

ADMINISTRATIVE REPORT

Title: DAV 25-267424\C – 111 Nassau St N

Issue: For consideration of a Variance associated with the construction of a 10-unit multiple-family dwelling.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

Author	Department Head	CFO	CAO
I. Stonehouse, MCP	n/a	n/a	

DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the "R2 Osborne Village Neighbourhood Plan and Mature Communities PDO-1" Development & 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 lot area per dwelling of 657 square feet (61.04 square metres) instead of 800 square feet (74.33 square metres);
 - b. 7 parking spaces instead of 10 spaces;
2. for the establishment of an accessory parking area to permit no buffering of a parking area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district.

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 a minimum of 5 secure, indoor bicycle parking spaces shall be provided to the satisfaction of the Director of Planning, Property, and Development.
3. That prior to the issuance of any development permits, the applicant shall ensure a minimum of two (2) units in the proposed development will provide rents not exceeding the most current Provincial Affordable rates as posted by the Province of Manitoba, for a period of no less than 10 consecutive years from the date in which the building is granted occupancy. The Owner shall provide a copy of an executed agreement with the City of Winnipeg or any other level of government that details a clear mechanism of

enforcement to adhere to the reduced rental rates, to the satisfaction of the Affordable Housing Concierge as delegated under the Director of Planning, Property and Development Department.

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 two (2) affordable dwelling units for the proposed development, to the satisfaction of the Director of Planning, Property and Development Department, and to be thereafter maintained to the satisfaction of the Director.

REASON FOR THE REPORT

- The applicant is proposing to build a 10-unit multiple-family dwelling and requires Variances for density, parking stall, and parking buffering requirements of the *Winnipeg Zoning By-Law*.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE: DAV 25-267424\C
RELATED FILES: DCU 25-267414\C
COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: 1.110 - (McMILLAN)

SUBJECT: To vary the "R2 Osborne Village Neighbourhood Plan and Mature Communities PDO-1" Development & Design Standards of Winnipeg Zoning By- Law No. 200/2006 as follows:

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 - a. a lot area per dwelling of 657 square feet (61.04 square metres) instead of 800 square feet (74.33 square metres);
 - b. 7 parking spaces instead of 10 spaces;
2. for the establishment of an accessory parking area to permit no buffering of a parking area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district.

LOCATION: 111 Nassau St N
LEGAL DESCRIPTION: LOT 14 PLAN 27359 36/37 ST B

APPLICANT: Sunil Sharma (Bluestone Homes Inc.)
10 Donald St Suite 203
Winnipeg, MB R3C 1L5

OWNER: 10234273 MANITOBA LTD.
3 Kilmer Ave
Winnipeg, MB R3K 0B7

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 Nassau St, in the McMillan neighbourhood of the Fort Rouge - East Fort Garry ward.
- The subject site is 6,577 square feet in area. The site is currently occupied by a 5-unit multi-family building built in 1904.
- The subject site is accessed by a paved back lane.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the “Established Neighbourhood – Mature Community” policy area. The property is zoned “R2” Residential - Two-Family District.
- The subject site is also located with an area covered by the *Osborne Village Neighbourhood Plan (OVNP)*. The site is designated under the Neighbourhood Plan as “Village Medium Density Residential.”



Figure 1: Aerial photo of subject site and surrounding area.

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Two-family dwellings zoned “R2” Residential - Two-Family.

South: Single-family dwellings and a triplex zoned “R2” Residential - Two-Family.

East: Nassau St, then two- and multi-family dwellings zoned “R2” Residential - Two-Family.

West: Rear lane, then a two-family dwelling and condominium units zoned “R2” Residential - Two-Family.

