

ADMINISTRATIVE REPORT

Title: DAV 25-232424\C – 135 Roslyn Rd

Issue: For variances to allow for the construction of a new multi-family building.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

| Author | Department Head | CFO | CAO |
|-------------------------------|-----------------|-----|-----|
| Dylan Chyz-Lund, RPP, MCIP | n/a | n/a | |

DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the "RMF-L" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

- 1) for the construction of a multi family dwelling to permit:
 - a) a front yard of 15 feet (4.57 metres) instead of 32 feet (9.75 metres);
 - b) an east side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);
 - c) an east side yard balcony projection of 3 feet (0.91 metre) instead of 1.6 feet (0.49 metre);
 - d) a west side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);
 - e) a rear yard of 5 feet (1.52 metres) instead of 25 feet (7.62 metres);
 - f) a lot area per dwelling unit of 223 square feet (20.72 square metres) instead of 400 square feet (37.16 square metres);
 - g) 7 parking spaces instead of 16 spaces;
- 2) for the establishment of accessory parking to permit:
 - a) 3 small car parking spaces instead of 2 small car parking spaces;
 - b) a driveway of 10 feet (3.05 metres) instead of 16 feet (4.88 metres);

- c) an aisle width of 17.8 feet (5.43 metres) instead of 20 feet (6.1 metres);
- d) no unassigned guest parking space instead of 1 space.

Subject to the following condition(s):

1. 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.
2. That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-11 for File No. DAV 25- 232424\C, 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 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.
4. That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

OR

That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

REASON FOR THE REPORT

- The applicant is proposing to build a new multi-family building on the property, and requires variances to the lot area, building dimensions, parking, and accessory parking area 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 25-232424\C
RELATED FILES: N/A
COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: 1.117 - (ROSLYN)

SUBJECT: To vary the "RMF-L" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

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 - a) a front yard of 15 feet (4.57 metres) instead of 32 feet (9.75 metres);
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 - f) a lot area per dwelling unit of 223 square feet (20.72 square metres) instead of 400 square feet (37.16 square metres);
 - g) 7 parking spaces instead of 16 spaces;
- 2) for the establishment of accessory parking to permit:
 - a) 3 small car parking spaces instead of 2 small car parking spaces;
 - b) a driveway of 10 feet (3.05 metres) instead of 16 feet (4.88 metres);
 - c) an aisle width of 17.8 feet (5.43 metres) instead of 20 feet (6.1 metres);
 - d) no unassigned guest parking space instead of 1 space.

LOCATION: 135 Roslyn Rd
LEGAL DESCRIPTION: LOT 27 PLAN 27406 42 ST B

APPLICANT: Evan Hanson (Affinity Architecture Inc.)
227 Stafford St Unit 201
Winnipeg, MB R3M 2J1

OWNER: Kala Sharma
80 Braswell Bay
Winnipeg, MB R3X 2B6

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 site is located on the north side of Roslyn Road, between Evergreen Place and Osborne Street, in the Roslyn neighbourhood of the Fort Rouge – East Fort Garry ward.
- The subject site is located in an “Established Neighbourhood-Mature Community” policy area as identified in *Complete Communities 2.0*, and in a “Village High Density Residential (V-HDR)” policy area of the Osborne Village Neighbourhood Secondary Plan.
- The subject site is currently zoned “RMF-L” Residential Multi-Family (Large) District, with an assessed lot area of 6248 square feet.
- The subject site currently has a one-storey building used as an office.



Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2024).

North: Roslyn Road, then multi-family buildings zoned “RMF-M” Residential Multi-Family (Medium) District and “RMF-L” Residential Multi-Family (Large) District.

South: A rear lane, then multi-family buildings zoned “RMF-M” Residential Multi-Family (Medium) District.

East: Bryce Street, then multi-family buildings zoned “RMF-M” Residential Multi-Family (Medium) District.

West: A multi-family building zoned “RMF-M” Residential Multi-Family (Medium) District.

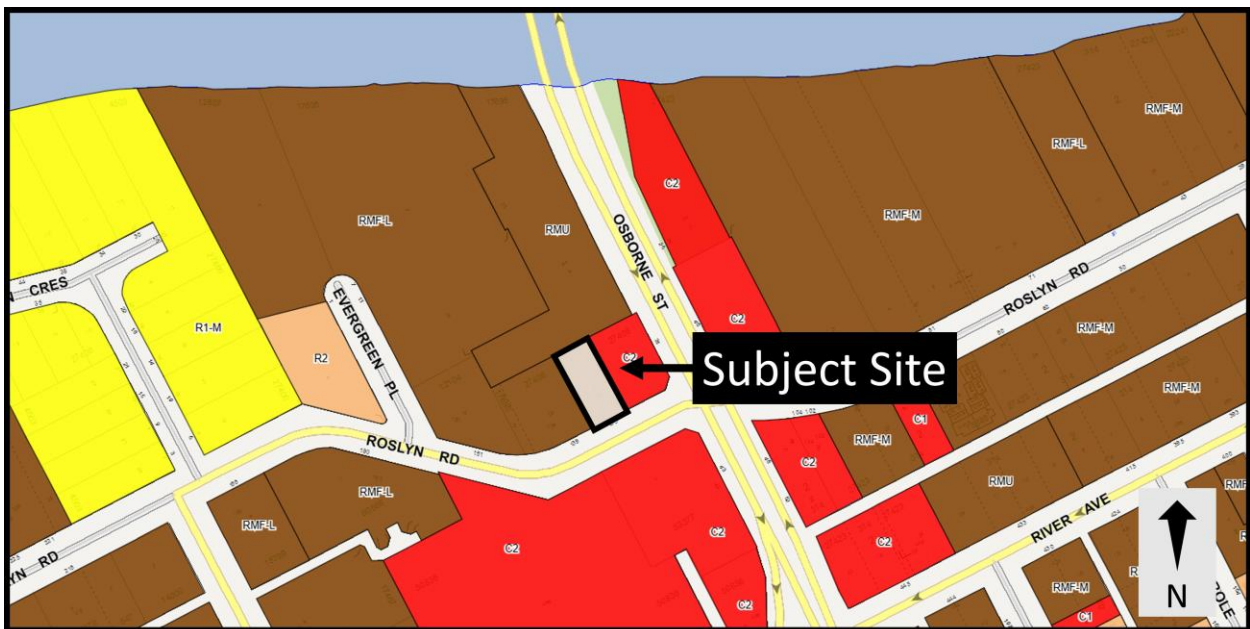


Figure 2: Zoning of the subject site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The application intends to construct one 28-unit multi-family building, which would:
 - Be six stories in height.
 - Have a 15' front yard setback to Roslyn Road.
 - Have a 5' east and west side yard setback to the abutting properties.
 - Have a 5' rear yard setback to the abutting property.
 - Be clad primarily with a combination of EIFS and stone veneer.
 - Include a main entrance with floor to ceiling windows facing Roslyn Road, as well as an underground parking structure that takes access from Roslyn Road.
- The site plan also shows:
 - A garbage enclosure within the building.
 - A total of four trees and 26 shrubs.
 - A total of seven parking spaces, including two accessible spaces and one dedicated car share stall.
- A total of 14 affordable units are proposed.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

The *Complete Communities Direction Strategy 2.0 (CCDS 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. *CCDS 2.0* provides policy guidance when assessing proposals that are seeking entitlements or changes to the *Winnipeg Zoning By-Law*.

The subject site is located in an "Established Neighbourhood – Mature Communities" policy area of *CCDS 2.0*. The following goals and policies of *CCDS 2.0* apply to the proposal:

- Goal 1 - *Encourage compatible residential development within Established Neighbourhoods to build more Complete Communities and align with the City's residential intensification target.*

General policies

- *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.*
- *1.5 Support up to mid-rise residential development in Established Neighbourhoods that is compatible with neighbourhood context.*

At six stories, the proposed building is considered a mid-rise development under *CCDS 2.0* policies. The building height is consistent with the surrounding neighbourhood, which includes an eight storey building on the property abutting to the west. While the property to the east contains a one-storey building, it is a commercial lot with a gas station. The building will increase the population in this established neighbourhood and increase housing options for

residents while positively contributing to the neighbourhood through design elements detailed under Goal 2.

- *Goal 2 - 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.*

Building Setbacks

- *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.*

The proposed building includes a reduced front yard to Roslyn Road of 15', reduced side yards of 5', and a reduced rear yard of 5'. While the setbacks are relatively small, they abut an existing parking area to the west, an existing landscape buffer and parking area to the north, and a gas station to the east. Given the surrounding uses, the reduced setbacks are respectful of the area context. While the "RMF-L" zoning permits higher-density residential development, the lot's narrow 50-foot width creates practical constraints, which support the need for reduced yard setbacks to accommodate development on the site.

Building Design

- *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 visual aesthetics of the street and neighbourhood.*

The proposed building includes a variety of coloured EIFS materials, stone veneer, juliet balconies, and full balconies that together break up the massing. In addition, the use of floor to ceiling windows in the front lobby facing Roslyn Road further contributes to visual interest from the street.

Pedestrian orientation

- *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*

The proposed building includes a main floor lobby and entrance facing Roslyn Road, with a direct pedestrian connection to the sidewalk. Similarly, balconies on the second floor and reinforce the public realm.

Massing and scale

- *2.12 New development 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.*

The proposed building height of six stories is two stories shorter than the immediately abutting existing building to the west. The one storey building to the east is a gas station – not a residential building – so the discrepancy in height is less of a concern.

The proposed development includes an entrance with direct access to Roslyn Road, alternating building colours, and window coverage and balconies facing Roslyn Road. This breaks up the massing of the building and avoids any long blank walls.

Parking and loading

- *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*

The parking is accessed from the front street because there is no rear lane. However, all parking is located in an underground parkade structure.

Site design

- *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.*

The proposed six-storey building is lower than the abutting residential building to the west and taller than the one-storey gas station to the east. With one neighbouring building exceeding the proposed height and the other being a low-scale, auto-oriented use with no residential component, the development provides a reasonable transition between surrounding land uses. All parking is located within the building and is effectively screened from adjacent properties. The building entrance and balconies facing Roslyn Road clearly orient the development toward the public street.

