

## ADMINISTRATIVE REPORT

**Title:** DAV 26-151012\C – 611 Wardlaw Ave

**Issue:** For consideration of Variances associated with the construction of a 17-unit multi-family building.

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

### AUTHORIZATION

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

### DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the "R2" development and design standards of the 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 unit of 690 square feet (64.11 square metres) instead of 800 square feet (74.33 square metres);
- b) a front yard of 11 feet (3.36 metres) instead of 44 feet (13.42 metres);
- c) a building height of 40 feet (12.2 metres) instead of 35 feet (10.7 metres);
- d) 16 parking spaces instead of 17 spaces;

2) for the establishment of an accessory parking area to permit:

- a) 2 visitor parking spaces instead of 3 spaces;
- b) no buffering of a parking area located within 20 feet (6.1 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.

## REASON FOR THE REPORT

- The applicant is proposing to build a 17-unit multi-family building on the property, and requires Variances to accommodate their proposal.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

## FILE/APPLICANT DETAILS

**FILE:** DAV 26-151012\C  
**RELATED FILES:** DCU 150997/2026C  
**COMMUNITY:** City Centre Committee  
**NEIGHBOURHOOD #:** 1.110 - (McMILLAN)

**SUBJECT:** To vary the "R2" development and design standards of the 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 unit of 690 square feet (64.11 square metres) instead of 800 square feet (74.33 square metres);  
    b) a front yard of 11 feet (3.36 metres) instead of 44 feet (13.42 metres);  
    c) a building height of 40 feet (12.2 metres) instead of 35 feet (10.7 metres);  
    d) 16 parking spaces instead of 17 spaces;  
2) for the establishment of an accessory parking area to permit:  
    a) 2 visitor parking spaces instead of 3 spaces;  
    b) no buffering of a parking area located within 20 feet (6.1 metres) of a rear lot line adjacent to a residential district.

**LOCATION:** 611 Wardlaw Ave  
**LEGAL DESCRIPTION:** PCL A PLAN 69734 35 ST B

**APPLICANT:** Pedro Chagas (Chagas Architect + Development Inc.)  
1100 Corydon Ave 201  
Winnipeg, MB R3M 0Y8

**OWNER:** 10202105 MANITOBA LTD.  
1680 Sargent Ave  
Winnipeg, MB R3H 0C2

## 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 Wardlaw Ave, between Wellington Crescent and Nassau Street N. in the McMillan 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 Medium Density Residential (V-MDR)” policy area of the *Osborne Village Neighbourhood Secondary Plan*.
- The subject site is currently zoned “R2” Residential Two-Family District, with an assessed lot area of 11,630 square feet.
- The subject site is currently vacant, with the previous structure having been recently demolished.
- The subject site is accessed by a paved rear lane.



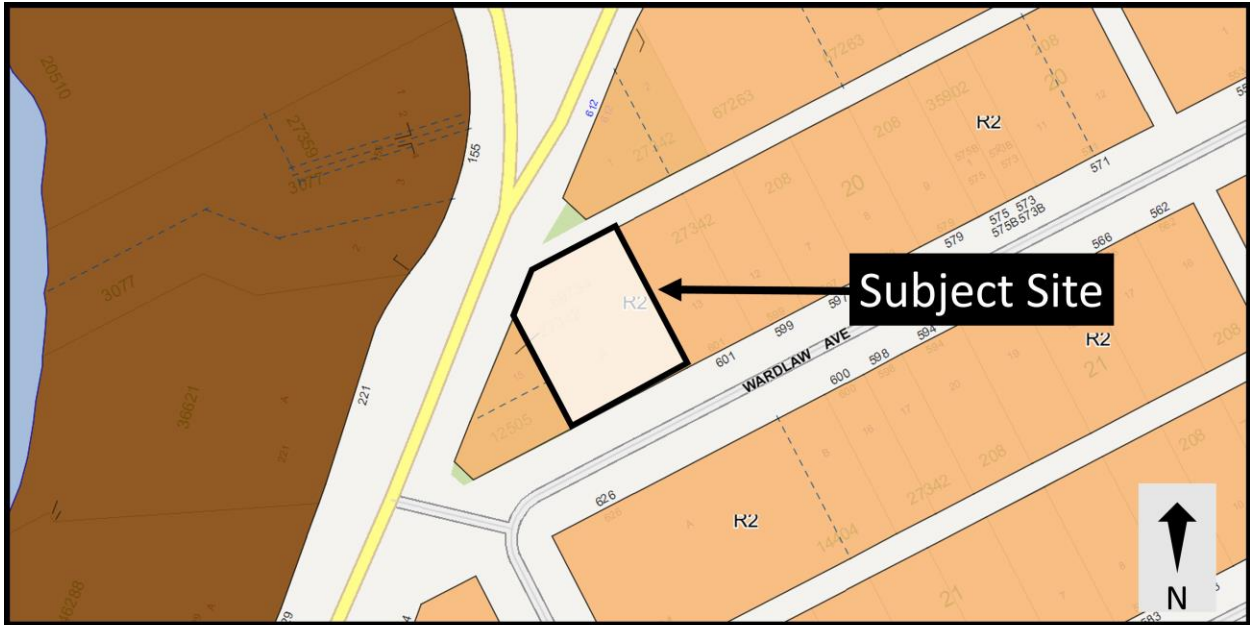
**Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2024).**

**North:** A rear lane, then a park area zoned “R2” Residential – Two-Family district, Wellington Crescent, and multi-family buildings zoned “RMF-L” Residential Multi-Family (Large) District.

**South:** Wardlaw Avenue, then a multi-family building zoned “R2” Residential – Two-Family district.

**East:** A two-family dwelling zoned “R2” Residential – Two-Family district.

**West:** A park area zoned “R2” Residential – Two-Family district.



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

## DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The application intends to construct one 17-unit multi-family building, which would:
  - Be four stories in height.
  - Have an 11' front yard setback to Wardlaw Avenue.
  - Have an 8.5' east side yard setback.
  - Have a 4' west side yard setback.
  - Have a 25' rear yard setback.
  - Be clad with a combination of limestone, composite wood, Hardie plank, and brick.
  - Include a main entrance with floor to ceiling windows facing Wardlaw Avenue, as well as covered parking that takes access from the rear lane.
- The site plan also shows:
  - An earthbin garbage enclosure in the rear yard.
  - A total of four trees and 41 shrubs.
  - A total of 11 indoor parking spaces and five outdoor parking spaces, including two visitor spaces and one accessible space.
  - A secure, indoor bicycle storage area with space for 16 bicycles, as well as a smaller outdoor rack at the front of the building for visitors.
  - Space for a future City of Winnipeg AT path along the northwest corner of the property.
    - Please see the “Collaborative Planning and Consultation” section of this report for further discussion of the AT path and the front yard setback.

## COLLABORATIVE PLANNING AND CONSULTATION

- The applicant originally proposed a significantly larger front yard setback of approximately 25', compared to the currently proposed 11' setback. During the review process, the Public Service identified an opportunity to secure land at the rear of the property for a future active transportation (AT) pathway and requested that the building be shifted closer to the front property line to preserve space for this purpose. As a result, the applicant is now seeking a larger front yard variance than was originally contemplated.
- It should be noted that the applicant was under no obligation to modify the proposed site or building design and could have proceeded with the original layout. However, after learning of the Public Service's interest in acquiring land for a future AT pathway, the applicant voluntarily paused the application process and revised the site plan to accommodate this request. The need for the increased variance is therefore directly related to the applicant's efforts to facilitate a broader City of Winnipeg objective.

## 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 four stories, the proposed building is considered a low-rise development under CCDS 2.0 policies. The building height is consistent with the surrounding neighbourhood context, which includes a four-storey building on the north side of the lane from the subject property (606 Stradbrook Ave), a three-storey building on the south side of Wardlaw Avenue from the subject property (626 Wardlaw Ave), a three-storey building at the corner of Nassau Street N and Wardlaw Ave (553 Wardlaw Ave), and multiple high-rise developments along Wellington Crescent.

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 Wardlaw Avenue of 11', while all other yard setbacks meet or exceed the *Winnipeg Zoning By-Law*. The front yard setback of 11' brings the building closer to the public sidewalk and street. Together with the proposed plaza area with seating, the front entrance facing Wardlaw Avenue, the floor-to-ceiling windows for the lobby area, and the roof overhang, the location of the building closer to the front property line supports the pedestrian environment on Wardlaw Avenue.

Near-zero foot setbacks to Wardlaw Avenue are a common feature of multi-family buildings on this block. 626 Wardlaw Avenue directly opposite the subject site, 571 Wardlaw Avenue, and 553 Wardlaw Avenue all have zero or near-zero foot setbacks to Wardlaw Avenue.

It is important to note that while the proposed front yard setback is consistent with CCDS 2.0 policies, it is also important for accommodating a future bicycle path along Wellington Crescent. As noted in the “Collaborative Planning and Consultation” section, the applicant originally proposed a larger front yard setback that would have included a larger plaza and landscaping area.

#### 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 uses a variety of building materials including composite wood, limestone, brick, and Hardie lap siding. In addition to the façade materials, the front façade includes two portions that project outwards from the primary mass, a covered entry into the main lobby of the building, and floor-to-ceiling windows. Together, these features break up the horizontal massing of the building, they introduce a variety of architectural styles and features that create visual interest, and they include high-quality exterior facade materials..

#### 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 Wardlaw Avenue, with a direct pedestrian connection to the sidewalk. Similarly, balconies on the second through fourth floors help to 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 four stories is comparable to other developments in the immediate vicinity, which include two, three, and four-storey buildings along with larger towers along Wellington Crescent. The proposed development includes an east side yard of 8' to the only abutting residential development – a two-storey two-family dwelling. 8' is double what the Zoning By-Law requires the side yard of a multi-family building in the “R2” district to be, thereby respecting the building to the north.

The proposed building uses floor to ceiling windows, varying façade materials, projections from the primary mass, and inset balconies to ensure there are no blank walls facing public streets and to ensure that the new development respects the existing built form.

#### *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 rear lane, with much of the parking located in a covered parking area underneath the building. Parking taken from the rear lane, rather than from a front drive aisle, reduces the risk of conflict between pedestrians and vehicles and preserves the existing green space along the public boulevard.

