

ADMINISTRATIVE REPORT

Title: DAV 24-271912\C – 915 McMillan Avenue

Issue: For consideration of a Variance associated with a mixed use building.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

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

DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the proposed "RMU PDO-1 Corydon Osborne" Dimensional Standards of Zoning By-law No. 200/2006 as follows:

1. for the construction of a mixed-use building to permit:
 - a. a front yard of 5 feet (1.52 metres) to commercial portion instead of 20 feet (6.10 metres);
 - b. a front yard of 12 feet (3.66 metres) to residential portion instead of 36 feet (10.97 metres);
 - c. a west corner side yard of 3 feet (0.91 metres) instead of 20 feet (6.10 metres);
 - d. a rear yard of 10 feet (3.05 metres) instead of 25 feet (7.62 metres);
 - e. a lot area per dwelling unit of 400 square feet (37.16 square metres) instead of 800 square feet (74.32 square metres);
 - f. 15 parking spaces instead of 26 spaces;
2. for the establishment of an accessory parking area to permit:
 - a. no visitor parking space instead of 2 spaces;
 - b. accessory commercial use off-street parking spaces accessed directly from an adjacent lane instead of a driveway;
 - c. parking stall lengths of 18 feet (5.49 metres) instead of 23 feet (7.01 metres) for stalls accessed directly from a public lane;
 - d. a two-way parking aisle width of 18 feet (5.49 metres) instead of 20 feet (6.10 metres);

- e. insufficient buffering of a parking and 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 prior to the issuance of any development 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.
2. That the development shall be constructed in substantial conformance with the plans submitted attached hereto and identified as Sheets 1-6 and 13-17 for File No. DAV 24-271912\C, dated December 11, 2024 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. 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.

3. That, any car parking stalls less than 21 feet in length shall be provided with vertical signage indicating "small car only".
4. That the variance order shall not come into force and effect until the coming into force and effect of ZAA 10/2024.
5. That, if any variance granted by this order is not established within two (2) years of the date of the coming into force and effect of ZAA 10/2024, the order, in respect of that variance shall terminate.

REASON FOR THE REPORT

- The applicant is proposing to construct a mixed use building and requires Variances.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE: DAV 24-271912IC
RELATED FILES: ZAA 10/2024, 24-271941 ZR
COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: 1.110 - (McMillan)

SUBJECT: To vary the proposed "RMU PDO-1 Corydon Osborne" Dimensional Standards of Zoning By-law No. 200/2006 as follows:

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 - a) a front yard of 5 feet (1.52 metres) to commercial portion instead of 20 feet (6.10 metres);
 - b) a front yard of 12 feet (3.66 metres) to residential portion instead of 36 feet (10.97 metres);
 - c) a west corner side yard of 3 feet (0.91 metres) instead of 20 feet (6.10 metres);
 - d) a rear yard of 10 feet (3.05 metres) instead of 25 feet (7.62 metres);
 - e) a lot area per dwelling unit of 400 square feet (37.16 square metres) instead of 800 square feet (74.32 square metres);
 - f) 15 parking spaces instead of 26 spaces;

- 2) for the establishment of an accessory parking area to permit:
 - a) no visitor parking space instead of 2 spaces;
 - b) accessory commercial use off-street parking spaces accessed directly from an adjacent lane instead of a driveway;
 - c) parking stall lengths of 18 feet (5.49 metres) instead of 23 feet (7.01 metres) for stalls accessed directly from a public lane;
 - d) a two-way parking aisle width of 18 feet (5.49 metres) instead of 20 feet (6.10 metres);
 - e) insufficient buffering of a parking and loading area located within 20 feet (6.10 metres) of a side or rear lot line adjacent to a residential district.

LOCATION: McMillan Avenue
LEGAL DESCRIPTION: LOT 1 PLAN 69508 34 ST B

APPLICANT: John Wintrup (J. Wintrup Consulting Ltd.)
139 Roslyn Rd Unit 301
Winnipeg, MB R3L 0G7

OWNER: STAFFORD & MCMILLAN LAND DEVELOPMENT LTD.
3676 Roblin Blvd
Winnipeg, MB R3R 0E1

HISTORY

- On January 21, 2021, the Appeals Committee approved variances to support a 4-storey mixed use building and on May 27, 2021, Council gave final approval (3rd reading) of the associated subdivision and rezoning application (DASZ 18/ 2020).
- The DASZ was finalized and the land is now zoned “RMU”. However the project lapsed more than 2 years and as such, the applicant is required to reapply for variances. Due to the intervening period of more than 2 years, the variances are “C” type, approved by the Director.

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 northeast corner of McMillan Avenue and Stafford Street, in the McMillan neighbourhood of the Fort Rouge - East Fort Garry ward.
- The subject property is 12,060 square feet in area and is currently vacant.
- The property is accessed by a paved rear lane.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the Mature Communities policy area. The property is zoned “RMU” – Residential Mixed Use District.



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

SURROUNDING LAND USE AND ZONING

North: Rear lane then duplex and multi-family dwellings zoned “C2” Commercial Community district and “RMF-S” Residential Multi-Family Small district.

South: McMillan Avenue, then multi-family dwelling zoned “R2” Residential Two-Family district and a single family dwelling zoned “R1-S” Residential Single Family Small district.

East: Duplex zoned “R1-S” Residential Single-Family Small district.

West: Stafford Street, then retail uses zoned “C1” Commercial Neighbourhood.



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to construct a 4-storey building with 30 residential units on upper floors and 2 commercial units on the ground floor.
- The proposed development will contain 15 car parking stalls: 10 indoor and 5 off the lane.
- The building will contain 10 indoor, secure bike parking stalls.
- The building will contain a mix of substantial façade materials including brick and cement siding, and will include balconies.
- The proposed development requires variances for yards, density and parking which are discussed in this report.

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

Collaborative planning took place in 2020 for the previous proposal. For the new, current proposal, the Division provided the following feedback to the applicant:

- Balconies
 Juliette balconies were originally proposed for the current proposal (depth of approximately 2 ft.). The Division asked the applicant to consider deeper balconies in order to provide better space for use/ seating and thereby help add life to the street. This change was made by the applicant.

With the Public

Since the plans had changed since the previous proposal, the Division recommended new neighbourhood consultation. The applicant conducted consultation. The following are key details (summarized by the Division):

- Flyer delivery to 315 households – June 5, 2024.
- Online engagement June 12, 2024, 2 session – 12pm and 6pm.
- A total of 14 individuals participated in the online engagement.
- Post-presentation questionnaire received 2 unique responses.

REASON FOR APPLICATION

VARIANCES

Yards

Front yard – eastern (residential) portion

Based on the Front Yard Alignment, the required front yard for the eastern (residential) portion of the site is 36 ft. The applicant proposes a staggered setback ranging from 5 ft. on the western portion to 26 ft. on the eastern portion. Because some of the 5 ft. and 12 ft. setbacks fall within the eastern portion where 20 ft. is required, a variance is triggered.

Front yard – western (commercial) portion

The required front yard for the western (commercial) portion of the site is 20 ft. The applicant proposes 5 ft., therefore a variance is required.

Corner side yard

In the RMU district, a minimum 20 ft. corner side yard is required. The applicant proposes a west corner side yard of 3 ft., therefore a variance is required.

Rear yard

In the RMU district, a minimum 25 ft. rear yard is required. The applicant proposes a rear yard of 10.5 ft., therefore a variance is required.

Density

The maximum density for the eastern portion of the site is 800 sq. ft. of lot area per dwelling unit and for the eastern portion of the site is not limited. The density of the proposed development across the site as a whole is 400 sq. ft. of lot area per dwelling unit. For this reason, a variance is required.

Parking

Number regular stalls

After deductions for the Urban Infill Area and mixed use, the required number of car parking stalls is 26. The applicant is providing 15 parking stalls, therefore a variance is required.

Number of visitor stalls

Two visitor parking stalls are required. The applicant is providing no visitor stalls, therefore a variance is required.

Commercial parking off the lane

When parking is provided for a commercial use at the rear of a building, it is required to be separated by a drive aisle. The applicant wishes to provide parking directly off the rear lane. For this reason, a variance is required.

Length of stalls off the lane

Parking stalls off the lane have a required length of 23 ft. Although 3 of the 5 off-the-lane stalls are 23 ft. in length, 2 of them are 18 ft. and as such, a variance is required.