- *Goal 3 - Ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs.*

General Policies

- *3.3 Increase the supply of affordable housing within Established Neighbourhoods in proximity to commercial amenities, recreational opportunities and frequent transit service.*
- *3.4 Encourage development that incorporates affordable housing to locate close to the Primary Transit Network, rapid transit stations, and Urban Mixed Use Corridors.*

The proposal introduces a total of 28 new dwelling units to the area, with half of the proposed units intended to be affordable per the City Density Bonus Pilot Program. This increases the supply of affordable housing in an established neighbourhood that is located one property away from an Urban Mixed Use Corridor and the Primary Transit Network.

OSBORNE VILLAGE NEIGHBOURHOOD PLAN

The *Osborne Village Neighbourhood Plan* (OVNP) is an area-specific secondary plan that applies to the subject property.

The subject property is located within the Village High Density Residential policy area of the OVNP. The following policies of the OVNP apply to the proposal:

- *4.1.1.A Encourage housing developments that offer a variety of housing types, including market and integrated non-market housing;*

The proposed development includes 14 affordable units – which is half of the total number of proposed units for the building.

- *4.1.4.A Encourage medium and high-rise multiple-family development;*

Under the City of Winnipeg's planning framework and as defined in *CCDS 2.0*, a six storey building is considered a medium rise residential use.

- 4.1.4.E New high-density development should consider the height, scale, prevailing densities, and design characteristics of surrounding land uses;

The proposed building maintains the multi-family character of the surrounding block and includes an entrance and window coverage that fronts Roslyn Road which is consistent with surrounding development. The proposed height is less than that of the existing residential property that abuts to the west. While the side yard setbacks of 5' are relatively small, it would be extremely challenging to accommodate a high density residential building – which is permitted on this lot – while also requiring larger side yards, due to the relatively narrow 50' width of the lot.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Reasons for the Variances

Reduced front yard

- In the “RMF-L” Residential Multi-Family (Large) District, the minimum front yard is 25' unless the surrounding block has been developed, in which case the average front yard setback of surrounding properties is used to calculate the required front yard. In this case, the average front yard is 32', while the proposed front yard is 15'.

Reduced side and rear yards

- In the “RMF-L” district, the required interior side yard is 8', plus 2' for each storey above the ground floor to a maximum of 20'. For a six storey building, this results in a required interior side yard of 18', while the applicant has proposed interior side yards (east and west) of 5'.
- The required rear yard in the “RMF-L” district is 25', while the applicant has proposed a rear yard of 5'.

Balcony projections

- Balconies are considered a permitted projection, meaning they are allowed to project into a required yard subject to dimensional standards. The dimensional standards require a maximum depth of 4 inches per foot of yard but not exceeding 5'.

Reduced lot area per dwelling unit

- In the “RMF-L” Residential Multi-Family (Large) District, the minimum lot area per dwelling unit is 400 square feet. As the lot is approximately 6,248 square feet, this enables a total of eight dwelling units. However, as the applicant has proposed a total of 28 dwelling units, the lot area per dwelling unit works out to one dwelling unit per 223 square feet.

Reduced parking

- In Urban Infill Areas, parking is required at a ratio of one stall per market rate dwelling unit. Affordable units reduce the required parking, requiring 0.15 stalls per affordable unit. As a result of the combination of affordable and market rate units, a total of 16 parking spaces are required here. However, the applicant has proposed a total of seven parking spaces, including one car share stall.

Small car stalls and visitor parking

- The maximum number of stalls that can be designated for small cars at this site is two, while the applicant has proposed three.
- At least one stall must be dedicated to visitor parking at this site, while the applicant has proposed zero visitor parking spaces.

Driveway and Drive aisle width

- Driveways refer to the portion of a parking area that provides access from the street to the main parking area. They are required to be a minimum of 16' to provide space for vehicles travelling in two separate directions. The applicant has proposed a driveway width of 10'.
- Drive aisles refer to the internal portion of a parking area that provides access to the designated stalls. After traversing the driveway from a street, a vehicle would be in the drive aisle as it navigates to its stall. Two-way drive aisles are required to be 20' to ensure space for vehicles passing each other and to maneuver into a parking stall.
- The applicant has proposed a driveway width of 10', and a drive aisle width of 17.8'.

Analysis of Variances

Reduced front yard

- 15' rather than the required 32' is a significant reduction to the front yard. However, a 15' front yard will allow the building to be brought closer to the street edge and make additional use of an "RMF-L" lot in a Village High Density Residential policy area that supports higher density residential development. Given the relatively small size of the lot, a reduction to the front yard enables high density development here.
- A 15' front yard also leaves ample space for the planting of front yard trees and it enables enough space to protect boulevard trees, should they be planted in future.

Reduced side yards

- The lot exists in a "Village High Density" policy area of the Osborne Village Neighbourhood Plan, which encourages high density development. Further, the lot is already zoned "RMF-L," which enables buildings of significant density and scale. However, the lot is relatively small by "RMF-L" standards, being only 50' in width. Given the relatively small lot width, it would be challenging to develop a high density, multi-storey building here if adherence to the side yard setbacks was required. For this reason, side yard reductions are necessary to meet the intent of the applicable secondary plan. While 5' setbacks are relatively small, their impact is mitigated by the fact that to the west is the parking area of a taller eight-storey building, and to the east is the blank wall of a gas station.

Reduced rear yard

- Similar logic as applied to the side yards applies to the rear yard. That is, the lot exists in a "Village High Density" policy area of the *Osborne Village Neighbourhood Plan*, which encourages high density development, and the lot is already zoned "RMF-L." This presumes that the lot is intended for higher density residential development at a multi-family scale. However, enabling that higher density development on a relatively small lot requires reductions to the yards – including the rear yard – to accommodate the expected density.
- The rear yard abuts the parking area of another multi-family development, with the actual living component being approximately 200' from the property line. For this reason, the

reduced rear yard does not have a substantial adverse effect on the residential portion of the abutting property to the north. However, there are two mature trees located on the abutting property near the shared property line. An arborist report was submitted with this application, and it indicates that the root structure of both those trees extends into the property limits of 135 Roslyn Road (the subject site). By enabling a reduced rear yard here, the two mature trees will be impacted and are likely to die eventually. This is unquestionably an adverse effect on the amenities of the neighbouring property. Consideration was given as to whether the new building should be moved closer to the front property line to avoid damaging the root structure of the existing trees. Ultimately, it was determined that this was not an appropriate solution for the following reasons:

- First, the trees are located very near the shared property line, which means their retention would likely constrain most future development scenarios on 135 Roslyn Road. This is particularly important given that 135 Roslyn Road is zoned “RMF-L”, which anticipates higher-intensity development on a relatively small parcel.
- Second, preserving the trees would require the proposed building to be shifted approximately 10’ farther from the rear property line. This change would have significant design implications. Moving the building south would substantially increase the slope of the ramp providing access to the underground parking, likely beyond what is feasible. Alternatively, removing 10’ of buildable area at the rear of the site would reduce the overall developable footprint. Given the lot’s limited size, its “RMF-L” zoning, and its location within a High Density policy area of the *Osborne Village Neighbourhood Plan*, this reduction would run counter to both zoning and policy objectives that encourage higher-intensity development on this lot.
- Lastly, the Urban Planning and Design Division seeks to retain mature trees wherever possible during infill development. However, infill projects often affect existing vegetation due to changes in building form and site layout. While this outcome is unfortunate, it is not uncommon. If the lot were larger, if a rezoning to “RMF-L” were being proposed, or if the site were not within a high-density policy area, greater weight could be given to preserving the trees adjacent to the rear yard. In this case, those conditions are not present.

Balcony projections

- At 50’ in width, the site is relatively narrow for a typical “RMF-L” development. This significantly limits the buildable area available for residential units. Allowing a modest increase to the permitted balcony projection helps achieve functional, livable units. Without the variance, balconies would be disproportionately constrained compared to what is typically achievable on wider lots. Importantly, the balconies that are subject to this variance face east. The property to the east is a one-storey gas station without any residential units. The balcony projections do not apply to the west side yard, which faces an existing residential building.

Reduced lot area per dwelling unit

- In the “RMF-L” Residential Multi-Family (Large) District, the minimum lot area requirement is 400 square feet per dwelling unit, whereas the applicant is proposing one dwelling unit per 223 square feet of lot area. Given the site’s location within the “Village High Density Residential” policy area of the *Osborne Village Neighbourhood Plan (OVNP)*, its proximity to Osborne Street – a designated Urban Mixed Use Corridor under *CCDS 2.0*, the high

number of surrounding amenities, the high density in the surrounding neighborhood, and the proximity to an AT path and frequent transit, a density variance is supportable.

- The Public Service regularly supports density variances of up to 10% where the surrounding neighbourhood includes features that are compatible with higher densities – including surrounding amenities, existing multi-family development, and area-specific policies that encourage multi-family uses. For this reason, a density variance of one dwelling unit per 360 square feet of lot area would be supported outright.
- On a case-by-case basis, the Public Service will support density variances beyond 10% in the “RMF-L” district when the proposal is participating in the Density Bonus Pilot Program. The Density Bonus Pilot Program functions as follows:
 - Each zoning lot in the city has a total lot area.
 - One of the primary ways that density is regulated on a zoning lot is by requiring a minimum amount of lot area per dwelling unit. For example, in the “RMF-L” District, the minimum lot area is 400 square feet per dwelling unit. This refers to the number of units on a lot – not the size of each individual unit.
 - A 10% density variance in the “RMF-L” District would amount to one dwelling unit per 360 square feet of lot area.
 - If an application seeks a density variance beyond 10%, then half of all the units in excess of 360 square feet of lot area would need to be affordable, per the Density Bonus Pilot Program.
- The Density Bonus Pilot Program applies to the 135 Roslyn Road site as follows:
 - The total lot area is 6248 square feet.
 - With no density variance, 6248 square feet enables 15 dwelling units ($6248 \div 400 = 15.62$).
 - With a 10% density variance, 6248 square feet enables 18 dwelling units ($6248 \div 360 = 17.35$). Per the *Development Procedures By-Law*, fractional numbers associated with a density variance are always rounded up.
 - To achieve the proposed dwelling count of 28 units, the lot area per dwelling unit is 223 square feet ($6248 \text{ of lot area} \div 28 \text{ dwelling units} = 223.14 \text{ of lot area per dwelling unit}$).
 - In this scenario, the first 18 dwelling units do not need to be affordable, as they are within the 10% density variance threshold. Half of all the additional units must be affordable. This means that of the additional 10 units ($18 + 10 = 28$), five must be affordable. The applicant is instead proposing 14 affordable units, exceeding the affordable unit requirement by nine units.
- To summarize, the lot area per dwelling unit variance is supportable because the property is located within the “Village High Density Residential” policy area of the Osborne Village Neighbourhood Plan (OVNP), it is in close proximity to both Osborne Street – a designated Urban Mixed Use Corridor under CCDS 2.0 and the Downtown, there is a high number of surrounding amenities, the surrounding area is high density, and the proposal exceeds the requirements of the Density Bonus Pilot Program.
Reduced parking
- The Urban Planning and Design Division regularly supports reduced parking ratios of approximately 0.6 to 0.8 stalls per dwelling unit in the Osborne Village neighbourhood, with slightly lower ratios considered on a case-by-case basis. This approach reflects the neighbourhood’s strong access to existing commercial amenities, frequent transit service,

and active transportation infrastructure, all of which reduce reliance on personal vehicles. Census data from 2021 (Figure 3) further demonstrates that Osborne Village has significantly lower rates of private vehicle use, and higher rates of transit, walking, and cycling as primary commuting modes compared to the citywide average.