#### *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.*

As discussed, the proposed building height of four stories is similar to existing development in the neighbourhood. The use of a larger east side yard mitigates the impact on the only directly abutting residential property – the two-family dwelling to the east. In addition, the proposed building incorporates other design features that are found in the neighbourhood, including a semi-public/private plaza space near the primary entrance, and traditional building materials of wood, stone, and brick. Together, these features enable the building to take cues from the character of the neighbourhood and mitigate the potential for land use conflict with adjacent properties.

## 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 Medium Density Residential policy area of the OVNP. The following policies of the OVNP apply to the proposal:

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

The proposed building maintains the multi-family character of the surrounding block and includes an entrance and window coverage that fronts Wardlaw Avenue which is consistent with surrounding development. The proposed height is consistent with the policies of the OVNP, which require a minimum of two and a maximum of four stories at this location.

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

### **Reasons for the Variances**

#### *Reduced front yard*

- This portion of Wardlaw Avenue has an average front yard of 44', which development is required to adhere to. The applicant has proposed a front yard of 11' and therefore requires a Variance.

#### *Building height*

- The maximum permitted building height in the "R2" Residential – Two-Family district is 35'. The applicant has proposed a building height of 40', and therefore requires a Variance.

#### *Reduced lot area per dwelling unit*

- In the "R2" Residential – Two-Family district, the minimum lot area per dwelling unit is 800 square feet, while the applicant has proposed a lot area of 690 square feet per dwelling unit. For this reason, a Variance is required.

#### *Reduced parking and insufficient visitor parking*

- In Mature Communities such as McMillan, the required parking for multi-family buildings is one stall per dwelling unit. In this case, based on the proposed 17 dwelling units, a total of 17 parking stalls are required, while the applicant has proposed 16 parking stalls. In addition, a minimum of three of the required parking stalls are required to be set aside for visitor parking, while the applicant has proposed designating two spaces for visitors.
- For these reasons, Variances are required.

#### *Insufficient buffering of a parking area*

- Parking within 20' of a rear lot line is required to be buffered if it is adjacent to residential uses. In this case, the proposal shows parking perpendicular to the lane with no buffering between the stalls and the lane. Therefore, a Variance is required.

### **Analysis of Variances**

#### *Reduced front yard and north corner side yard*

- The reduced front yard – 11' instead of the required 44' – is significant. However, there are several factors that support the reduced front yard.
  - First, the Public Service identified an opportunity to acquire land along the rear portion of the property adjacent to Wellington Crescent to facilitate the construction of a future active transportation (AT) pathway. This pathway would advance a broader public objective by improving active transportation connections and providing safer travel options within the neighbourhood. In response, the applicant expressed a willingness to accommodate this initiative and sell a portion of the property to the City of Winnipeg. While this would reduce the site's buildable area, the requested front yard variance would allow the building to be shifted closer to the front property line, preserving space for the future AT pathway while still enabling a multi-family development of a size and unit count generally comparable to what could have been achieved had the land not been acquired.
  - Second, directly opposite the subject site on Wardlaw Avenue, the building at 626 Wardlaw Avenue maintains a 0' setback to the property line along Wardlaw Avenue. Similarly, further east along the block both 553 and 571 Wardlaw Avenue maintain 0' or near-0' setbacks to Wardlaw Avenue. These reduced setbacks are recurring features of the block, and the proposed 11' setback would therefore be similar to existing development here.
  - Third, the reduced front yard enables the building to be located closer to the Wardlaw Avenue property line and public sidewalk, in alignment with *CCDS 2.0* policies that encourage multi-family buildings to locate near the front property line where contextually suitable. This is intended to create active at-grade uses near the street edge, creating a well-defined and populated streetscape
- For these reasons, the Variance is supportable.

#### *Building height*

- The Medium Density Policy Area in the *Osborne Village Neighbourhood Plan (OVNP)* directs buildings to be a minimum of two stories and a maximum of four stories in height. Accommodating a four-storey building while maintaining the maximum building height of 35' in the "R2" district would be challenging. Therefore, a relatively minor 5' height Variance enables the objectives of the *OVPN* to be met.

- The proposed development includes an east side yard of 8', which is more than double the required side yard for multi-family buildings in the "R2" district. This additional side yard space moves the building further away from the only directly abutting residential building to the east, helping to mitigate the impact of the additional height.
- There are examples of similar heights in the surrounding area, including 626 Wardlaw Avenue across the street, 553 Wardlaw located at the intersection of Wardlaw Avenue and Nassau Street N, and 606 Stradbroke Avenue located across the rear lane and slightly east of the subject site.
- For these reasons, the Variance is supportable.

*Reduced lot area per dwelling unit*

- The Public Service regularly supports density variances in areas that are well served by transit, with significant numbers of commercial amenities in close proximity. This property is located less than half a kilometer from Osborne Street, a designated Urban Mixed Use Corridor with significant commercial amenities, and it is located a little over half a kilometer from a grocery store. For these reasons, the Variance is supportable.

*Reduced parking and insufficient visitor parking*

- In a 17-unit building, a deficiency of one vehicle stall and one of three visitor stalls is a relatively minor reduction to the standards required in the Winnipeg Zoning By-Law.
- The property is located within 400 metres of the Primary Transit Network and within an area that contains multiple AT paths, together supporting alternatives to car commuting. As shown in Figure 3, the McMillan neighbourhood has significantly lower rates of car, truck, or van commuting as a driver compared to the City of Winnipeg average, and significantly higher rates of walking, bicycling, and public transit use compared to the City of Winnipeg average.
- As noted, the reduction of one visitor stall – while maintaining two dedicated visitor stalls – is a relatively minor reduction to the Winnipeg Zoning By-Law standards. Further, eliminating one 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.
- For these reasons, the Variances are supportable.

| MAIN MODE OF COMMUTING*                                     | McMillan   |            |             | CITY OF WINNIPEG |
|---|------------|------------|-------------|------------------|
|   | Male       | Female     | % of Total  | % of Total       |
| <b>15 years and over, employed labour force<sup>1</sup></b> |            |            |             |                  |
| Car, truck or van - as a driver                             | 600        | 420        | 59.0%       | 73.4%            |
| Public transit  | 150        | 150        | 17.3%       | 9.2%             |
| Car, truck or van - as a passenger                          | 40         | 70         | 6.4%        | 9.3%             |
| Walk  | 85         | 115        | 11.6%       | 4.7%             |
| Bicycle   | 30         | 40         | 4.0%        | 1.3%             |
| Other method  | 20         | 10         | 1.7%        | 2.0%             |
| <b>TOTAL</b>  | <b>925</b> | <b>805</b> | <b>100%</b> | <b>100%</b>      |

**Figure 3: Main Mode of Commuting in the McMillan Neighbourhood, 2021**

*Insufficient buffering of a parking area*

- Given the proposed development provides parking off the rear lane, it is not possible to provide a landscaped buffer between the rear of this property and the adjacent residential zoning district. No landscaped buffer between parking areas in at the rear of properties and adjacent residential development is a common feature of this neighbourhood, including this lane.

## CONDITIONS OF APPROVAL

N/A

## 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 that all prioritize contextually sensitive multi-family development at this location.
- (b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;  
*In that*, the proposed development’s setbacks, height, and contextual design reduce potential impacts on adjacent uses.
- (c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and  
*In that*, the proposed Variances enable the establishment of a contextually-sensitive development on a lot where multi-family residential development is encouraged via the City’s existing policy framework, and the reduced front yard is necessary to accommodate the City’s acquisition of property for a future AT pathway.
- (d) is compatible with the area in which the property to be affected is situated.  
*In that*, the surrounding area is characterized by a mixture of two, three, and four-storey residential development, and the proposed building has been designed to blend into the existing area context by orienting the main entrance to Wardlaw Avenue and incorporating a substantial setback to the existing residential property to the east.

## 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 pedestrian orientation 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

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: Dylan Chyz-Lund, RPP, MCIP  
Date: Tuesday, June 16, 2026  
File No. DAV 26-151012\C

# 611 WARDLAW AVENUE RE-DEVELOPMENT

## WINNIPEG, MANITOBA



### PROJECT CONSULTANTS

**OWNER REPRESENTATIVE**  
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EMAIL: jay@knyshconstruction.ca

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DAVE HAINES

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### LIST OF DRAWINGS

**ARCHITECTURAL**  
A0.0 COVER SHEET  
A0.2 SITE SURVEY  
A1.1 SITE PLAN (MAIN FLOOR)  
A2.1 FLOOR PLANS  
A3.1 EXTERIOR ELEVATIONS  
A3.2 SUN SHADOW STUDY - MARCH 21  
A3.3 SUN SHADOW STUDY - SEPTEMBER 21

**LANDSCAPE**  
L-1 LANDSCAPE SCOPE PLAN  
L-2 PLANTING PLAN  
L-3 DETAILS

**CIVIL**  
C1.0 SERVICING PLAN  
C2.0 GRADING PLAN

### ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 151012/2026C

SHEET # 1 OF 6

APPLICANT(SGN): \_\_\_\_\_

ZONING OFFICER: Diana Lopez

DATE: June 16, 2026

|                            |                                   |             |    |
|----------------------------|-----------------------------------|-------------|----|
| 1                          | FOR CONDITIONAL USE AND VARIANCES | 2026-04-30  | PC |
| NO.                        | ISSUED FOR                        | DATE        | BY |
| DRAWN BY:                  | BV                                | CHECKED BY: | PC |
| PRINTING DATE: APRIL, 2026 |                                   |             |    |

Drawings and specifications, as instruments of service are the property of the architect. The copyright in the same being reserved to them. No reproduction may be made without the permission of the architects, and when made, must bear their names. All prints to be returned.

The contractor is to verify dimensions and date noted herein with conditions on the site and is held responsible for reporting discrepancy to the architects for adjustment.

