

## ADMINISTRATIVE REPORT

**Title:** DAV 24-255901\C – 567, 569 and 571 Des Meurons St

**Issue:** For consideration of a Variance associated with the construction of a commercial and multi-unit residential mixed-use building.

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

### AUTHORIZATION

Author	Department Head	CFO	CAO
Y. Haj Ahmad, MCP	n/a	n/a	

### DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the “C1 Mature Communities PDO-1” Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

- 1) for the construction of a mixed-use residential and commercial building to permit:
  - a) a front yard of 8 feet (2.44 metres) to the residential portion instead of 14 feet (4.27 metres);
  - b) a front yard of 12 feet (3.66 metres) to the commercial portion instead of 10 feet (4.27 metres);
  - c) a building height of 37 feet (11.28 metres) to the residential portion instead of 35 feet (10.67 metres);
- 2) for the establishment of an accessory parking area to permit:
  - a) insufficient buffering of a parking or loading area located within 20 feet (6.10 metres) of a side or rear lot line adjacent to a residential district.

Subject to the following condition(s):

- 1) That required landscaping shall be planted within 12 months of occupancy.
- 2) That no front approaches shall be permitted.
- 3) That any windows on the main floor facing a public street shall be transparent glass, or alternative, to the satisfaction of the Director of Planning, Property, and Development.
- 4) That, the Order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASSF 533/2024.
- 5) That, the mixed-use residential and commercial building shall be built in substantial conformance with plans submitted and identified as Sheets 1 to 4 of DAV 24-255901/C

dated November 14, 2024 and February 7, 2025 and thereafter maintained to the satisfaction of the Director of Planning, Property and Development; or,

That the Owner must submit plans showing the location and design of any and all proposed:

- i. buildings;
- ii. accessory parking areas;
- iii. driveways;
- iv. garbage enclosures;
- v. fencing;
- vi. freestanding signage; and
- vii. 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.

- 6) That, if any variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

#### REASON FOR THE REPORT

- The applicant is proposing to build a commercial and multi-unit residential mixed-use building and requires Variance for yard setbacks, building height, and parking buffering requirements of the *Winnipeg Zoning By-Law*.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

#### FILE/APPLICANT DETAILS

**FILE:** DAV 24-255901\C  
**RELATED FILES:** DASSF 533/2024  
**COMMUNITY:** Riel Committee  
**NEIGHBOURHOOD #:** 5. 502 – (Central St Boniface)

**SUBJECT:** To vary the "C1 Mature Communities PDO-1" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:  
1) for the construction of a mixed-use residential and commercial building to permit:  
a) a front yard of 8 feet (2.44 metres) to the residential portion instead of 14 feet (4.27 metres);  
b) a front yard of 12 feet (3.66 metres) to the commercial portion instead of 10 feet (4.27 metres);  
c) a building height of 37 feet (11.28 metres) to the residential portion instead of 35 feet (10.67 metres);

2) for the establishment of an accessory parking area to permit:  
a) insufficient buffering of a parking or loading area located within 20 feet (6.10 metres) of a side or rear lot line adjacent to a residential district.

**LOCATION:** 567, 569 and 571 Des Meurons St  
**LEGAL DESCRIPTION:** LOTS 50, 51 AND 52 PLAN 20050 76 ST B

**APPLICANT:** Steven Ulrich (TL Design & Drafting)  
PO Box 23027 RPO McGillivray  
Winnipeg, MB R3T 5S3

**OWNER:** 10115673 MANITOBA LTD.  
34 FAIR ACRES Cove  
Winnipeg, MB R2R 0P9

## 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 Des Meurons Street, in the Central St Boniface neighbourhood of the St Boniface ward.
- The subject site once consolidated is 9,008 square feet in area. The site consists of three lots, two of which have single-family residential buildings built in 1910 and 1912, and one lot is currently vacant.
- The subject site is accessed by an asphalt surfaced back lane with access from De La Cathedrale Avenue.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the Mature Communities policy area. The property is currently zoned "C1" Commercial Neighbourhood District.



Figure 1: Aerial photo of subject site and surrounding area (flown 2024)

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

- North:** A commercial multiple use zoned “C1” Commercial Neighbourhood District.
- South:** A licensed rooming house / single room occupancy zoned “C1” Commercial Neighbourhood District.
- East:** Des Meurons Street then a mix of residential and commercial uses zoned “C1” Commercial Neighbourhood District.
- West:** A public lane then detached single-family dwelling and two-family dwellings zoned “R2” Residential Two-Family District.



Figure 2: Zoning of the site and surrounding area.

## DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The proposed development includes removing the existing dwellings on site and constructing a 3-storey (37-foot-tall) residential and commercial mixed-use building. The building is 64 feet wide and 44 feet deep. The site plan shows a 12-foot front yard on the ground floor, an 8-foot front yard on the second and third floors, 6-foot side yards and a 66.4-foot rear yard. The building has a 2691-square-foot footprint and 29.9 percent lot coverage.
- A commercial space is proposed on the ground level with a floor area of 2,518 square feet.
- 6 dwelling units are proposed, with three on each of the second and third storeys.
- 12 parking stalls are proposed off the lane.
- 5 outdoor bike parking stalls are proposed with access from the sidewalk.
- Landscaping is proposed as follows:
  - 16 Potentillia (Abottswood) shrubs along the street edge of Des Meurons Street
  - 4 Manitoba Maple trees along the street edge of Des Meurons Street
  - 11 Potentillia (Abottswood) shrubs along the public lane edge
  - 2 Manitoba Maple trees along the public lane edge

## **COLLABORATIVE PLANNING and CONSULTATION**

### *With the Urban Planning and Design Division*

The applicant did not engage the Urban Planning and Design Division for preliminary discussions prior to making a formal application.

### *With the Public*

The applicant did not provide details of public consultation.