- Additional parking reductions may be considered where car share vehicles are provided. Each car share vehicle may offset up to 12 standard parking stalls; however, a car share is typically only allowed to account for up to half of the total required parking.
- Required parking is also reduced for affordable housing units participating in the City’s Density Bonus Program, at a rate of 0.15 stalls per affordable unit.
- For this proposal, which includes 14 affordable dwelling units and 14 market-rate dwelling units, the total parking requirement is 16 stalls.
- Under typical practice, one car share stall could account for up to half of this requirement, or eight stalls, with the remaining eight stalls expected to be provided as regular parking. In this case, six regular stalls are proposed, resulting in a shortfall of two spaces. While the Division would strongly prefer that the full eight regular stalls be provided, it recognizes that a deficiency of two spaces is relatively minor for a 28-unit development. This is further mitigated by the site’s location one property away from a designated Mixed Use Corridor with high-frequency transit, as well as its close proximity to the Downtown, where no parking minimums apply.
- Although the Division rarely supports car shares accounting for more than half of the required parking, it is acknowledged that, from a numerical perspective, the car share provision could reasonably offset up to four additional spaces in this instance. That is because each car share can offset up to 12 additional spaces, whereas for this project the car share is offsetting eight spaces. The overall density of the project is not so high as to make it unreasonable to assume that residents of up to two additional units could rely on a car share rather than private vehicle ownership.
- Finally, it is notable that fully half of the proposed dwelling units are affordable, provided through the City’s Density Bonus Pilot Program. While only five affordable units are required under the program at this site, the proposal includes 14 affordable units. This represents a significant public benefit and further supports the reduction to the required parking supply.

| MAIN MODE OF COMMUTING* | Roslyn | | | CITY OF WINNIPEG |
|---|------------|------------|-------------|------------------|
| | Male | Female | % of Total | % of Total |
| 15 years and over, employed labour force¹ | | | | |
| Car, truck or van - as a driver | 590 | 480 | 63.3% | 73.4% |
| Public transit | 95 | 125 | 13.0% | 9.2% |
| Car, truck or van - as a passenger | 40 | 80 | 7.1% | 9.3% |
| Walk | 110 | 75 | 10.9% | 4.7% |
| Bicycle | 35 | 10 | 2.7% | 1.3% |
| Other method | 30 | 20 | 3.0% | 2.0% |
| TOTAL | 900 | 790 | 100% | 100% |

Figure 3: Main Mode of Commuting in the Roslyn Neighbourhood, 2021.

Small car stalls and visitor parking

- The relatively narrow lot width, combined with the need for reduced yard setbacks, significantly constrains the amount of parking that can be accommodated on site without reducing the building size. Allowing one additional small car stall provides a practical and efficient response to these physical constraints while maximizing the limited parking area available.
- In the same context of constrained site conditions, eliminating the single required visitor stall allows the limited on-site parking supply to be prioritized for residents. This approach is

further supported by the site's proximity to frequent transit service and well-developed active transportation infrastructure, which offer convenient and viable alternatives for visitors to access the building.

Driveway and Drive aisle width

- The driveway is signal-controlled, meaning that in practice only one vehicle will use the driveway at a time. For this reason, a reduced driveway width is not an issue. Further, it enables a narrower access through the public boulevard, preserving green space.
- The majority of the drive aisle is 20'. Given that the overall parking area is relatively short, it is expected that vehicles travelling in opposite directions will be able to see each other and wait in the wider part of the aisle if they encounter each other at the narrowest point of the aisle. Furthermore, given that most of the aisle is 20' in width, there is ample space for vehicles to maneuver into their parking spaces.

CONDITIONS OF APPROVAL

Affordable Housing Monitoring

Generally, when a density variance is supported through the provision of affordable housing, a condition is included requiring monitoring to ensure that 50% of the dwelling units exceeding 360 square feet of lot area per unit are affordable. This requirement is expressed as a percentage rather than a fixed number to ensure that, if the overall unit count is reduced, the number of affordable units may also be reduced in a manner consistent with the Density Bonus Pilot Program.

In this case, however, the higher number of affordable units also supports a significant parking variance. A reduction in the number of affordable units – while potentially supportable under the Density Bonus Pilot Program – would adversely affect the parking ratio. For this reason, a minimum of 14 affordable dwelling units is being required.

Substantial Conformance

Given that the applicant has submitted supportable plans of development, a condition requiring that the applicant construct the proposed development in conformance with those plans has been included with this approval. If the current proposed plans change, then they will need to be reviewed and approved by the Public Service.

Car Share Agreement

Given that part of the justification for the reduced parking variance is the provision of two car share stalls, a condition requiring the applicant submit the signed agreement with their car share provider to the Director of Planning, Property and Development prior to the issuance of development permits has been included.

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 new multi-family residential development in alignment with the policies of OurWinnipeg 2045, Complete Communities 2.0, and the Osborne Village Neighbourhood 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, while two trees will almost certainly be impacted by the development, the proposed development's setbacks, height, contextual design, and provision of a car share all reduce the potential impact on adjacent uses while still enabling the intensification of the site.

- (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 establishment of a contextually sensitive development on a lot that is already zoned "RMF-L" and existing in a policy area that encourages high density residential development.

- (d) is compatible with the area in which the property to be affected is situated.

In that, surrounding uses include high-density residential development and a commercial property with a gas station on it.

CONSULTATION

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

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg is the City of Winnipeg's long-range development plan. Applicable Policies for Mature Communities include the following:

6.16 Established Neighbourhoods

- *Designate Established Neighbourhoods within the Urban Structure, representing lands that will accommodate additional growth in a context-sensitive manner, while promoting the efficient use of land, cost-effective municipal servicing, enhanced housing choice and affordability, and conservation of green infrastructure and heritage resources and districts, as defined in Complete Communities.*

The proposed development application **aligns** with *OurWinnipeg* because the design of the proposed multi-family building and site uses a variety of design elements including an articulated façade, pedestrian orientation, landscaping, and a car share stall to create context-sensitive development in the neighbourhood it is proposed for.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Consideration was given as to whether this report connects to any of the specific Goals and Objectives in the *Winnipeg Climate Action Plan (WCAP)* and it was determined that the *WCAP* is not applicable to this specific report.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Goal 2: The City actively Plans for and Partners in Affordable Housing

Goal 4: Community Well-Being Supports for those in Greatest Need are Increased

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning and Design
Prepared by: Dylan Chyz-Lund, MCP
Date: Friday, January 16, 2025
File No. DAV 25-232424\C

GENERAL NOTES - SITE PLAN:

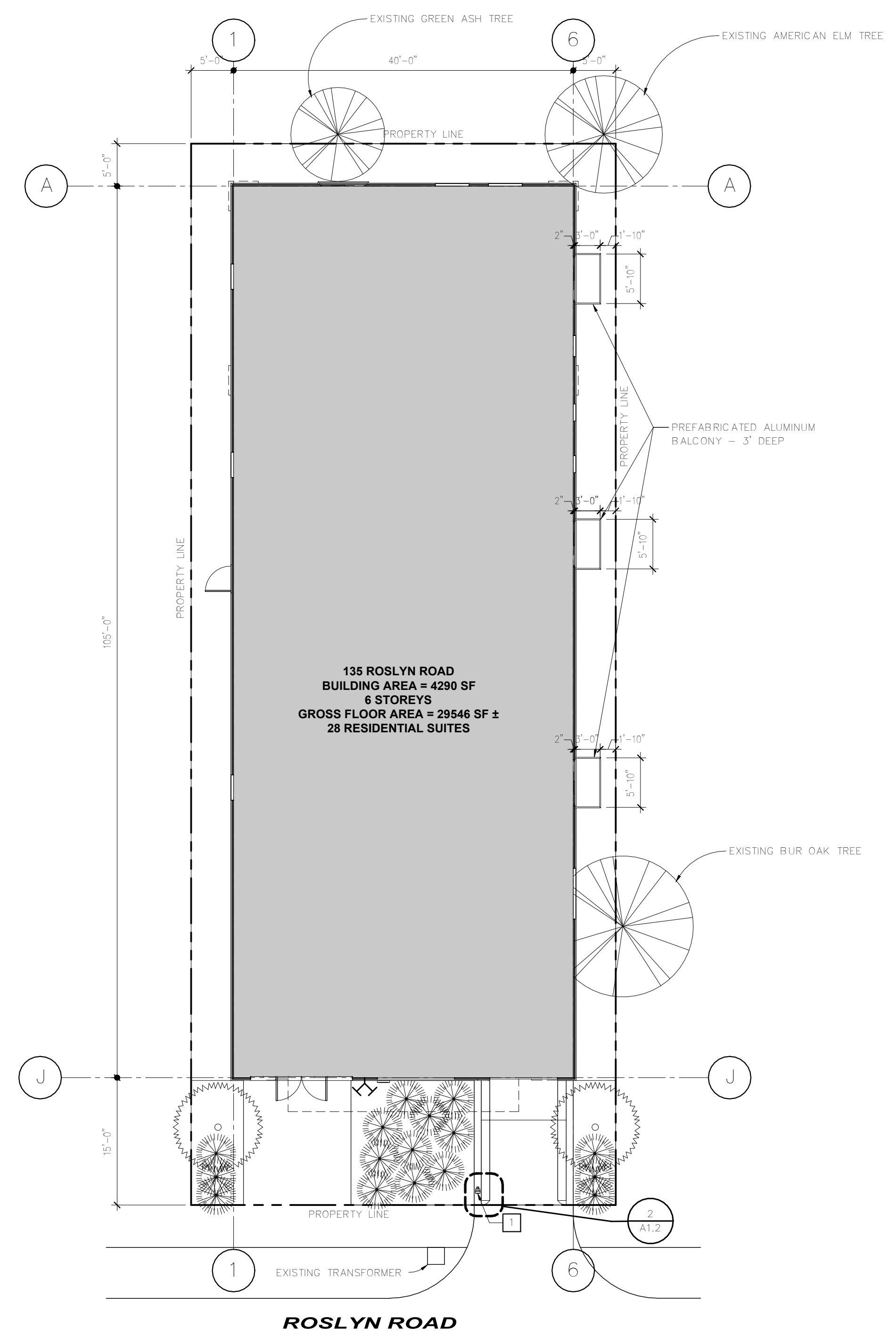
- SEE CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.

