

ADMINISTRATIVE REPORT

Title: DAV 25-262003/C – 3041 Ness Avenue

Issue: For consideration of a Variance associated with the construction of a multi-family residential building.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

Author	Department Head	CFO	CAO
R. Galston, MCP	n/a	n/a	

DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the “C2” 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 west side yard of 10 feet (3.05 metres) instead of 16 feet (4.88 metres);
 - B. a rear yard of 10 feet (3.05 metres) instead of 25 ft (7.62 metres);
 - C. a lot area per dwelling unit of 731 square feet (67.91 square metres) instead of 800 square feet (74.32 square metres);
2. for the establishment of an accessory parking area to permit:
 - A. no front yard instead of 25 feet (7.62 metres);
 - B. no east side yard instead of 8 feet (2.44 metres);
 - C. 26 parking spaces instead of 48 parking spaces;
3. for the construction of a garbage enclosure to permit:
 - A. no east side yard instead of 8 feet (2.44 metres);
 - B. a two-sided garbage enclosure instead of fully enclosed.

Subject to the following condition(s):

1. That the development shall be constructed in substantial conformance with the plans submitted attached hereto and identified as Sheets 1 and 10 for File No. DAV 25-262003/C, dated November 20, 2025 and thereafter maintained to the satisfaction of the Director of Planning, Property and Development;

OR

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

- i. buildings;
- ii. accessory parking areas;
- iii. 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.

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

REASON FOR THE REPORT

- The applicant is proposing to build a multi-family residential building and requires Variances for the 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 25-262003/C
RELATED FILES: N/A
COMMUNITY: Assiniboia Committee
NEIGHBOURHOOD #: 2.212 (Heritage Park)

SUBJECT: To vary the "C2" 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 west side yard of 10 feet (3.05 metres) instead of 16 feet (4.88 metres);
 - b) a rear yard of 10 feet (3.05 metres) instead of 25 ft (7.62 metres);
 - c) a lot area per dwelling unit of 731 square feet (67.91 square metres) instead of 800 square feet (74.32 square metres);
- 2) for the establishment of an accessory parking area to permit:
 - a) no front yard instead of 25 feet (7.62 metres);
 - b) no east side yard instead of 8 feet (2.44 metres);
 - c) 26 parking spaces instead of 48 parking spaces;
- 3) for the construction of a garbage enclosure to permit:

- a) no east side yard instead of 8 feet (2.44 metres);
- b) a two-sided garbage enclosure instead of fully enclosed.

LOCATION: 3041 Ness Avenue
LEGAL DESCRIPTION: LOT 3 PLAN 10339 10 ST JAMES

APPLICANT: Colin Boisjoli (SNR Construction)
1355 Taylor Avenue, Unit 200
Winnipeg, MB R3M 3Y9

OWNER: Swancoat Investments, Ltd.
1483 Pembina Highway, Unit 154 (c/o Linden Real Estate
Services, Inc. Attn: Robyn Price)
Winnipeg, MB R3T 2C6

HISTORY

N/A

DISCUSSION

CRITERIA FOR APPROVAL

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

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

SITE DESCRIPTION

- The subject property is located on the north side of Ness Avenue, west of Sturgeon Road. It is in the Heritage Park Neighbourhood of the St James Ward.
- The subject site is approximately 23,395 square feet in area. It is currently vacant.
- The subject site is adjacent to a public lane, located on the east side of the site.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the Established Neighbourhoods – Recent Communities policy area. It is zoned “C2” Commercial Community District.

- The subject site is currently access from two approaches from Ness Avenue, on the southwest and southeast corners of the property, respectively. Each of these approaches straddle property lines.



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

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Multi-family residential uses zoned “C2” Community Community.

South: Ness Avenue, then single-family residential uses zoned “R1-L” Residential Single-Family (Large).

East: Public lane, then commercial uses zoned “C2” Community Community.

West: Multi-family residential uses zoned “C2” Community Community.



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to build a multi-family residential building on the subject site. The proposed building will be five (5) storeys in height and include a total of 32 dwelling units.
- Plans submitted show the building will have a height of 59.2 feet to the top of the roof parapet.
- Vehicular access to the subject site is to be taken from the two (2) existing private approaches.
- The private approaches will lead to a new bi-directional driveway loop is proposed to be located in the front of the building, facing Ness Avenue. The primary pedestrian access to the site is to be taken from the south side of the building, facing Ness Avenue. Plans submitted show a raised crosswalk will be built between the entrance and the public sidewalk.
- A total of 26 accessory parking stalls are proposed, including 14 indoor parking stalls. Access to the proposed indoor parking area is to be taken from the front of the building.

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

- The applicant made contact with the Urban Planning and Design Division before making their application. Subsequent discussion with the applicant occurred to discuss the proposed density, number of parking stalls, and site design.

With the Public

- The applicant did not provide any information to the City with respect to consultation with the surrounding neighbourhood.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The *Complete Communities Direction Strategy 2.0* supports *OurWinnipeg 2045*, and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg.
- As noted above, the subject property is classified as an Established Neighbourhoods – Recent Communities policy area under *Complete Communities 2.0*. Key policies include:

Goal 1

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

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.

1.6 In the absence of a secondary plan guiding the local development of an Established Neighbourhood, intensification should be guided by a number of factors to ensure compatible development, including:

- *Applicable City-endorsed policies or guidelines;*
- *Existing zoning of the property and adjacent properties;*
- *Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks, and layout;*
- *Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;*
- *Characteristics of the lot, including whether it is a corner lot, a larger lot than is typical for the neighbourhood, or the shape of the lot;*
- *The supporting street network (ex. local, collector, or arterial streets) and the street network's ability to support proposed development;*
- *The supporting transit, pedestrian and active transportation network; and*
- *The supporting water, wastewater, and land drainage infrastructure and capacity to accommodate a proposed development or ability to make the required upgrades necessary to accommodate a proposed development.*

1.14 Mid-rise residential uses will generally be accommodated on arterial roads where compatible with adjacent land uses and where they can be conveniently served with transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.

Goal 2

2.0 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.

Policies

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.

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

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

2.10 Discourage building designs that orient the back of the building to the street.

2.11 Multi-family residential or mixed-use buildings that front public streets and contain internal parking areas should provide a main entrance facing the public street.

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.

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

- a. Reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property;*
- b. Preserve green space and protect existing trees that can be impacted by the establishment of front approaches and corresponding private driveways; and*
- c. Prevent fragmentation of the public boulevard in order to better accommodate on-street motor vehicle parking and public snow clearing.*

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

- 2.18 *Strongly discourage locating surface parking lots between streets and building fronts.*
- 2.19 *Where motor vehicle parking must be accessed from a front street, it should be effectively screened or incorporated into the building in a manner that positively contributes to the attractiveness of the streetscape.*
- 2.20 *Where loading areas require access from a street, they should be discreet and incorporated into the building in a manner that contributes to the attractiveness of the streetscape*
- 2.21 *Site design should take cues from the character of the neighbourhood or street and should mitigate the potential for land use conflict with adjacent properties that have different scales, densities and uses. Parking location (motor vehicle and bicycle), vehicular access, servicing elements, building placement and landscaping treatment will be important design elements to ensure context-sensitive design.*
- 2.22 *Create or reinforce compact, pedestrian-oriented urban development patterns by ensuring the siting, form and scale of new development has a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.*

Goal 3

- 3.0 *Ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs. More specifically, policies that relate to the subject proposal are as follows:*

Policies

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

Goal 4

- 4.0 *Ensure neighbourhoods accommodate a range of commercial services and amenities within walking distance to meet daily needs.*

Policies

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

CITY OF WINNIPEG ZONING BY-LAW 200/2006

- Per the development and design standards of the Winnipeg Zoning By-law, the following standards apply for multi-family buildings in the “C2” Commercial Community districts:
 - A minimum side setback of 16 feet. The applicant is proposing a west side yard setback of 10 feet;
 - A minimum rear yard setback of 25 feet. The applicant is proposing a rear yard setback of 10 feet;
 - A minimum lot area per dwelling unit of 800 square feet. The applicant is proposing a lot area per dwelling unit of 731 square feet;
- Per the development and design standards of the Winnipeg Zoning By-law, the following standards apply for accessory parking areas for multi-family uses in “C2” Commercial Community districts:

- A minimum front yard setback of 25 feet. The applicant is proposing a front yard setback of zero (0) feet;
- A minimum side yard setback of eight (8) feet. The applicant is proposing an east side yard setback of zero (0) feet;
- A minimum of 48 parking stalls (based on the number of dwelling units proposed). The applicant proposes to provide 26 parking stalls;
- Per the development and design standards of the Winnipeg Zoning By-law, the following standards apply for garbage enclosures:
 - A minimum side yard setback of eight (8) feet is required. The applicant is proposing a side yard setback of zero (0) feet;
 - Garbage enclosures must enclose garbage bins on four (4) sides. The applicant is proposing a garbage enclosure with only two (2) sides;

As such, Variances are required.

ANALYSIS OF VARIANCES

Side Yard Building Setback

- The Urban Planning and Design Division supports the Variance for the building setback of 10 feet in the east side yard instead of the required 16 feet. This is because this east side yard is adjacent to a public lane. This public lane is approximately 24 feet wide. To the east of this public lane is commercial properties also zoned “C2” Commercial Community. Given this, the reduced east side yard setback will not have any adverse effect on adjacent properties.

Rear Yard Building Setback

- The Urban Planning and Design Division supports the Variance for the building setback of 10 feet in the rear yard instead of the required 25 feet. This is because this rear yard is adjacent to multi-family residential site also zoned “C2” Commercial Community. Currently, the area of the adjacent property abutting this rear yard is an accessory parking area. As such, the reduced rear yard setback will not have an adverse effect.
- It should be noted that plans submitted show this reduced rear yard setback area will include a sidewalk for building access, and a sodded landscaped area. With a minimum depth of 3.8 feet.