Width of drive aisle

Two-way drive aisles have a required minimum width of 20 ft. The applicant proposes a drive aisle width of 18 ft., therefore a variance is required.

Buffering of parking

Parking areas located within 20 ft. of a rear lot line adjacent to a residential district require buffering. This is not provided for the stalls off the lane, therefore a variance is required.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0 (CCDS 2.0)

Per CCDS 2.0, the proposed development falls within the Established Neighbourhoods – Mature Communities policy area.

Policy 1.8 of this section states:

“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.”

Low-rise residential is defined on p. 96 as:

- *“A mix of low density housing forms and types from 3-4 storeys in height.*
- *Includes, but is not limited to low-rise apartment buildings and stacked townhouses.*
- *Allows for some intensification in a form that respects the scale and character of the community while meeting the needs of a diverse population.”*

The proposed development is a low-rise apartment building 4 storeys in height, which meets the above policy.

CORYDON-OSBORNE AREA PLAN

The western portion of the property is located in the “Low-Rise Mixed-Use Area B” area of the Corydon Osborne Area Plan (COAP).

Relevant policies for this portion include:

- Development under the Low-rise Mixed-Use policy area must have frontage on Grosvenor, Stafford, Lilac or Corydon.
 - *This is met (Stafford).*
- Where low-rise mixed-use development abuts a residential policy area, there may be a requirement for the portion of the site immediately adjacent to the residential policy area

to respect the adjacent residential scale and character and transition through lower building height and / or increased setback.

- *The proposal includes an increased interior side yard setback compared to the previous proposal (11 ft. instead of previous 6 ft.) as well as a 'notched' front yard setback to provide views and sun penetration to Stafford Street from the abutting neighbouring property at 909 McMillan Avenue.*
- This area should be promoted as a low-rise mixed-use development with a minimum building height of 2 storeys and a maximum building height of 4 storeys.
 - *This is met.*
- The ground floor should be retail or office.
 - *This is met (Stafford).*
- Upper floors should be residential, office or home-based businesses as appropriate.
 - *This is met.*

The eastern portion of the lot is located in the Medium Density Residential Area of the COAP. Relevant policies for this portion include:

- Small multi-family development may be accommodated subject to design guidelines / controls and the discretionary review process.
 - *The Design Guidelines are met (see Appendix A).*
- On corners, medium multi-family development may be accommodated subject to design guidelines / controls and the discretionary review process.
 - *This is a corner property and the Design Guidelines are met (see Appendix A).*
- The maximum building height on corners should be 4 storeys.
 - *This is met.*
- Greater increases in height or density would be considered on a case-by-case basis through the rezoning process.
 - *The proposed development is pursuing density above the "medium density" level through the associated rezoning application (DASZ 18/ 2020 approved in 2021), as directed in COAP policies.*
 - *The proposed density is 400 sq. ft. of lot area per dwelling unit while the building maintains 4 storeys as supported in both CCDS 2.0 and the COAP.*

Policy 3.5.22 Residential North of Corydon states "*Multiple lot development allowed north of Corydon Ave shall provide varied massing, setbacks, colours and or rooflines in the building, for every two at grade units to reflect the rhythm of the detached homes in the area.*"

- *Through the use of varied rooflines, façade materials and setbacks, the applicant has submitted a development concept that successfully breaks up the building façade respective of area character as directed by Plan policy.*

CORYDON OSBORNE PLANNED DEVELOPMENT OVERLAY

The following PDO zoning regulations apply to the western portion of the lot, under *Low Rise Mixed Use Area B*:

- Minimum height of a principal building = 20 feet; maximum = 45 feet.
- For properties with mixed use zoning, maximum front yard = 10 feet.
- For the purpose of accommodating an otherwise approved public space, plaza, outdoor dining / drinking area or other pedestrian amenity, up to 50% of the length of the ground floor façade of any building, to a maximum contiguous length of 25 feet, may have a maximum front yard of 15 feet.
- All buildings must provide a main entrance facing a street.
- Any accessory parking must be located either below grade, behind a building, or within a building such that parking is separated from public right of ways (other than public lanes) by commercial or residential uses. Loading and service area must be located behind a building.

The proposed development is consistent with PDO regulations listed above.

The following PDO zoning regulations apply to the western portion of the lot, under the *Medium Density Residential Area*:

- Maximum height of a multi-family principal building on corner lots = 45 feet.
- For multiple family dwellings, lot coverage is not applicable.
- The maximum lot area per dwelling (density) for corner lots is 800 sq. ft.
- For multi-family dwellings, the required interior side yard is a minimum of 4 feet and increases 2 feet per storey above the second storey.
- All buildings must provide a main entrance facing a street, on a portion of the façade closest to the street.
- Any accessory parking must be located either below grade, behind a building, or within a building such that parking is separated from public right of ways (other than public lanes) by commercial or residential uses. Loading and service area must be located behind a building.

The proposed development is consistent with PDO regulations for the Medium Density Residential Area with the exception of the lot area per dwelling unit. However as noted above, the COAP enables support for variances for higher density on corner lots through the rezoning process (as is applicable here). For more information see variance analysis below.

WINNIPEG ZONING BY-LAW 200/06 - VARIANCE ANALYSIS

Yards

Front yard – eastern (residential) portion

As noted above, the applicant is providing a staggered front setback ranging from 5 ft. on the western portion of the site to 26 ft. on the eastern portion (see Figure 3 below). Doing so reduces adverse impact on the east-abutting neighbouring property by providing a 45-degree angular horizontal views to Stafford for that property. This was a request that was made by the

Division in the 2021 application, which was made at that time and has been carried forward with the subject application.

For the above reasons, the Division supports this variance.

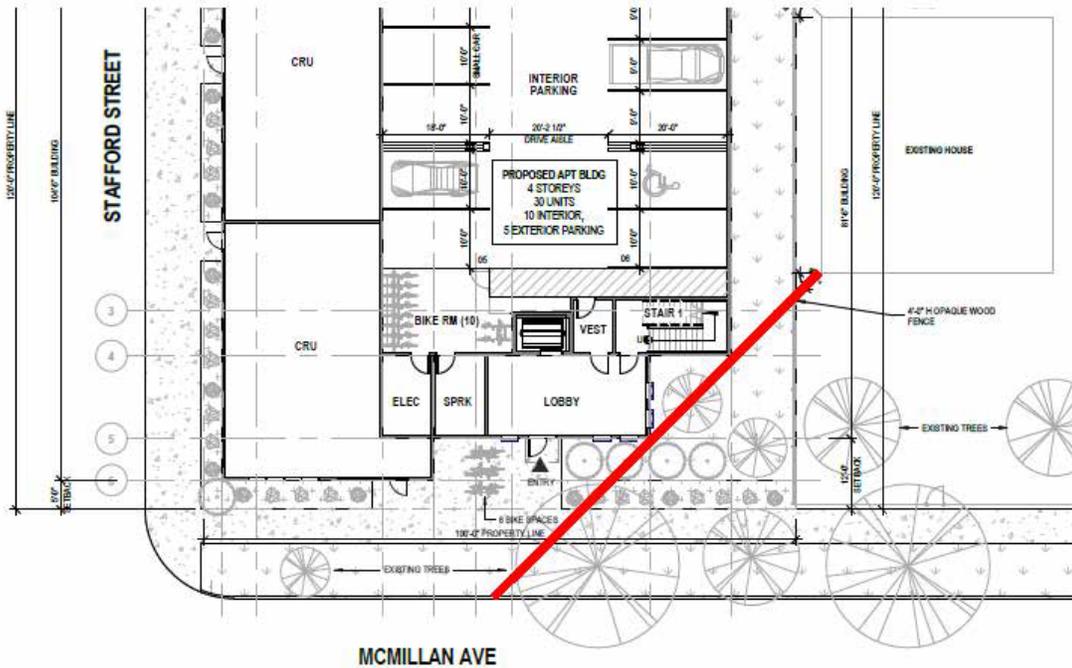


Figure 3: 45-degree view to Stafford St. from 909 McMillan Ave.

Front yard – western (commercial) portion

The Division advised the applicant in 2020 that they could bring the building closer to the street as it approaches Stafford. Bringing the building closer to the street as it approaches Stafford aligns with the *Low-rise Mixed Use Design Guideline Recommendations* of the COAP that apply to this portion of the property, notably:

“Corner lot buildings should address the corner with entrances at or near the corner”.