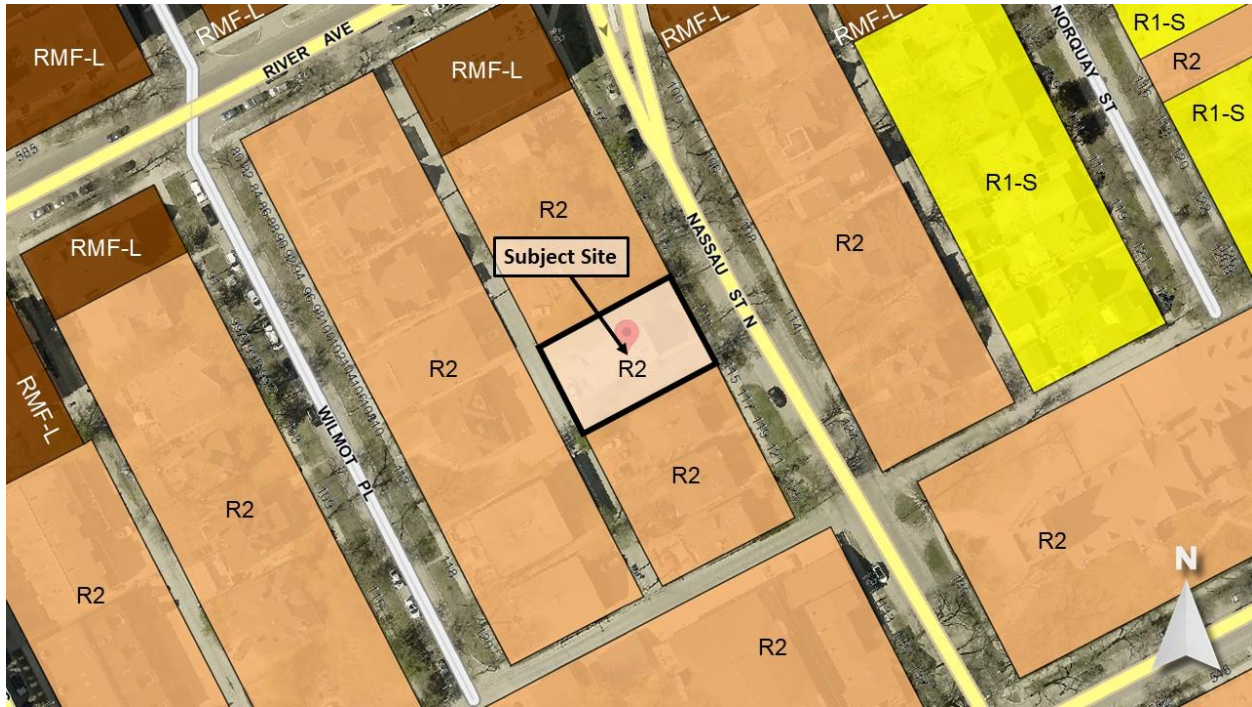


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant seeks Variances for density, parking stall, and parking buffering requirements in order to construct a 10-unit multi-family dwelling.
- The existing 5-unit dwelling on site will be demolished.
- The proposed building is three storeys (~35 feet) in height. Units 1 and 2 are accessed directly from the front, while units 3-10 are accessed from side entrances located on the north and south sides of the building.
- The applicant is proposing 7 parking stalls located at the rear of the site accessed from the public lane. Of the 7 stalls, 1 is accessible parking and 1 is visitor parking.
- Secure, indoor bicycle storage is provided at the northwest corner of the building near the rear parking area.
- The landscaping plan details the addition of 2 trees and 10 shrubs.
- The proposal also requires a Conditional Use for a multi-family dwelling in the “R2” District. The Administrative Report for the associated Conditional Use can be found under File DCU 25-267414\C.

REASON FOR APPLICATION

- Density
Properties zoned “R2” have a minimum required lot area per dwelling unit of 800 square feet for multi-family. The applicant is proposing a lot area per dwelling unit of 657 square feet, therefore a Variance is required.

- Parking Supply

The applicant is proposing 7 parking stalls instead of the required 10 parking stalls, therefore a Variance is required.

- Parking Buffering Requirements

Per the Landscaping and Buffering Standards of the Winnipeg Zoning By-law, a landscaped buffer must be installed when a parking or loading area accessory to any use, other than a single- or two-family residential use, is located within 20 feet of a side or rear lot line abutting or adjacent to a residential zoning district. The applicant is proposing no buffering of a parking area located within 20 feet of a residential zoning district, therefore a Variance is required.

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

The applicant engaged with the Urban Planning and Design Division for preliminary discussions prior to making a formal application. The Division expressed support for 10 units on the property, as well as a reduction in parking stalls to 7, under the condition that two (2) affordable units were provided per the parameters of the City's Parking Reductions for Affordable Housing program, as well as the provision of five (5) secure, indoor bicycle parking stalls. The Division also requested several site plan/building layout changes, including the addition of front entrances facing Nassau Street and a reduction in the percentage of stucco finish on the front façade. The developer complied with all requests.

With the Public

No information was received regarding neighbourhood consultation.

ANALYSIS AND ISSUES

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.