Lot Area per Dwelling

- Under the “C2” Commercial Community zoning, multi-family residential uses are permitted a maximum density of 800 square feet per dwelling unit. The applicant could therefore provide 29 dwelling units. The applicant proposes 32 units, which results in a lot area per dwelling unit of 731 square feet. These three (3) additional units represent a density increase of 8.6 percent.
- The Urban Planning and Design Division supports this proposed increase in density, which is considered a minor increase.
- Further, the Winnipeg Transit Master Plan identifies the intersection of Sturgeon Road and Ness Avenue is the terminus of the FX3 high-frequency route, which provides high-frequency, daily transit service that feeds into the Southwest Rapid Transit Corridor. The

subject site is approximately 193 metres (634 feet) from these FX3 transit stops. Per the *Transit Master Plan*, service on this rapid line run every 5-10 minutes.

- The subject site is also within approximately 94 metres (310 feet) from eastbound and westbound transit stops on Ness. These stops are serviced by the D15 (Archibald-Ness line) transit line, which has regular daily service with connections to Unicity and Polo Park commercial areas, as well as downtown. Per the *Transit Master Plan*, service on this direct line run every 10-20 minutes.
- It should also be noted that there are variety of commercial amenities within 120 metres (394 feet) from a number of local commercial amenities on the properties located on Ness Avenue, to the east and west of the subject site. At the time of this report, commercial uses within this area include:
 - Restaurant (2)
 - Hair salon (2)
 - Pharmacy (1)
 - Specialty medical clinic (1)
 - Massage therapy clinic (1)
 - Butcher store (1)
 - Convenience store (1)
- As such, the subject site is in a location where some household trips can be completed without a vehicle, such as to a local store or service, or to nearby employment. For these reasons, the Urban Planning and Design Division supports the increase in density.

Front Yard Parking Area Setback

- The Urban Planning and Design Division supports the Variance for the parking area setback of zero (0) feet in the east side yard instead of the required 25 feet. This is because this reduced setback area of zero (0) feet applies only to vehicular approaches to the site on the southeastern and southwestern corners of the property. Approximately 135 feet of the 165 feet of frontage will feature a landscaped setback area This front yard setback from the drive aisle of approximately 3.5 feet at the eastern end and widening to approximately 6.0 feet on the western end.
- Relevant policies in *Complete Communities 2.0* (listed above) generally encourage new buildings to be located along the front street. In the case of the subject property, a front drive aisle could be supported given that this is a portion of Ness Avenue where on-street parking is not permitted, and stopping is limited. Given this, the Urban Planning and Design Division is supportive of a front drive aisle to accommodate drop-off and pick-up vehicles for residents on a location where on-street pick-up/drop-off is not possible.
- *Complete Communities 2.0* polices can accommodate front drive aisles and surface parking where it is screened or otherwise designed in a way that positively contributes to the streetscape.
- Plans submitted show that the applicant will plant seven (7) trees and 25 shrubs in this reduced setback area. Moreover, plans show a raised crosswalk through this drive aisle area, directly from the Ness Avenue sidewalk area. Given this design treatment, and

context of Ness Avenue, the Urban Planning and Design Division supports the Variance for a reduced parking area setback.

Side Yard Parking Area Setback

- The Urban Planning and Design Division supports the Variance for the parking area setback of zero (0) feet in the east side yard instead of the required eight (8) feet. This is because this east side yard is adjacent to a public lane.
- Additionally, the reduced side yard for a parking area will allow the applicant to provide nine (9) parking stalls, each of which are accessed directly from the public lane. It would be difficult for the applicant to comply with this side yard setback requirement without further reductions to the number of parking stalls.

Number of Parking Stalls

- The letter of intent provided states that the proposed multi-family development will be owned and leased by the applicant over the long-term. The letter of intent also includes information on parking supply and parking demand in six (6) other multi-family developments in Established Neighbourhoods, owned and managed by the applicant.
- These six (6) examples have an average parking stall ratio of 1.19 stalls per unit. However, the applicant's information shows that the current average utilization of these stalls is 0.94 stalls per unit. The applicant notes that this utilization rate is skewed by some tenants having two (2) or more dedicated stalls.
- Support for a parking reduction at this location is based on the level of high-frequency transit service and commercial amenities within walking distance, which are discussed above, in the section of this report regarding lot area per dwelling. To summarize this discussion:
 - There are two different routes on the primary transit network within 200 metres (656 feet) of the subject site;
 - There are a number of commercial amenities within 120 metres (394 feet) of the subject site;
- Further, plans submitted show the applicant is providing 26 indoor bicycle parking spaces, matching the ratio of car stalls (0.81 spaces per unit).

Garbage Enclosure

- Given the size of the subject property, it would be difficult to provide a fully enclosed garbage area on the site, while also allowing garbage collection directly from the public lane. Plans submitted show that the garbage area will be enclosed on two (2) sides, south and east. This will provide some screening of the garbage area from the front of the property and from Ness Avenue.

CONDITIONS OF APPROVAL

- A condition of approval will ensure that final plans are in substantial conformance with the site and landscape plans submitted for this Variance application. If these plans change, then a Plan Approval application (with approval via the Director of Planning, Property and Development) will be required.

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, policies in the Complete Communities Direction Strategy 2.0 support the transition of commercial areas toward mixed-use, pedestrian-oriented and transit-supporting developments.
- (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 Variances will enable the applicant to build a multi-family development in a manner consistent with Complete Communities 2.0
- (c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and
In that, the Variances will allow a multi-family development on the subject property and achieve the goals of the Complete Communities Direction Strategy 2.0 for Established Neighbourhoods.
- (d) is compatible with the area in which the property to be affected is situated.
In that, the subject site is surrounded by a mix of uses, including commercial and multi-family residential.

CONSULTATION

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

OURWINNIPEG 2045 POLICY ALIGNMENT

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.”

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity #4: Facilitate Compact, Complete Development and Increase Density

- **Key Direction 4.1:** *Increase strategic infill development that provides access to and capitalizes on existing and planned corridors with frequent transit service*
- **Key Direction 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: Robert Galston, MCP
Date: Monday, December 8, 2025
File No. DAV 25-262003/C

NEW MULTI-FAMILY APARTMENT BUILDING 3041 NESS AVENUE

MULTI-FAMILY DEVELOPMENT
5 STOREY APARTMENT: 32 UNITS

ISSUED FOR PLAN APPROVAL : 28 OCT 2025

BUILDING DATA

LEGAL DESCRIPTION: PLAN OF SUBDIVISION OF PART OF RIVER LOT 10, PARISH OF ST JAMES IN MANITOBA		
MULTI-FAMILY BUILDING INFORMATION:		
5 STOREYS		
ZONING	C2 / RMF-M	
BUILDING HEIGHT	MAXIMUM BUILDING HEIGHT 60'-0" : 58'-3" PROPOSED	
BUILDING DIMENSIONS	37.8m x 26.2m [124'-0" FT x 86'-0" FT]	
SITE AREA / LOT AREA	0.54 ACRES [23,395 SF]	
BUILDING AREA	2207.4 m ² [10,664 SF]	
SITE DENSITY (MINIMUM LOT AREA (SQ FT) PER DWELLING UNIT)	PROVIDED: 731 SF / DWELLING UNIT	
TOTAL DWELLING UNITS	32 UNITS	
SUITE TYPES	1A - 1 BEDROOM / 1 BATHROOM	2B - 2 BEDROOM / 2 BATHROOMS
SUITE COUNT	16	16

ZONING BY-LAW: C2 / RMF-M	MIN, FRONT YARD REQ'D:	MIN. REAR YARD REQ'D:	MIN, INT SIDE YARDS REQ'D:
	25'-0"	25'-0"	20'-0"
	FRONT YARD PROVIDED:	REAR YARD PROVIDED:	INT, SIDE YARDS PROVIDED:
	44'-8" @ LEVEL 01 50'-8" @ LEVEL 02-05	10'-0" @ LEVEL 01 16'-0" @ LEVEL 02-05	WEST: 10'-0" EAST: 31'-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 32 = 48	
	REQUIRED	PROVIDED
BICYCLE PARKING	1 PER 10 REQUIRED PARKING SPACES = 0.7 x 32 = 22	6 EXTERIOR, 26 INTERIOR IN BIKE ROOM
SURFACING	CONCRETE / ASPHALT	
TOTAL PARKING SPACES	REQUIRED	PROVIDED
	48	26
INDOOR PARKING SPACES		14 @ LEVEL 01
OUTDOOR PARKING SPACES		12
ACCESSIBLE SPACES	2	3
VAN ACCESSIBLE SPACES	1	1
GUEST / VISITOR PARKING	10% OF REQUIRED PARKING SPACES = 5	5
PARKING AISLE WIDTH	MIN 6.10m (20 FT)	MIN 6.10m (20 FT)
LANDSCAPE INFORMATION (REFER TO LANDSCAPE PLAN)		
STREET EDGE TREES:	REQUIRED: REFER TO LANDSCAPE PLAN	PROVIDED: REFER TO LANDSCAPE PLAN
STREET EDGE SHRUB:	REQUIRED: REFER TO LANDSCAPE PLAN	PROVIDED: REFER TO LANDSCAPE PLAN