KEYNOTES - SITE PLAN RENOVATION:

- 1 INSTALL TRAFFIC CONTROL LIGHT FOR UNDERGROUND PARKING ENTRY. REFER TO 2/A1.2 FOR DETAILS.
- 2 CAST-IN-PLACE CONCRETE WALL BELOW.
- 3
- 4

DESCRIPTION OF NEW WORK

- TO CONSTRUCT NEW MULTI-FAMILY BUILDING, INCLUDING 28 RESIDENTIAL DWELLING UNITS AND 1 LEVEL OF UNDERGROUND PARKING.



ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 1 OF 11

APPLICANT (SGN): *[Signature]*

ZONING OFFICER: *MLubis*

DATE: OCT. 20, 2025

| | | | |
|-----|-----------------------------|----------|-----|
| 3 | ISSUED FOR VARIANCE-REVISED | 25-04-07 | ML |
| 2 | ISSUED FOR VARIANCES | 25-01-22 | AA |
| 1 | ISSUED FOR VARIANCES | 24-11-01 | MF |
| No. | Revision: | Date: | By: |

PRELIMINARY ONLY
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Consultants:

AFFINITY ARCHITECTURE Inc.
 Unit 201 - 227 Stafford Street • Winnipeg • Manitoba • R3M 2J1
 Phone 204-982-6940 • Fax 204-453-4556 • info@affinityarch.com

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a2a Homes Limited
 135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT
 135 ROSLYN ROAD
 WINNIPEG, MB

SITE PLAN - RENOVATION

Drawn by: BT/AA/MLM Checked by: MF/AA/EH

A1.2

1 **SITE PLAN - NEW WORK**
 A1.2
 3/32" = 1'-0"

2 **TRAFFIC CONTROL LIGHT - ENLARGED PLAN**
 A1.2
 1/2" = 1'-0"

SITE STATISTICS

PROPERTY DESCRIPTION

LEGAL DESCRIPTIONS
 - LOT 27 PLAN 27406 WLTO IN RL PARISH OF

CURRENT ZONING DISTRICT
 - RMF-L

LOT AREA: 6250 SF

FLOOR AREA RATIO: 4.7

FLOODWAY FRINGE AREA

FLOOD PROTECTION LEVEL - 230.55m
 MAIN FLOOR LEVEL - 230.85m

DESCRIPTION OF NEW WORK

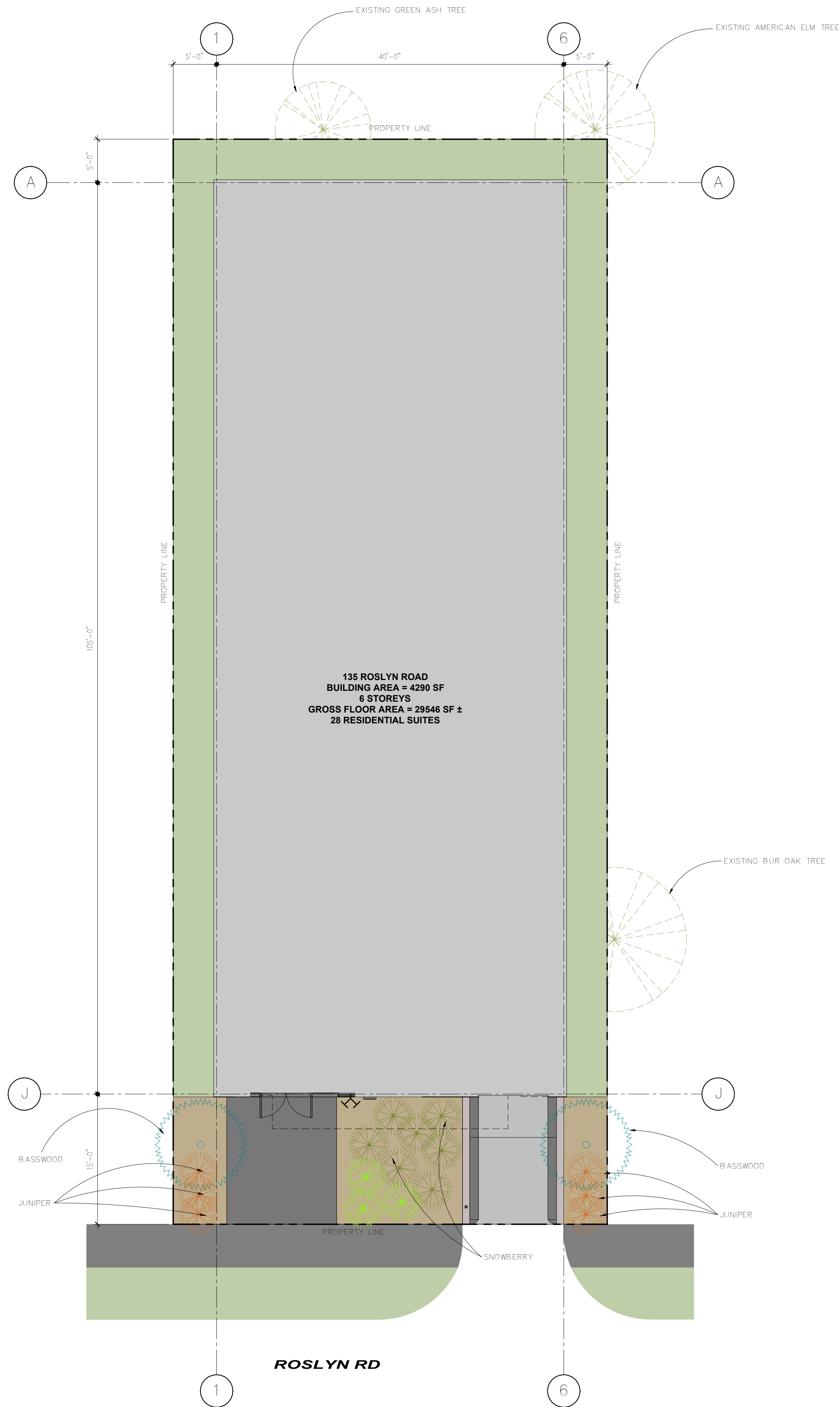
- TO CONSTRUCT NEW MULTI-FAMILY BUILDING, INCLUDING 28 RESIDENTIAL DWELLING UNITS AND 1 LEVEL OF UNDERGROUND PARKING.

LANDSCAPING

REFER TO LANDSCAPING DRAWINGS.

PARKING STATISTICS



- PARKING CATEGORY: 3
- STALLS REQUIRED: 42 STALLS
- STALLS PROVIDED: 7
- INCLUDES 7 UNDERGROUND STALLS
- BICYCLE PARKING
- 9 STALLS REQUIRED
- 14 SECURE STALLS PROVIDED
- 9 SUPPLEMENTAL UNSECURE STALLS PROVIDED



LANDSCAPE REQUIREMENTS

| ROSLYN RD, STREET EDGE | REQ'D | PROV'D |
|-------------------------------------|-------|--------|
| TREE COUNT: | 2 | 2 |
| SHRUB COUNT: | 8 | 10 |
| BUILDING FOUNDATION (SHRUBS) | | |
| ROSLYN RD: | 4 | 6 |
| TOTAL | | |
| TREE COUNT | 2 | 2 |
| SHRUB COUNT | 12 | 16 |

LANDSCAPE LEGEND

| | |
|---|-------------------------|
|  | SOD GRASS |
|  | RIVER ROCK PLANTING BED |

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 2 OF 11

APPLICANT (SGN): 

ZONING OFFICER: MLubis

DATE: OCT. 20, 2025

| | | | |
|------|-----------------------------|----------|-----|
| 2 | ISSUED FOR VARIANCE-REVISED | 25-04-07 | ML |
| 1 | ISSUED FOR VARIANCES | 25-01-22 | AA |
| No.: | Revision: | Date: | By: |

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135 ROSLYN ROAD
WINNIPEG, MB