STAMP

**PRELIMINARY**  
NOT FOR CONSTRUCTION

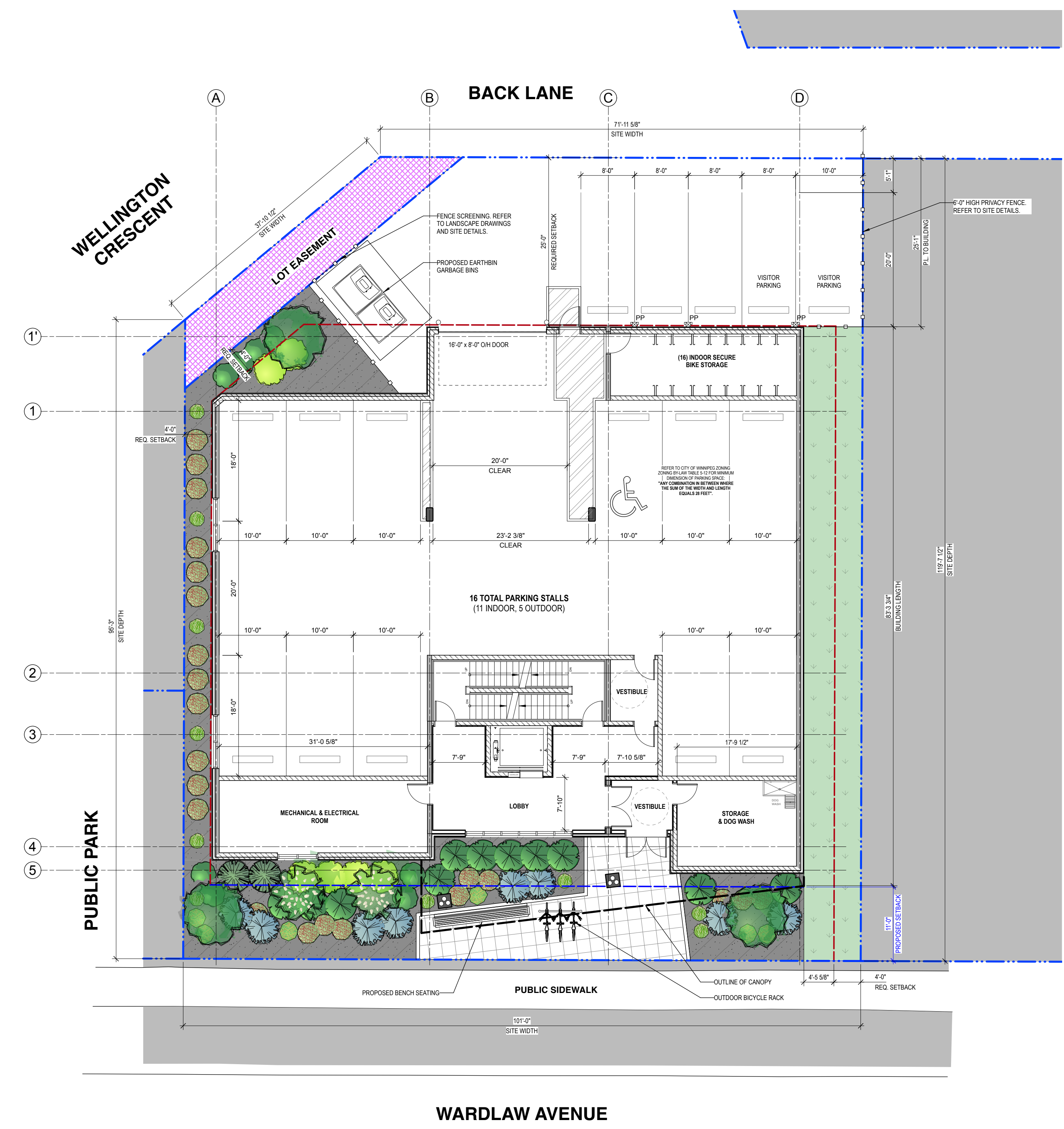
**611 WARDLAW AVENUE  
RE-DEVELOPMENT**

WINNIPEG, MB

**COVER SHEET**

PROJECT NO.  
2537

**AO.0**



**PROPOSED SITE PLAN / MAIN FLOOR PLAN**  
 SCALE: 1/8" = 1'-0"  
 PROJECT NORTH

| EXISTING ZONING: R2 - RESIDENTIAL  |  |                                      |
|--|--|--------------------------------------|
| IN ACCORDANCE TO CITY OF WINNIPEG - SMALL SCALE AND LOW-RISE RESIDENTIAL DEVELOPMENT GUIDELINES FOR MATURE COMMUNITIES |  |                                      |
| GROSS BUILDING AREA:   | 23,216 sq. ft. (2,157 sqm)   |                                      |
| REQUIREMENT  | REQUIRED   | PROPOSED                             |
| LOT AREA (MIN.)  | 800 sq. ft. per dwelling unit for multi-family   | 690 sq. ft. per dwelling unit        |
| LOT WIDTH (MIN.)   | 25'-0"   | 101'-0" (SOUTH) / 71'-11.58" (NORTH) |
| LOT COVERAGE   | N/A  | -                                    |
| BUILDING HEIGHT  | 35'-0" (MAX.)  | 40'-0"                               |
| BUILDING SETBACKS  | REAR (N) BACKLANE  | 25'-0"                               |
|  | SIDE (E)   | 4'-0"                                |
|  | SIDE (W) WELLINGTON  | 4'-0"                                |
|  | FRONT (S) WARDLAW  | 44'-0"                               |
| PARKING  | 1 STALL PER SUITE (1:1 RATIO) = 17<br>VISITOR PARKING = 10% of Count = 3<br>PARKING REDUCTION: 20% URBAN INFILL = 4 STALLS | 16 PROVIDED                          |
|  | TOTAL PARKING REQUIRED: 17 REQ. - 4 STALL RED. = 13 STALLS   |                                      |
| ACCESSIBLE PARKING   | 1  | 1                                    |
| BICYCLE PARKING  | 1 per 10 stalls = 3 REQUIRED   | 3 OUTDOOR, 16 INDOOR                 |

**PROPERTY INFORMATION:**

**CIVIC ADDRESS:** 611 WARDLAW AVENUE  
WINNIPEG, MANITOBA

**LEGAL DESCRIPTION:** PARCEL 'A' PLAN 69734 WLTO IN RL 35 PARISH OF SAINT BONIFACE

**REGISTERED OWNER:** LOUNT CORPORATION

**LOT AREA:** 11,366 FT<sup>2</sup> (1,056 m<sup>2</sup>)

**TYPE OF LOT:** R2 - RESIDENTIAL  
COW INFILL GUIDELINE AREA 2

**CoW CURRENT USE:** R2 - RESIDENTIAL

**MAIN FLOOR - PARKING / COMMON AREA**  
2ND-4TH FLOOR - MULTI-RESIDENTIAL

**GROUP C - UP TO 6 STOREYS, SPRINKLERED (3.2.2.51)**  
MAX. AREA = 2,250 m<sup>2</sup> if 4 storeys (Multi-Residential)

**GROUP F3 - UP TO 4 STOREYS, SPRINKLERED (3.2.2.86)**  
MAX. AREA = 3,600 m<sup>2</sup> if 4 storeys (Storage Garage - Parkade)

**PROPOSED BUILDING AREAS:**

MAIN FLOOR AREA: 6,459 FT<sup>2</sup> (600 m<sup>2</sup>)  
 SECOND FLOOR AREA: 5,768 FT<sup>2</sup> (536 m<sup>2</sup>)  
 THIRD FLOOR AREA: 5,768 FT<sup>2</sup> (536 m<sup>2</sup>)  
 FOURTH FLOOR AREA: 5,768 FT<sup>2</sup> (536 m<sup>2</sup>)  
**TOTAL GROSS AREA: 23,763 FT<sup>2</sup> (2,208 m<sup>2</sup>)**

**VARIANCE(S) (DAV) REQUIRED:**

- FOR THE CONSTRUCTION OF A MULTI-FAMILY DWELLING TO PERMIT:
  - LOT AREA PER DWELLING UNIT OF 690 SQ. FT. (64.11 sqm) VS. REQUIRED 800 SQ. FT. (74.33 sqm).
  - SOUTH FRONT YARD SETBACK OF 11'-0" (6.41m) VS. REQUIRED 44'-0" (13.42m) SETBACK.
  - A BUILDING HEIGHT OF 40'-0" (12.2m) VS. REQUIRED 35'-0" (10.7m) TO PERMIT.
- FOR THE ESTABLISHMENT OF AN ACCESSORY PARKING AREA TO PERMIT:
  - 2 VISITOR PARKING SPACES VS. REQUIRED 3 SPACES.
  - NO BUFFERING OF A PARKING AREA LOCATED WITHIN 20'-0" (6.1m) OF A REAR LOT LINE ADJACENT TO A RESIDENTIAL DISTRICT.

**CONDITIONAL USE REQUIRED:**

MULTI-RESIDENTIAL BUILDING MORE THAN 4 DWELLING UNITS.



**GENERAL NOTES:**  
 1. DRAWING IS INTENDED TO BE VIEWED IN COLOUR.

- LEGEND:**
- PROPERTY LINE
  - SETBACK LINE
  - SOD LANDSCAPING. REFER TO LANDSCAPE DRAWINGS.
  - DECORATIVE STONE MULCH PLANTING BED. REFER TO LANDSCAPE DRAWINGS.
  - PP PARKING POST AND PLUG
  - EXISTING TREE TO REMAIN
  - EXISTING, NOT IN CONTRACT (N.I.C.)