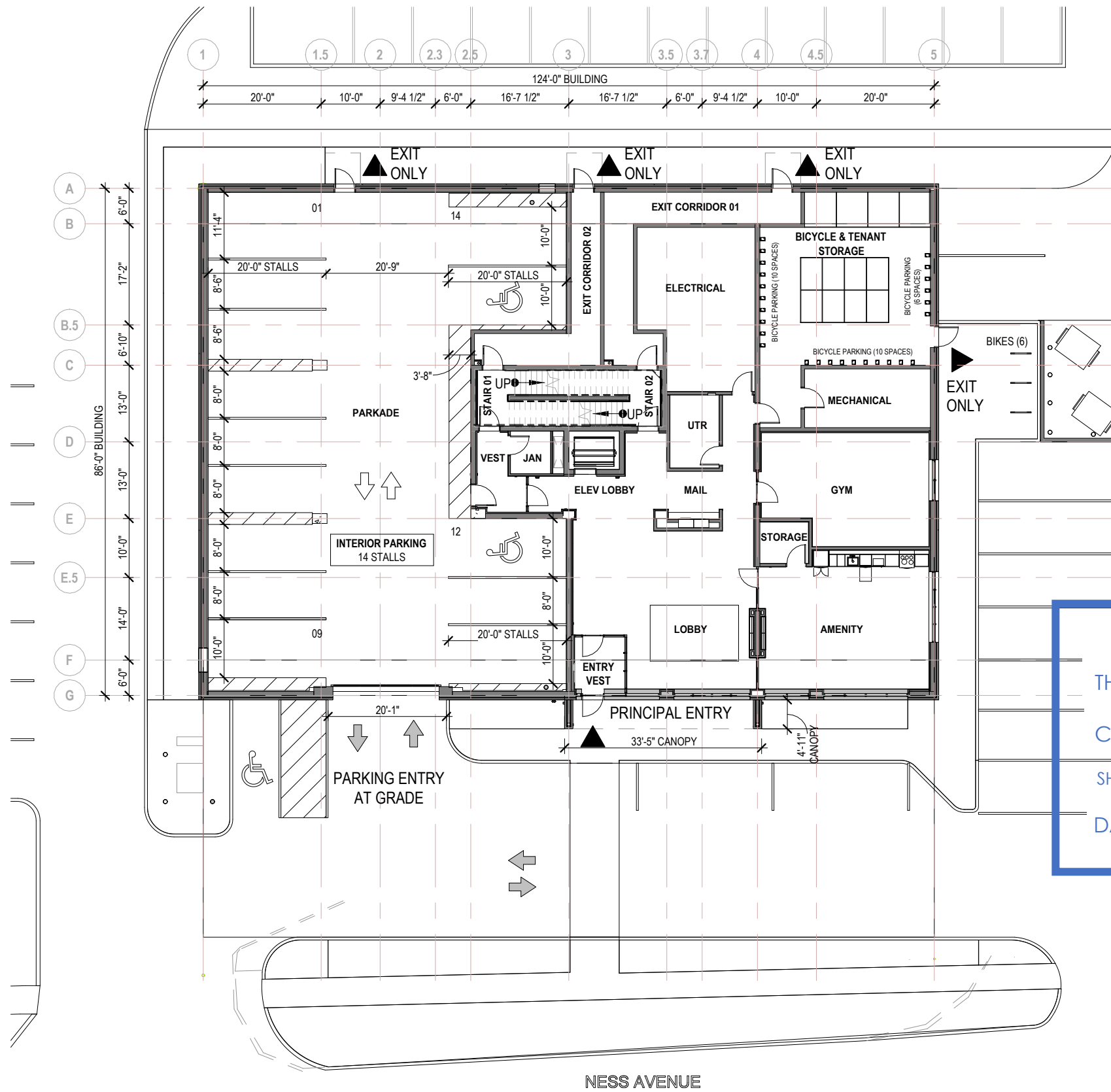
**PRELIMINARY
DRAWING ONLY**
NOT TO BE USED FOR
CONSTRUCTION



PROJECT
3041 NESS AVENUE
PROJECT INFORMATION
Winnipeg, MB
DWG BY BLDG REV'D BY KS
DATE 10/28/2025
SCALE

PROJECT NO. 2023_28
DRAWING NO.

PA00



ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 262003/2025C

SHEET # 2 OF 10

DATE: November 20, 2025

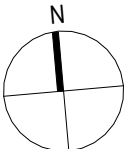
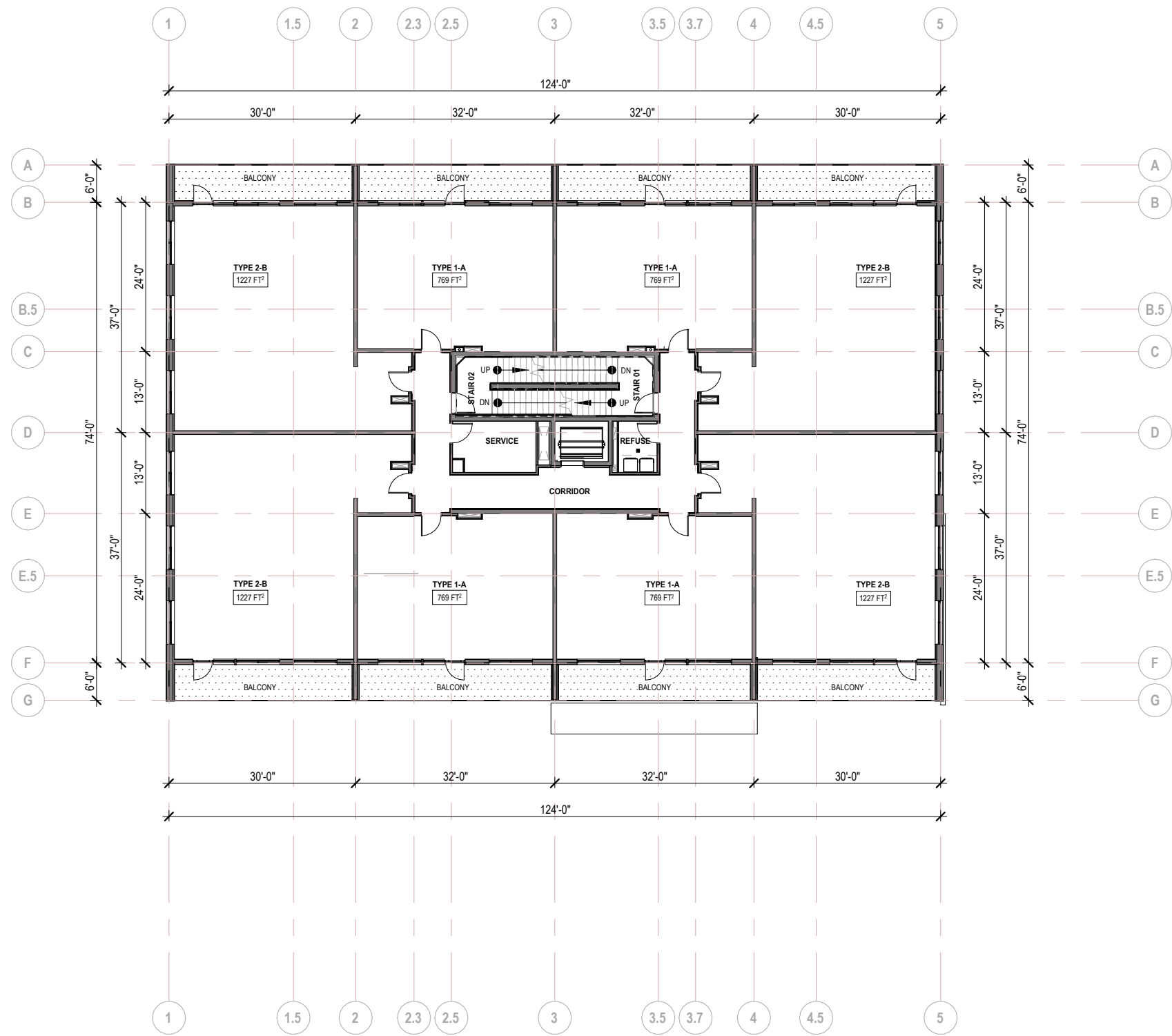
1 PA - LEVEL 01 FLOOR PLAN
3/64" = 1'-0"

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

BLDG
architecture office inc.
3-692 Osborne Street
Winnipeg, Manitoba
Canada, R3L 2B9
T: 204.417.6884
E: info@bldgoffice.com

PROJECT
3041 NESS AVENUE
LEVEL 01 FLOOR PLAN
Winnipeg, MB
DWG BY BLDG REV'D BY KS
DATE 10/28/2025
SCALE 3/64" = 1'-0"

PROJECT NO. 2023_28
DRAWING NO.
PA03

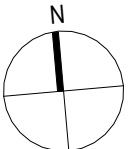
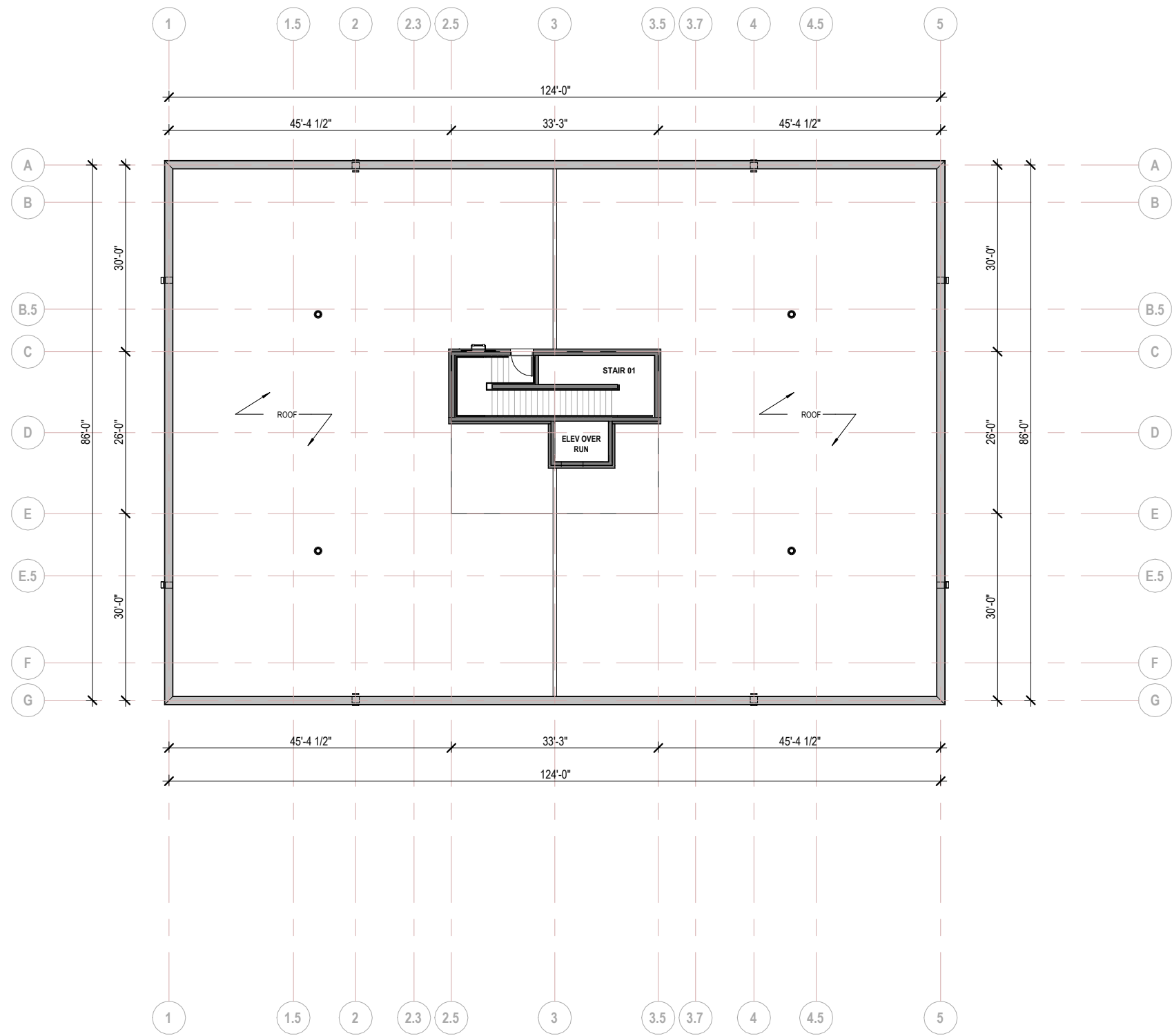