- The subject property is located in an Established Neighbourhood designated as a "Mature Community" as outlined in *CCDS 2.0*.
- The Vision for Established Neighbourhoods is for them to continue to evolve as complete communities, to increase the diversity of housing choices, improve housing affordability, and more efficiently use land, infrastructure and services.
- Goal 1 states "encourage compatible residential development within Established Neighbourhoods to build more *Complete Communities* and align with the City's residential intensification target."
- General policies for Established Neighbourhoods that relate to the subject proposal are as follows:

- 1.1 *Encourage residential development that positively contributes to neighbourhood character while expanding housing options for residents in a manner that is sensitive and complementary to existing development*
- 1.2 *Increase the population within Established Neighbourhoods to contribute to the physical renewal and revitalization of older neighbourhoods.*
- 1.5 *Support up to mid-rise residential development in Established Neighbourhoods that is compatible with neighbourhood context.*
- 1.9 *Small-scale residential uses other than single-family residential may be accommodated on collector streets and local streets with a public lane and where compatible with adjacent land uses, and in consideration of the factors listed in policy section 1.6.*
- CCDS 2.0 states Mature Communities “present some of the best opportunities to accommodate infill development, to increase housing choice and to maximize the use of existing infrastructure.”
 - Goal 2 states “design new development in Established Neighbourhoods to a high standard of urban design and construction to ensure new development adds value to public and private urban spaces to create a sense of place and civic pride.”
 - General policies for Established Neighbourhoods that relate to the subject proposal are as follows:
 - 2.3 *Encourage, where contextually suitable, the location of multi-family buildings at or near the front and corner side property lines to create a pedestrian orientation that is respectful of the area context. Use setbacks to provide landscaping, front courtyards for individual units or other amenities that support the pedestrian environment, building design and relationship to the street.*
 - 2.4 *Encourage the use of high-quality, energy efficient, and durable exterior building façade materials.*
 - 2.5 *Encourage a variety of architectural styles.*
 - 2.6 *Encourage building design to include a range of architectural features that create visual interest and positively contribute to the aesthetics of the street and neighbourhood.*
 - 2.8 *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.*
 - 2.11 *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.*

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

3.1 Encourage a variety of housing types and tenures within Established Neighbourhoods to meet life-cycle housing needs and affordability ranges.
- Goal 8 states “facilitate the redevelopment of Established Neighbourhoods that contributes to the further development of walkable, bikeable and transit-oriented communities in accordance with city pedestrian and cycling strategies”.
- General policies for Established Neighbourhoods that relate to the subject proposal are as follows:

8.4 For properties with public lane access, vehicular access should be taken from the public lane in order to reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property.

8.5 All developments should provide a private pedestrian pathway that connects to a public sidewalk or multi-use pathway where present.

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

- The development will help achieve residential intensification targets, including that a minimum of 50% of all new dwelling units be accommodated in the intensification target area of the City;
- The development will positively contribute to the surrounding neighbourhood by providing additional housing options;
- The proposed development will better utilize existing infrastructure including the street network, water and wastewater service capacity and city services such as library, recreation and education;
- The proposed density is compatible with the surrounding context and meets the intention of the “Village Medium Density Residential” designation in the *Osborne Village Neighbourhood Plan* (detailed in the next section), which permits building heights between two and four storeys; and
- The building is oriented to the street, has a height and scale similar to surrounding buildings, uses a variety of building materials, adds to the architectural interest of the area, includes features such as balconies, and takes vehicular access from the rear laneway.

Osborne Village Neighbourhood Plan

- The *Osborne Village Neighbourhood Plan* provides policies for development in Osborne Village, and has statutory authority as a secondary plan. The *Neighbourhood Plan* is made up of specified designations that respect the existing development patterns in place, and provide opportunities for future growth.

- The proposed development is compatible with the surrounding context and meets the intention of the “Village Medium Density Residential” designation in the *Neighbourhood Plan*, which is described as:
 - **4.1.3 Village Medium Density Residential (V-MDR) Policies:**
 - **4.1.3.A** *Encourage a mixture of single-family homes, duplexes, triplexes, fourplexes, townhomes, and multiple-family buildings;*
 - **4.1.3.B** *New development will have a minimum of two storeys and a maximum of four storeys in height in order to preserve the scale and pedestrian oriented character of this area.*

VARIANCES

Density

A Variance has been requested for a lot area per dwelling unit of 657 square feet instead of 800 square feet.

The addition of 10 units is an appropriate density for Nassau Street. The block features similar levels of density, including 13- and 20-unit apartments abutting River Ave, a five-plex, fourplex, two triplexes, and several duplexes. This property is also located within 400 metres of several public transit routes including the D16, D19, and F6, and to three major arterial streets, including River Avenue, Stradbrook Avenue, and Osborne Street (also a CCDS 2.0 designated Urban Mixed Use Corridor). Most importantly, the *Osborne Village Neighbourhood Plan* permits the level of density in this area. Specifically, Policies 4.1.3.A and 4.1.3.B (Village Medium Density Residential) state the following:

4.1.3.A *Encourage a mixture of single-family homes, duplexes, triplexes, fourplexes, townhomes, and multiple-family buildings;*

4.1.3.B *New development will have a minimum of two storeys and a maximum of four storeys in height in order to preserve the scale and pedestrian oriented character of this area.*

Based on the above, the proposed density and height is consistent with CCDS 2.0 and the Osborne Village Neighbourhood Plan, and fits within the context of the block. Therefore, the Urban Planning and Design Division supports this variance.