## **ANALYSIS AND ISSUES**

### **COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0**

- The *Complete Communities Direction Strategy 2.0* is one of four direction strategies supporting *OurWinnipeg*, the City's long-range development plan, and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg.
- As part of *Complete Communities Direction Strategy 2.0*, the City has an intensification target under Section B1. General Growth Goal 2 - Policy 2.1 states that a minimum of 50% of all new dwelling units be accommodated in the intensification target area of the City of which this property is located within.
- The subject property is located in an Established Neighbourhood designated as a "Mature Community" as outlined in *Complete Communities Direction Strategy 2.0*.
- The vision for Established Neighbourhoods is for them to continue to evolve as complete communities to increase the diversity of housing choices, improve housing affordability, and more efficiently use land, infrastructure and services.
- Goal 1 states "encourage compatible residential development within Established Neighbourhoods to build more *Complete Communities* and align with the City's residential intensification target."
- General policies for Established Neighbourhoods that relate to the subject proposal are as follows:
  - 1.1 *Encourage residential development that positively contributes to neighbourhood character while expanding housing options for residents in a manner that is sensitive and complementary to existing development*
  - 1.2 *Increase the population within Established Neighbourhoods to contribute to the physical renewal and revitalization of older neighbourhoods.*
  - 1.6 *In the absence of a secondary plan guiding the local development of an Established Neighbourhood, intensification should be guided by a number of factors to ensure compatible development, including:*
    - a. *Applicable City-endorsed policies or guidelines;*
    - b. *Existing zoning of the property and adjacent properties;*
    - c. *Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks and layout;*
    - d. *Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;*

- e. *Characteristics of the lot, including whether it is a corner lot, a larger lot than is typical for the neighbourhood, or the shape of the lot;*
- g. *The supporting street network (ex. local, collector, or arterial streets) and the street network's ability to support proposed development;*
- h. *The supporting transit, pedestrian and active transportation network; and*
- i. *The supporting water, wastewater, and land drainage infrastructure and capacity to accommodate a proposed development or ability to make the required upgrades necessary to accommodate a proposed development.*

*1.8 Low-rise residential uses will generally be encouraged on arterial roads and collector streets where compatible with adjacent land uses, where they can be conveniently served by transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.*

*1.9 Small-scale residential uses other than single-family residential may be accommodated*

- *Complete Communities Direction Strategy 2.0 states Mature Communities “present some of the best opportunities to accommodate infill development, to increase housing choice and to maximize the use of existing infrastructure.”*
- *Goal 2 states “design new development in Established Neighbourhoods to a high standard of urban design and construction to ensure new development adds value to public and private urban spaces to create a sense of place and civic pride.” More specifically, policies that relate to the subject proposal are as follows:*

*2.3 Encourage, where contextually suitable, the location of multi-family buildings at or near the front and corner side property lines to create a pedestrian orientation that is respectful of the area context. Use setbacks to provide landscaping, front courtyards for individual units or other amenities that support the pedestrian environment, building design and relationship to the street.*

*2.4 Encourage the use of high-quality, energy efficient, and durable exterior building façade materials.*

*2.5 Encourage a variety of architectural styles.*

*2.6 Encourage building design to include a range of architectural features that create visual interest and positively contribute to the aesthetics of the street and neighbourhood.*

*2.9 Buildings with multi-unit residential uses should be designed to support pedestrian activity and reinforce the public realm through thoughtful use of architectural features which may include, but are not limited to, the following:*

- a. *Window placement that supports passive surveillance;*
- b. *Unit entrances with direct access to the street;*
- c. *Front porches;*
- d. *Balconies;*
- e. *Awnings;*
- f. *Lighting; and*
- g. *Height of primary entrances.*

*2.12 New developments should respect and complement the existing character of the built form of surrounding properties.*

*2.14 Avoid buildings that create long blank walls facing public streets.*

*2.15 Encourage the use of architectural features to articulate building walls in order to mitigate the impact of new building mass.*

*2.16 For properties with public lane access, vehicular access should be taken from the public lane in order to:*

*a. Reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property;*

*b. Preserve green space and protect existing trees that can be impacted by the establishment of front approaches and corresponding private driveways; and*

*c. Prevent fragmentation of the public boulevard in order to better accommodate on-street motor vehicle parking and public snow clearing.*

*2.17 Locate commercial, mixed-use, or multiple family residential parking underground or behind buildings in order to create a more pedestrian-oriented built form. Active uses should be located at grade when these buildings face public streets.*

*2.21 Site design should take cues from the character of the neighbourhood or street and should mitigate the potential for land use conflict with adjacent properties that have different scales, densities and uses. Parking location (motor vehicle and bicycle), vehicular access, servicing elements, building placement and landscaping treatment will be important design elements to ensure context-sensitive design.*

*2.22 Create or reinforce compact, pedestrian-oriented urban development patterns by ensuring the siting, form and scale of new development has a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.*

- Goal 3 states “ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs.” More specifically, policies that relate to the subject proposal are as follows:

*3.1 Encourage a variety of housing types and tenures within Established Neighbourhoods to meet life-cycle housing needs and affordability ranges.*

*3.2 Encourage a mix of types, tenures and unit sizes within residential developments. Make provisions for unit sizes that can accommodate varying family sizes and multi-generational households.*

*3.6 Encourage new developments that incorporates housing types that enable “aging in place” in Established Neighbourhoods.*

- Goal 4 states “ensure neighbourhoods accommodate a range of commercial services and amenities within walking distance to meet daily needs.” More specifically, policies that relate to the subject proposal are as follows:

*4.4 New commercial development should be complementary and context sensitive to nearby uses.*

*4.6 Vertical commercial/residential mixed-use development is generally supported where local commercial development currently exists, where there is the presence of a public lane,*

*or where the site is large enough to accommodate the proposed development where a public lane is not present.*

4.7 Encourage commercial areas to transition into mixed-use, pedestrian-oriented and transit-supported developments, where feasible.

### **Alignment with Complete Communities 2.0**

The subject proposal aligns with the above applicable policies for Mature Communities in the following ways:

- The development will help achieve residential intensification targets.
- The development will positively contribute to the surrounding neighbourhood by providing additional housing options.
- The proposed development will better utilize existing infrastructure including the street network, active transportation paths to the east, water and wastewater service capacity and city services such as library, recreation and education.
- The proposed density is compatible with the surrounding context where this section of Des Meurons Street has other examples of mixed-use buildings including one recently approved (Sep 18, 2023) directly across the street immediately to the north at 570 Des Meurons Street under file DAV 23-190071\C including four-unit multi-family dwelling and two commercial units; as well as a six-unit row houses at 588 Des Meurons Street.
- The proposed development meets the design policies mentioned above. Namely the building is positioned near the front property lines to create a pedestrian orientation, has a height and scale similar to surrounding buildings, uses a variety of building materials, adds to the architectural interest of the area, includes features such as balconies and patios that increase activity along the street edge, and takes vehicular access from the rear laneway.