For this reason, the Division supports this variance.

Corner side yard

The required 20 foot corner side yard to Stafford Street would not result in the pedestrian oriented, corridor fronting urban form that is encouraged in the COAP for commercial development as noted above. The proposed 3-foot corner site yard brings the building close to the sidewalk, where 2 commercial units are accessed. This is consistent with much of the existing commercial developed along Stafford St. The provided yard also enables the establishment of some vegetation to soften the street edge. For these reasons, the Urban Planning Division supports this variance.

Rear yard

The reduced (10.5 ft.) portion of the rear yard is located close to Stafford, where it serves the purpose of screening open parking from view of Stafford. This was an early design recommendation of the Division for the previous which has been carried forward to the present application. The remainder of the rear yard is larger, at 26.6 ft., which exceeds the zoning requirement of 25 ft. For the above reasons, the Urban Planning Division supports this variance.

Density

As noted above, the density for the western portion of the site is not limited. And, for the eastern portion of the site (Medium Density Residential Area), the COAP facilitates the consideration of greater increases in density on corner lots through the rezoning process. The proposed 26 units results in a density of 400 sq. ft. of lot area per dwelling across the lot as a whole. Given the applicant has gone to substantial effort to design a building that meets the regulations of two policy areas and meet the Design Guidelines, and has facilitated greater density on a corner lot through the rezoning process as enabled in the COAP, the Urban Planning Division supports this variance.

Parking

Number regular stalls

The Urban Planning Division is supportive of a parking ratio of 0.8 in this location on Stafford (an arterial street) with transit service and multiple amenities within walking distance. The Division may support less than 0.8 if a car share vehicle is provided at an offset of up to 12 stalls to help reach 0.8. The proposed parking works out as follows:

- 30 residential units x 0.8 = 24 stalls + 2 for commercial units = 26 required parking stalls to achieve support from the Division.

15 stalls are proposed. If a car share vehicle is provided, this would 'add' 12 stalls for a functional total of 27 stalls, thus meeting (and slightly exceeding) the 0.8 ratio required for Division support. Otherwise, the proposal is short by 11 stalls.

Although the Division is not supportive of the provided number of stalls without a car share vehicle, if one is provided the Division would be supportive. For this reason, the Division includes a condition requiring the provision of a car share vehicle.

Number of visitor stalls

The Division often supports variances for visitor parking in cases where onsite parking is at a premium. Dedicating available onsite parking stalls to residents ensures that the stalls receive maximal use. There is also unlimited on-street parking on McMillan. For these reasons, the Division supports this variance.

Commercial parking off the lane

Requiring a drive aisle between stalls and the lane would allocate further site area to motor vehicle parking and would have a negative impact on the design of the building. Parking directly off a rear lane is the most efficient layout for parking and is a common and encouraged condition in this area. For this reason, the Urban Planning Division supports this variance.

Length of stalls off the lane

Although the Division does not normally support stalls less than 21 ft. off the lane, in this case there are only 2 such stalls, and if appropriately marked for small cars only, the Division is satisfied their impact will be reduced. The Division includes a condition requiring "small car only" signage for small car stalls. With this condition, the Division is supportive of this variance.

Width of drive aisle

Although the variance reads as parking aisle width of 18 feet instead of 20 feet, it is only the overhead garage door that is a substandard 18 ft. in width. The actual drive aisle, on both sides of the door, exceeds the minimum 20 ft. in required width. The Division does not have a concern

regarding the door width being 2 ft. shy – because when arriving at an overhead door, drivers slow or stop, reducing potential conflict. Once the door threshold is passed, a compliant amount of space exists. For this reason the Division supports this variance.

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 Division therefore supports this variance.

REASONS FOR DECISION

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

- (a) is consistent with *Plan Winnipeg* and any applicable secondary plan;
In that, the proposed variances will enable the establishment of a mixed use commercial residential development in a fashion consistent with policies in the Corydon Osborne Area 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;
In that, the proposed development's stepped down reduction in height, variable front yard setback and high-quality design reduce potential impact on adjacent uses.
- (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 enable the development of a mixed use, residential / commercial building in a fashion consistent with policies, regulations and design guidelines in the Corydon Osborne Area Plan.
- (d) is compatible with the area in which the property to be affected is situated.
In that, the proposed building has been designed to blend into the existing area context while simultaneously offering increased housing choice and improved commercial amenity.

CONSULTATION

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

OURWINNIPEG 2045 POLICY ALIGNMENT

City Building Direction 3: Promote compact urban form and manage the extension of municipal services for new growth.

- The continued infill development of this Mature Community will make use of existing municipal infrastructure and promote the development of compact urban form.

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.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

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

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning and Design
Prepared by: Andrew Ross, RPP, MCIP
Date: February 6, 2025
File No. DAV 24-271912\C

**Appendix A - Corydon Osborne Plan Urban Design Review
Internal Evaluation Worksheet**

North of Corydon Residential Design Guidelines	Comply (Yes or No)	Comments
i) Buildings should be parallel to the street frontage property line	yes	
ii) Building setbacks should be within 1.5 metres (5 feet) of the average of the two adjacent buildings' setbacks	Solution proposed	Proposed design notches building at eastern corner resulting in an angular plane preserving sight lines and sun penetration. Front yard setback reduces as building approaches Stafford St.
iii) Roofs should be pitched unless adjacent buildings are flat roofed	yes	Historically, neighbourhood corner buildings sometimes are flat roofed making a flat roof here appropriate
iv) Buildings should have their main entrance facing the street	yes	Building has entrances facing both McMillan and Stafford.
v) Windows and entrances should be articulated	yes	Abundance of well-articulated windows at all levels and sections of the building.
vi) Façade lighting should be wall mounted luminaries no higher than top of first floor and all light should be cast down and fully shielded	n/a	
vii) Front yard fences should be less than 1.2 metres(4 feet) and mostly transparent	n/a	
viii) Multi-family buildings should reflect the surrounding residential building character	yes	The proposed building uses a design that reflects the character of this area through roof line, façade materials etc.
ix) Multi-family buildings should have a variable setback across the facade	yes	A front yard variation is provided along McMillan.
x) Corner lots may have greater lot coverage	yes	
xi) Multiple lot development may be contiguous but should articulate the appearance of the original lot line	yes	Roof line articulation paired with varied setbacks from McMillan create the appearance of three (3) building sections (left to right).
xii) Signs should be flush with the building	n/a	

xiii) Residential development should maintain the existing pattern of detached garages rather than attached garages	n/a	
xiv) All parking lots should provide appropriate screening to preserve the residential character of the area	yes	Screened through a combination of fencing and landscaping
xv) Residential developments should provide pedestrian access at street level and locate parking, loading, and service entrances at the rear of buildings.	yes	
xvi) Residential development should have consideration for light, view, and privacy of adjacent buildings and area	yes	The varied front setbacks are designed to limit impact of the development. Provision of 11-foot interior side yard provides adequate separation.
xvii) Residential development should ensure pedestrian access is a predominant feature in the site design	yes	
xviii) Residential development should ensure the use of building design elements that are consistent with surrounding properties, including materials, finishing, signage, placement of windows, and doors and height and massing of buildings	yes	The proposed elevations take cues from existing multi-family residential development using varied rooflines, balconies, articulated windows, door placement, a variety of, brick veneer, cement panel etc.
xix) Residential development should ensure sensitive design that clearly defines public, semi-private, and private space	yes	
xx) Residential development should encourage preservation of mature canopy shade trees and natural areas through good design	n/a	No onsite trees
xxi) Residential design should strongly encourage the incorporation of concepts of Universal Design and Crime Prevention Through Environmental Design (CPTED) into building, streetscape, and site design	yes	The presence of numerous windows, balconies and outdoor seating areas significantly improve "eyes on the street."