Parking Supply

The applicant has proposed 7 parking stalls instead of the required 10 parking stalls.

As of February 2, 2023, the City of Winnipeg supports approving/recommending reductions in minimum parking requirements for affordable housing. This process was developed with local data, discussions with affordable housing developers and the Public Service. Affordable housing projects can be approved for a reduction in required parking minimums provided they meet the following criteria:

- i. the development is within 400m of the long-term Primary Transit Network; and
- ii. projects meet one of the affordable housing definitions, along with proof of affordability

The proposed development meets both above criteria; therefore, the Division is able to apply a parking reduction of 0.15 parking spaces per affordable housing unit. The development will provide two (2) affordable units, therefore the adjusted required parking is 8.3. The Division has placed two conditions of approval on the Variance to ensure the affordable units are provided.

Access to reliable public transportation and the provision of indoor, secure bicycle parking are two additional factors that the Urban Planning and Design Division typically look for when determining whether to support a Variance for parking stalls. The subject site is located within close proximity to several public transit routes including the D16, D19, and F6, all of which are part of the City's Primary Transit Network. The applicant has also indicated that five (5) secure, indoor bicycle spaces will be provided as part of the development. These have been labelled on the proposed site plan. Because of these factors, the Division is able to support a 0.8 ratio (stalls to units) for the development. Using the already adjusted number from the addition of two affordable units, the calculation is as follows:

8.3 stalls (down from 10 because of the addition of two affordable units) x 0.8 = 6.64, rounded up for a modified total of 7 parking stalls.

Given the addition of two affordable units, the provision of secure, indoor bicycle parking, and the site's proximity to the Primary Transit Network, the Urban Planning and Design Division supports this variance.

Parking Buffering Requirements

A Variance has been requested for a parking area located less than 20 feet from a side or rear lot line adjacent to a residential district.

This variance is triggered by the presence of seven parking stalls located directly off of the rear lane. Given the presence of the rear lane between these parking stalls and the residential properties to the west, a buffered parking area would create no greater privacy to the residential lots than what already exists with the rear lane adjacent to the rear lot lines. For this reason, the Urban Planning and Design Division supports this variance.

REASONS FOR DECISION

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

- (a) is consistent with *Plan Winnipeg* and any applicable secondary plan;
In that, the proposed Variances will enable a development that increases neighbourhood population and contributes to the physical renewal and revitalization of an older neighbourhood.
- (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 site design and building design elements of the proposed development align with the surrounding context and help reduce any potential adverse effects on the neighbouring properties and surrounding area.

- (c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and

In that, the proposed Variances would allow the applicant to introduce additional density on the site in a manner that is consistent with the policies guiding development under the “Established Neighborhoods – Mature Communities” policy area within the Complete Communities Direction Strategy 2.0 and under the “Village Medium Density Residential” designation within the Osborne Village Neighbourhood Plan.

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

In that, the proposed development is compatible with existing development on Nassau Street and in the McMillan neighbourhood.

OURWINNIPEG 2045 POLICY ALIGNMENT

- City Building Objective 1: Responsibly plan, prioritize and accommodate growth in areas that best support *Complete Communities* principles, to achieve this Plan’s sustainable development goals.
- City Building Objective 2: Integrate resilient land use, transportation and infrastructure planning, and investments.
- City Building Objective 3: Facilitate development opportunities that complete established communities, and plan new communities as complete and connected from the outset.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

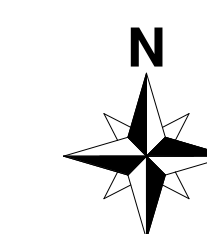
Consideration was given to whether this report connects to any of the specific Goals and Objectives in the *PRS* and it was determined the *PRS* is not applicable to this specific report.

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning and Design
Prepared by: Isaiah Stonehouse, MCP
Date: Friday, February 27, 2026
File No. DAV 25-267424\C

BACK LANE

NASSAU STREET



ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DCU 267414/2025C
SHEET # 1 OF 3
DATE: Feb. 2, 2026

MAIN FLOOR
 1/4" = 1'-0"

TOTAL Sq. Ft. / FLOOR

- MAIN FLOOR
- UNITS 1-4: 399.88 (1699.52 total)
- SECOND FLOOR
- UNITS 5-8: 482.63 (1930.52 total)
- THIRD FLOOR
- UNITS 9-10: 881.81 (1783.62 total)
- TOTAL Sq. Ft.: 5293.66**

SITE INFO:

BUILDING FOOTPRINT:	1760.12	(26.78%)
PARKING:	1560.00	(23.74%)
SIDEWALK (CONC.):	1484.47	(22.74%)
SOFT LANDSCAPING (SOD):	1757.33	(26.74%)
TOTAL LOT:	6571.92	

- SITE NOTES:**
1. INCLUDE 6'-0" HIGH OPAQUE FENCING ALONG THE SIDE PROPERTY LINES ADJUTING EXISTING NEIGHBOURING BUILDINGS (INCLUDE PARKING AREAS FOR BOTH NEIGHBOURING PROPERTIES AND FOR CORNER FLANKING YARDS ON CORNER LOTS)
 2. INCLUDE ELECTRICAL SERVICE PANEL CAPACITY W/ CONDUITS INSTALLED ADJACENT TO OUTDOOR PARKING AREAS
 3. MECHANICAL EQUIPMENT NOT INDICATED ON SITE PLAN TO BE LOCATED AT THE REAR OF THE BUILDING OR ON THE CORNER FLANKING SIDE YARD, NOT VISIBLE FROM THE STREET
 4. ALL SUMP PUMP DISCHARGE PIPES DISCHARGING WEIRING THE WATER SHALL BE LOCATED SUCH THAT EFFECTIVE POSITIVE DRAINAGE AWAY FROM THE BUILDINGS IS ACHIEVED

- LANDSCAPING NOTES:**
1. PLANTING TYPES, SIZES AND LOCATIONS TO BE DETERMINED BY LANDSCAPING CONTRACTOR
 2. FRONT YARD (NASSAU STREET):
A. TWO (2) TREES, AND SIX (6) SHRUBS
 3. 2 GALLON SHRUBS & 2.5" CALIPER TREES
 4. TREES MUST BE PLANTED NOT LESS THAN 6.56 FEET (2.0 METRES) FROM A PUBLIC SIDEWALK, A MINIMUM OF 3.28 FEET (1.0 METRES) FROM A PROPERTY LINE, AND SHOULD BE LOCATED AT A SUFFICIENT DISTANCE FROM THE BUILDING TO ALLOW FOR FULL CANOPY AND ROOT SYSTEM DEVELOPMENT
 5. ENSURE A VARIETY OF DIFFERENT SPECIES ARE SELECTED TO INCREASE THE DIVERSITY OF THE URBAN CANOPY
 6. REFER TO ARBORIST REPORT FOR ANY EXISTING LARGE TREES

- SHRUB OPTIONS:**
- GOLDMOUNT SPREA
 - VARIOUS NINEBARK
 - HYDRANGEA
 - FORSYTHIA
 - JAPANESE BARBERY
 - BURNING BUSH
 - KARL FOESTER
 - LITTLE LIME HYDRANGEA
 - SUMMER WINE NINEBARK
 - GLOW GRL SPREA

- TREES OPTIONS: (LARGE/MEDIUM):**
- AMUR MAPLE
 - MING CHERRY
 - NAVIGATOR PEAR

- BUILDING NOTES:**
1. WINDOW SIZES ON ARCHITECTURAL PLANS INDICATE ACTUAL WINDOW DIMENSIONS. REFER TO SHOP DRAWINGS FOR ROUGH OPENINGS.
 2. WINDOW WELLS MAY BE REQUIRED BASED ON GRADING SITE CONDITIONS.
 3. POSTS TO BE THE SAME NUMBER OF FLIES AS THE BEAM, UNTEL OR GIRDER THEY SUPPORT.
 4. UNTELS LESS THAN 4'-0" TO BE 2x10 UNLESS OTHERWISE SPECIFIED.
 5. UNTELS GREATER THAN 4'-0" TO BE 3x10 w/ DOUBLE JACKS EACH END.
 6. OVERHANGS TO BE 1'-0" UNLESS OTHERWISE SPECIFIED.
 7. GARAGE ROOF VENTING PER 919.1.
 8. HOUSE ROOF VENTING PER 919.1.2