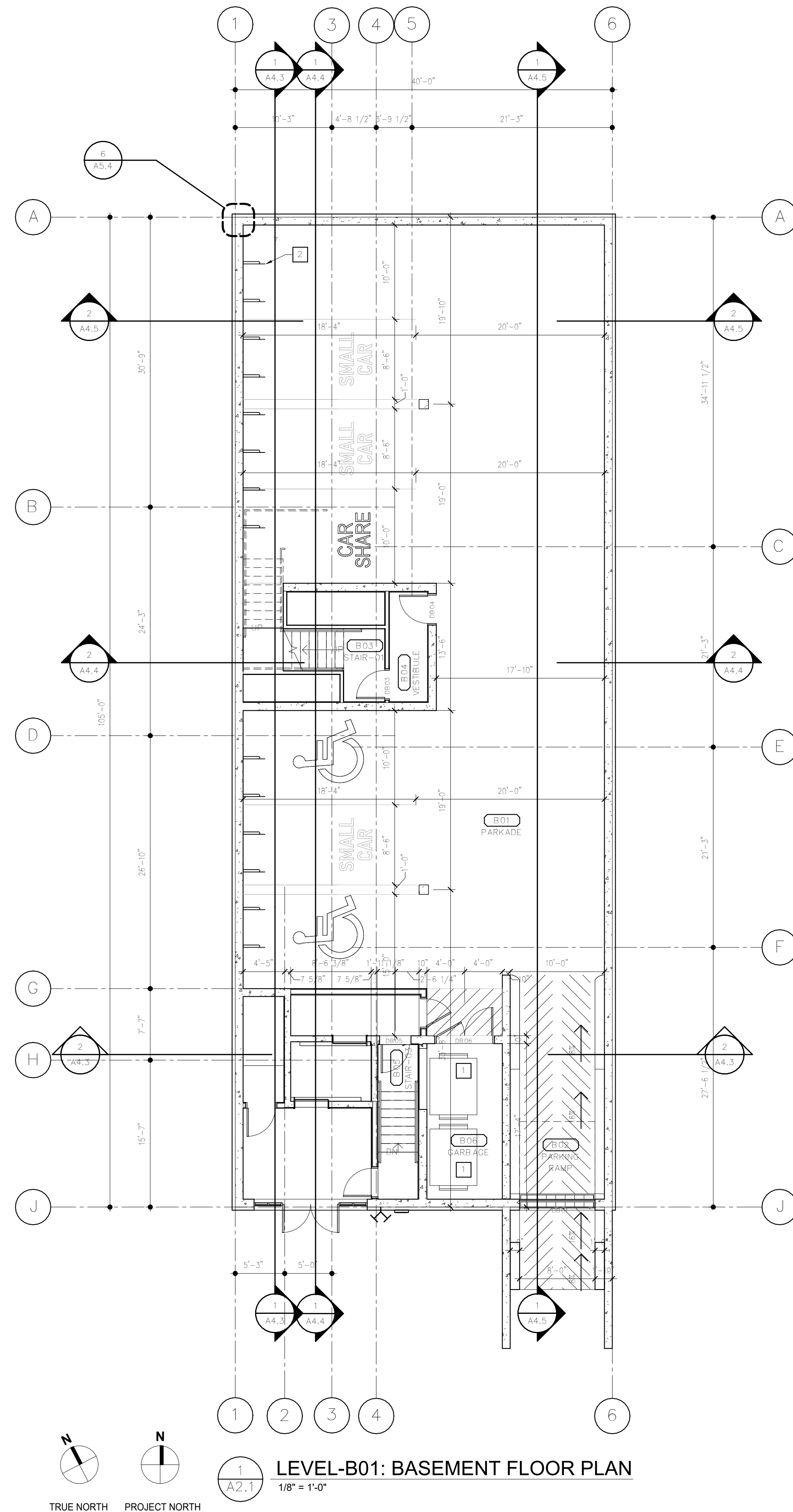
LANDSCAPE PLAN

Drawn by: BT/MLM Checked by: MF/EH

A1.5

Project No: 23005 Date: APRIL 2025

LANDSCAPE PLAN
1/8" = 1'-0"



GENERAL NOTES - FLOOR PLANS:

1. SEE CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
2. LOOSE FURNITURE SHOWN THUSLY ----- IS NOT IN CONTRACT (N.I.C.).
3. COORDINATE ELEVATOR DIMENSIONS, INSTALLATION CLEARANCES, CONTROLLER CABINETS, AND DOOR FRAME INSTALLATION WITH MANUFACTURER SHOP DRAWINGS. FURNISH STRUCTURAL, MECHANICAL, AND ELECTRICAL PROVISIONS IN ACCORDANCE WITH MANUFACTURER'S REQUIREMENTS.
4. PROVIDE BLOCKING FOR FIXTURES AND MILLWORK PRIOR TO INSTALLATION OF GYPSUM BOARD.
5. COORDINATE PENETRATIONS AND SLEEVES THRU CONCRETE ASSEMBLIES WITH CONSTRUCTION MANAGER PRIOR TO POUR.
6. PROVIDE LISTED FIRESTOP SYSTEMS FOR ALL ASSEMBLY JOINTS AND PENETRATIONS, FORMING PART OF OR PENETRATING THROUGH FIRE RATED ASSEMBLIES.

KEYNOTES - FLOOR PLANS:

- 1 DUMPSTER
- 2 WALL MOUNTED BIKE RACK

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ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 3 OF 11

APPLICANT (SGN): *[Signature]*

ZONING OFFICER: *MLubis*

OCT. 20, 2025

DATE: _____

| | | | |
|---------------|----------------------------------|----------|-----|
| 3 | RE-ISSUED FOR VARIANCE | 25-09-19 | ML |
| 2 | ISSUED FOR VARIANCE-REV. PARKING | 25-08-13 | ML |
| 1 | ISSUED FOR VARIANCE-REVISED | 25-04-07 | ML |
| No. Revision: | | Date: | By: |

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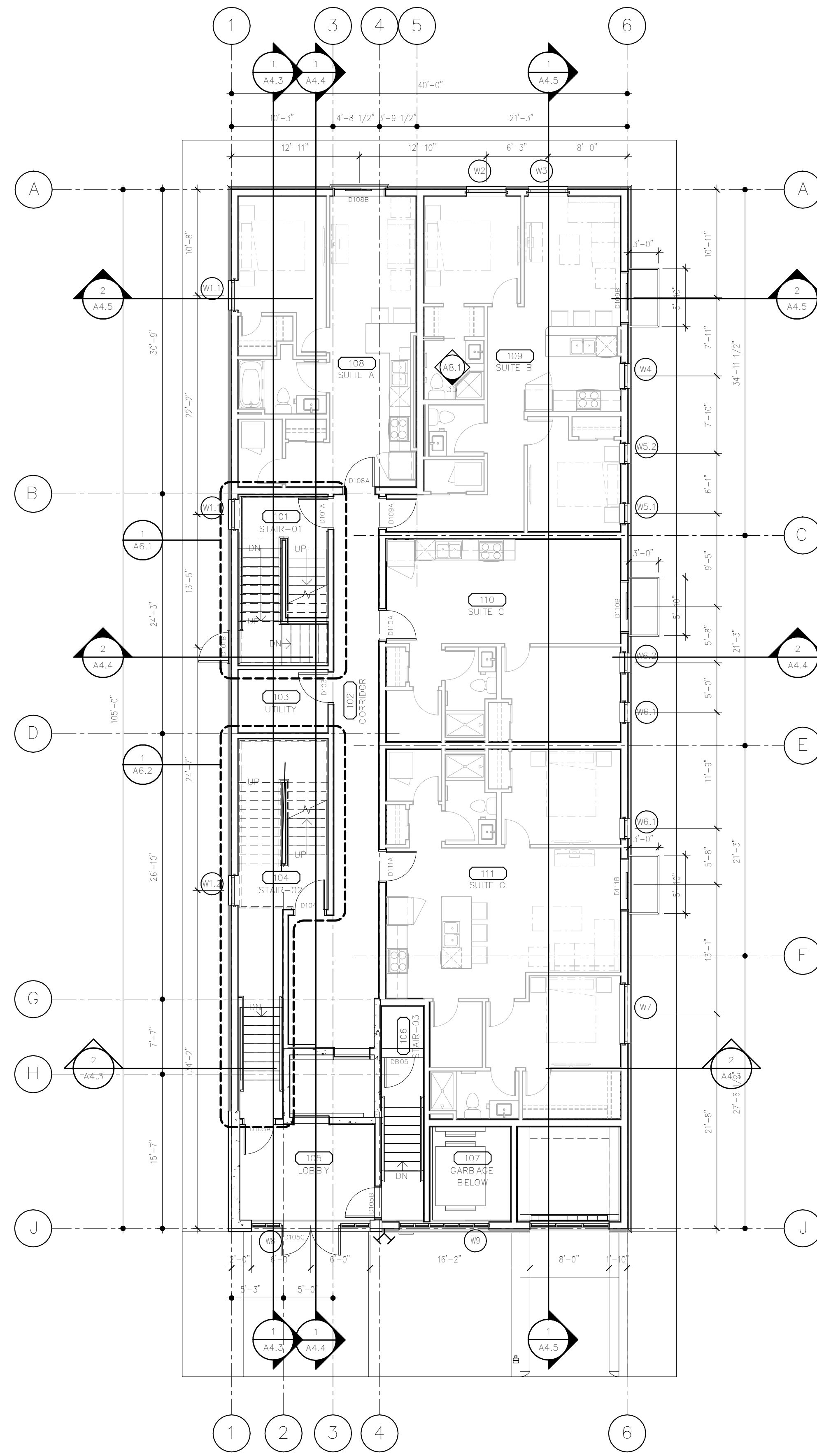
a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT
135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-B01 (BASEMENT) FLOOR PLAN

Drawn by: BT/AA/MLM Checked by: MF/AA/EH

A2.1



TRUE NORTH PROJECT NORTH

LEVEL-01: FLOOR PLAN
 1/8" = 1'-0"

GENERAL NOTES - FLOOR PLANS:

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KEYNOTES - FLOOR PLANS:

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ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 4 OF 11

APPLICANT (SGN):

ZONING OFFICER: MLubie

DATE: OCT. 20, 2025

| SUITE TYPE | SUITE AREA | # OF BATHROOMS | # OF BEDROOMS | Count |
|------------|------------|----------------|---------------|-------|
| SUITE A | 595 | 1 | 1 | 7 |
| SUITE B | 759 | 2 | 2 | 6 |
| SUITE C | 547 | 1 | 1 | 3 |
| SUITE D | 547 | 1 | 1 | 2 |
| SUITE E | 949 | 2 | 3 | 5 |
| SUITE F | 1079 | 2 | 2 | 3 |
| SUITE G | 914 | 2 | 2 | 2 |
| TOTAL | | | | 28 |

| | | | |
|-----|-----------------------------|----------|-----|
| 2 | ISSUED FOR VARIANCE-REVISED | 25-04-07 | ML |
| 1 | ISSUED FOR VARIANCES | 25-01-22 | AA |
| No. | Revision: | Date: | By: |