### **SMALL SCALE AND LOW-RISE RESIDENTIAL DEVELOPMENT GUIDELINES FOR MATURE COMMUNITIES**

- The *Small Scale and Low-Rise Residential Development Guidelines for Mature Communities (Infill Guidelines)* were adopted by Council on June 24, 2021.
- The *Infill Guidelines* do not apply to mixed use developments.

### **CITY OF WINNIPEG ZONING BY-LAW 200/2006**

#### *Reasons for Variances and Analysis*

The Urban Planning Division supports moderate infill development within Mature Communities because it utilizes existing infrastructure in an efficient manner, has a minimal impact on the existing form and adds a moderate increase in density.

### **Reduced Front Yard Setback for the Residential Portion**

- Where a residential structure is developed on a block where at least 80 percent of the lots are developed, the structure must be developed with a front yard consistent with the average of the existing front yards within that block or portion of the block. The average front yard setback on the subject portion of Des Meurons Street is 14 feet. The applicant is proposing a front yard of 8 feet to the residential portion of the building on the second and third floors. For this reason, a variance is required.

- The *Complete Communities Direction Strategy 2.0* encourages locating multi-family buildings at or near the front and corner side property lines in order to create a pedestrian orientation that is respectful of the area context.
- Looking at the immediate context to the north, 573 Des Meurons Street has  $\pm$  6-foot front yard which is not included in the calculation of the front yard alignment because it is not a residential building. However, it significantly impacts the block alignment to Des Meurons Street. In addition, looking across Des Meurons Street to the east, a variance at 570 Des Meurons Street was recently approved to allow a front yard of 10 feet instead of 20 ft for a multi-unit residential building. The building has yet to be established.
- Further, the way that mixed use buildings are calculated based on the dimensional standards table; the residential portion is measured in a different way than the commercial portion. The “C1” district permits 0-foot front yard setbacks for commercial uses. The setback to the first floor is 12 feet. The residential portion above provides a four-foot projection above the ground floor and as such, the front yard setback is calculated at 8 feet.
- Considering the above, the Urban Planning Division is supportive of this variance for reduced front yard setback for the residential portion of the building.

#### **Increase Front Yard Setback for the Commercial Portion**

- The way that mixed use buildings are calculated based on the dimensional standards table; the commercial portion is measured in a different way than the residential portion. The residential portion in the “C1” district follows the “RMF-S” dimensional standards, which permit 20-foot front yard setbacks for residential uses. The block alignment was calculated at 14 feet. The commercial portion below provides 12 feet front side yard, a slight deviation from the neighbouring building to the south. The residential portion above provides a four-foot projection above the ground floor, and as such, the rest of the façade above is closer to the  $\pm$  6-foot front yard provided by the neighbouring building to the north.
- The increased front yard allows for additional landscaping along Des Meurons Street. It also enables the creation of outdoor patios, which improve the public realm by increasing the active commercial fronts which are encouraged in this area.
- Considering the above, the increase in front yard setback for the commercial portion of the building does not create a substantial adverse effect on the adjoining properties and adjacent area. It is a two-foot minimum modification of the zoning-by-law for commercial use only. It is compatible with the area and adds value for the pedestrian experience. The Urban Planning Division is supportive of this variance for increased front yard setback for the commercial portion of the building.

#### **Increased Building Height for the Residential Portion**

- The way that mixed-use buildings are calculated is based on the dimensional standards table; the commercial portion is measured in a different way than the residential portion. The residential portion in the “C1” district follows the “RMF-S” dimensional standards, which permit 35-foot building heights for residential uses while the commercial portion is permitted 39-foot building height. The proposed 37-foot building height splits this difference and is a minor deviation from the 35 feet permitted under the multi-family dimensional standards. The proposed development will not cast shadows on the existing single-family dwellings to the south, which are currently zoned “C1” and can also

potentially be redeveloped for commercial or mixed-use development between 35 and 39 feet high.

- An increased building height, one-foot per residential floor, improves the livability and increases the quality of interior spaces. The addition of two-feet in building height will increase the construction cost without changing the number of residential units.
- Considering the above, the increase in building height does not create a substantial adverse effect on the adjoining properties and adjacent area. It is a two-foot minimum modification of the zoning-by-law for residential use only. It is compatible with the area, zoned “C1” and designated to accommodate a 39-foot high commercial building in which the property to be affected is situated. The Urban Planning Division is supportive of this variance for increased building height for the residential portion of the building.

### **Buffering from Parking Area**

- Where a multi-family use abuts a residential district, buffering between the parking area and the existing residential uses should be provided. The applicant is proposing no buffering of parking located within 20 feet (6.1 metres) of a rear lot line adjacent to a residential district to accommodate the requirements for parking stalls and garbage enclosures. For this reason, a variance is required.
- The Urban Planning and Design Division is supportive of the variance to provide no buffering of parking located within 20 feet (6.1 metres) of a rear lot line adjacent to a residential district as the parking area is already established and any buffering would reduce the number of parking stalls which would necessitate an additional variance for parking.

### **PLAN APPROVAL**

- Conditions of approval indicate that either the development must be constructed in substantial conformance to the plans submitted with the application, or plan approval by the Director. The Use Specific Standard for mixed use buildings in the “C1” Zoning district also requires plan approval, with plans showing the location and design of the building, including building elevations, floor plans, landscaping, garbage enclosures, fencing, vehicular approaches, parking areas and lighting must be approved by the Director of Planning, Property and Development.

### **REASONS FOR RECOMMENDATION**

In the context of Section 247(3), the Urban Planning and Design Division recommends **approval** of the application for the following reasons:

- (a) is consistent with *Plan Winnipeg* and any applicable secondary plan;

*In that the application is consistent with the Complete Communities Direction Strategy 2.0 policies for Established Neighbourhoods - Mature Communities.*

- (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 height, setbacks and massing of the proposed project generally align with the surrounding context.*

- (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 proposed variances would allow the applicant to introduce additional density on the site in a manner that is consistent with the policies guiding development under the Established Neighbourhoods - Mature Communities policy area within the Complete Communities Direction Strategy 2.0.*
- (d) is compatible with the area in which the property to be affected is situated.
- In that, the development is designed to the scale of the neighbouring buildings with relatively the same height, and setbacks to the existing development on this block of Des Meurons Street.*

## CONSULTATION

In preparing this report there was internal consultation with: The Solid Waste Division and Zoning.