111 NASSAU STREET N
10-PLEX

MAIN FLOOR PLAN /
SITE PLAN

A	ISSUED FOR PRELIMINARY REVIEW	12.05.2025
B	ISSUED FOR ZONING REVIEW	10.06.2025

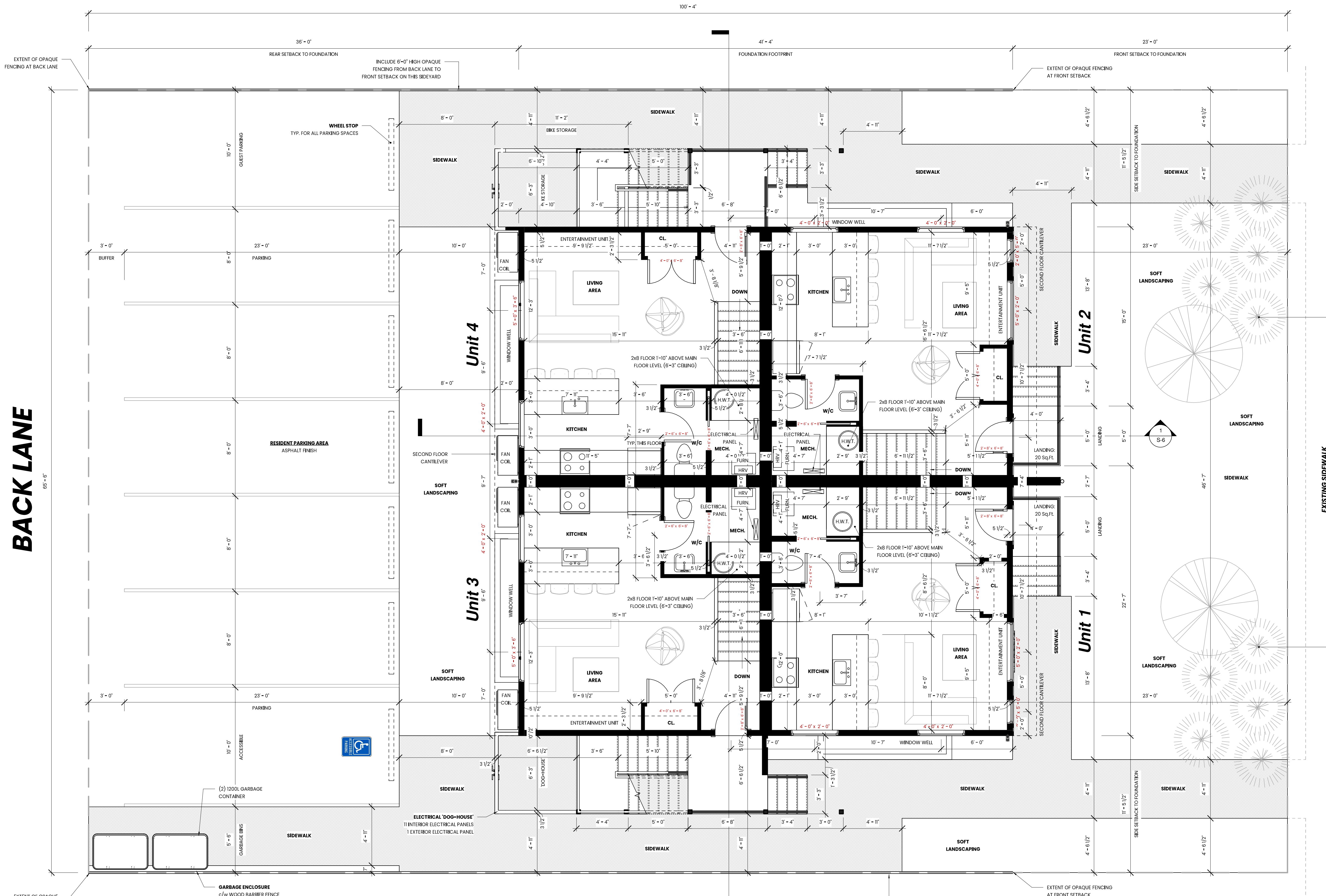
THIS DRAWING ARE THE PROPRIETARY WORK PRODUCT OF WPG DRAFTING & DESIGN. THE USE OF THIS DRAWING AND / CONCEPTS FOUND THERE-IN WITHOUT THE WRITTEN PERMISSION OF WPG DRAFTING & DESIGN IS PROHIBITED. THIS DRAWING IS INTENDED ONLY FOR THE BUILDING PERMIT & CONSTRUCTION OF 111 NASSAU STREET NORTH, AND IT IS NOT AUTHORIZED TO OBTAIN ADDITIONAL BUILDING PERMIT ON ANY OTHER SITE

Sheet Size : 24x36

Date	January 23, 2026
Drawn By	RK
Checked By	RK

A-4

Scale As indicated



- BUILDING NOTES**
- WINDOW SIZES ON ARCHITECTURAL PLANS INDICATE ACTUAL WINDOW DIMENSIONS. REFER TO SHOP DRAWINGS FOR ROUGH OPENINGS.
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 - GARAGE ROOF VENTING PER 9.19.1.
 - HOUSE ROOF VENTING PER 9.19.1.2



FRONT ELEVATION (NASSAU STREET)

1/4" = 1'-0"

EXTERIOR MATERIALS (Sq.Ft.):