**NEW MIXED-USE BUILDING
915 MCMILLAN AVENUE**

MIXED-USE BUILDING
30 UNITS

+/- 2,765 SF MAIN FLOOR COMMERCIAL

ISSUED FOR REVIEW: 02 AUGUST 2024

BUILDING DATA

LEGAL DESCRIPTION: TBD					
MIXED-USE BUILDING INFORMATION:					
4 STOREYS WITH AT GRADE PARKING STALLS					
ZONING	RMF-L (PROPOSED)				
BUILDING HEIGHT	MAXIMUM BUILDING HEIGHT 150'-0" ; 45'-0" PROPOSED				
BUILDING DIMENSIONS	31.9m x 26.2m [104'-6" FT x 86'-0" FT]				
SITE AREA	0.28 ACRES [12,000 SF]				
BUILDING AREA	834.9 m ² [8,987 SF]				
SHELL CRU	256.9m ² [2,765 SF]				
TOTAL DWELLING UNITS					
SUITE TYPES	A - 1 BEDROOM / 1 BATHROOM	B - STUDIO / 1 BATHROOM	C - 1 BEDROOM / 1 BATHROOM	D - 2 BEDROOM / 2 BATHROOM	E - 2 BEDROOM / 2 BATHROOM
SUITE COUNT	18	3	3	3	3

ZONING BY-LAW: RMF-L	MIN. FRONT YARD REQ'D:	MIN. REAR YARD REQ'D:	MIN. INT SIDE YARDS REQ'D:
	25'-0"	25'-0"	8'-0"
	FRONT YARD PROVIDED:	REAR YARD PROVIDED:	INT. SIDE YARDS PROVIDED:
	SOUTH = 5'-0"	NORTH = 10'-6"	EAST = 11'-0" WEST = 3'-0"

BUILDING DATA CONTINUED

PARKING INFORMATION		
PARKING CATEGORIES (TABLE 5-9):	3	
REQ'D SPACES PER DWELLING	1.5 x No. OF DWELLING UNITS = 1.5 x 30 = 45	
	REQUIRED	PROVIDED
BICYCLE PARKING	1 PER 10 REQUIRED PARKING SPACES = 0.10 x 30 = 3	10 INTERIOR, 6 EXTERIOR
SURFACING	CONCRETE / ASPHALT	
TOTAL PARKING SPACES	REQUIRED	PROVIDED
	45	37
INDOOR PARKING SPACES		10 @ LEVEL 01
OUTDOOR PARKING SPACES		5
ACCESSIBLE SPACES	1	2 [1 @ 10'-0" x 20'-0" , 1 @ 9'-0" x 23'-0"]
CAR CO-OP	1 CAR CO-OP = 12	2
VAN ACCESSIBLE SPACES	0	0
LANDSCAPE INFORMATION		
STREET EDGE TREES:	REQUIRED: 8	PROVIDED: 10
STREET EDGE SHRUB:	REQUIRED: 33	PROVIDED: 33

**ZONING and PERMITS
BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 24-2719.2/c

SHEET # 1 OF 16

APPLICANT (SQD.) _____

ZONING OFFICER [Signature]

DATE Dec 11, 2024

**PRELIMINARY
DRAWING ONLY**
NOT TO BE USED FOR
CONSTRUCTION

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E: info@bldgoffice.com

PROJECT
915 MCMILLAN AVENUE
PROJECT INFORMATION

DWG BY SC REV'D BY KS PROJECT NO. 2024_07
DATE 08.02.24 DRAWING NO. **PA00**
SCALE



ZONING and PERMITS
BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 24-271912/C
SHEET # 2 OF 16
APPLICANT (SGD.) _____
ZONING OFFICER M. F.
DATE Dec 11, 2024





**ZONING and PERMITS
BRANCH**

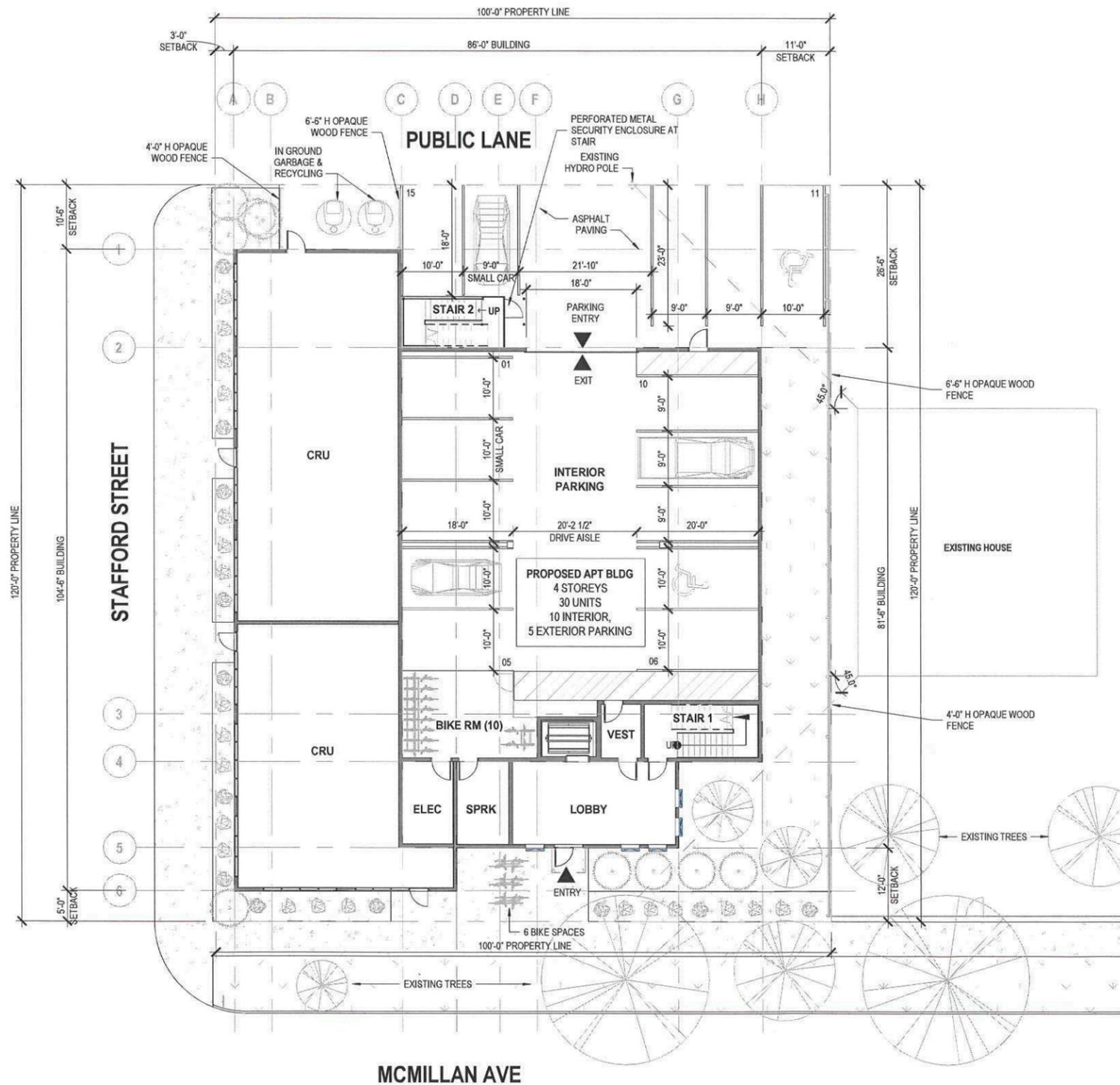
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IN CONNECTION WITH DAV 24-27,912/c

SHEET # 4 OF 16

APPLICANT (SGD) _____

ZONING OFFICER Wes Z

DATE Dec 11, 2024



LANDSCAPE LEGEND

- SHRUB TYPE 01 - GALAHAD MOCKORANGE
- SHRUB TYPE 02 - RUSSIAN SAGE
- DECIDUOUS TREE TYPE 01 - HARVEST GOLD LINDEN
- CONIFEROUS TREE TYPE 01 - BLACK HILLS SPRUCE
- SOD
- MULCH
- CONCRETE PAVING

PLANTING SCHEDULE

QTY	COMMON NAME	SIZES
12	GALAHAD MOCKORANGE	#3 CONTAINER
21	RUSSIAN SAGE	#3 CONTAINER
2	HARVEST GOLD LINDEN	65 mm cal.
8	BLACK HILLS SPRUCE	1.8m ht.