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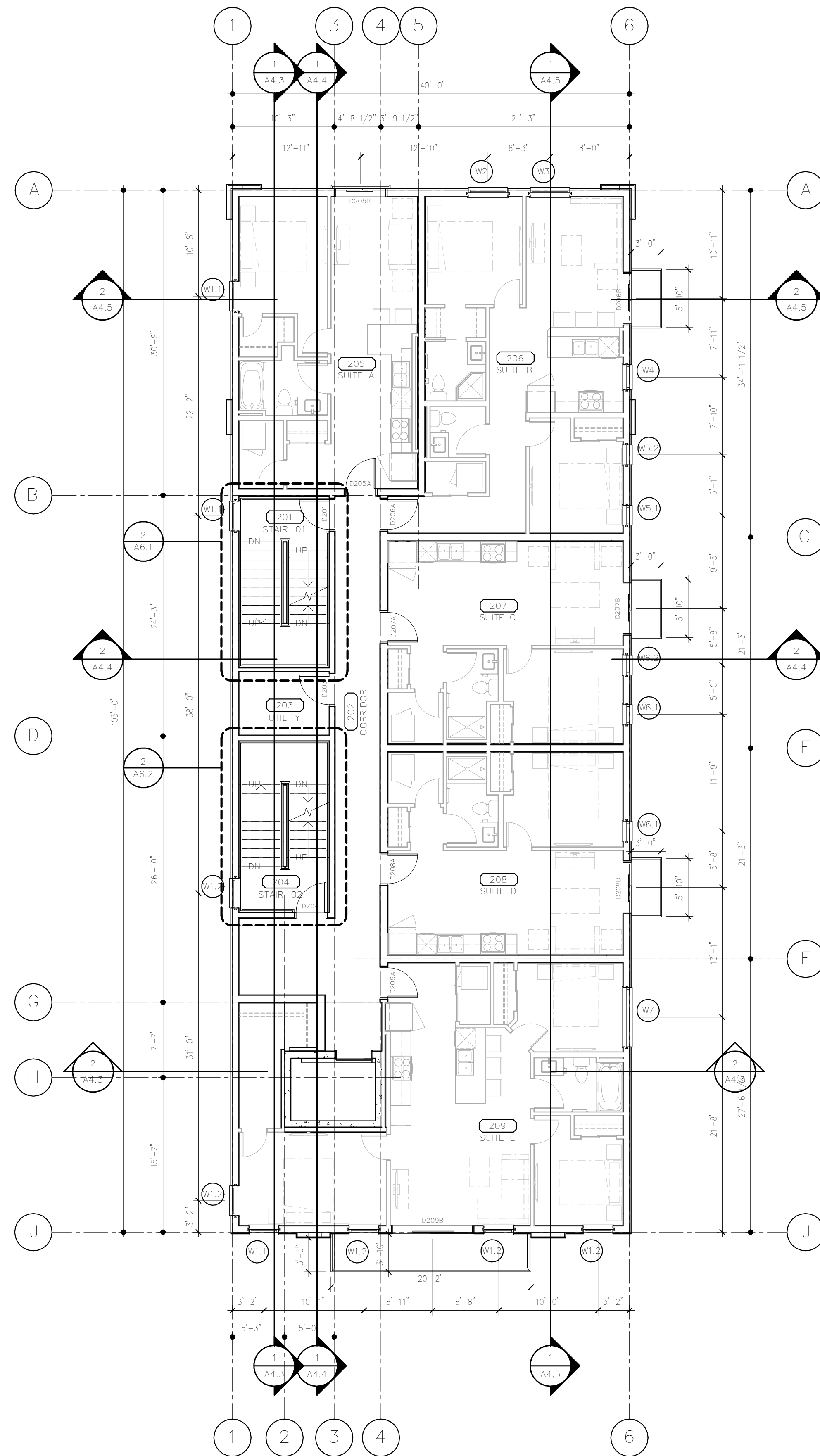
a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT
135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-01 FLOOR PLAN

Drawn by: BT/AA/MLM Checked by: MF/AA/EH

A2.2



TRUE NORTH PROJECT NORTH

LEVEL-02 FLOOR PLAN
 1/8" = 1'-0"

GENERAL NOTES - FLOOR PLANS:

- SEE CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
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KEYNOTES - FLOOR PLANS:

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ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 5 OF 11

APPLICANT (SGN):

ZONING OFFICER: M. Lubis

DATE: OCT. 20, 2025

| SUITE TYPE | SUITE AREA | # OF BATHROOMS | # OF BEDROOMS | Count |
|--------------|------------|----------------|---------------|-----------|
| SUITE A | 595 | 1 | 1 | 2 |
| SUITE B | 759 | 2 | 2 | 4 |
| SUITE C | 547 | 1 | 1 | 3 |
| SUITE D | 547 | 1 | 1 | 2 |
| SUITE E | 949 | 2 | 3 | 5 |
| SUITE F | 1079 | 2 | 2 | 3 |
| SUITE G | 914 | 2 | 2 | 2 |
| TOTAL | | | | 28 |

2 ISSUED FOR VARIANCE-REVISED 25-04-07 ML
 1 ISSUED FOR VARIANCES 25-01-22 AA
 No. Revision: Date: By:

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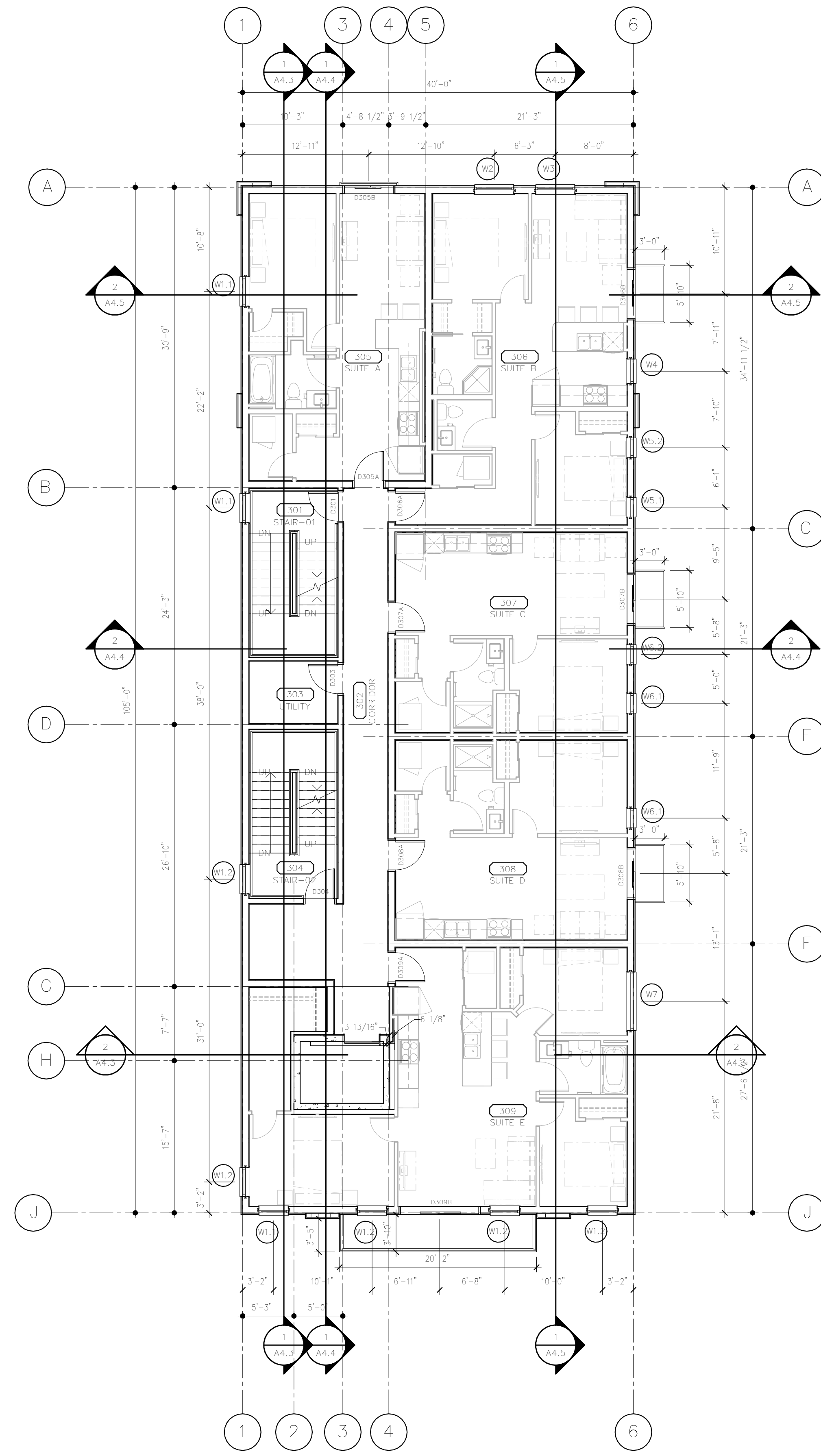
a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT
135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-02 FLOOR PLAN

Drawn by: BT/MLM Checked by: MF/EH

A2.3



TRUE NORTH PROJECT NORTH

LEVEL-03 FLOOR PLAN
 1/8" = 1'-0"

GENERAL NOTES - FLOOR PLANS:

- SEE CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
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KEYNOTES - FLOOR PLANS:

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ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 6 OF 11

APPLICANT (SGN):

ZONING OFFICER: M. Lubis

OCT. 20, 2025

DATE: _____

| SUITE TYPE | SUITE AREA | # OF BATHROOMS | # OF BEDROOMS | Count |
|--------------|------------|----------------|---------------|-----------|
| SUITE A | 595 | 1 | 1 | 2 |
| SUITE B | 759 | 2 | 2 | 4 |
| SUITE C | 547 | 1 | 1 | 3 |
| SUITE D | 547 | 1 | 1 | 2 |
| SUITE E | 949 | 2 | 3 | 5 |
| SUITE F | 1079 | 2 | 2 | 3 |
| SUITE G | 914 | 2 | 2 | 2 |
| TOTAL | | | | 28 |