PREMIUM STUCCO:	249.61
HORIZONTAL SIDING:	345.39
VERTICAL SIDING:	1072.31
VERTICAL WOOD KWP:	246.57
REGULAR STUCCO:	4229.70

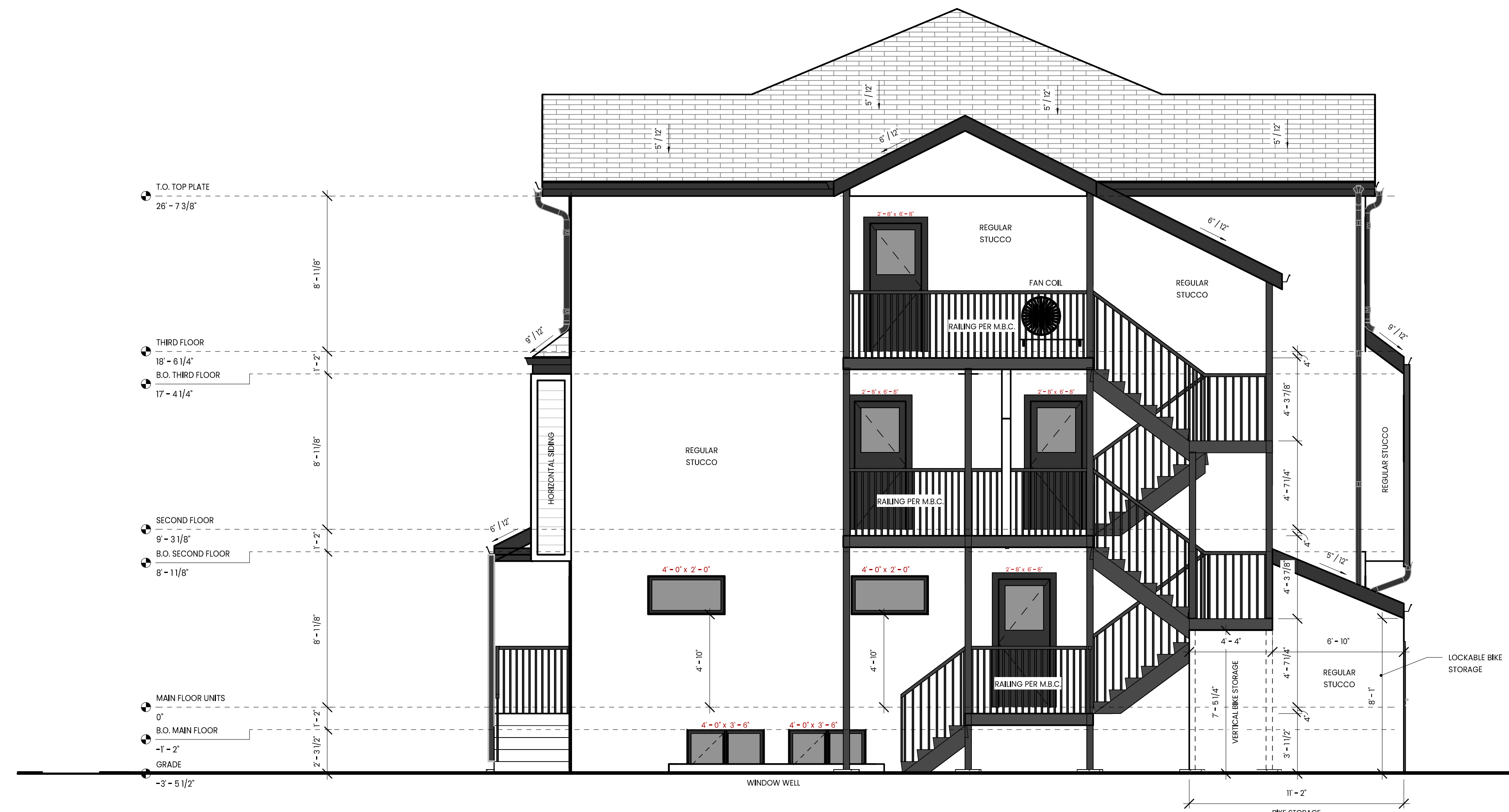
ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DCU 267414/2025C