ZONING and PERMITS BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH DAV 24-771914/C

SHEET # 5 OF 16

APPLICANT (SGD.) _____

ZONING OFFICER Wesley

DATE Dec 11, 2024

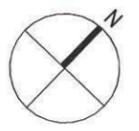
1 SITE PLAN
3/64" = 1'-0"

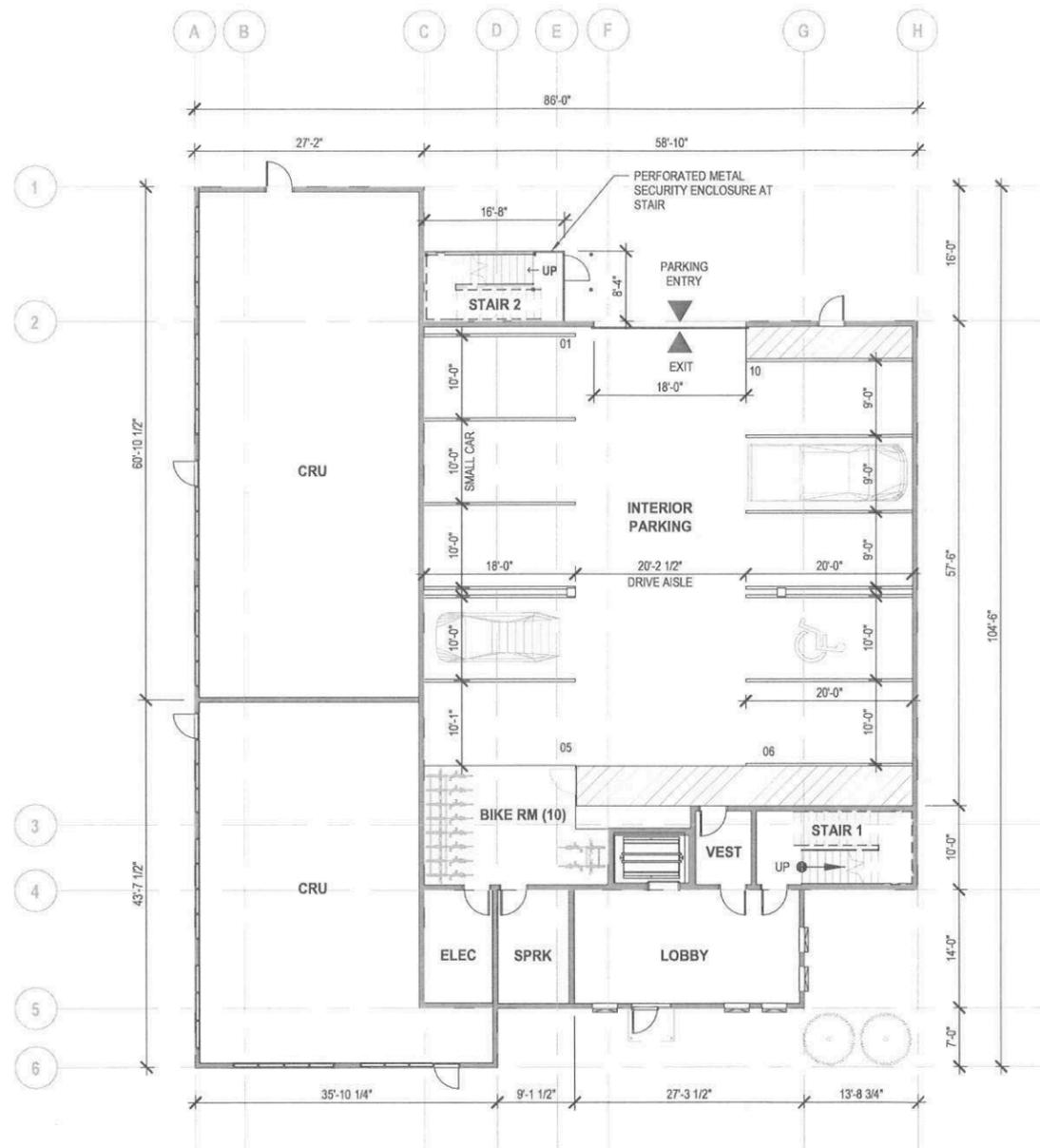
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PROJECT
915 MCMILLAN AVENUE
SITE & LANDSCAPE PLAN

DWG BY SC REV'D BY KS PROJECT NO. 2024_07
DATE 08.02.2024 DRAWING NO. PA01
SCALE As indicated





SUITE DATA

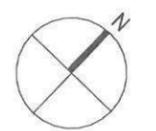
10 SUITES ON EACH LEVEL 2, 3 & 4 = 30 SUITES

SUITE TYPES	A	B	C	D	E
BEDROOMS / BATHROOMS	1 / 1	STUDIO / 1	1 / 1	2 / 2	2 / 2
BALCONY	1	1	1	1	1
SUITE AREA +/-	547 SF	401 SF	515 SF	1072 SF	886 SF
SUITE COUNT	18	3	3	3	3

ZONING and PERMITS BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL
 IN CONNECTION WITH DAV 24-7719146
 SHEET # 6 OF 16
 APPLICANT (SGD.) _____
 ZONING OFFICER Wei Z
 DATE Dec 11, 2024

1 LEVEL 01 FLOOR PLAN
 1" = 20'-0"



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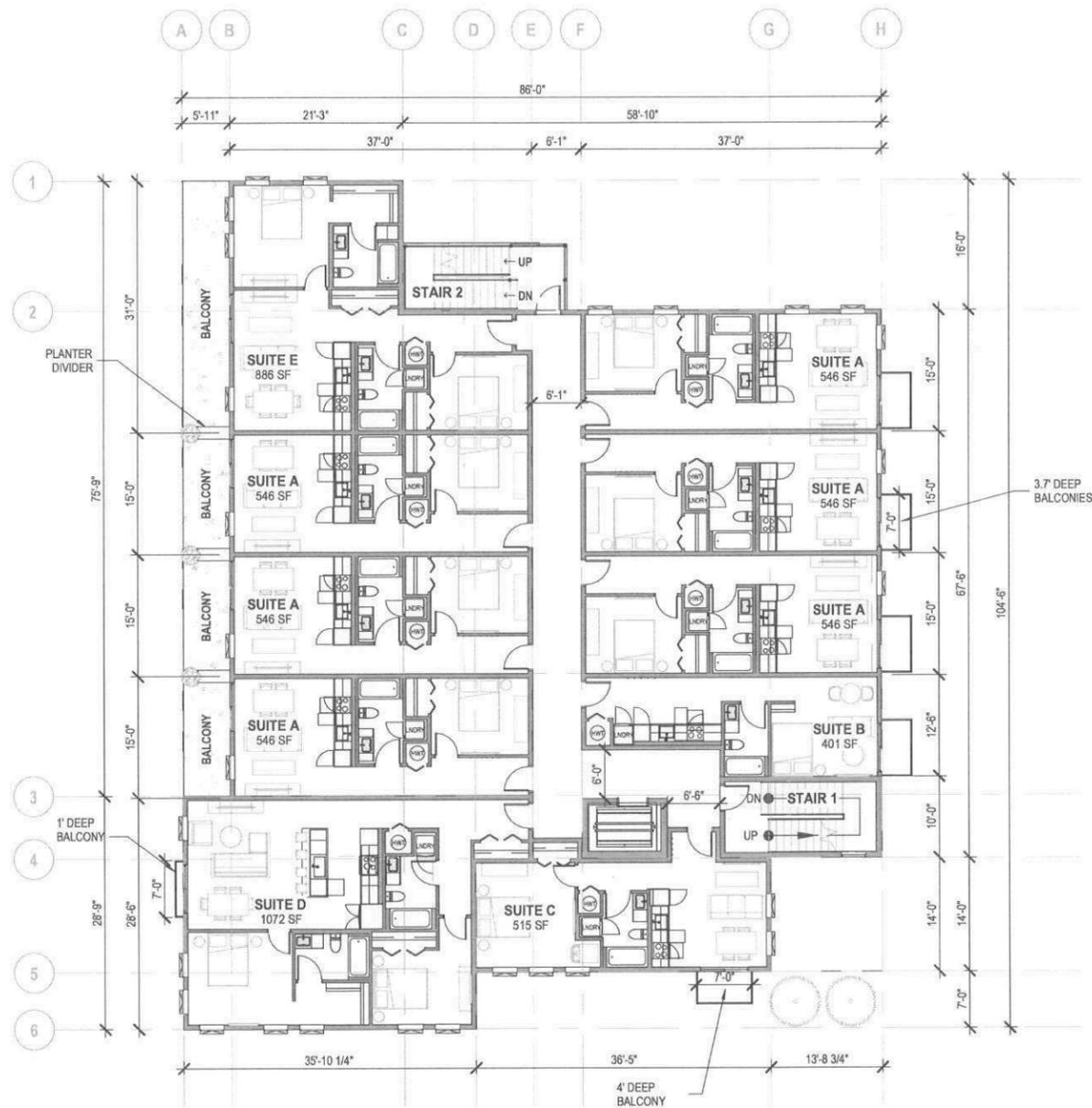
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PROJECT
 915 MCMILLAN AVENUE
 LEVEL 01 FLOOR PLAN
 DWG BY SC REV'D BY KS PROJECT NO. 2024_07
 DATE 08.02.24 DRAWING NO.
PA02
 SCALE 1" = 20'-0"