2 ISSUED FOR VARIANCE-REVISED 25-04-07 ML
 1 ISSUED FOR VARIANCES 25-01-22 AA
 No. Revision: Date: By:

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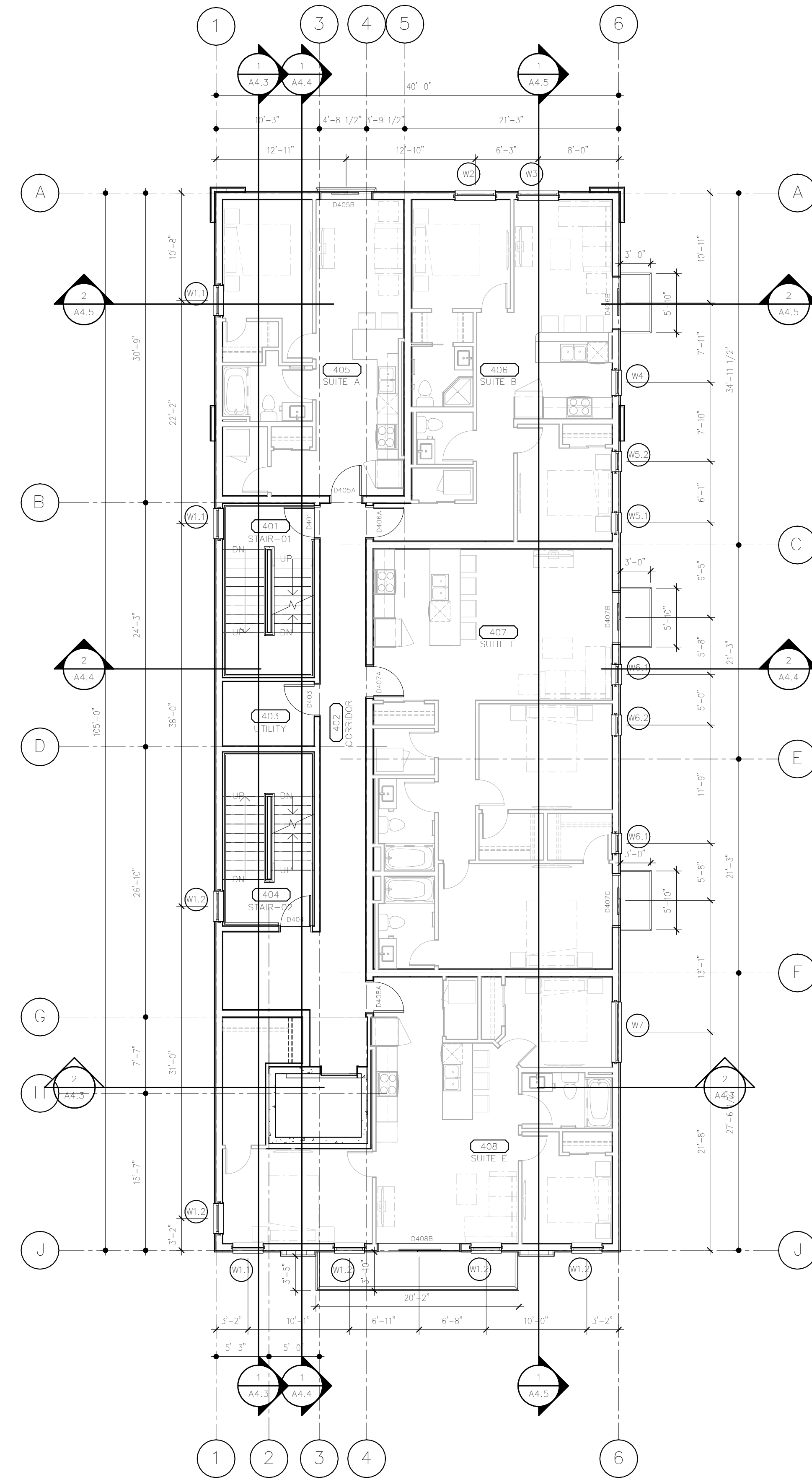
a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT
 135 ROSLYN ROAD
 WINNIPEG, MB

LEVEL-03 FLOOR PLAN

Drawn by: BT/MLM Checked by: MF/EH

A2.4



TRUE NORTH PROJECT NORTH

LEVEL-04 FLOOR PLAN
 1/8" = 1'-0"

GENERAL NOTES - FLOOR PLANS:

- SEE CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
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- SEE LISTED FIRESTOP SYSTEMS FOR ALL ASSEMBLY JOINTS AND PENETRATIONS, FORMING PART OF OR PENETRATING THROUGH FIRE RATED ASSEMBLIES.

KEYNOTES - FLOOR PLANS:

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ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 7 OF 11

APPLICANT (SGN):

ZONING OFFICER: M. Lubis

DATE: OCT. 20, 2025

| SUITE TYPE | SUITE AREA | # OF BATHROOMS | # OF BEDROOMS | Count |
|------------|------------|----------------|---------------|-------|
| SUITE A | 595 | 1 | 1 | 7 |
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| SUITE D | 547 | 1 | 1 | 2 |
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| SUITE F | 1079 | 2 | 2 | 3 |
| SUITE G | 914 | 2 | 2 | 2 |
| TOTAL | | | | 28 |

2 ISSUED FOR VARIANCE-REVISED 25-04-07 ML
 1 ISSUED FOR VARIANCES 25-01-22 AA
 No. Revision: Date: By:

PRELIMINARY ONLY
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Consultants:

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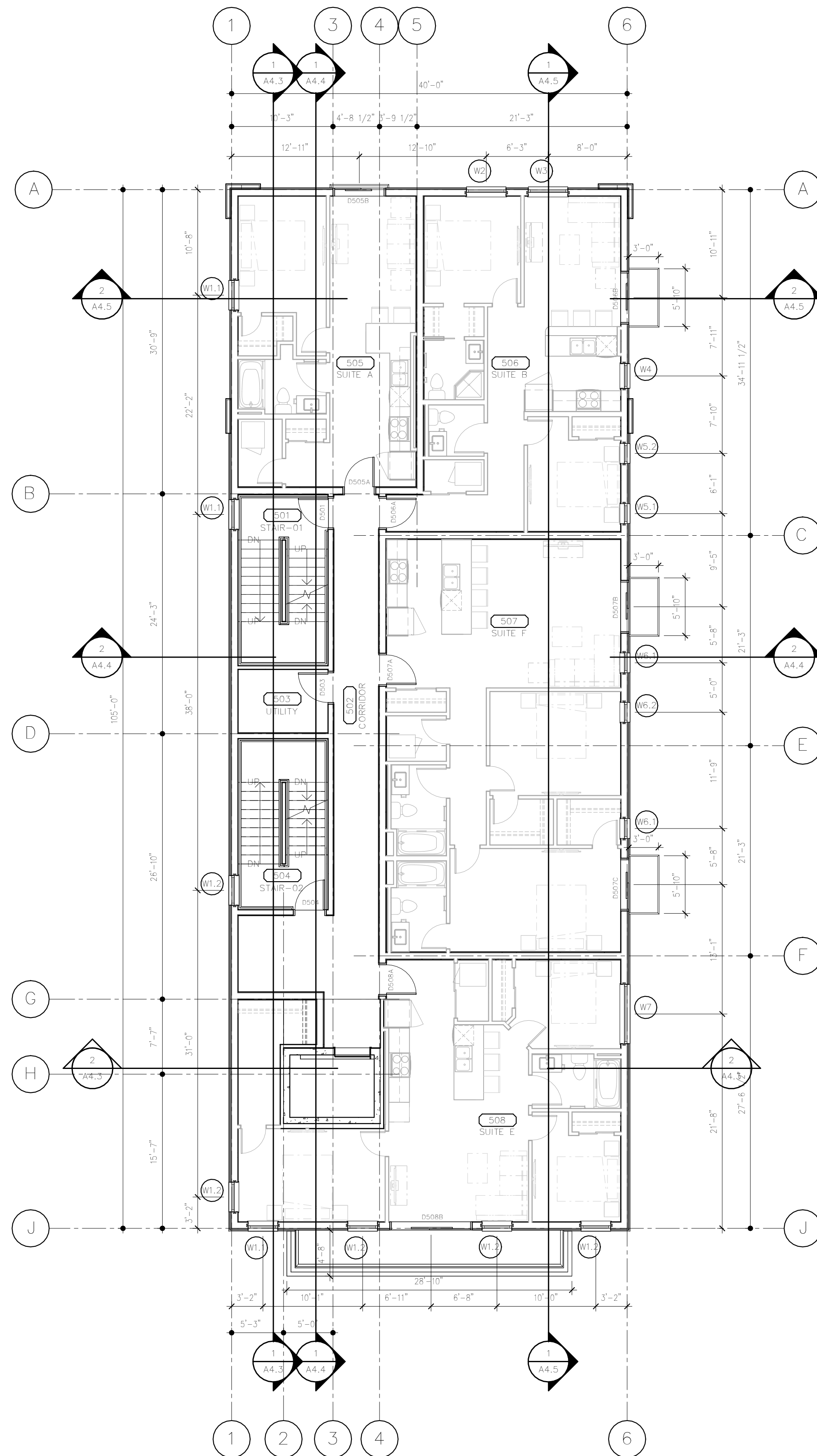
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 135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT
 135 ROSLYN ROAD
 WINNIPEG, MB

LEVEL-04 FLOOR PLAN

Drawn by: BT/MLM Checked by: MF/EH

A2.5



1 LEVEL-05: FLOOR PLAN

 1/8" = 1'-0"

GENERAL NOTES - FLOOR PLANS:

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KEYNOTES - FLOOR PLANS:

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ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 8 OF 11

APPLICANT (SGN):