## OURWINNIPEG 2045 POLICY ALIGNMENT

### OurWinnipeg 2045 Goal – City Building

*A successful strategy for sustainable city growth uses a variety of planning approaches. It strikes a balance between ‘growing out’ and ‘growing up’, offering choices ranging from traditional, single-family neighbourhoods to denser forms of urban housing and new neighbourhoods designed around a mix of land uses and a sustainable transportation system (p.17).*

*Building a city of complete communities provides the following additional benefits:*

- *Minimization of environmental impacts per capita, in support of better air quality, resource efficiency, waste management, and climate change mitigation*
- *Adaptability to climate change and resilience to natural hazards*
- *Promotion of more active lifestyles and increased social interaction (p.17).*

### City Building Objectives

**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.*

**City Building 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.*

**City Building 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 healthy food, daily needs, employment, education, recreation, and green infrastructure (p.31).*

## **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*

*4.2 Ensure New Areas of Growth are Designed According to the Principles of Complete Communities (Primary Responsibility: Planning, Property and Development Department)*

One of the Vision Statement's in the Climate Action Plan is that:

*Winnipeg facilitates compact development and healthy neighbourhoods that are connected through a network of active and transit-oriented mobility options. This means that the City strategically integrates climate action within both land use and transportation decision-making.*

### **Strategic Opportunity #3 Advancing Sustainable Transportation – Increasing Mobility Options and Shift to Zero Emission Vehicles**

*Increasing access to mobility options and fuel switching are key directions for reducing emissions from transportation. Key directions aim to directly shift residents out of single occupancy vehicles through sustainable transportation options with lower or no emissions (walking, cycling, public transit, carshare, and carpooling) or indirectly enable diverse mobility choices through the development of higher density, and more complete communities (p.vi)*

*3.1 Increase Use and Efficiency of Public Transit Systems*

*3.2 Increase the Density of Urban Development Along Key Transit Corridors.*

### **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*

*4.3 Pursue Transit-Oriented Development*

### **Strategic Opportunity #5 Low Carbon and Energy Efficient Buildings**

*In order to lower energy and greenhouse gases used in Winnipeg's new and existing buildings, the City and community need to find better ways to understand the energy use and emissions from buildings and provide builders with the tools and resources (where needed and feasible) to support these retrofits and designs.*

*5.2 Improve energy performance of new buildings*

## 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.

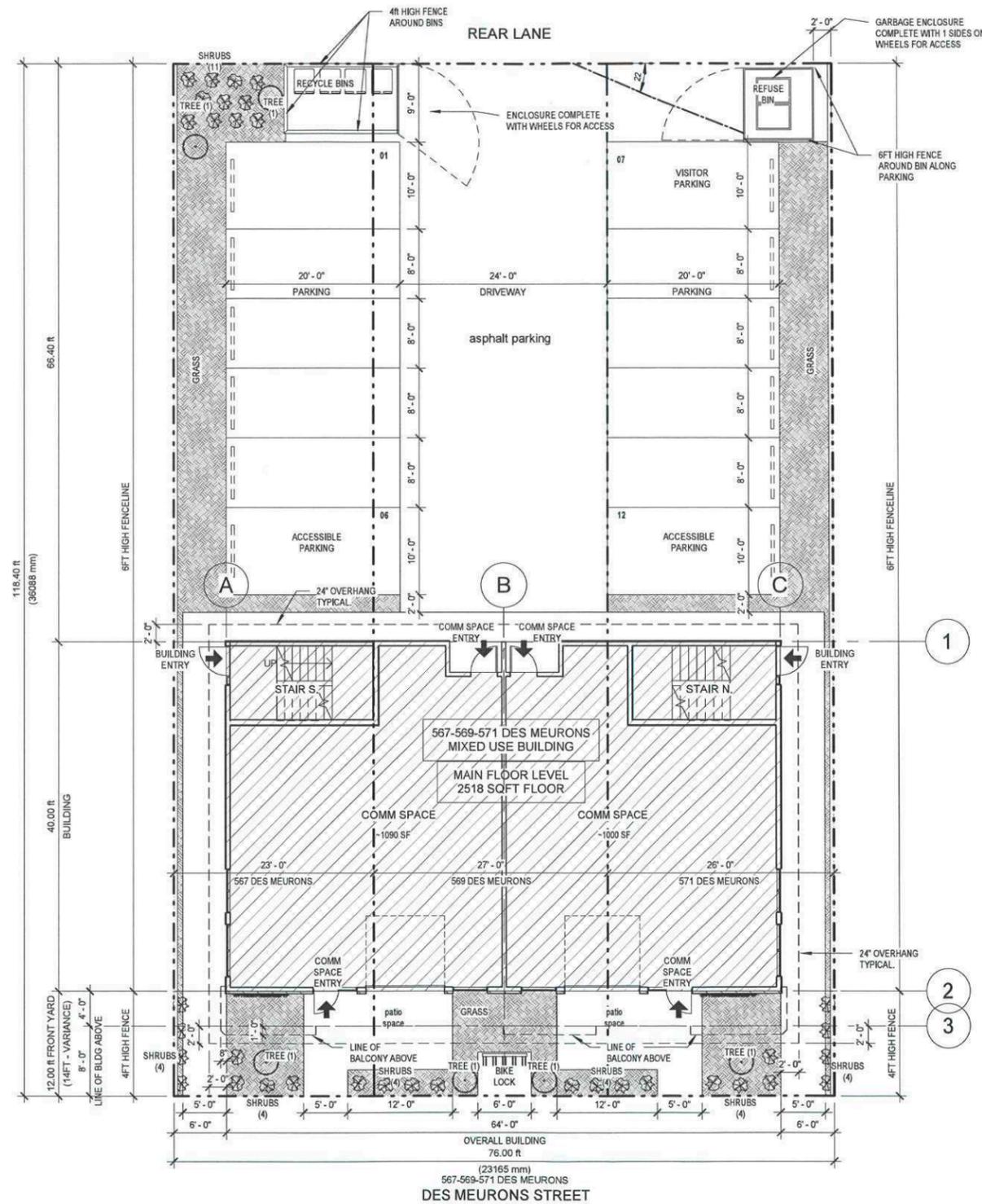
### SUBMITTED BY

Department: Planning, Property and Development  
Division: Urban Planning and Design  
Prepared by: Yasmine Haj Ahmad, MCP  
Date: Monday, February 3, 2025  
File No. DAV 24-255901\C

