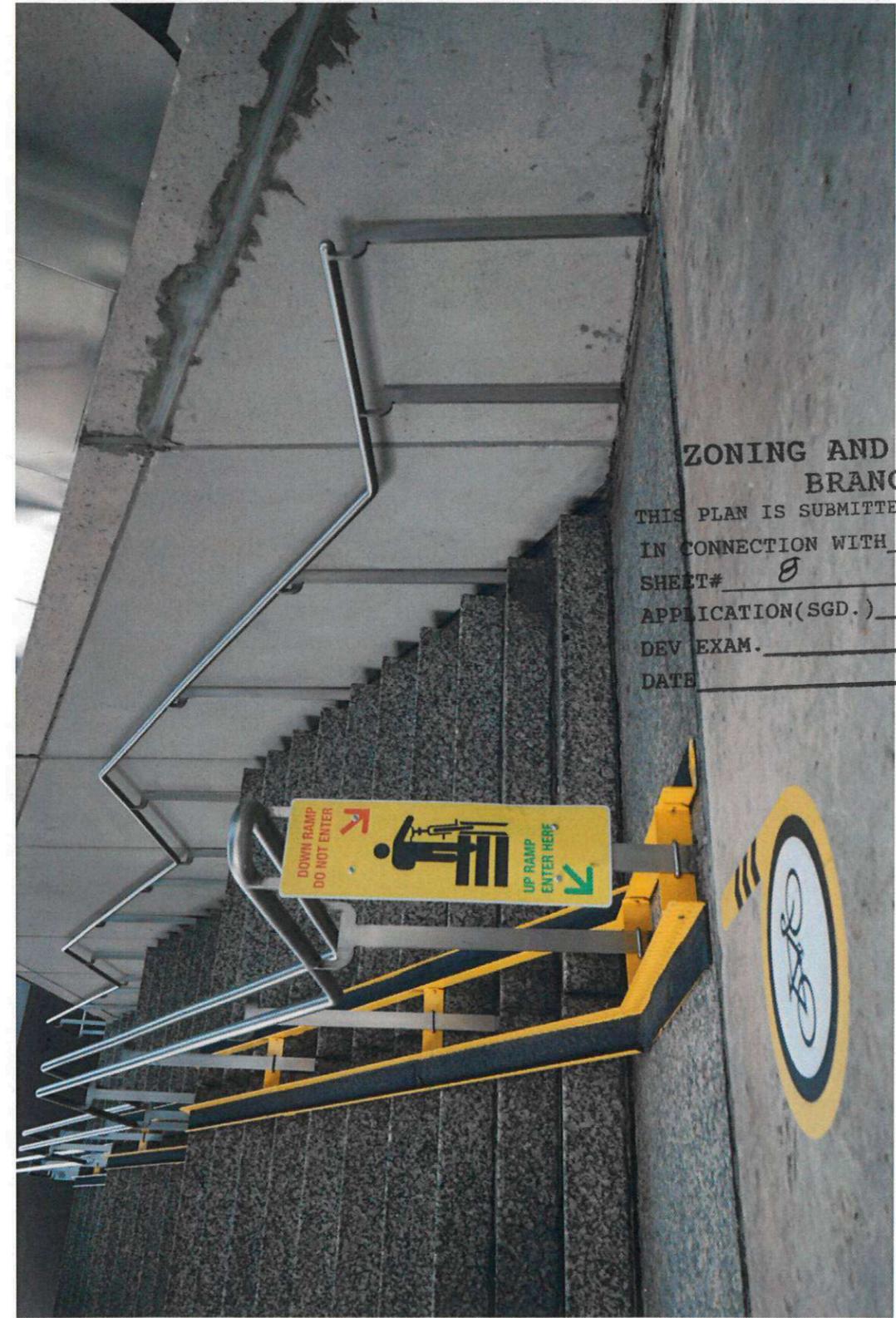
2116

2022.08.17

150 SHERBROOK STREET

SHERBROOK MIXED USE  
 FRONT VIEW (NORTH-EAST)

A3.4



ZONING AND PERMITS  
BRANCH  
THIS PLAN IS SUBMITTED FOR APPROVAL  
IN CONNECTION WITH PA 22-22066/K  
SHEET# 8 OF 8  
APPLICATION(SGD.) \_\_\_\_\_  
DEV EXAM. MVF  
DATE Oct. 24/22