SHEET # 2 OF 3

DATE: Feb. 2, 2026

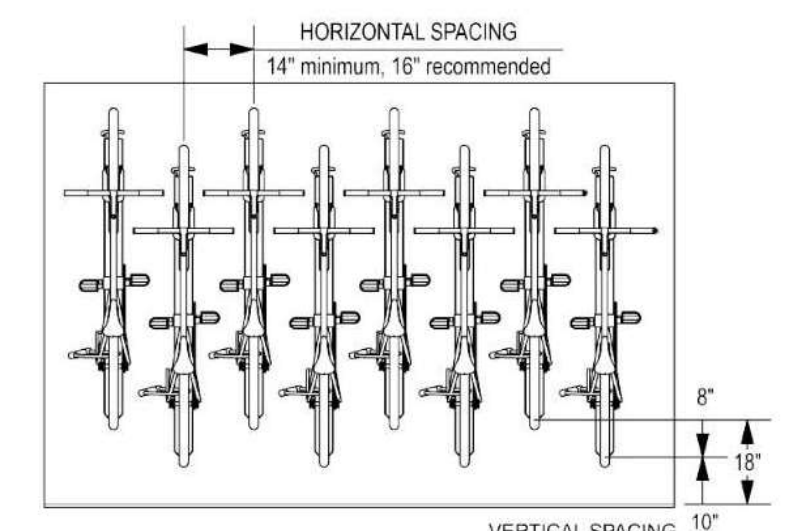


RIGHT ELEVATION

1/4" = 1'-0"

Vertically-staggered Bike Racks

14"-16" Between racks
8"-12" Staggered height



Vertical Bike Storage Site Planning

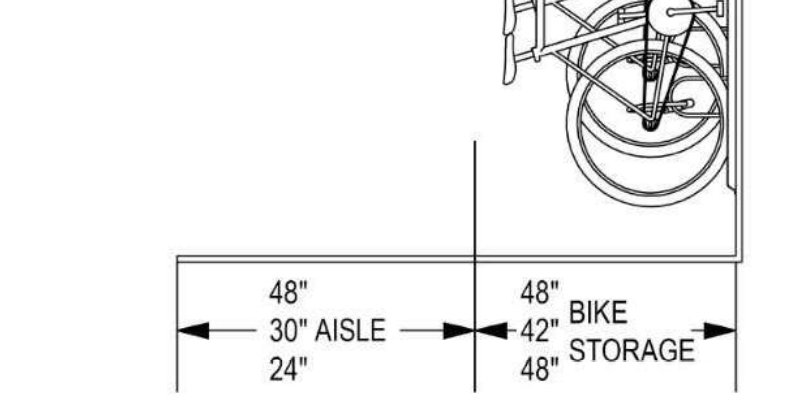
Space for Bicycle

96" total floor space, recommended

- 48" bike storage | 48" aisle

72" total floor space, minimum

- 48" bike storage | 24" aisle
- 42" bike storage | 30" aisle



111 NASSAU STREET N
10-PLEX

FRONT & RIGHT SIDE
ELEVATIONS

A	ISSUED FOR PRELIMINARY REVIEW	12.05.2025
B	ISSUED FOR ZONING REVIEW	10.06.2025

THIS DRAWING ARE THE PROPRIETARY WORK PRODUCT OF WPG DRAFTING & DESIGN. THE USE OF THIS DRAWING AND / CONCEPTS FOUND THERE-IN WITHOUT THE WRITTEN PERMISSION OF WPG DRAFTING & DESIGN IS PROHIBITED. THIS DRAWING IS INTENDED ONLY FOR THE BUILDING PERMIT & CONSTRUCTION OF 111 NASSAU STREET NORTH, AND IT IS NOT AUTHORIZED TO OBTAIN ADDITIONAL BUILDING PERMIT ON ANY OTHER SITE.

Sheet Size : 24x36
Date : January 23, 2026
Drawn By : RK
Checked By : RK

A-2

Scale : As indicated



ZONING AND PERMIT BRANCH
 THIS PLAN IS SUBMITTED FOR APPROVAL IN
 CONNECTION WITH: DCU 267414/2025C
 SHEET # 3 OF 3
 DATE: Feb. 2, 2026

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 6. OVERHANGS TO BE 1'-0" UNLESS OTHERWISE SPECIFIED.
 7. GARAGE ROOF VENTING PER 9.10.1.
 8. HOUSE ROOF VENTING PER 9.10.2.

REAR ELEVATION (BACK LANE)

1/4" = 1'-0"
EXTERIOR MATERIALS (Sq Ft):
 PREMIUM STUCCO: 249.61
 HORIZONTAL SIDING: 345.39
 VERTICAL SIDING: 1072.31
 VERTICAL WOOD KWP: 246.57
 REGULAR STUCCO: 4229.70



LEFT ELEVATION

1/4" = 1'-0"

111 NASSAU STREET N
 10-PLEX

REAR & LEFT SIDE ELEVATIONS

A	ISSUED FOR PRELIMINARY REVIEW	12.05.2025
B	ISSUED FOR ZONING REVIEW	10.06.2025

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Sheet Size : 24x36
 Date: January 23, 2026
 Drawn By: RK
 Checked By: RK

A-3

Scale: As indicated