PROJECT DESIGNERS  
 ARCHITECTURAL: TL DRAFTING AND DESIGN  
 E: tl.draft.design@gmail.com  
 STRUCTURAL:  
 TBD BY OWNER  
 MECHANICAL/ELECTRICAL:  
 TBD BY OWNER  
 CIVIL/LANDSCAPE:  
 TBD BY OWNER

# 'DES MEURON MIXED USE'

567-569-571 DES MEURONS STREET, WINNIPEG, MANITOBA,



1 GRADE/MAIN LEVEL PLAN  
 AE-100R1 1" = 10'-0"  
 NORTH



**PLAN OF DEVELOPMENT:**  
 ZONING: C1  
 EXISTING USE: RESIDENTIAL BUILDINGS  
 PROPOSED USE: MIXED USE; 2 COMMERCIAL MAIN FLOOR UNITS,  
 6 RESIDENTIAL UPPER FLOOR UNITS.  
 PERMITTED PER TABLE 4-1

LOT AREA: 8,998 SQFT TOTAL  
 BLG COVER: 2,518 SQFT (2518/8998 = 27.9%)  
 RMF-S ZONING FOR MULTI-FAMILY = 8998/1250 = 7.19, PROVIDING 6 UNITS.  
 AREA SOFTSCAPE: 1396 SQFT (1396 / 8998 = 15%)

ZONING FRONT YARD: 10FT MAXIMUM  
 FRONT YARD ALIGNMENT: 14FT  
 PROVIDED: 12 FT AT MAIN, 8FT @ 2ND/3RD FLOOR CANTILEVER

SIDE YARDS: 0FT  
 PROVIDED: 6FT

REAR YARD: 0FT  
 PROVIDED: 66.40FT

BLDG HEIGHT: 39FT  
 PROVIDED: 36.92 FT

FLOOR AREA RATIO: 1.0  
 PROVIDED: > 1.0

**TREE/SHRUB SCHEDULE:**  
 ALL TREES AND SHRUBS ARE TO BE CONFIRMED BY OWNER.

ITEM	TYPE	SPECIES	SIZE
TREE	1	MANITOBA MAPLE	2.5" CALIPER (MIN 5'-0 HIGH)
SHRUB	1	POTENTILLA (ABBOTTWOOD)	2 GALLON

- DRAWING NOTES:**
- ALL FINISHES & FURNISHINGS TO BE SELECTED BY OWNER. WHERE FINISHES SHOWN, FOR REFERENCE ONLY.
  - OWNER AND GC TO CONFIRM LOCATION OF MAIL BOXES WITH CANADA POST.
  - EXISTING BUILDING TO BE DEMOLISHED IN ITS ENTIRETY

## ZONING and PERMITS BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL  
 IN CONNECTION WITH DAV 24-255901/c  
 SHEET # 1 OF 4  
 APPLICANT (SGD.) \_\_\_\_\_  
 ZONING OFFICER Des Z  
 DATE Feb 7, 2024

DRAFTING & DESIGN: TL DRAFT & DESIGN	des meuron mixed use
	ISSUED FOR REVIEW
	GRADE / MAIN LEVEL PLAN
	Date 11-06-2024
	AE-100R1
	Scale AS NOTED

1/17/2025 11:26:31 AM



**ZONING and PERMITS BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH DAV 24-25590/C

SHEET # 2 OF 4

APPLICANT (SGD.) \_\_\_\_\_

ZONING OFFICER Walt Z

DATE Nov 14, 2024

1 02 - 2ND FLR  
AE-102 1/4" = 1'-0"

DRAFTING & DESIGN: TL DRAFT & DESIGN	des meuron mixed use
	ISSUED FOR REVIEW
	SECOND FLOOR PLAN
	Date JUNE 2024
	AE-102
	Scale AS NOTED