**REFER TO LANDSCAPE DRAWINGS FOR ALL PROPOSED PLANTING**

|     |                                   |             |    |
|-----|-----------------------------------|-------------|----|
| 3   | FOR CONDITIONAL USE AND VARIANCES | 2026-06-10  | PC |
| 2   | FOR REVIEW                        | 2026-06-05  | PC |
| 1   | FOR CONDITIONAL USE AND VARIANCES | 2026-04-30  | PC |
| NO. | ISSUED FOR                        | DATE        | BY |
|     | DRAWN BY: BV                      | CHECKED BY: |    |
|     | PRINTING DATE: JUNE, 2026         |             |    |

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**PRELIMINARY**  
NOT FOR CONSTRUCTION

**ZONING AND PERMIT BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 151012/2026C

SHEET # 2 OF 6

APPLICANT(SGN): \_\_\_\_\_

ZONING OFFICER: Diana Lopez

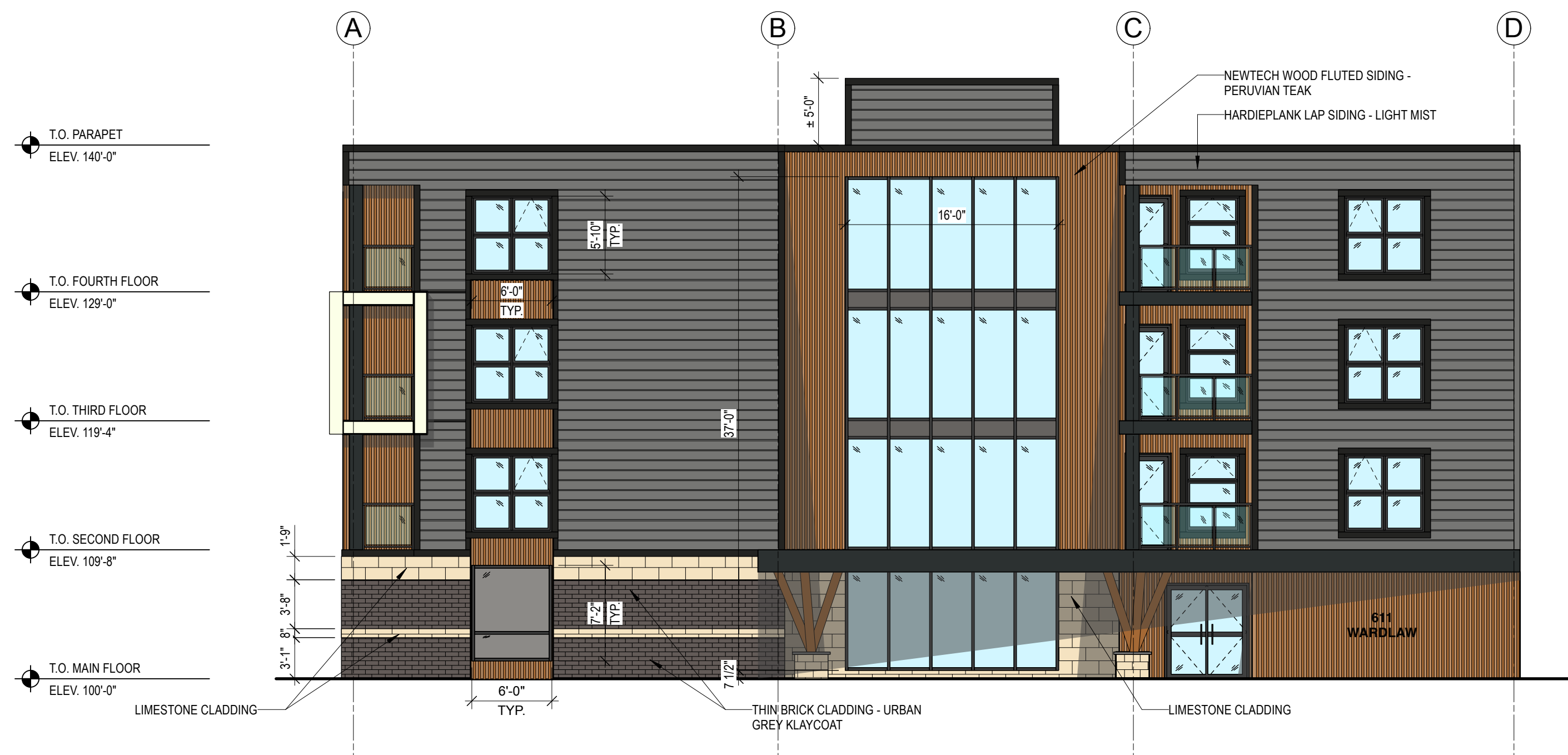
DATE: June 16, 2026

**611 WARDLAW AVENUE RE-DEVELOPMENT**

WINNIPEG, MB  
**SITE PLAN**

PROJECT NO.  
 2537

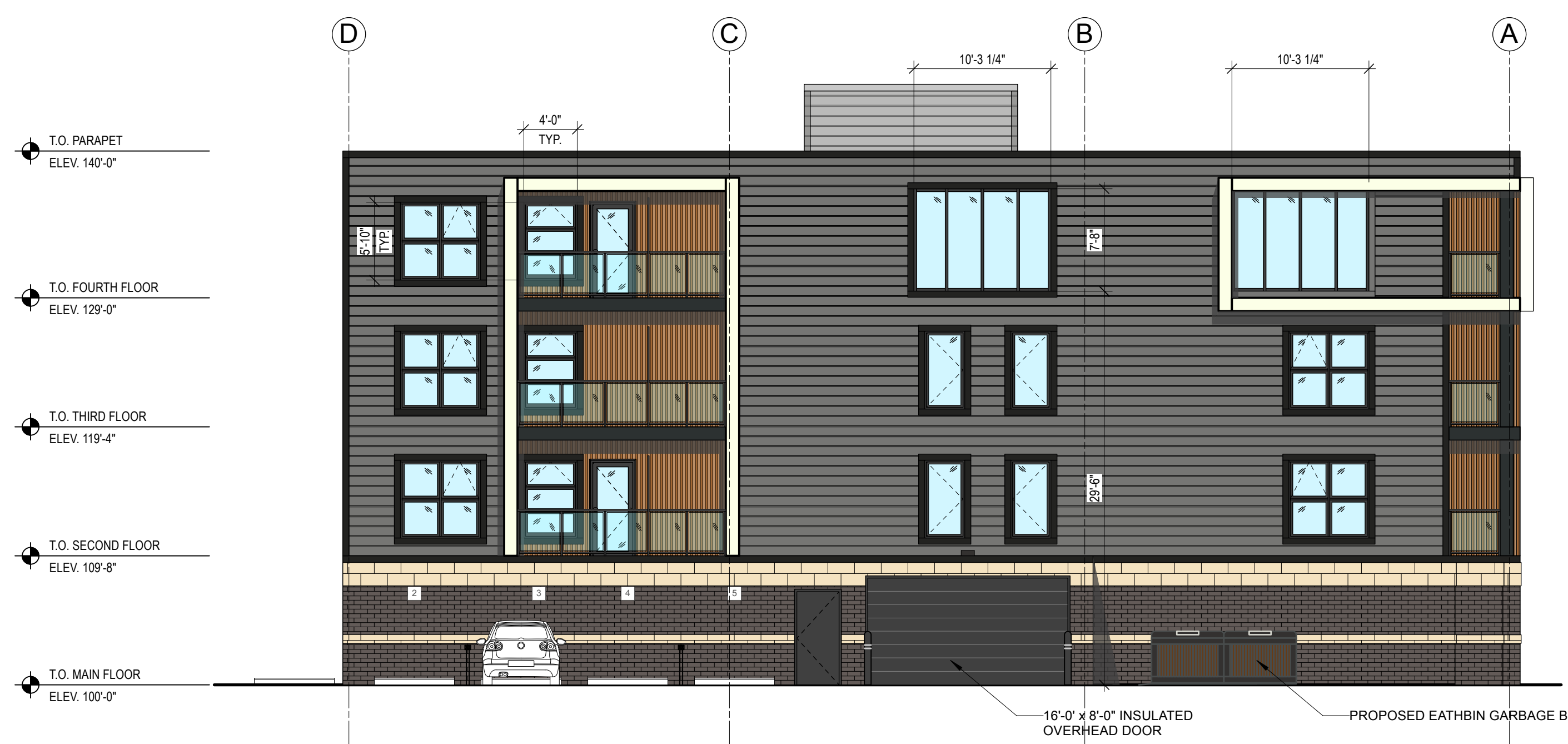




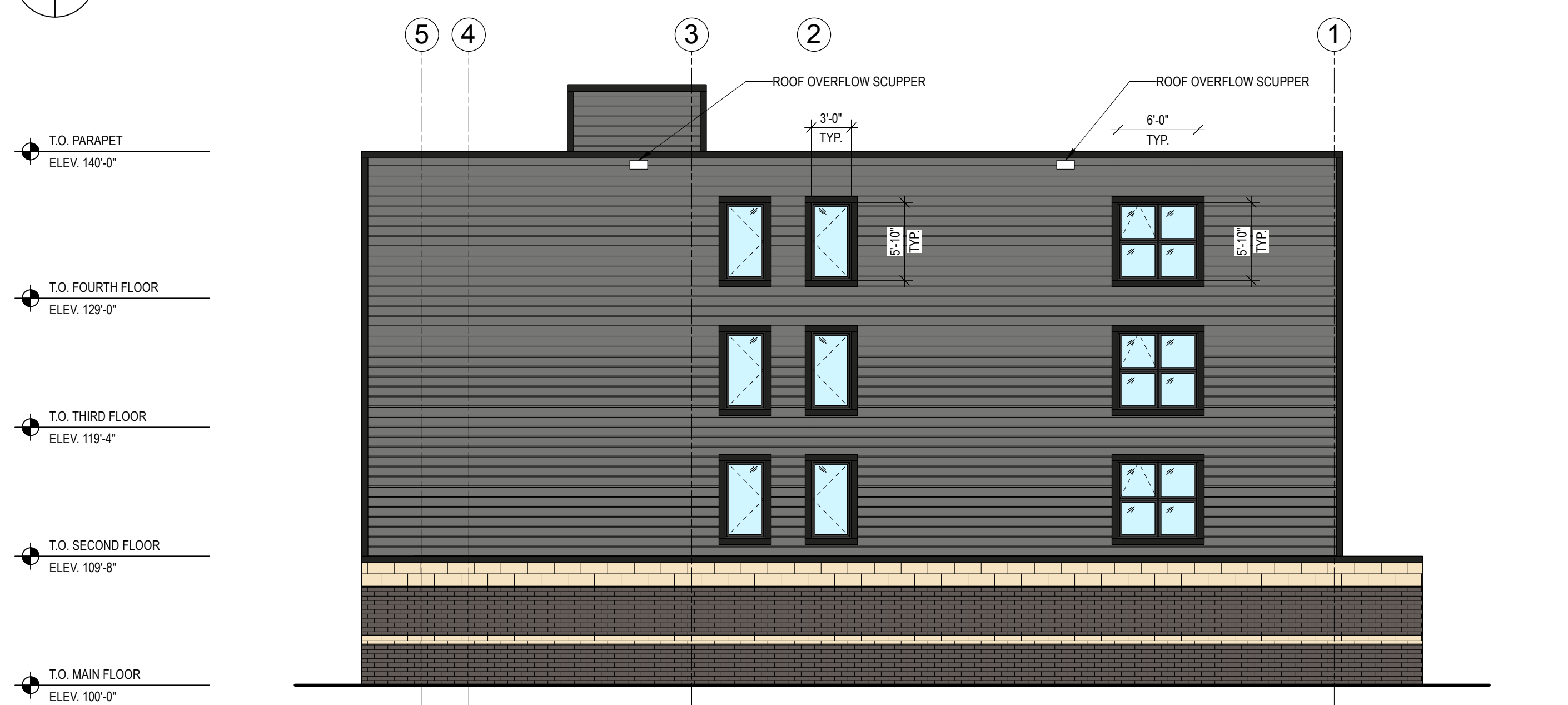
**1 PROPOSED SOUTH ELEVATION**  
SCALE: 1/8" = 1'-0"