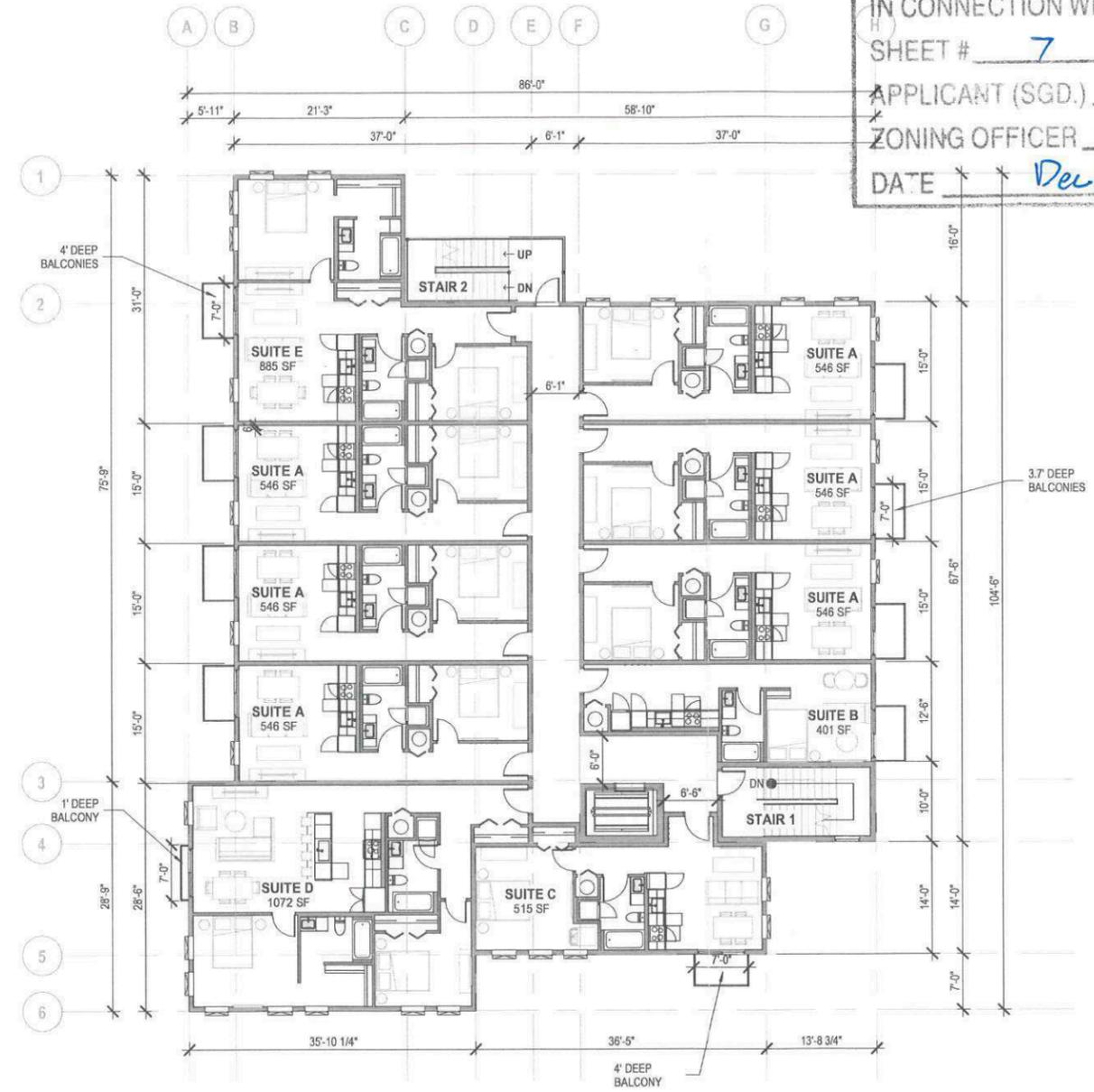
**ZONING and PERMITS
BRANCH**

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IN CONNECTION WITH DAV 24-27/914/c
SHEET # 7 OF 16

APPLICANT (SGD.) _____
ZONING OFFICER Wei Z
DATE Dec 11, 2024



1 LEVEL 02 FLOOR PLAN
1" = 20'-0"



2 LEVEL 03 - 04 FLOOR PLAN
1" = 20'-0"

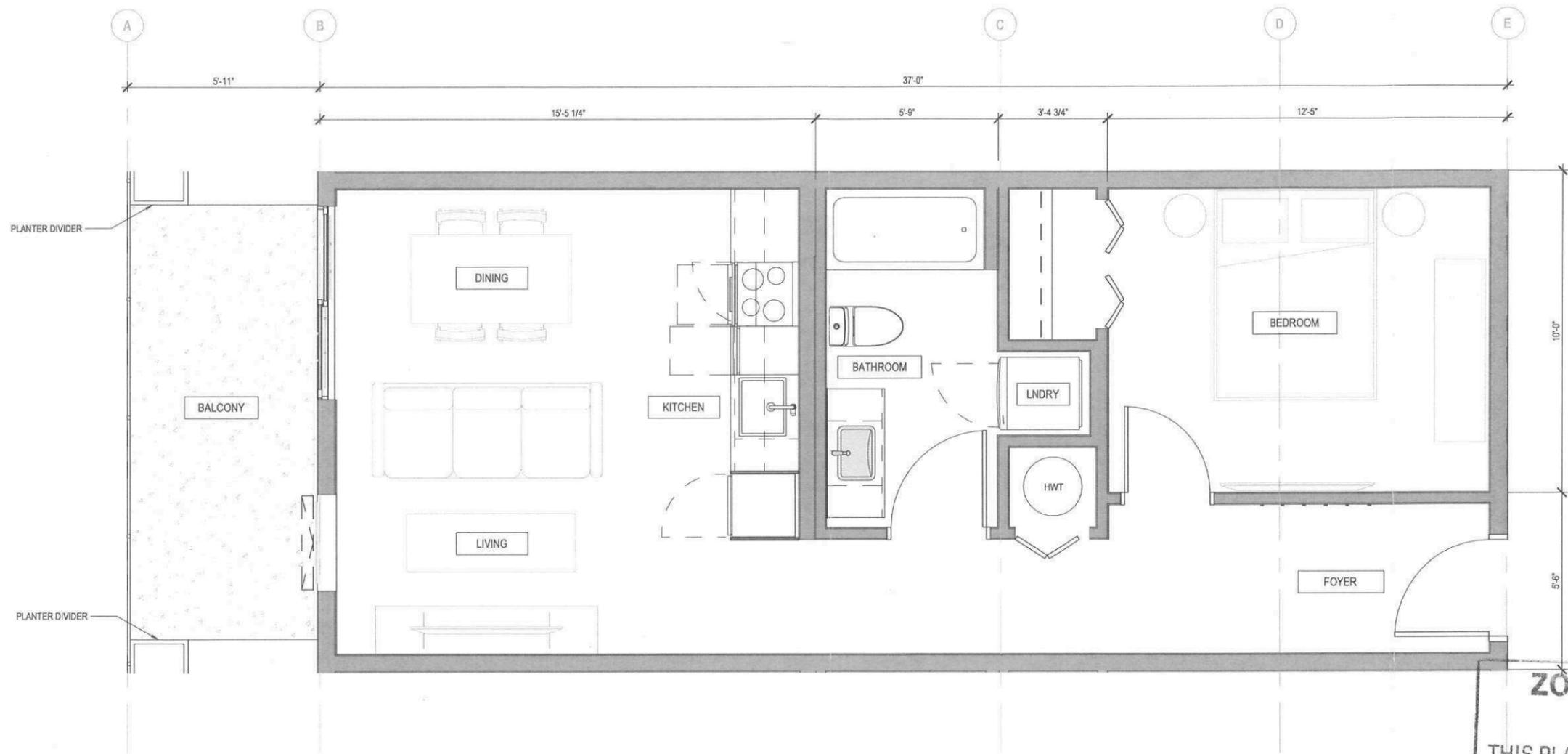


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PROJECT
915 MCMILLAN AVENUE
LEVEL 02-04 FLOOR PLAN