1 PA LEVEL 02-05 FLOOR PLAN
 A005.1 3/64" = 1'-0"

**PRELIMINARY
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PROJECT
 3041 NESS AVENUE
 LEVEL 02-05 FLOOR PLAN
 Winnipeg, MB
 DWG BY BLDG REV'D BY KS PROJECT NO. 2023_28
 DATE 10/21/2025 DRAWING NO.
 SCALE 3/64" = 1'-0" **PA04**



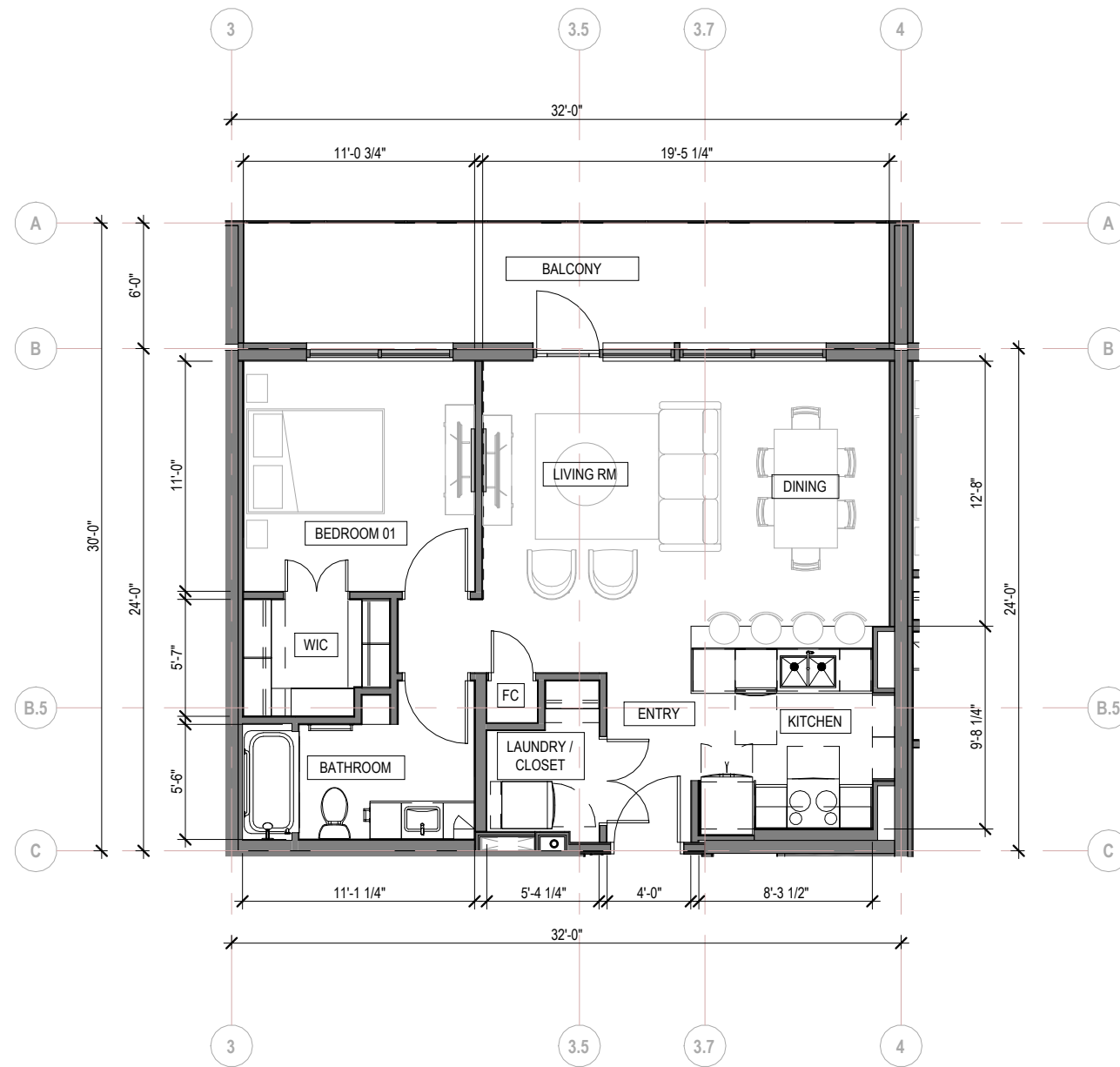
1 ROOF FLOOR PLAN
3/64" = 1'-0"

**PRELIMINARY
DRAWING ONLY**
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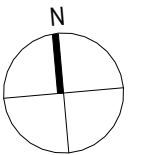
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E: info@bdgooffice.com

PROJECT
3041 NESS AVENUE
ROOF PLAN
Winnipeg, MB
DWG BY BLDG REV'D BY KS
DATE 10/21/2025
SCALE 3/64" = 1'-0"

PROJECT NO. 2023_28
DRAWING NO.
PA05



1 SUITE TYPE 1-A FLOOR PLAN
 A005.1 1/8" = 1'-0"

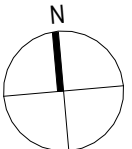
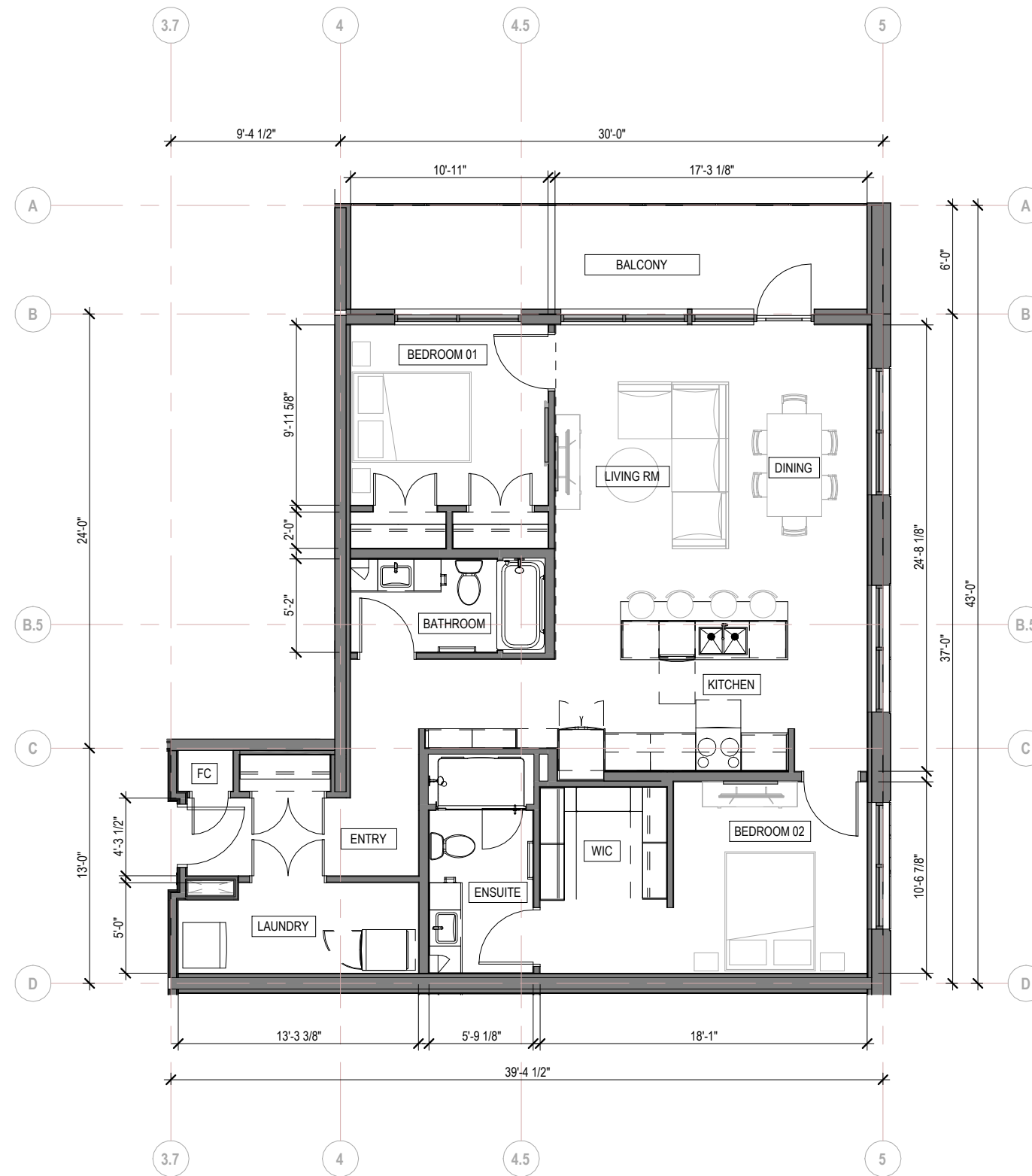