7/1/2024 1:40:49 PM



**ZONING and PERMITS  
BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL  
IN CONNECTION WITH DAU 24-25590/c

SHEET # 3 OF 4

APPLICANT (SGD.) \_\_\_\_\_

ZONING OFFICER Wesley

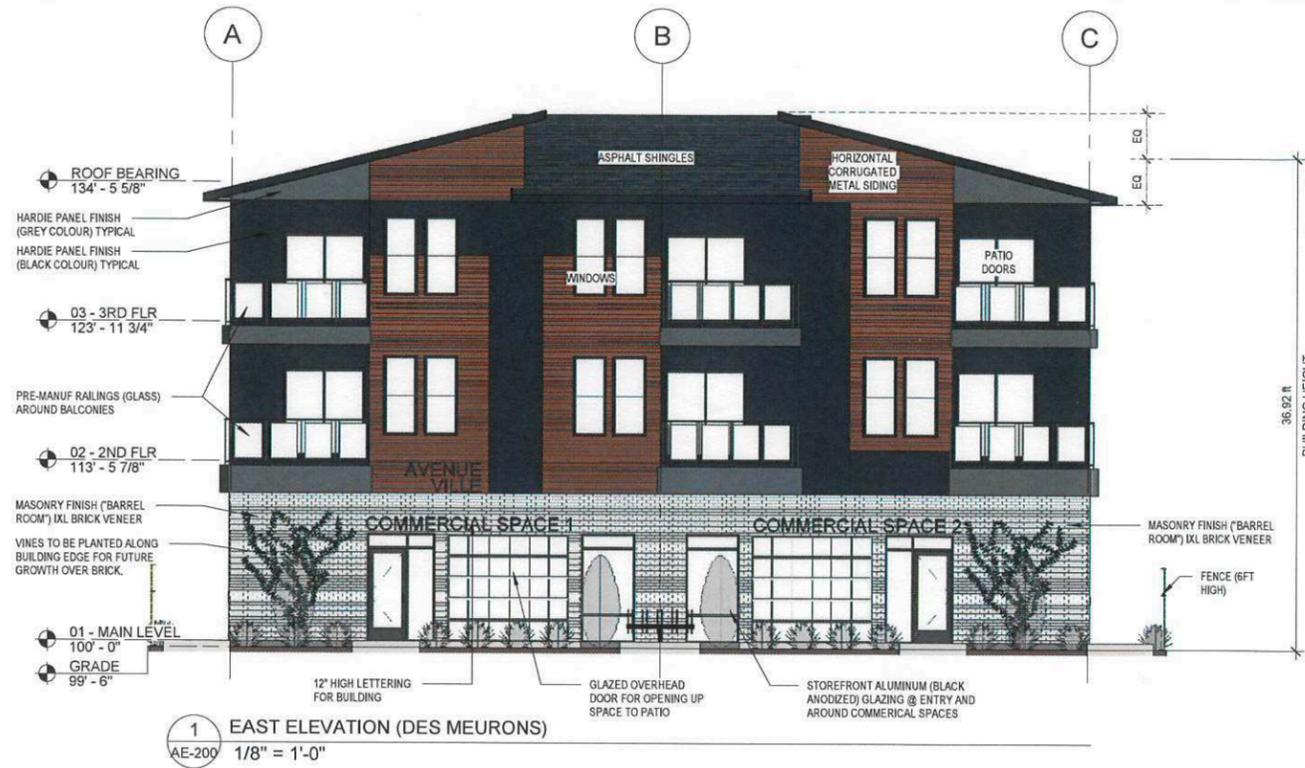
DATE Nov 14, 2024

1 03 - 3RD FLR  
AE-103 1/4" = 1'-0"

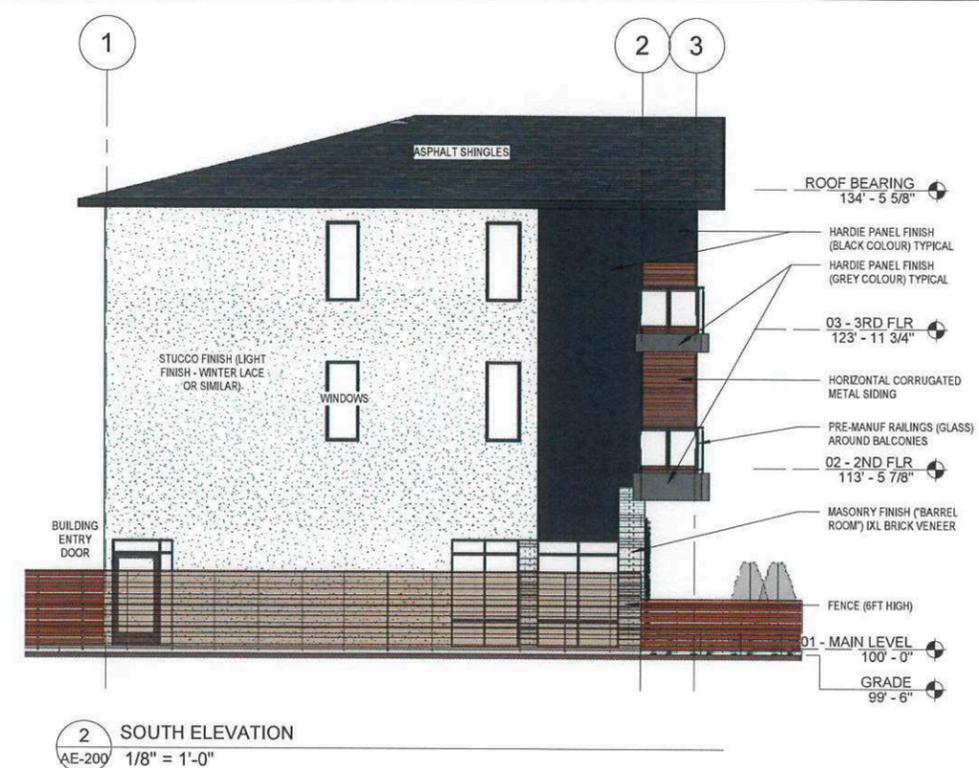
3 UNITS  
~2691 SQFT FLOOR / ~163 SQFT PATIO

DRAFTING & DESIGN: TL DRAFT & DESIGN	des meuron mixed use
	ISSUED FOR REVIEW
	3RD FLOOR PLAN
	Date JUNE 2024
	AE-103
	Scale AS NOTED