DWG BY SC REV'D BY KS PROJECT NO. 2024_07
DATE 08.02.24 DRAWING NO. PA03
SCALE 1" = 20'-0"



SUITE A
 1 BED | 1 BATH
 547 SF

ALL LEVEL 02-04 EAST FACING SUITES WILL HAVE 7' W X 3.7' D BALCONIES. ALL LEVEL 03-04 WEST FACING SUITES WILL HAVE 7' W X 4' D BALCONIES

ZONING and PERMITS BRANCH
 THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH DAV 24-271914/E
 SHEET # 8 OF 16
 APPLICANT (SGD.) _____
 ZONING OFFICER Wei Z
 DATE Dec 11, 2024

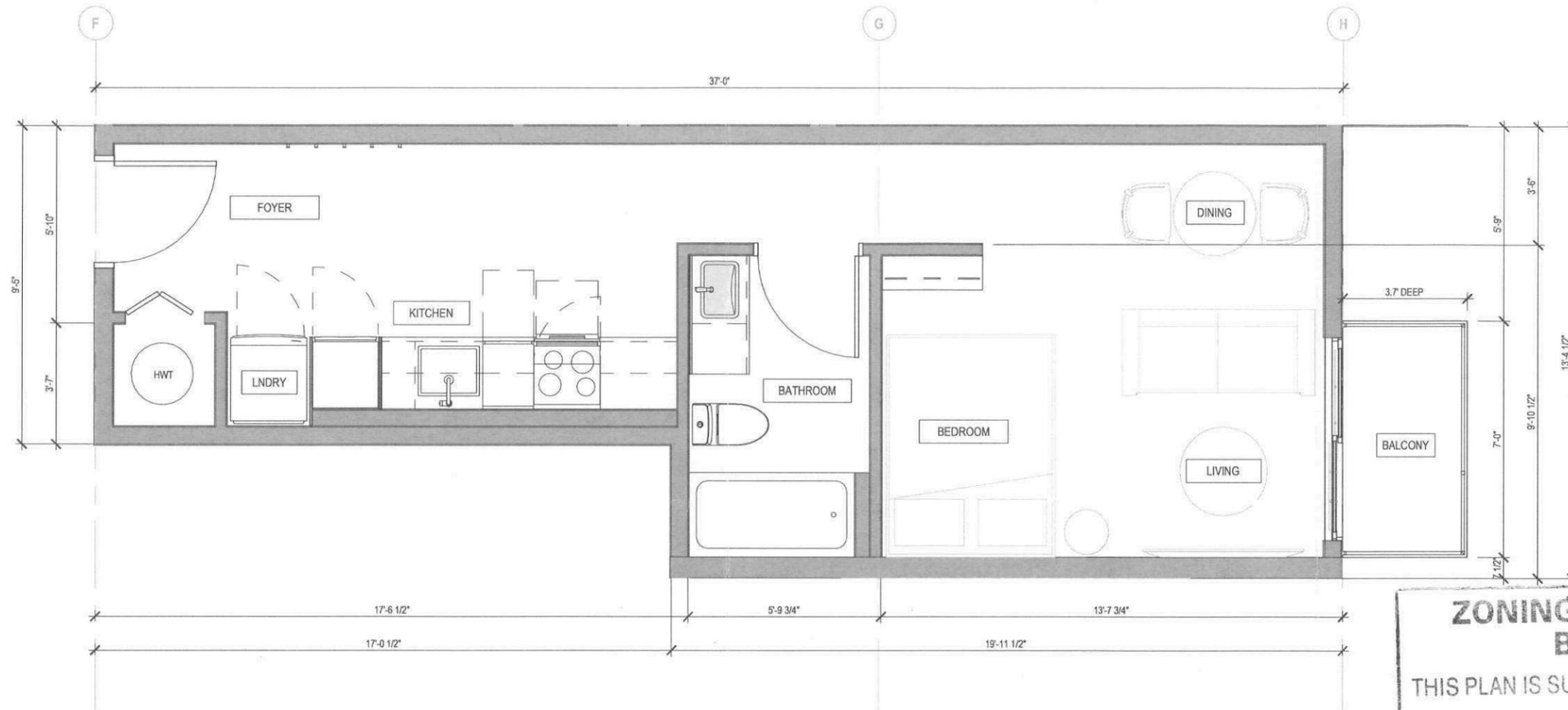


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PROJECT
 915 MCMILLAN AVENUE
 SUITE A FLOOR PLAN
 DWG BY SC REV'D BY KS
 DATE 08.02.24
 SCALE 1/4" = 1'-0"

PROJECT NO. 2024_07
 DRAWING NO. **PA04**



SUITE B
STUDIO | 1 BATH
401 SF

**ZONING and PERMITS
 BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL
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SHEET # 9 OF 16

APPLICANT (SGD.) _____

ZONING OFFICER Wai Zi

DATE Dec 11, 2024



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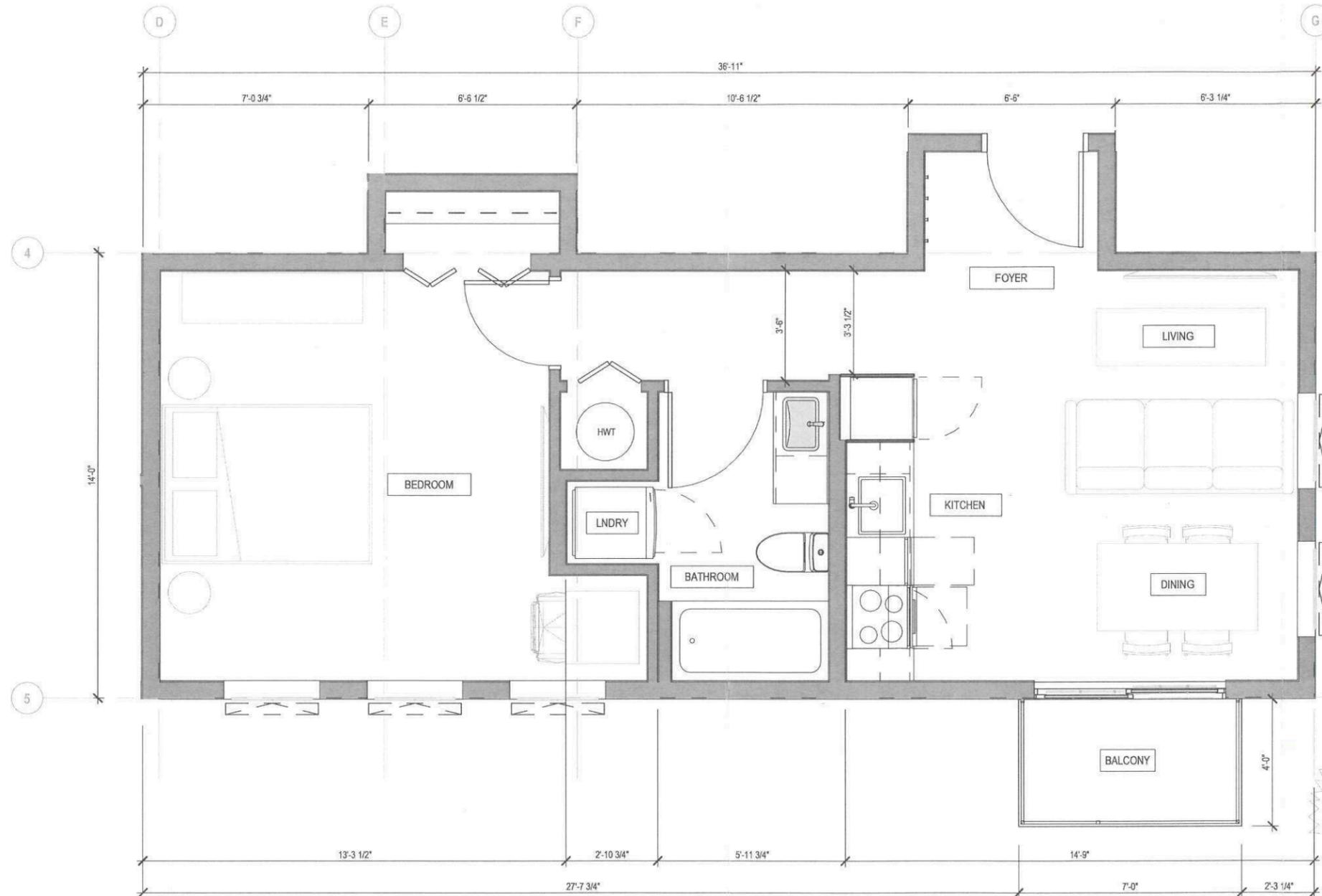
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PROJECT
 915 MCMILLAN AVENUE
 SUITE B FLOOR PLAN

DWG BY SC REV'D BY KS
 DATE 08.02.24
 SCALE 1/4" = 1'-0"

PROJECT NO. 2024_07
 DRAWING NO.