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BLDG
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PROJECT
 3041 NESS AVENUE
 SUITE FLOOR PLANS
 Winnipeg, MB
 DWG BY BLDG REV'D BY KS
 DATE 10/21/2025
 SCALE 1/8" = 1'-0"

PROJECT NO. 2023_28
 DRAWING NO.
PA06



1 SUITE TYPE 2-B FLOOR PLAN
 A005.1 1/8" = 1'-0"

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PROJECT
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 SUITE FLOOR PLANS
 Winnipeg, MB
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 DATE 10/21/2025
 SCALE 1/8" = 1'-0"

PROJECT NO. 2023_28
 DRAWING NO.
PA07

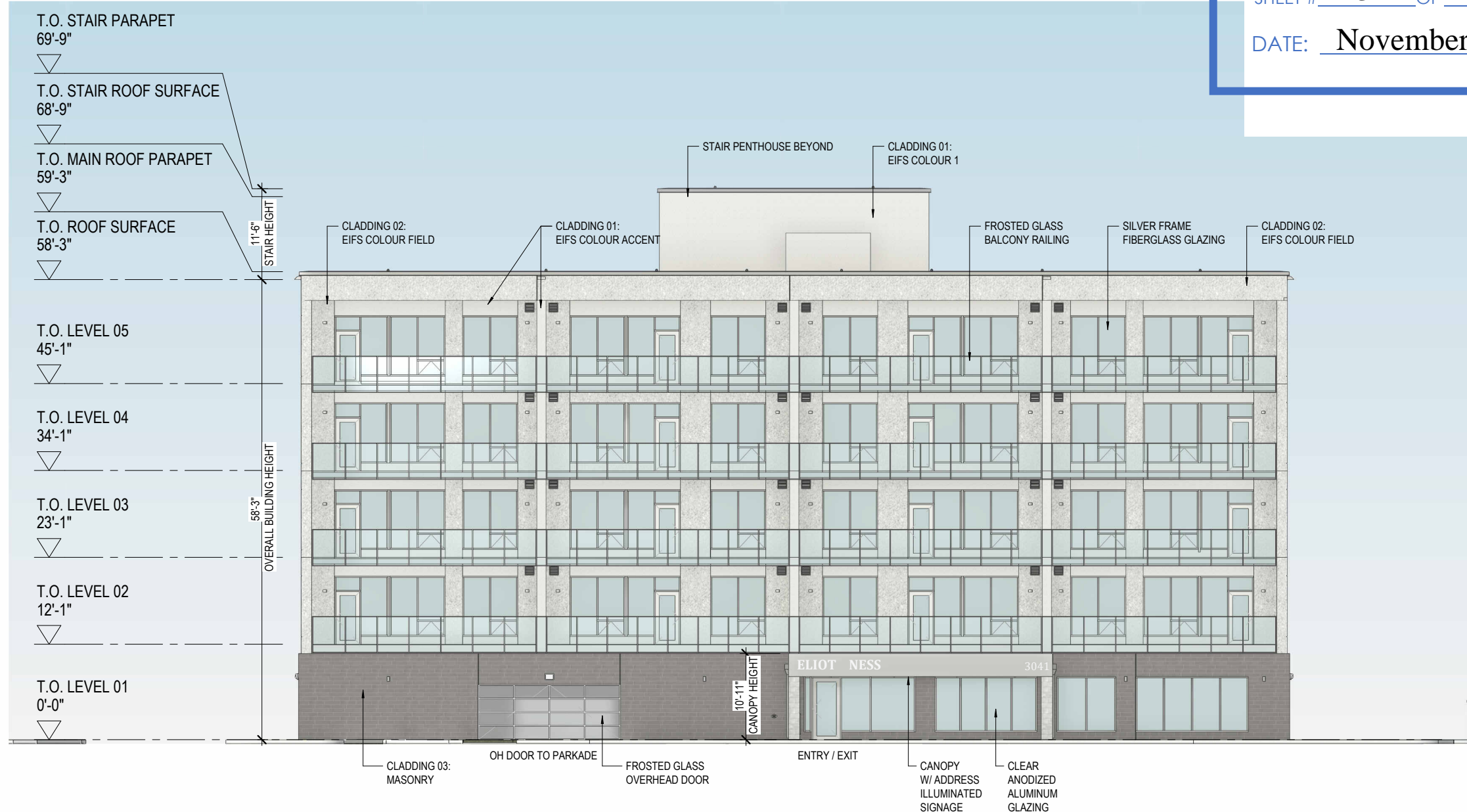
ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 262003/2025C

SHEET # 3 OF 10

DATE: November 20, 2025



1 SOUTH ELEVATION
1/16" = 1'-0"

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PROJECT
3041 NESS AVENUE
EXTERIOR ELEVATIONS
Winnipeg, MB
DWG BY BLDG REV'D BY KS
DATE 10/21/2025
SCALE 1/16" = 1'-0"

PROJECT NO. 2023_28
DRAWING NO.

PA08



1 PA - NORTH ELEVATION
1/16" = 1'-0"

ZONING AND PERMIT BRANCH

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CONNECTION WITH: DAV 262003/2025C

SHEET # 4 OF 10

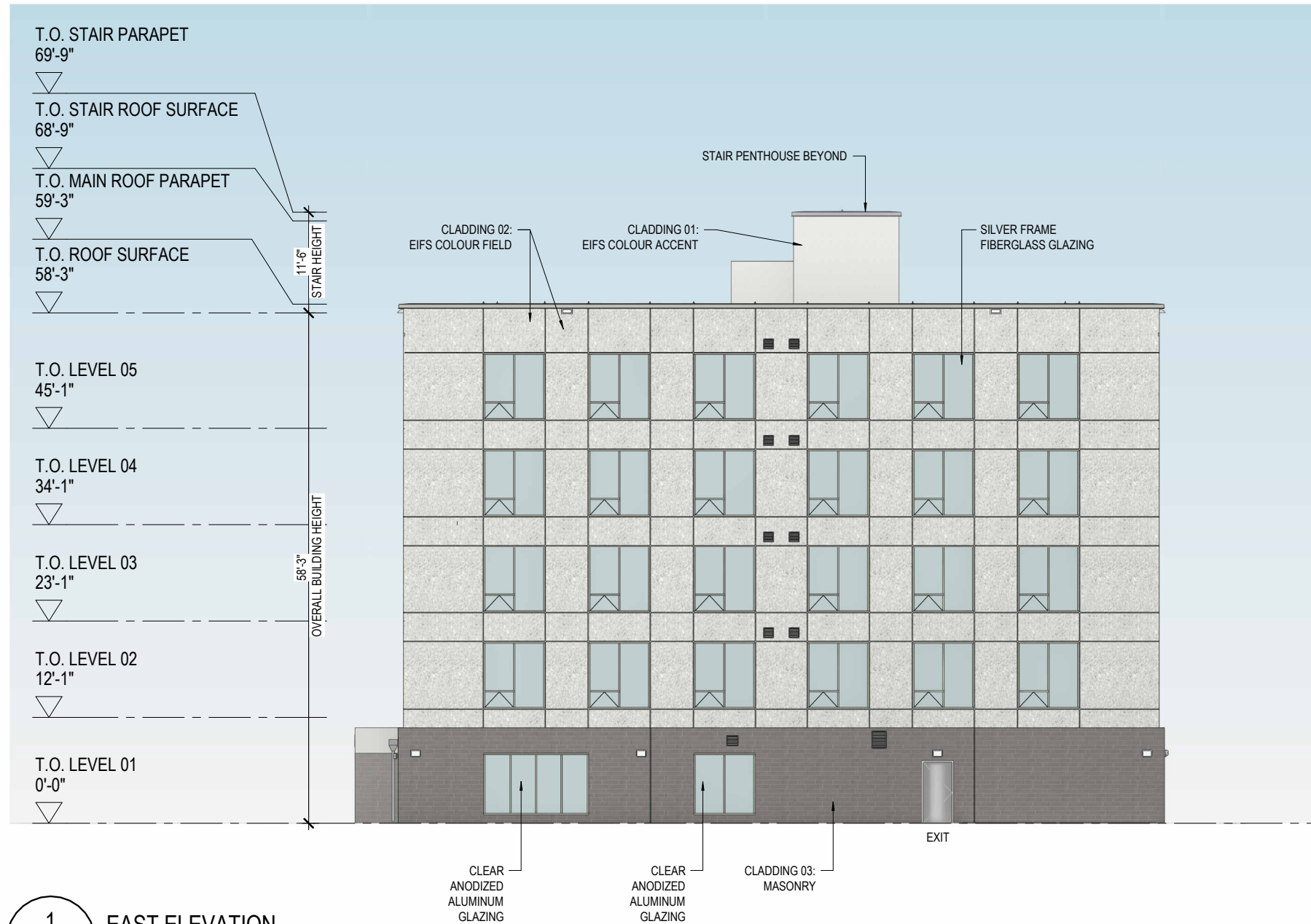
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PROJECT
3041 NESS AVENUE
EXTERIOR ELEVATIONS
Winnipeg, MB
DWG BY BLDG REV'D BY KS
DATE 10/21/2025
SCALE 1/16" = 1'-0"

PROJECT NO. 2023_28
DRAWING NO.
PA09



1 EAST ELEVATION
1/16" = 1'-0"

ZONING AND PERMIT BRANCH

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SHEET # 5 OF 10

DATE: November 20, 2025

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PROJECT
3041 NESS AVENUE
EXTERIOR ELEVATIONS
Winnipeg, MB