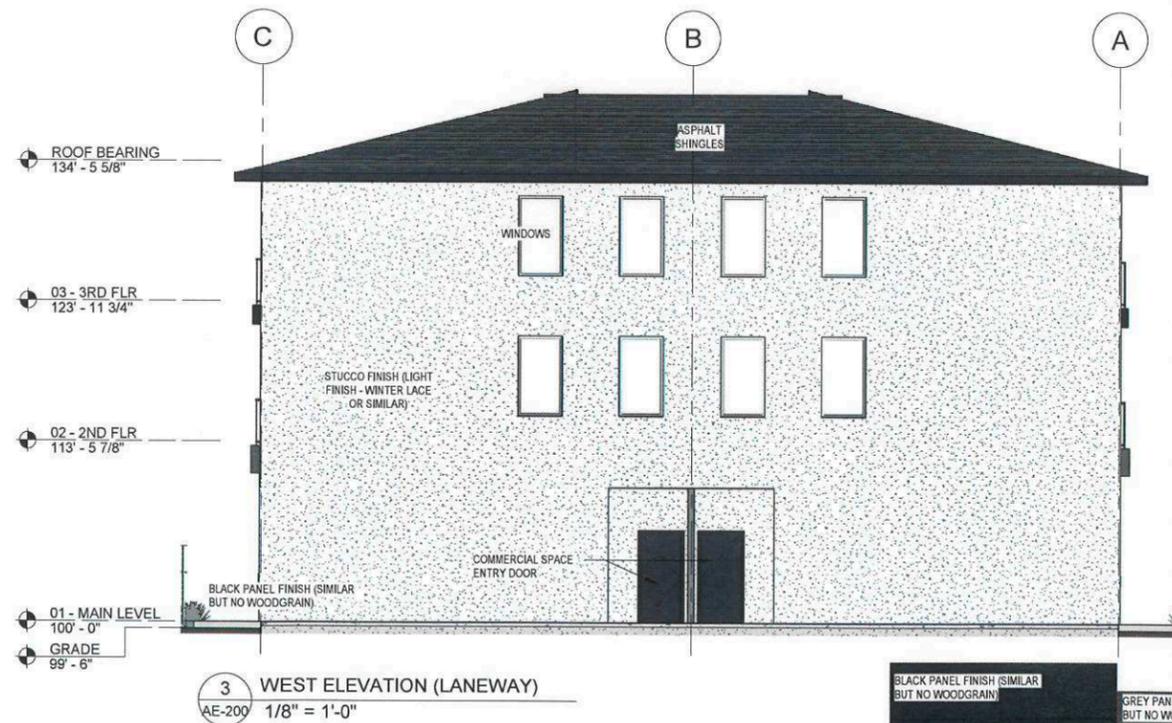
7/1/2024 1:40:50 PM



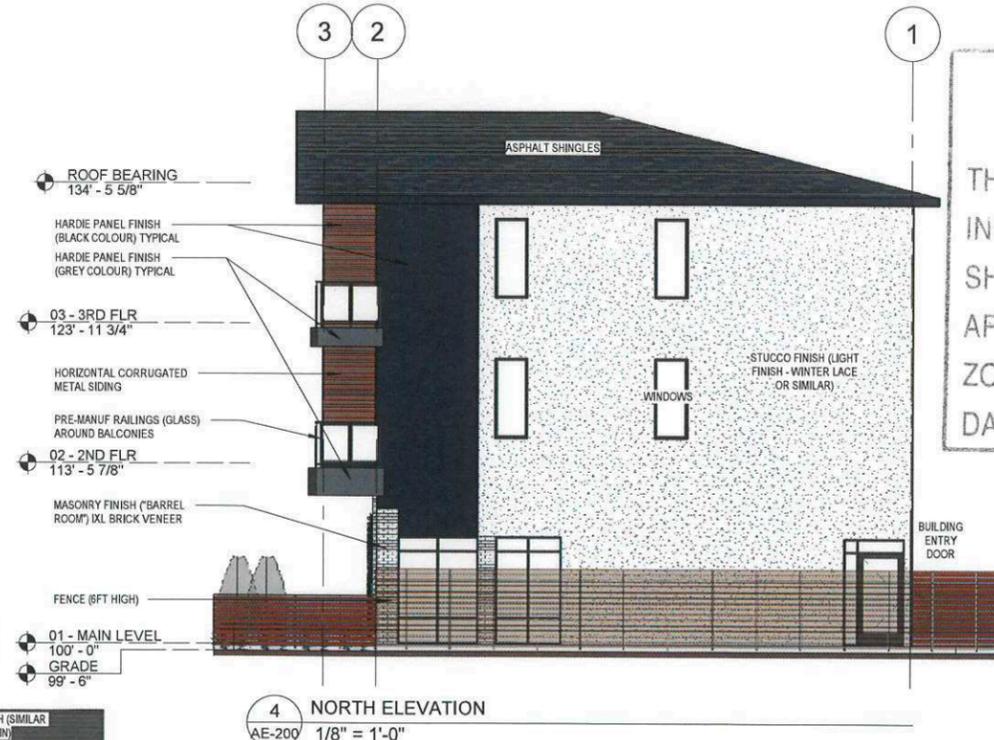
1 EAST ELEVATION (DES MEURONS)  
AE-200 1/8" = 1'-0"



2 SOUTH ELEVATION  
AE-200 1/8" = 1'-0"

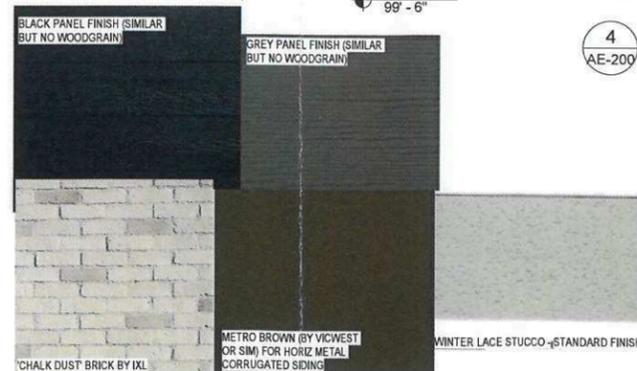
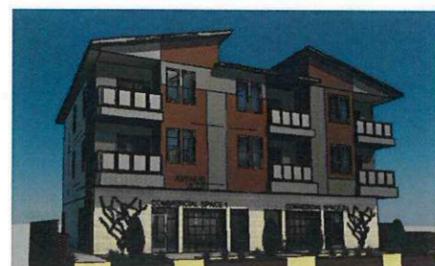