**2 PROPOSED WEST ELEVATION**  
SCALE: 1/8" = 1'-0"



**3 PROPOSED NORTH ELEVATION**  
SCALE: 1/8" = 1'-0"



**4 PROPOSED EAST ELEVATION**  
SCALE: 1/8" = 1'-0"

**ZONING AND PERMIT BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 151012/2026C

SHEET # 3 OF 6

APPLICANT(SGN): \_\_\_\_\_

ZONING OFFICER: Diana Lopez

DATE: June 16, 2026

**GENERAL NOTES:**

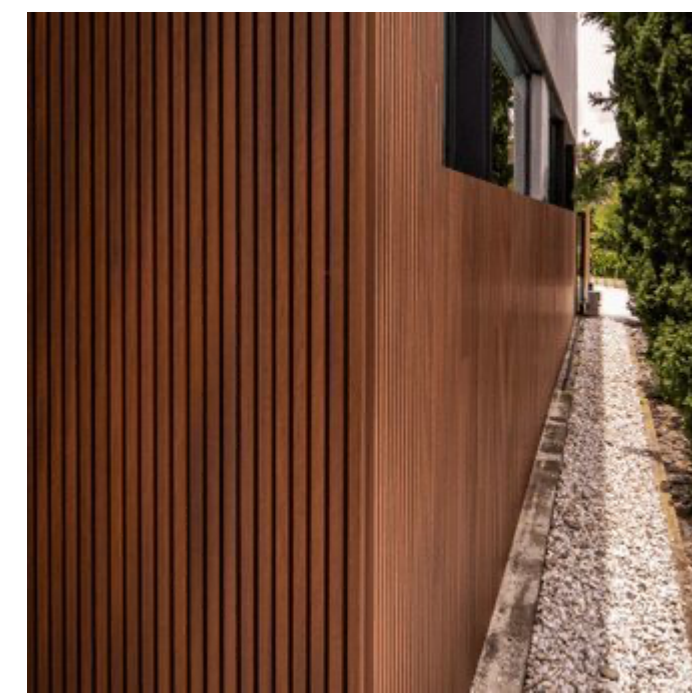
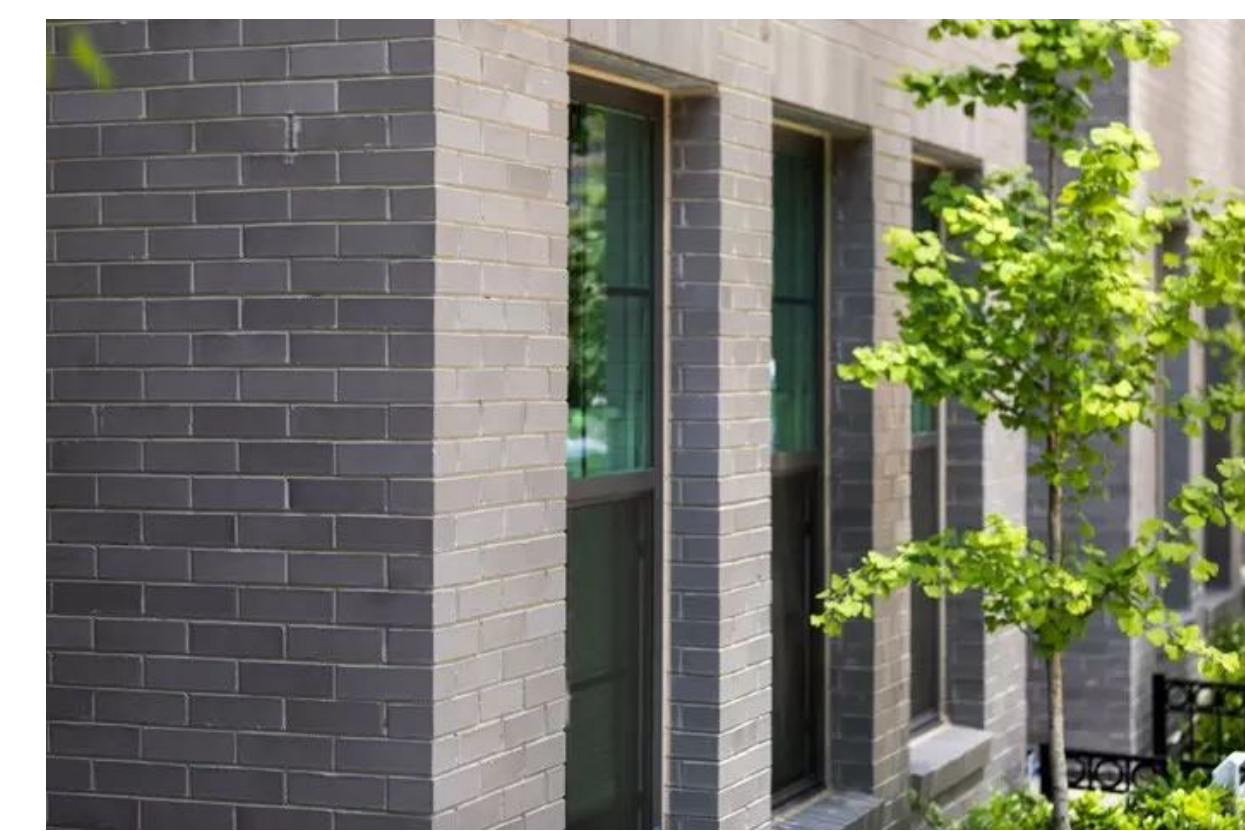
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COLOUR.

**LEGEND:**

-  **HARDIEPLANK® LAP SIDING** OR APPROVED EQUAL  
COLOUR: **GRAY SLATE**  
OBTAIN SAMPLES TO CONFIRM.
-  **METAL CLADDING** OR APPROVED EQUAL  
COLOUR: **IRON ORE**  
OBTAIN SAMPLES TO CONFIRM.
-  **THIN BRICK CLADDING** OR APPROVED EQUAL  
I-XL GLEN-GERY  
COLOUR: **URBAN GREY KLAYCOAT**
-  **LIMESTONE CLADDING**
-  **NEWTECHWOOD** OR APPROVED SIMILAR  
NORWEGIAN FLUTED SIDING  
COLOUR: **PERUVIAN TEAK**
-  **OPAQUE GLAZING**  
COLOUR: TO MATCH COMPOSITE CLADDING  
OBTAIN SAMPLES TO CONFIRM.
-  **GLAZING**  
COLOUR: SOLARBAN® 60 (2) SOLARGRAY® - CLEAR  
OBTAIN SAMPLES TO CONFIRM.

**NOTE:**

ALL HARDIE TRIM COLOUR TO BE **IRON GRAY**



|                           |                                 |             |    |
|---------------------------|---------------------------------|-------------|----|
| 1                         | FOR CONDITIONAL USE & VARIANCES | 2026-06-11  | PC |
| NO.                       | ISSUED FOR                      | DATE        | BY |
| DRAWN BY:                 | BV                              | CHECKED BY: |    |
| PRINTING DATE: JUNE, 2026 |                                 |             |    |

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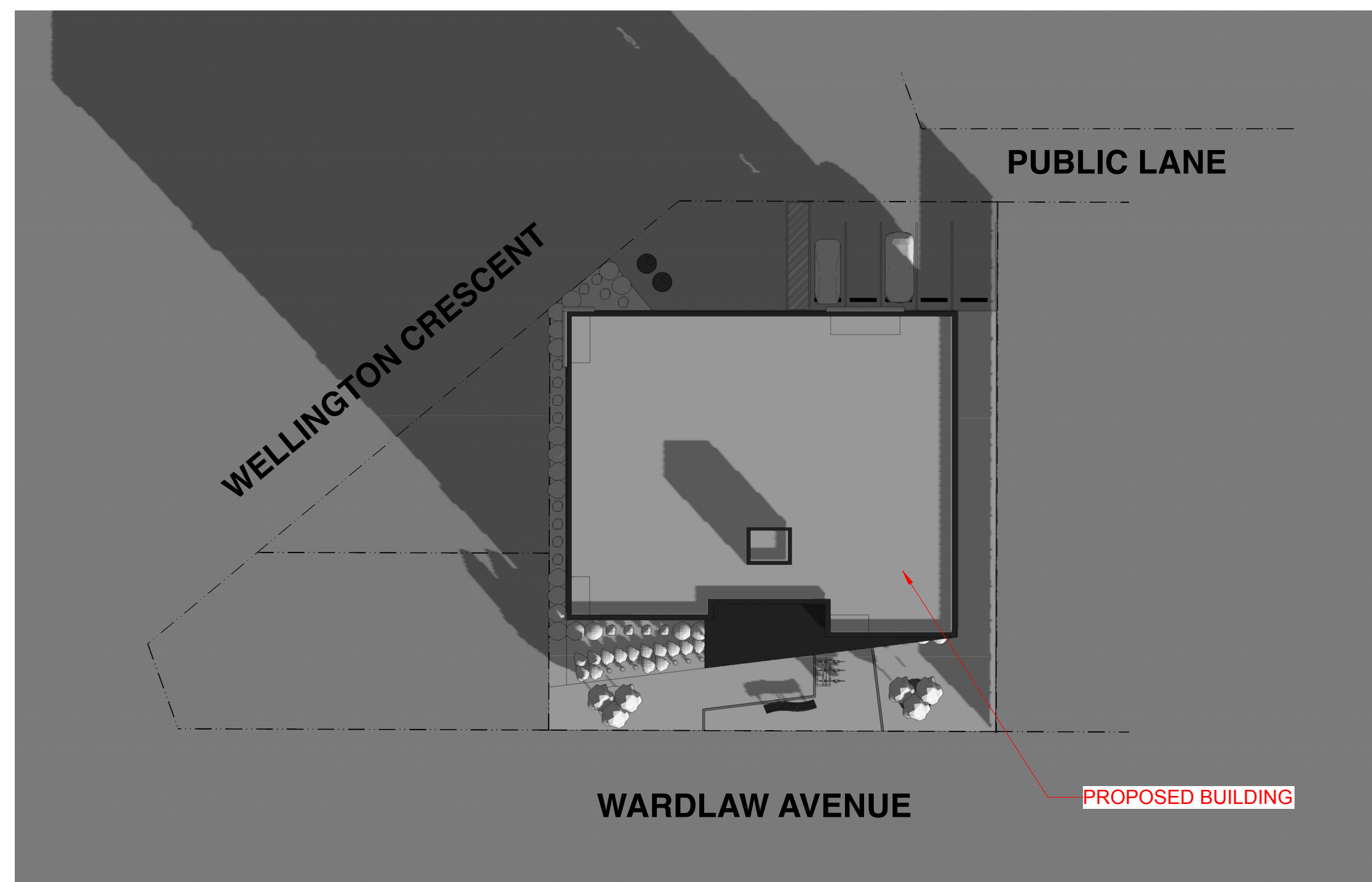
STAMP