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DATE 10/21/2025
SCALE 1/16" = 1'-0"

PROJECT NO. 2023_28
DRAWING NO. **PA10**

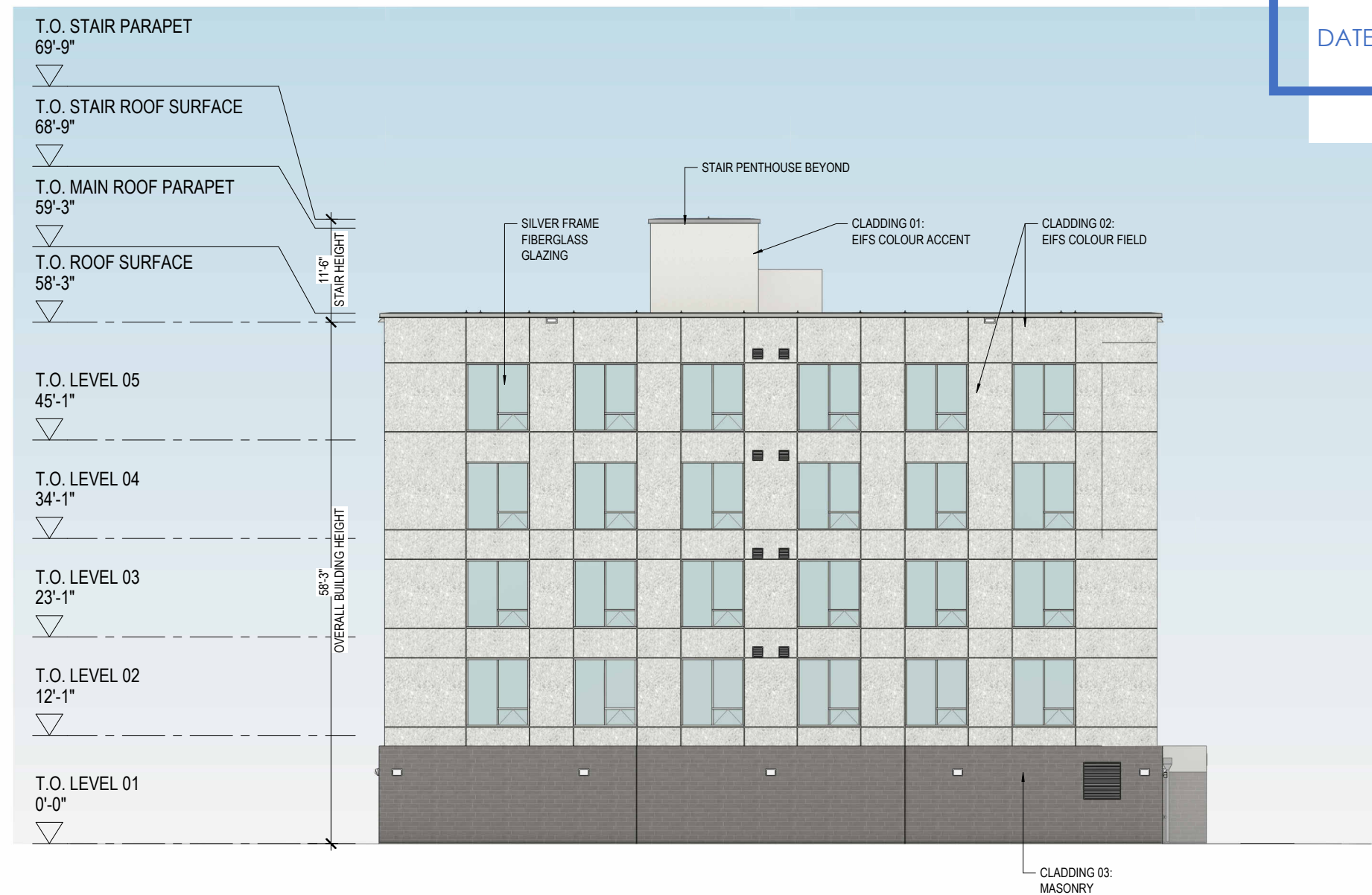
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CONNECTION WITH: DAV 262003/2025C

SHEET # 6 OF 10

DATE: November 20, 2025



1 WEST ELEVATION
1/16" = 1'-0"

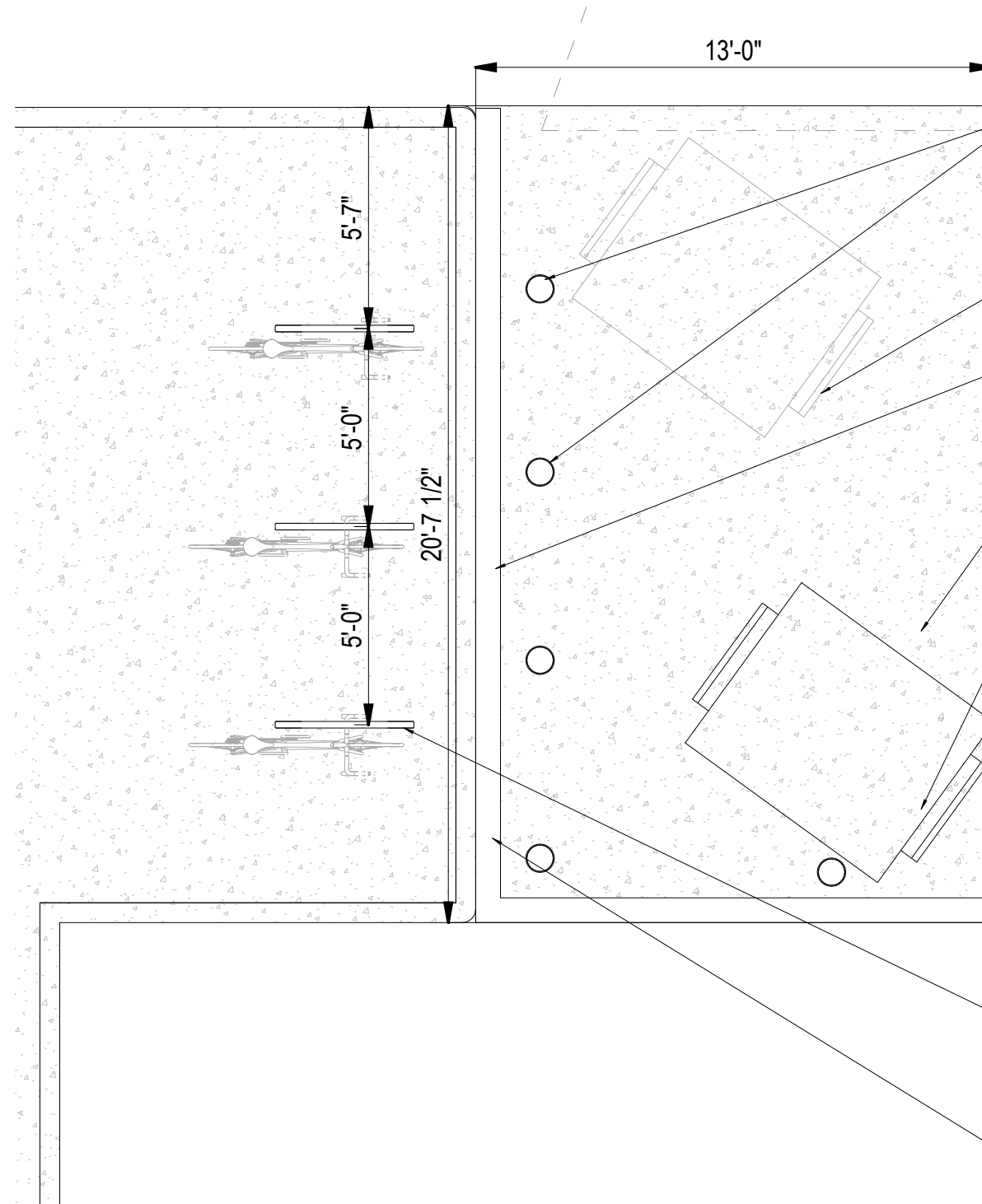
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PROJECT
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EXTERIOR ELEVATIONS
Winnipeg, MB
DWG BY BLDG REV'D BY KS
DATE 10/21/2025
SCALE 1/16" = 1'-0"

PROJECT NO. 2023_28
DRAWING NO.

PA11



6" Ø CONCRETE FILLED PTD STEEL BOLLARD TYPICAL.
 ROUND TOP FOR DRAINAGE. STEEL PIPE C/W SUREGUARD POST GUARD
 COLOR YELLOW W/ WHITE REFLECTIVE TAPE. REINFORCING TO BE REVIEWED
 AND APPROVED BY STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION.

GARBAGE BINS
 FINAL VOLUME/QUANITITY SIZE TO BE CONFIRMED WITH CITY

6'-0" HIGH ARCHITECTURAL SPLIT-FACE CONCRETE MASONRY UNIT WALL AT
 SIDES AND REAR OF ENCLOSURE. COLOR TO MATCH BUILDING MASONRY.
 PRECAST WALL CAP AT TOP C/W FINISH TO MATCH.