ZONING OFFICER: *M. Lubis*

DATE: OCT. 20, 2025

| SUITE TYPE | SUITE AREA | # OF BATHROOMS | # OF BEDROOMS | Count |
|--------------|------------|----------------|---------------|-----------|
| SUITE A | 595 | 1 | 1 | 2 |
| SUITE B | 759 | 2 | 2 | 4 |
| SUITE C | 547 | 1 | 1 | 3 |
| SUITE D | 547 | 1 | 1 | 2 |
| SUITE E | 949 | 2 | 3 | 5 |
| SUITE F | 1079 | 2 | 2 | 3 |
| SUITE G | 914 | 2 | 2 | 2 |
| TOTAL | | | | 28 |

2 ISSUED FOR VARIANCE-REVISED 25-04-07 ML
 1 ISSUED FOR VARIANCES 25-01-22 AA
 No. Revision: Date: By:

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

Consultants:

AFFINITY ARCHITECTURE Inc.
 Unit 201 - 227 Stafford Street • Winnipeg • Manitoba • R3M 2J1
 Phone 204-982-6940 • Fax 204-453-4556 • info@affinityarch.com

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 The contractor shall verify dimensions and data noted herein with conditions on the site and is held responsible for reporting any discrepancies to the architect for adjustment, prior to proceeding.

a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT
 135 ROSLYN ROAD
 WINNIPEG, MB

LEVEL-05 FLOOR PLAN

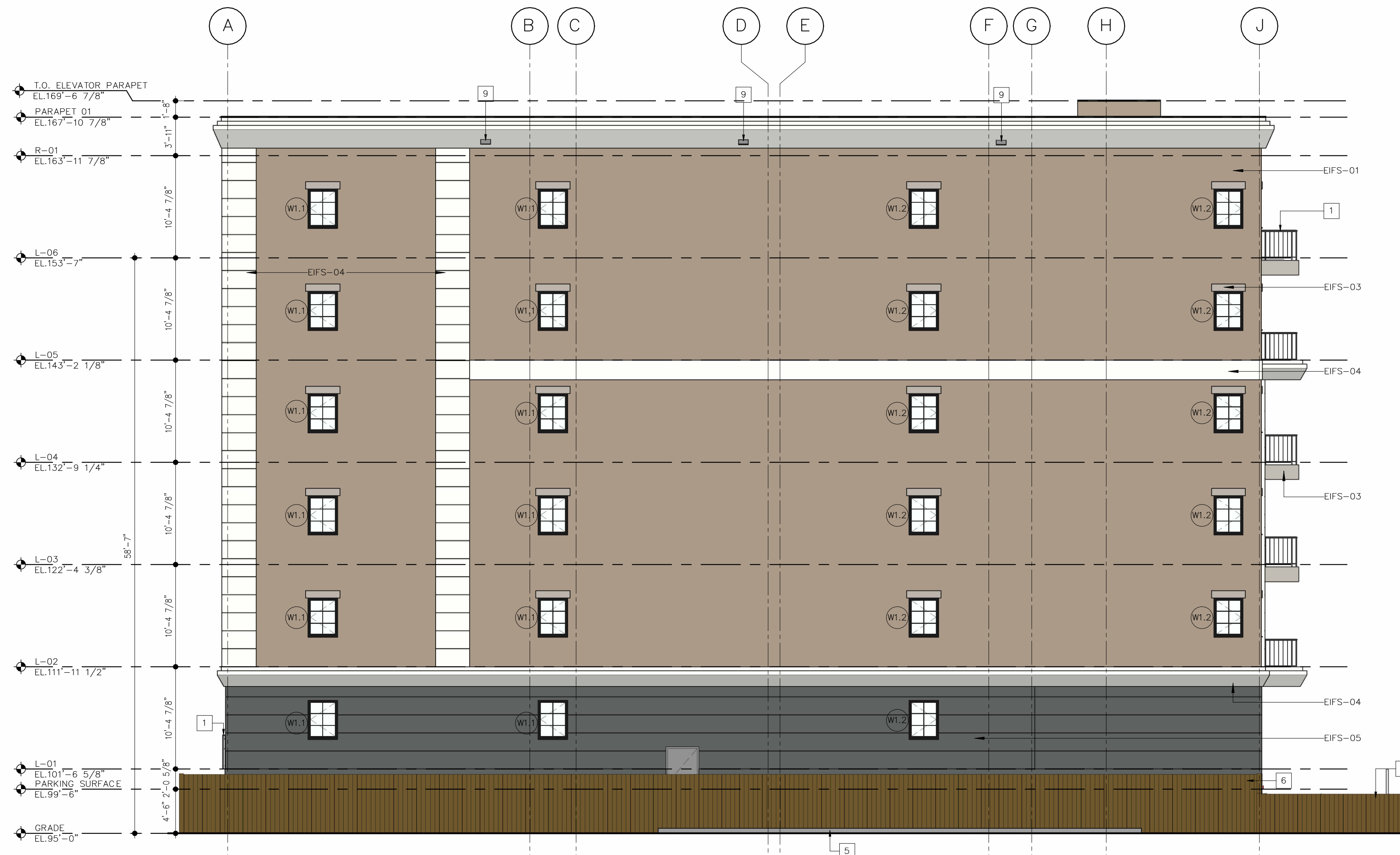
Drawn by: BT/MLM Checked by: MF/EH

A2.6

Stucco: 49.96%
 Stone Veneer: 25.03%
 Doors and windows: 25.01%



1
 A4.1
EXTERIOR BUILDING ELEVATION - SOUTH
 1/8" = 1'-0"



3
 A4.1
EXTERIOR BUILDING ELEVATION - WEST
 1/8" = 1'-0"

EXTERIOR FINISH LEGEND:

- EXTERIOR INSULATION AND FINISH SYSTEM**
- EIFS-01 - MATCH BENJAMIN MOORE, DESIGNER CLASSICS, CC-514 HIKING TRAIL, #A18C7B
 - EIFS-02 - MATCH BENJAMIN MOORE, DESIGNER CLASSICS, CC-542 WILLOW, #E15C57
 - EIFS-03 - MATCH BENJAMIN MOORE, COLOUR STORIES, CSP-70 UPPER WEST SIDE, #B2A99E
 - EIFS-04 - MATCH BENJAMIN MOORE, 2144-70, SNOWFALL WHITE, #F3F3EB
 - EIFS-05 - MATCH BENJAMIN MOORE, WILLIAMSBURG COLOUR COLLECTION, CW-510 WALLER GREEN, #4B4E4A
 - EIFS-06 - STONE PARK, EURO LIMESTONE COLLECTION, MIDNIGHT DARKNESS
- EXTERIOR PAINT**
- XP-1 - DULUX, SEAL GREY, #00NN 25/000, #A2013
 - ALL EXTERIOR HOLLOW METAL DOORS
 - XP-2 - CLOVERDALE, SUNNY SIDE, 0842, SEMI-GLOSS
 - EXTERIOR AND INTERIOR BOLLARDS, UNLESS NOTED OTHERWISE
- PREFINISHED METAL FLASHINGS**
- NOTE: CONSULT SECTION AND PLAN DETAIL DRAWINGS FOR ADDITIONAL MATERIAL SELECTIONS.
- PE-01 - VIC WEST, COLOUR MATCH DULUX CP5 CP4, 00NN 20/000 GRIMMY'S GREY, #7A7B7B
 - ABOVE EIFS MASONRY ELEMENTS
 - PE-02 - VIC WEST, BRIGHT WHITE OR APPROVED EQUAL
 - CORNICE PARAPET
 - CL-01 - BLACK ANODIZED FLASHING TO MATCH CURTAIN WALL AND STOREFRONT ALUMINIUM PRODUCTS
- PREFINISHED METAL RAILING**
- RL-01 -
 - RL-02 -
 - RL-03 -

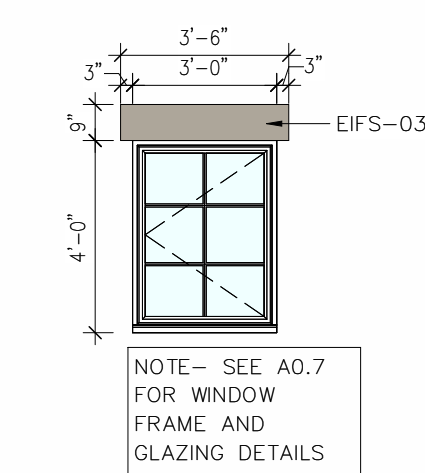
KEYNOTES - EXTERIOR ELEVATION:

- 1 42" HIGH ALUMINIUM GRARD RAIL
- 2 FIRE DEPARTMENT CONNECTION
- 3 ELECTRIC ACCESS TELEPHONE (ENTERPHONE)
- 4 PREFABRICATED ALUMINIUM BALCONY - 3' DEEP
- 5 APPROX. LOCATION OF LUMBER RETAINING WALL INCORPORATED INTO FENCE (SEE CIVIL)
- 6 6'H P.T. WOOD FENCE SEE DTL.
- 7 4'H P.T. WOOD FENCE SEE DTL.
- 8 CANE DETECTABLE GUARD TO MATCH DOOR FRAMING.
- 9 PREFINISHED THRU-WALL EMERGENCY OVERFLOW SCUPPER AS DETAILED, COORDINATE MATCHING CONSISTENT ELEVATION OF SCUPPER FOR MAX 6" OF WATER RETENTION FROM LOWEST ROOF MEMBRANE ELEVATION. PROVIDE SUMPED AND BACK-SLOPED INSULATION AS REQUIRED TO SUIT SCUPPER ELEVATION. TYPICAL
- 10 BOLLARDS

GENERAL NOTES - ELEVATIONS:

1. SEE CIVIL, LANDSCAPE, STRUCTURAL, MECHANICAL, AND ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
2. ALL EXTERIOR METALS (SUCH AS DOORS AND STRUCTURAL ANGLES) SHALL BE GALVANIZED AND SHALL BE PAINTED WHERE EXPOSED TO VIEW (TYPICAL).

TYPICAL WINDOW DETAIL:



1 ISSUED FOR 33% SHEET SET
 No. Revision: Date: 26-03-24 By: EH

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Consultants:



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 s for reporting any
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IAD
 B

EVALATIONS

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 232424/25C

SHEET # 10 11

DATE: April 9, 2026

Drawn by: SRS Checked by: SAJ

A4.1

Project No: 23005 Date: MARCH 2026