**611 WARDLAW AVENUE  
RE-DEVELOPMENT**

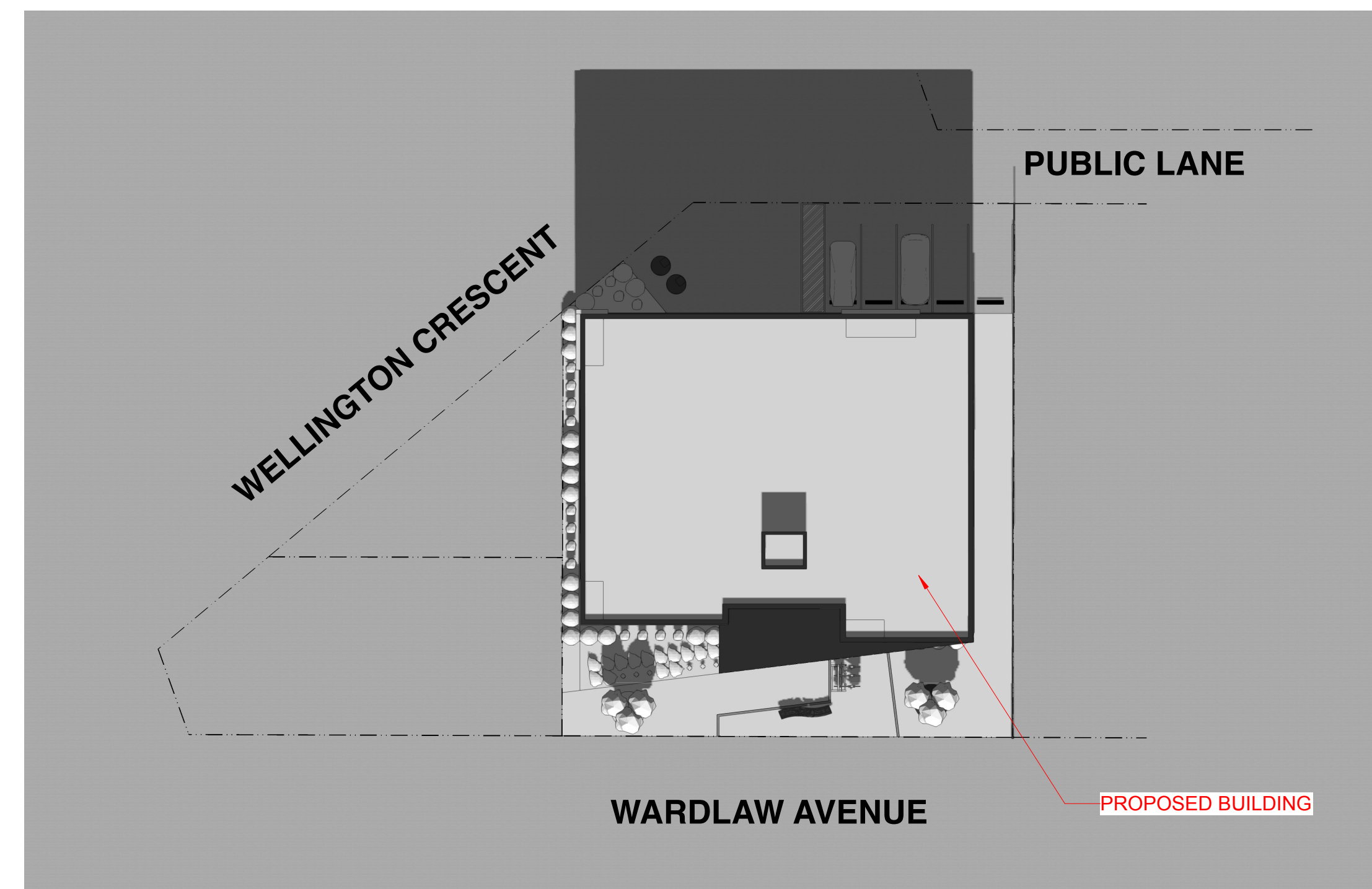
WINNIPEG, MB  
**EXTERIOR ELEVATIONS**

PROJECT NO.  
2537

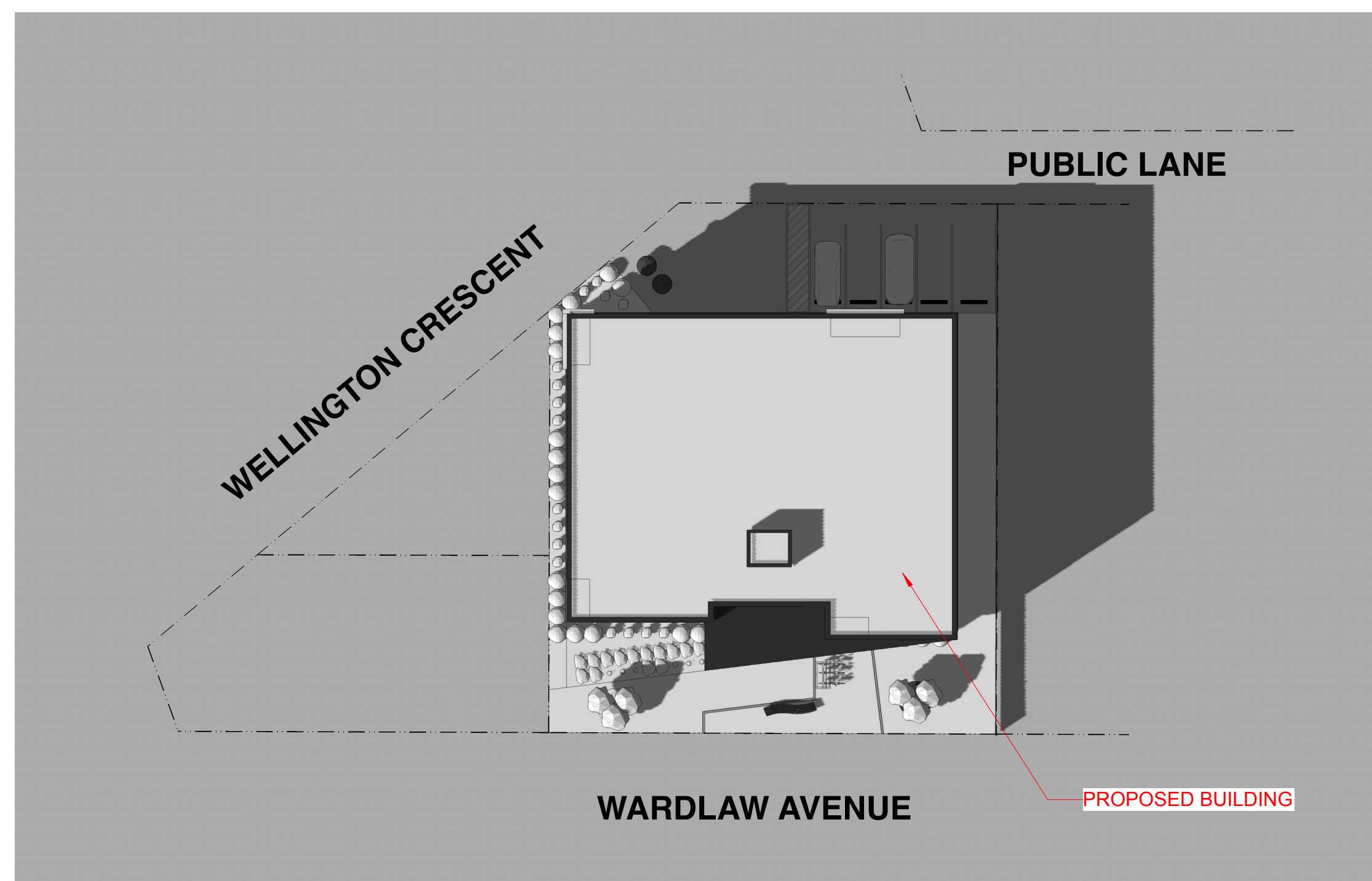
**A3.1**



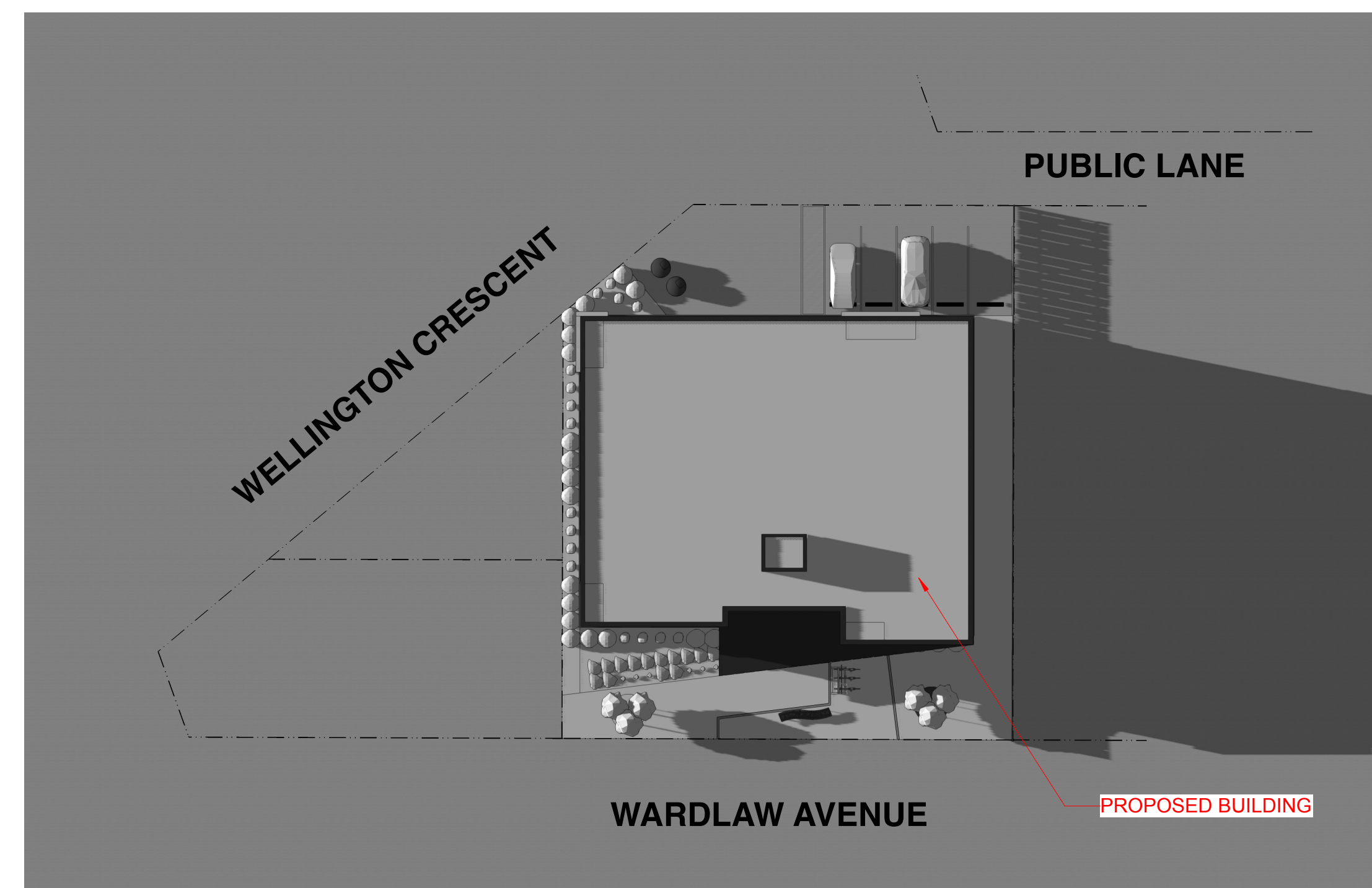
TIME: 9:00



TIME: 12:00



TIME: 15:00



TIME: 18:00

**ZONING AND PERMIT BRANCH**  
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 151012/2026C  
SHEET # 4 OF 6  
APPLICANT(SGN): \_\_\_\_\_  
ZONING OFFICER: Diana Lopez  
DATE: June 16, 2026

|                            |                                   |             |    |
|----------------------------|-----------------------------------|-------------|----|
| 1                          | FOR CONDITIONAL USE AND VARIANCES | 2026-04-30  | PC |
| NO.                        | ISSUED FOR                        | DATE        | BY |
| DRAWN BY:                  | BV                                | CHECKED BY: |    |
| PRINTING DATE: APRIL, 2026 |                                   |             |    |

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**PRELIMINARY**  
NOT FOR CONSTRUCTION