CONCRETE PAD
 REFER TO STRUCTURAL

GARBAGE BINS
 FINAL VOLUME/QUANITITY SIZE TO BE CONFIRMED WITH CITY

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 262003/2025C

SHEET # 7 OF 10

DATE: November 20, 2025

EXTERIOR BIKE RACK - REFER TO TYPICAL
 EXTERIOR BIKE RACK DETAIL
 (6 STALLS)

SIDEWALK CURB (REFER TO CIVIL)

1 GARBAGE ENCLOSURE PLAN
 1/4" = 1'-0"

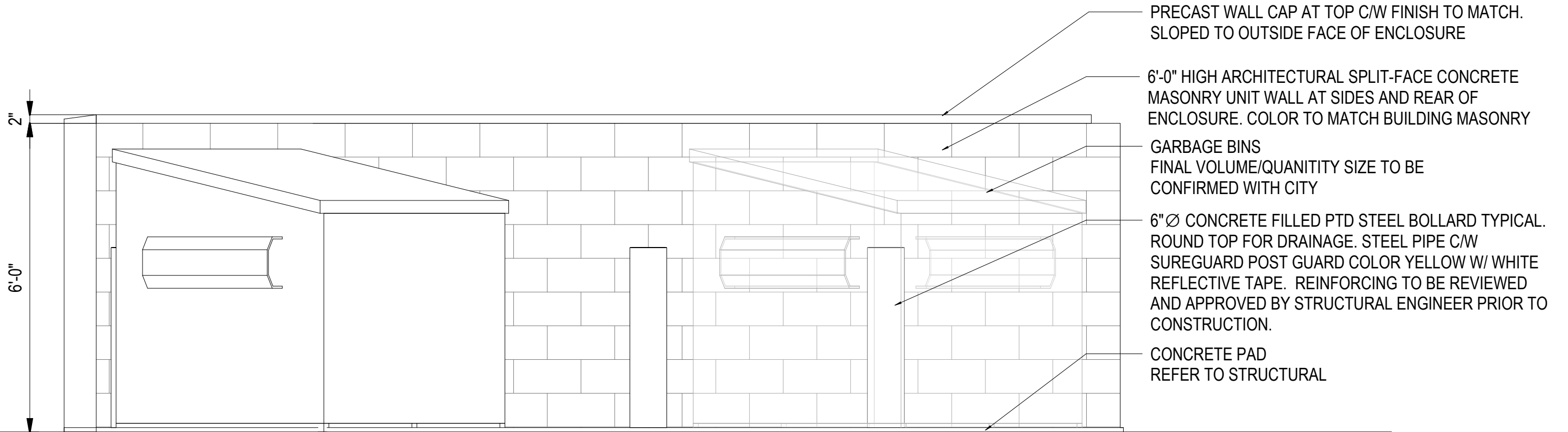
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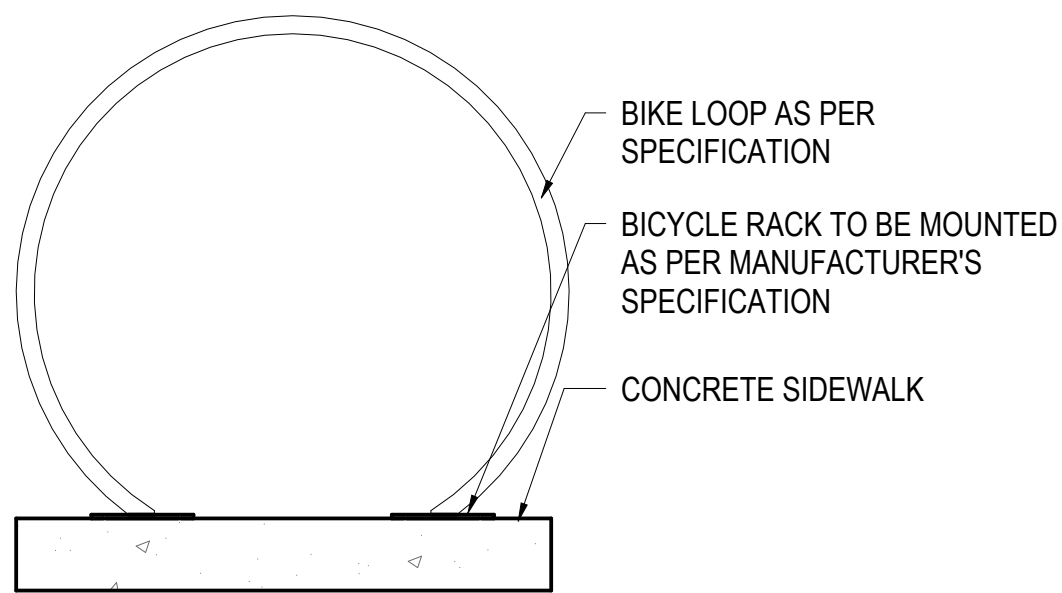
PROJECT
 3041 NESS AVENUE
 LANDSCAPE DETAILS
 Winnipeg, MB
 DWG BY BLDG REV'D BY KS
 DATE 10/21/2025
 SCALE 1/4" = 1'-0"

PROJECT NO. 2023_28
 DRAWING NO.

PA12



2 GARBAGE ENCLOSURE ELEVATION (FROM LANE)
1/2" = 1'-0"



1 TYPICAL EXTERIOR BIKE RACK
3/8" = 1'-0"

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 262003/2025C

SHEET # 8 OF 10

DATE: November 20, 2025

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PROJECT
3041 NESS AVENUE
LANDSCAPE DETAILS
Winnipeg, MB
DWG BY BLDG REV'D BY KS
DATE 10/21/2025
SCALE As indicated

PROJECT NO. 2023_28
DRAWING NO. **PA13**

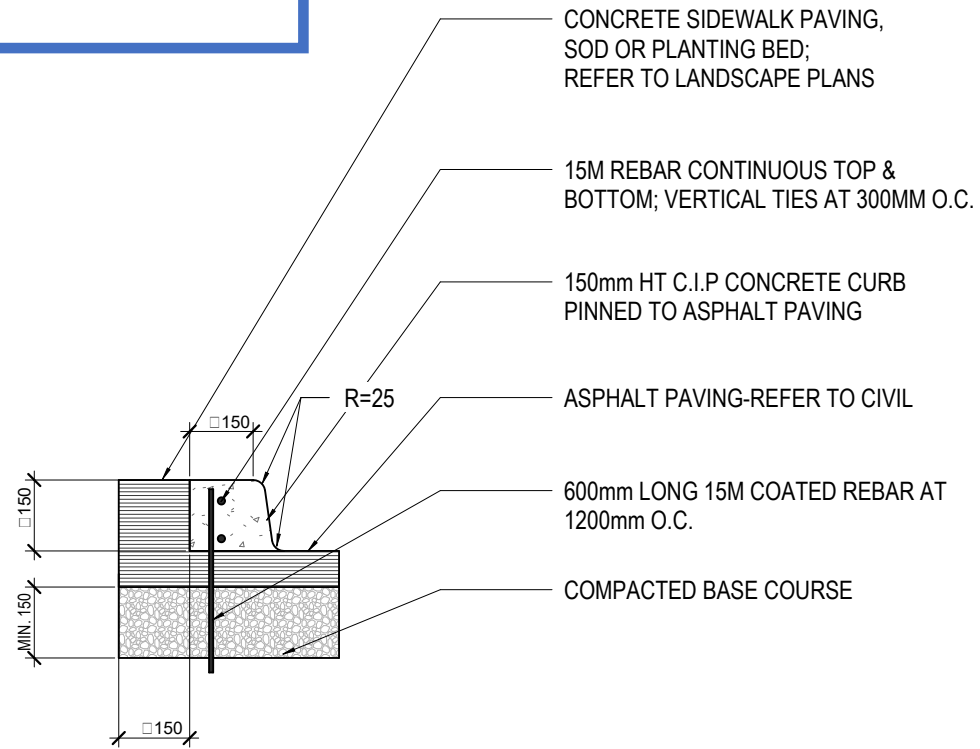
ZONING AND PERMIT BRANCH

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SHEET # 9 OF 10

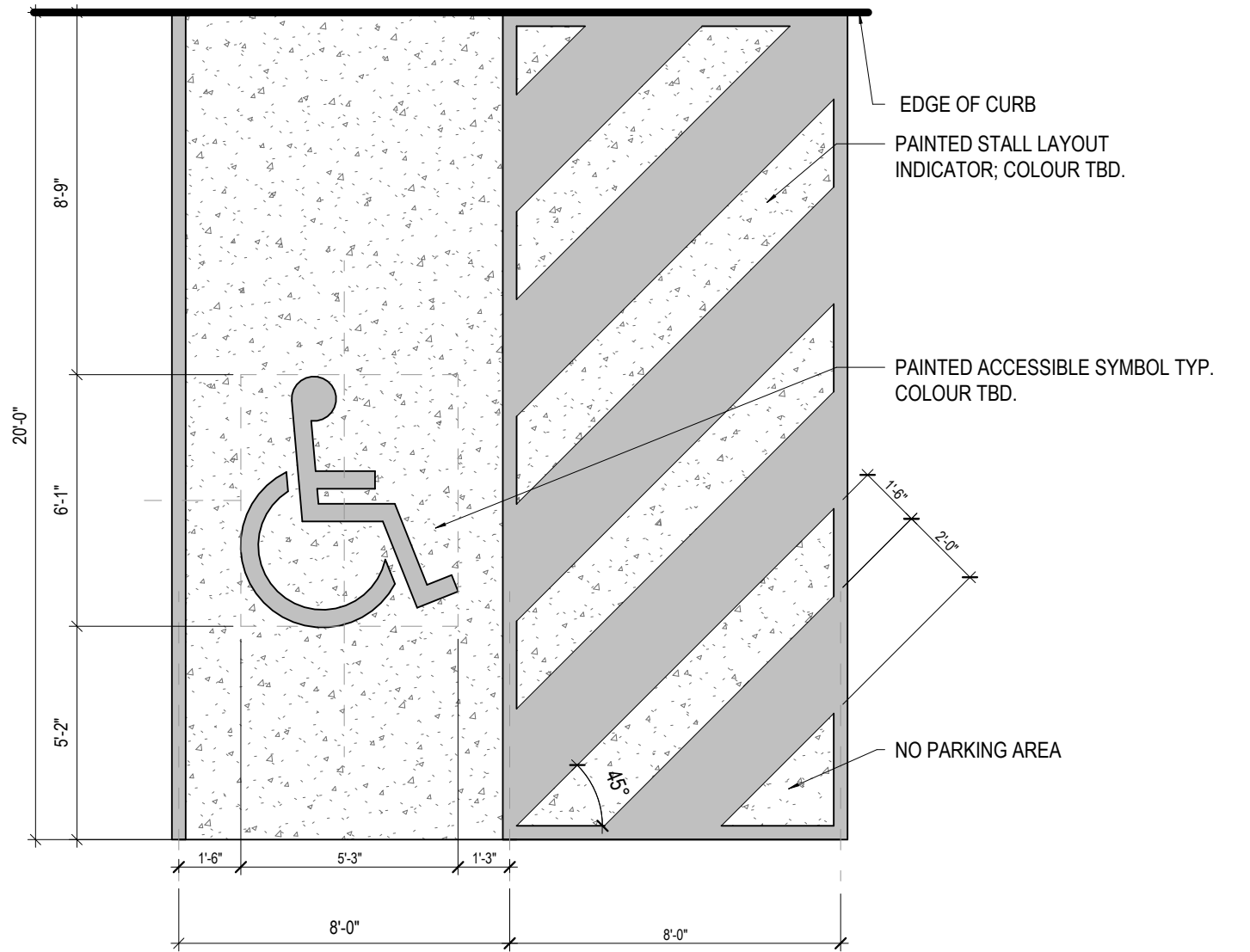
DATE: November 20, 2025



- CONCRETE SIDEWALK PAVING, SOD OR PLANTING BED; REFER TO LANDSCAPE PLANS
- 15M REBAR CONTINUOUS TOP & BOTTOM; VERTICAL TIES AT 300MM O.C.
- 150mm HT C.I.P CONCRETE CURB PINNED TO ASPHALT PAVING
- ASPHALT PAVING-REFER TO CIVIL
- 600mm LONG 15M COATED REBAR AT 1200mm O.C.
- COMPACTED BASE COURSE