3 WEST ELEVATION (LANEWAY)  
AE-200 1/8" = 1'-0"



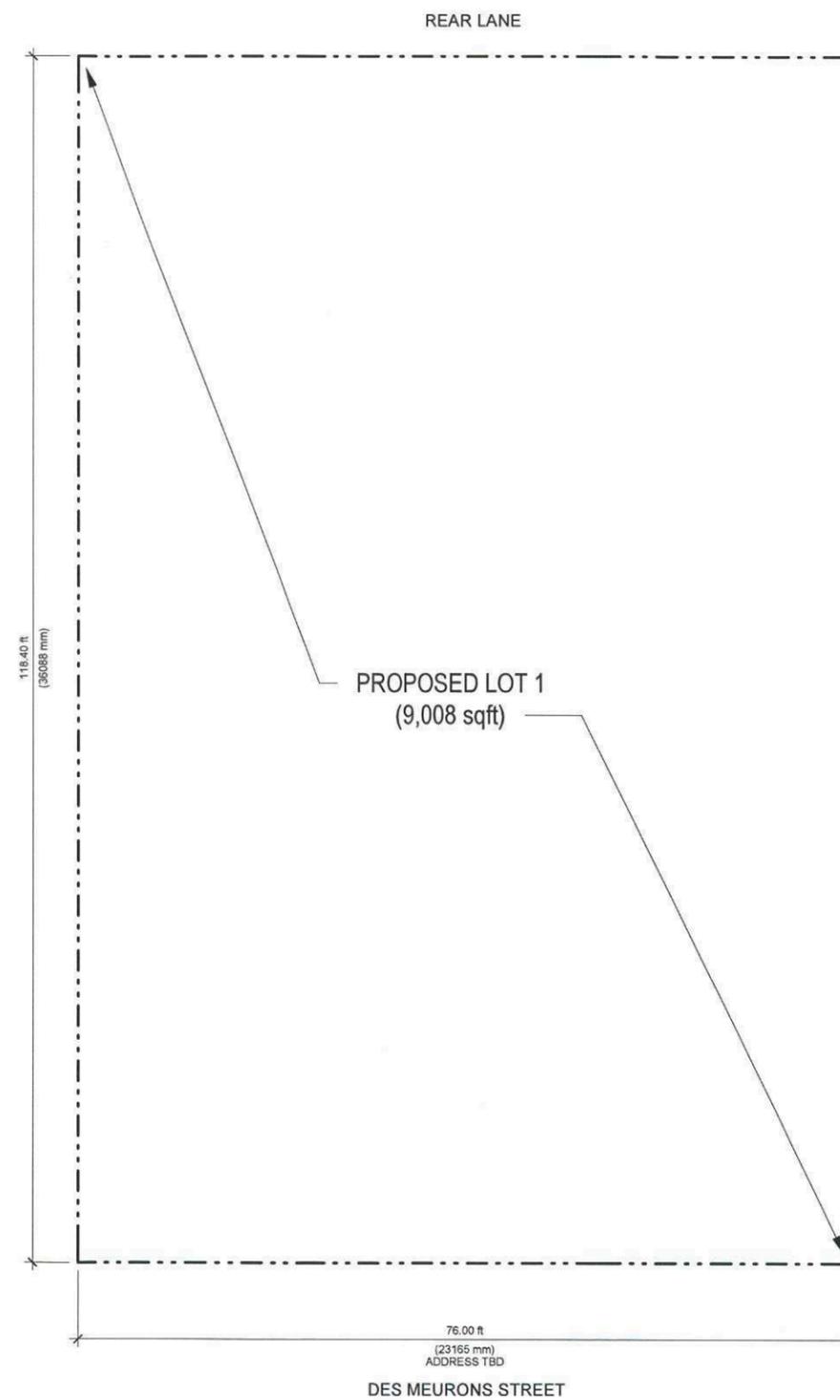
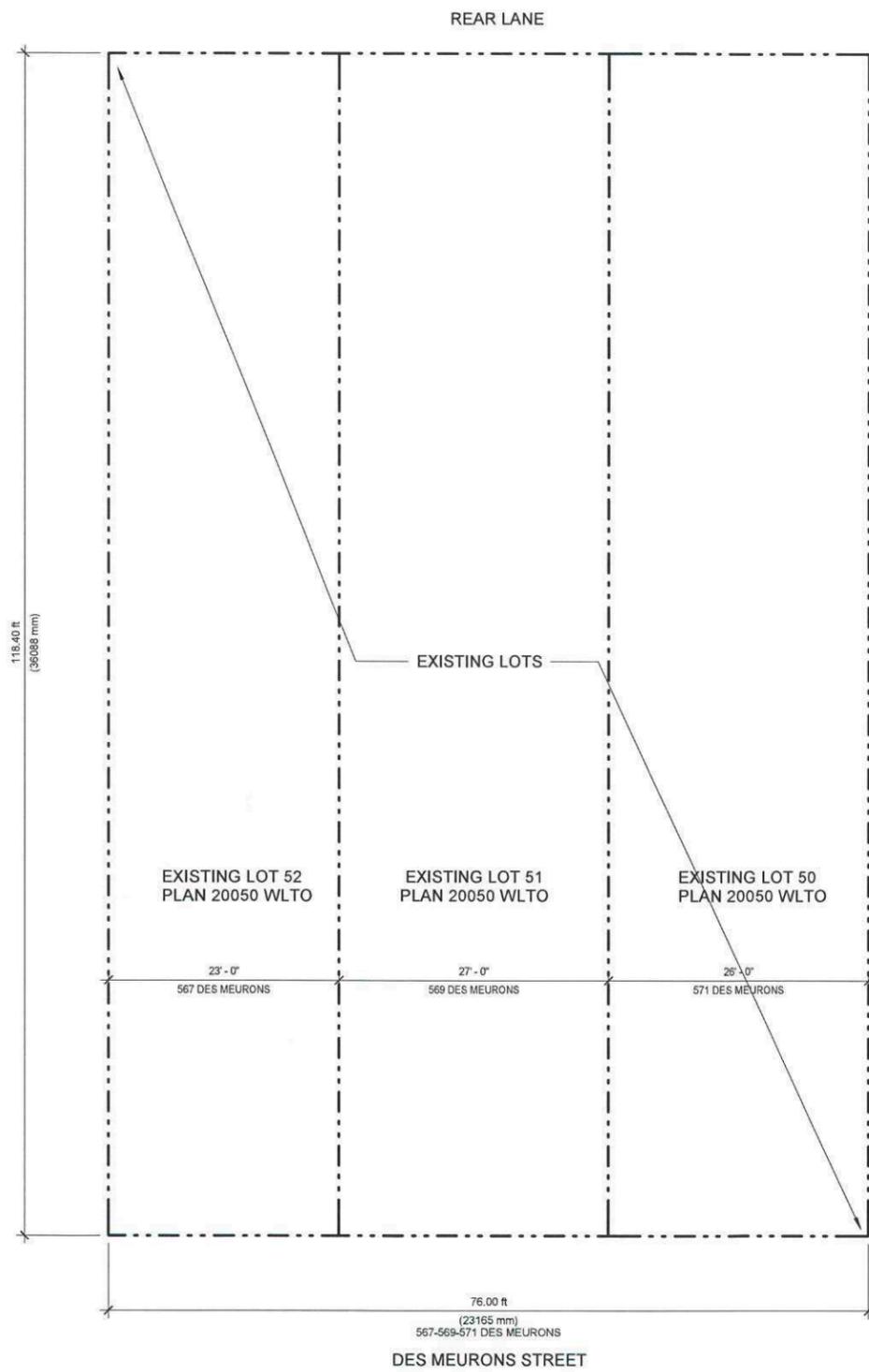
4 NORTH ELEVATION  
AE-200 1/8" = 1'-0"

**ZONING and PERMITS BRANCH**  
 THIS PLAN IS SUBMITTED FOR APPROVAL  
 IN CONNECTION WITH DAU 2425901/4  
 SHEET # 4 OF 4  
 APPLICANT (SGD.) \_\_\_\_\_  
 ZONING OFFICER [Signature]  
 DATE Mar 14, 2024



DRAFTING & DESIGN: TL DRAFT & DESIGN	des meuron mixed use
	ISSUED FOR REVIEW
	ELEVATIONS
	Date JUNE 2024
	AE-200
	Scale AS NOTED

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1 SUBDIVISION PLAN  
AS-001 1" = 10'-0"

DRAFTING & DESIGN TL DRAFT & DESIGN	des meuron mixed use
	ISSUED FOR REVIEW
	SUBDIVISION PLAN
	Date 11-06-2024
	AS-001
Scale	AS NOTED

11/6/2024 6:10:40 AM