PA05



SUITE C
 1 BED | 1 BATH
 515 SF

**ZONING and PERMITS
 BRANCH**

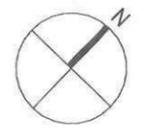
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SHEET # 10 OF 16

APPLICANT (SGD.) _____

ZONING OFFICER Wei Ts

DATE Dec 11, 2024



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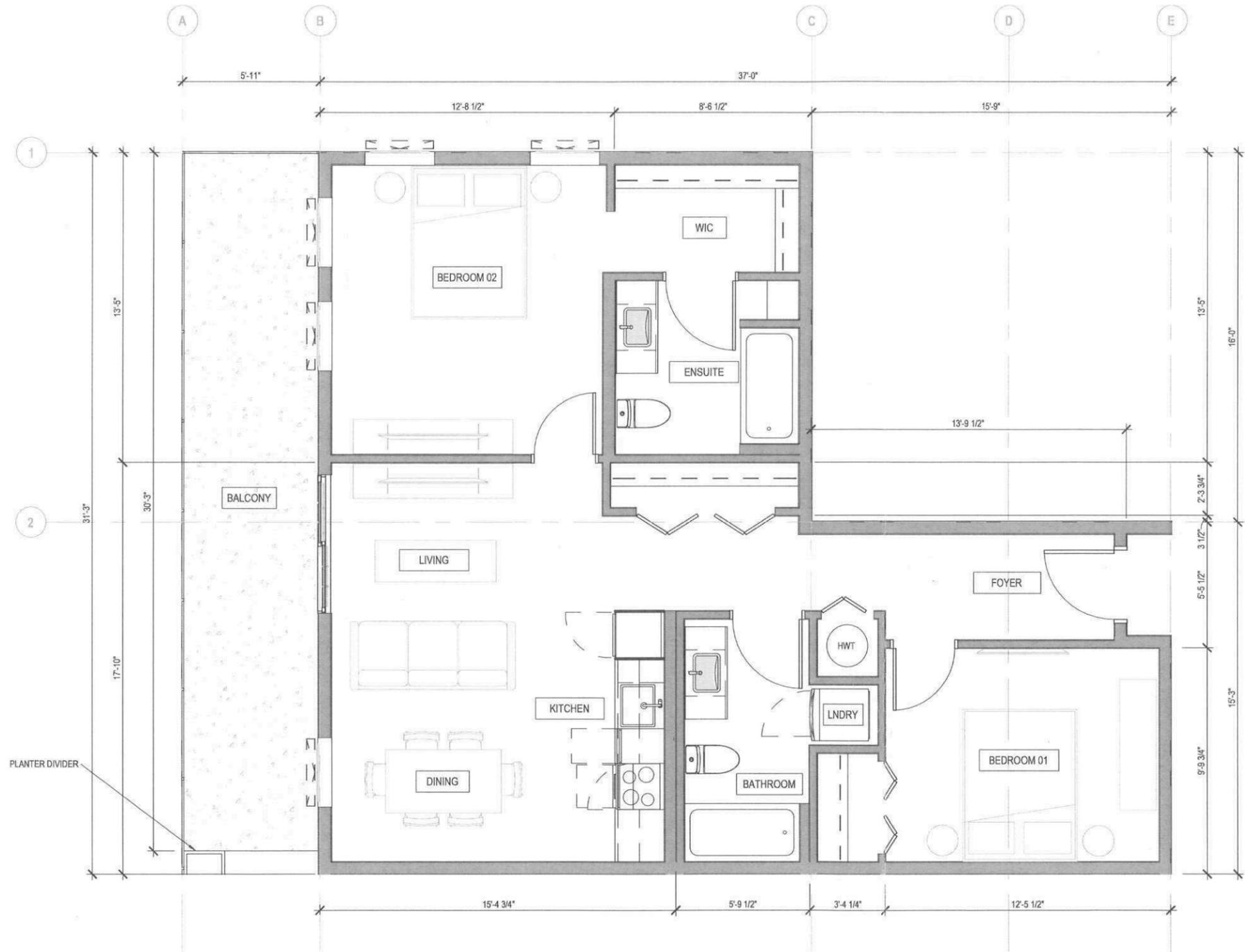
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PROJECT
 915 MCMILLAN AVENUE
 SUITE C FLOOR PLAN

DWG BY SC REV'D BY KS
 DATE 08.02.24

SCALE 1/4" = 1'-0"

PROJECT NO. 2024_07
 DRAWING NO.
PA06



SUITE E
 2 BED | 2 BATH
 886 SF

*ALL LEVEL 03-04 SUITES WILL
 HAVE 7' W X 4' D BALCONIES*

**ZONING and PERMITS
 BRANCH**

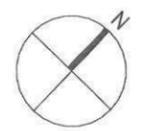
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 IN CONNECTION WITH DAV 24-271914

SHEET # 12 OF 16

APPLICANT (SGD.) _____

ZONING OFFICER Wei Zou

DATE Dec 11, 2024



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PROJECT
 915 MCMILLAN AVENUE
 SUITE E FLOOR PLAN
 DWG BY SC REV'D BY KS
 DATE 08.02.24
 SCALE 3/16" = 1'-0"

PROJECT NO. 2024_07
 DRAWING NO.
PA08



1 SOUTH ELEVATION
1" = 10'-0"

**ZONING and PERMITS
BRANCH**

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IN CONNECTION WITH DAV 24-271914/c

SHEET # 13 OF 16

APPLICANT (SGD.) _____

ZONING OFFICER Wai Zou

DATE Dec 11, 2024

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PROJECT
915 MCMILLAN AVENUE
SOUTH ELEVATION

DWG BY SC REV'D BY KKS
DATE 08.02.24

PROJECT NO. 2024_07
DRAWING NO. **PA09**

SCALE 1" = 10'-0"



**ZONING and PERMITS
BRANCH**

T.O. LEVEL 01 0'-0"

THIS PLAN IS SUBMITTED FOR APPROVAL
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SHEET # 14 OF 16

APPLICANT (SGD.) _____

ZONING OFFICER Wai Zuo

DATE Dec 11, 2024

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PROJECT
915 MCMILLAN AVENUE
NORTH ELEVATION

DWG BY SC REV'D BY KS
DATE 08.02.24
SCALE 1" = 10'-0"

PROJECT NO. 2024_07
DRAWING NO.

PA10

**ZONING and PERMITS
BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 24-2719146

SHEET # 15 OF 16

APPLICANT (SGD.) _____

ZONING OFFICER Wai Z

DATE Dec 11, 2024



1 WEST ELEVATION
1" = 10'-0"

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PROJECT
915 MCMILLAN AVENUE
WEST ELEVATION

DWG BY SC REV'D BY KS
DATE 08.02.24
SCALE 1" = 10'-0"

PROJECT NO. 2024_07
DRAWING NO.

PA11

**ZONING and PERMITS
BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 24-271914/C
SHEET # 16 OF 16
APPLICANT (SGD.) _____
ZONING OFFICER Wes F...
DATE Dec 11, 2024



1 EAST ELEVATION
1" = 10'-0"

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PROJECT
915 MCMILLAN AVENUE
EAST ELEVATION

DWG BY SC REV'D BY KS
DATE 08.02.24
SCALE 1" = 10'-0"

PROJECT NO. 2024_07
DRAWING NO.

PA12