NOTES:

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



2 BARRIER FREE STALL - PAINTED PAVEMENT MARKINGS

1/4" = 1'-0"

1 TYPICAL PINNED CURB DETAIL

3/4" = 1'-0"

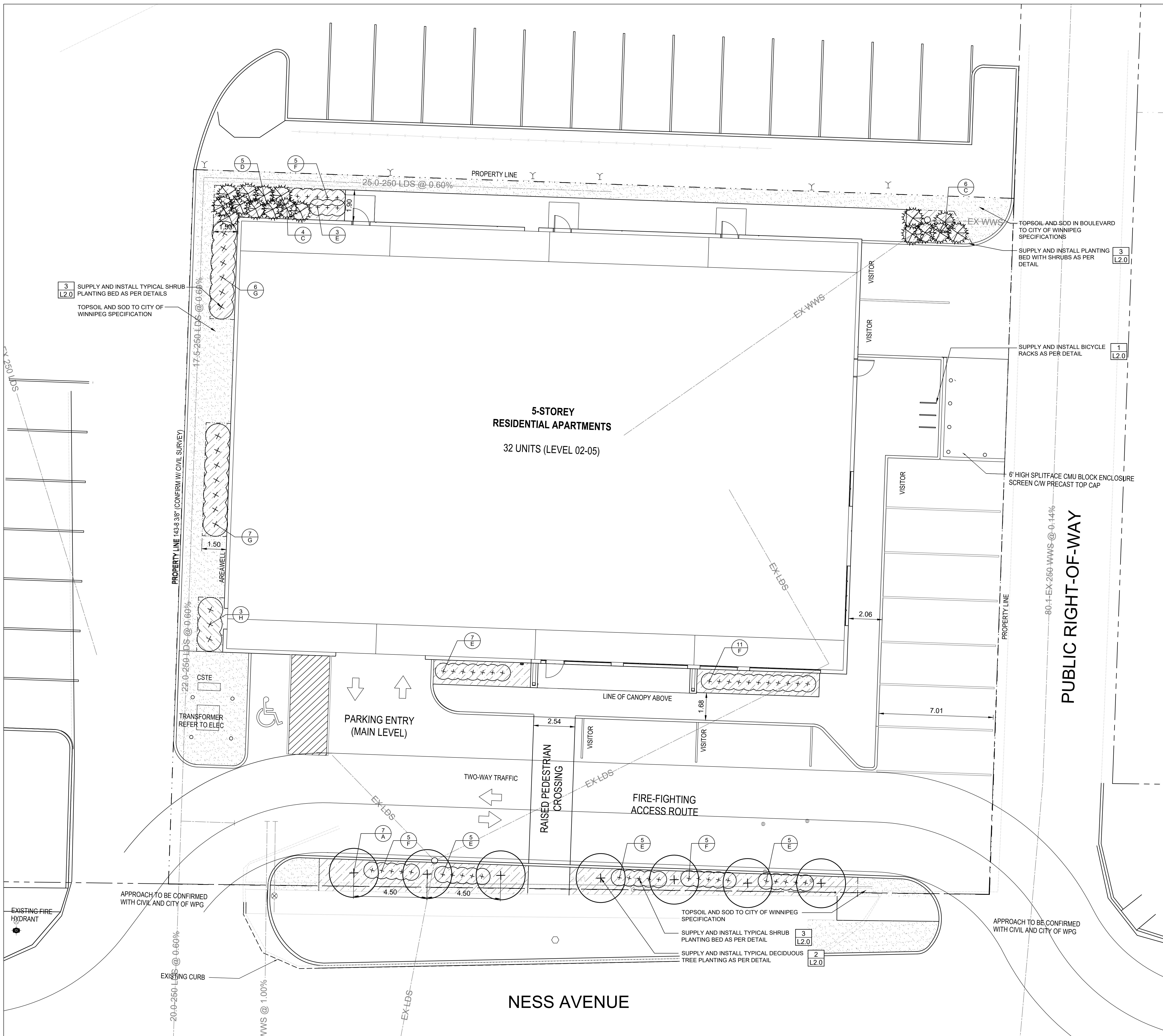
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PROJECT
3041 NESS AVENUE
LANDSCAPE DETAILS
Winnipeg, MB
DWG BY BLDG REV'D BY KS
DATE 10/21/2025
SCALE As indicated

PROJECT NO. 2023_28
DRAWING NO.

PA14



- LEGEND**
- PROPERTY LINE
 - == PROPOSED CONCRETE CURB
 - ▨ PLANTING BED
 - ▩ TOPSOIL & SOD
 - ⊕ PROPOSED TREES
 - ⊗ PROPOSED DECIDUOUS SHRUBS
 - ⊗ PROPOSED CONIFEROUS SHRUBS

LANDSCAPE STATISTICS - RESIDENTIAL

	REQUIRED	PROPOSED
STREET EDGE NESS AVE. (60.27 m/196 ft.)		
1 TREE/30 ft.	6	7
3 SHRUBS/20 ft.	25	25
BUILDING FOUNDATION (64.94 m/213 ft.)	22	22
1 SHRUB/10 ft.		
PARKING LOT INTERIOR (N/A)		
TOTAL TREES	6	7
TOTAL SHRUBS	47	47

ALL ADDITIONAL PLANTING IS AT THE DISCRETION OF THE OWNER

PLANT LIST

KEY	QTY	COMMON NAME/SCIENTIFIC NAME	SIZE	REMARKS
DECIDUOUS TREES				
A	7	PURPLE SPIRE COLUMNAR CRABAPPLE / <i>Malus 'Jefspire'</i>	65 mm cal.	SPECIMEN, W.B. MACHINE DUG WITH MIN. 10 BRANCHES IN WELL BRANCHED HEAD, STRAIGHT TRUNK, MIN. HT. 4.5m, BRANCHING HT. 1.5m.
CONIFEROUS SHRUBS				
C	10	ANDORRA JUNIPER / <i>Juniperus horizontalis 'Plumosa Compacta'</i>	#3 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 450mm SPR.
D	5	CALGARY CARPET JUNIPER / <i>Juniperus sabina</i> Calgary carpet	#3 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 450mm SPR.
DECIDUOUS SHRUBS				
E	25	FE PINK SPARKLER SPIREA / <i>Spiraea betulifolia 'Coursier'</i>	#3 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 300mm HT.
F	26	THREE-LOBE SPIREA / <i>Spiraea trilobata</i>	#3 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 300mm HT.
G	13	LITTLE LADY LILAC/ <i>Syringa x 'Jeflady'</i>	#2 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 450mm HT.
H	3	HIGHBUSH CRANBERRY / <i>Viburnum trilobum</i>	#2 CONTAINER	SPECIMEN, CONTAINER GROWN, WITH MINIMUM 3 STALKS IN WELL BRANCHED PLANT, MIN. 450mm HT.

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 262003/2025C

SHEET # 10 OF 10

DATE: November 20, 2025

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GENERAL CONTRACTOR

SNR CONSTRUCTION
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ARCHITECT

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STRUCTURAL ENGINEERING

MECHANICAL & ELECTRICAL ENGINEERING

MCW Consultants Ltd.
 215-1821 Wellington Avenue
 Winnipeg, Manitoba
 R2M 0G4
 Tel: 204-779-7900
 Fax: 204-779-1119
 www.mcw.com

CIVIL ENGINEERING

Stantec
 Suite 500, 311 Portage Ave.
 Winnipeg MB Canada
 R2S 2S7
 Tel: 204-489-5900
 Fax: 204-453-9012
 www.stantec.com

LANDSCAPE ARCHITECT

McGowan Russell
 825 Ross St. 2nd floor
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 Canada, R2H 0A8
 T: 1-204-958-0206

REVISION/ISSUANCE

No.	Date	Description
1	24 OCT 23	ISSUED FOR 60% REVIEW
2	24 NOV 01	ISSUED FOR 60% REVIEW
3	25 JAN 03	ISSUED FOR 60% REVIEW
4	25 MAR 06	ISSUED FOR VARIANCE
5	25 JUN 24	ISSUED FOR CONSTRUCTION
6	25 SEP 09	ISSUED FOR CONSTRUCTION
7	25 OCT 31	REVISED BUILDING

the manitoba association of landscape architects

Julie Wilkie
 JACQUELINE L. WILKIE
 member no. 75

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PROJECT
3041 NESS AVENUE

Address

DRAWING
SOFT LANDSCAPE PLAN

DRAWN BY N.Y. **REVIEWED BY** J.W.

SCALE
1 : 100

DATE
2025/10/25

PROJECT NO. 24-040 **DRAWING NO.** L1.0