**611 WARDLAW AVENUE**  
**RE-DEVELOPMENT**

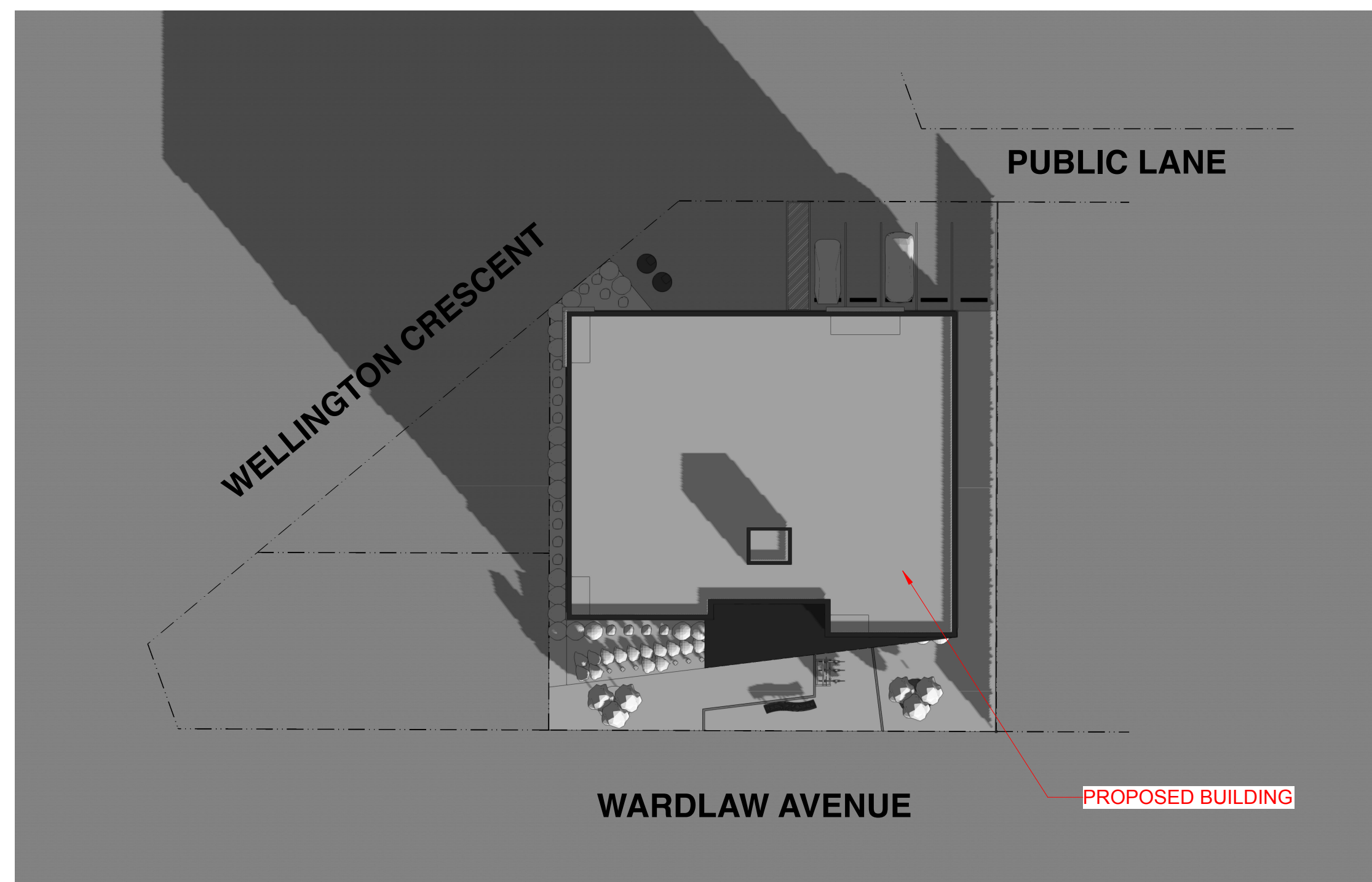
WINNIPEG, MB

**SUN SHADOW STUDY**  
**MARCH 21**

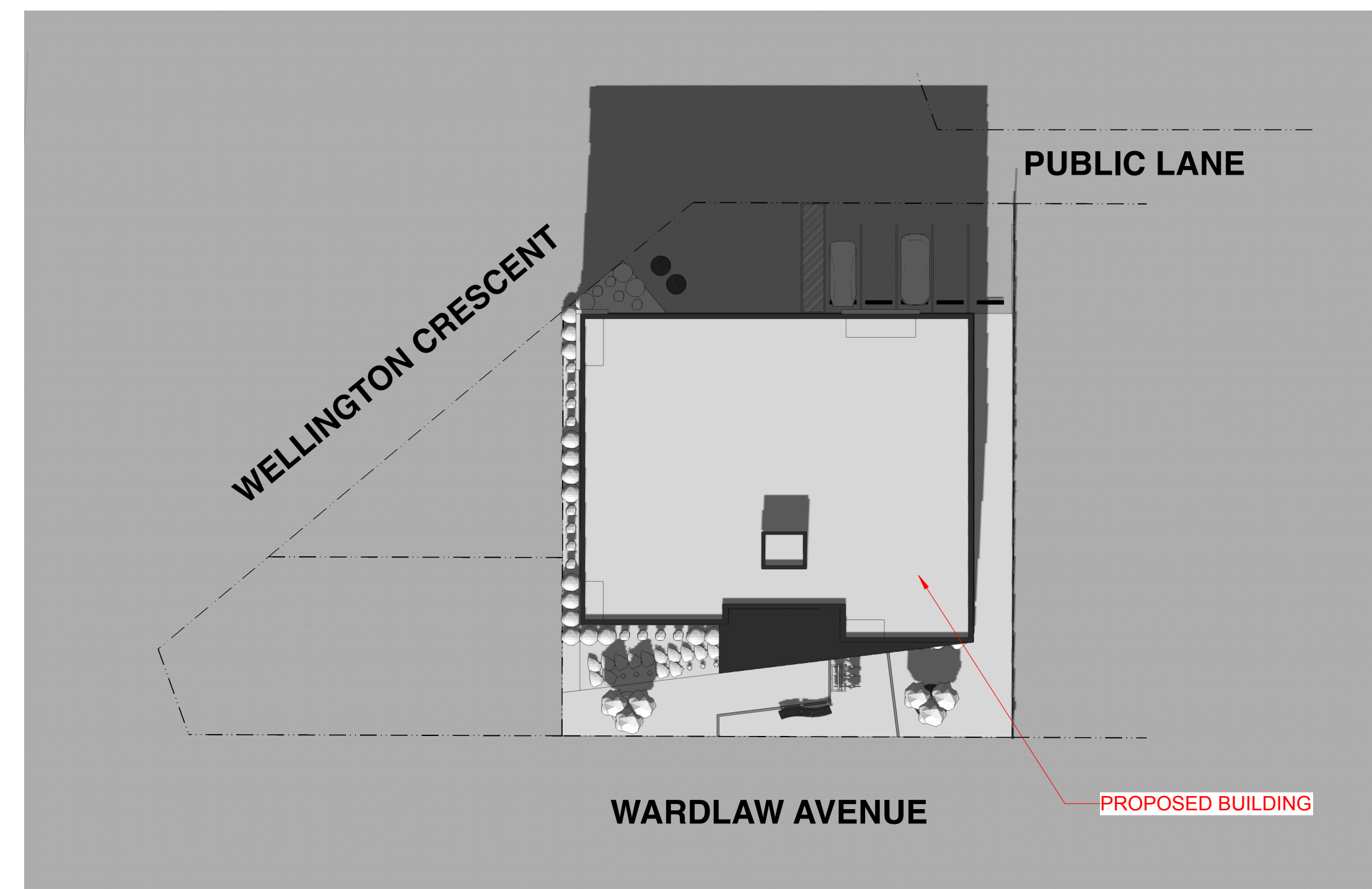
PROJECT NO.  
2537

**A3.2**

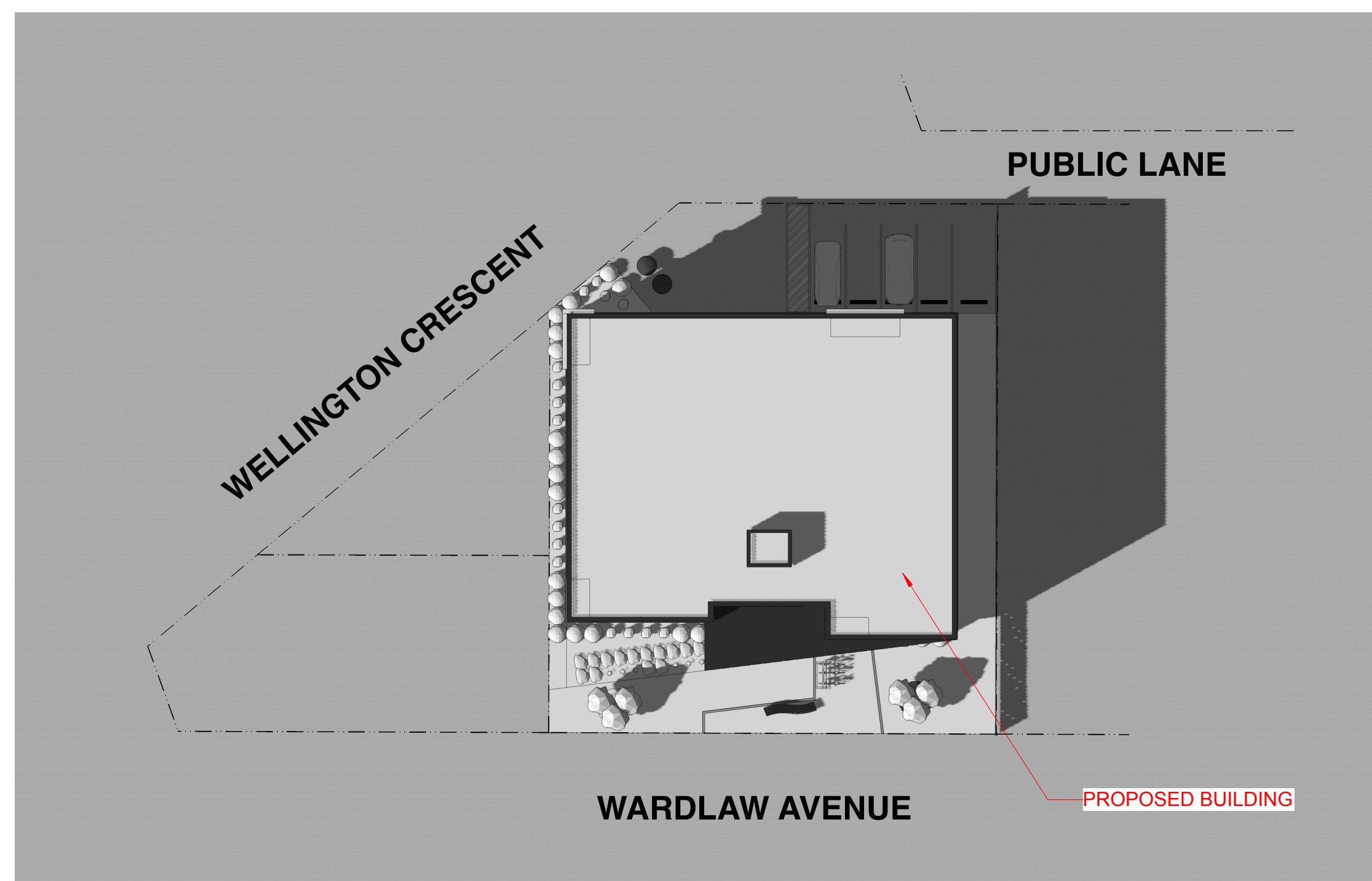
*Test times per City of Winnipeg Requirements.*



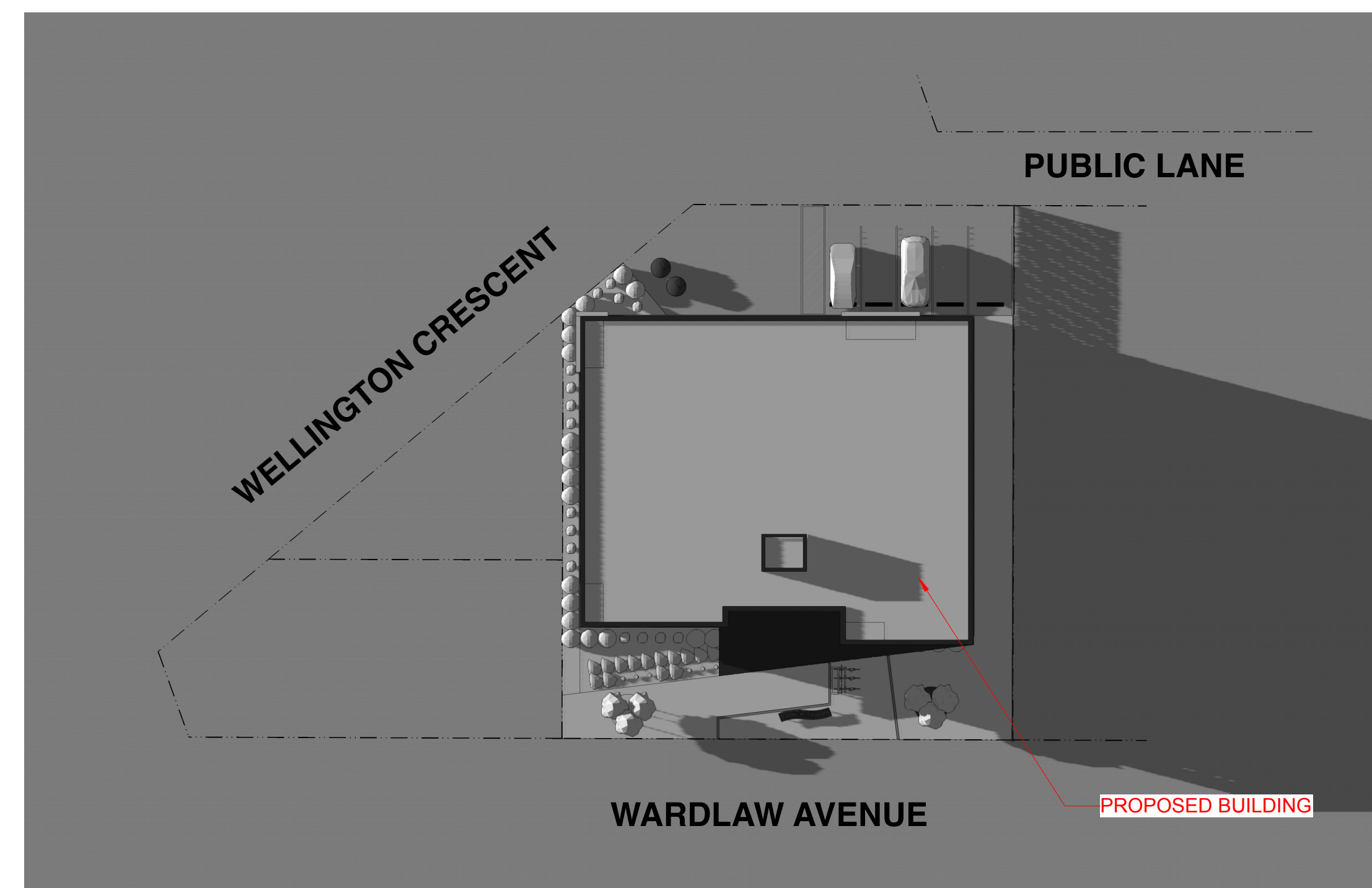
TIME: 9:00



TIME: 12:00



TIME: 15:00



TIME: 18:00

**ZONING AND PERMIT BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 151012/2026C

SHEET # 5 OF 6

APPLICANT(SGN): \_\_\_\_\_

ZONING OFFICER: Diana Lopez

DATE: June 16, 2026

| NO. | ISSUED FOR                        | DATE       | BY |
|-----|-----------------------------------|------------|----|
| 1   | FOR CONDITIONAL USE AND VARIANCES | 2026-04-30 | PC |

DRAWN BY: BV      CHECKED BY: \_\_\_\_\_

PRINTING DATE: APRIL, 2026

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**PRELIMINARY**  
NOT FOR CONSTRUCTION

**611 WARDLAW AVENUE**  
**RE-DEVELOPMENT**

WINNIPEG, MB

**SUN SHADOW STUDY**  
**SEPTEMBER 21**

PROJECT NO.  
2537

**A3.3**



**PROPOSED SOUTHWEST ELEVATION (WARDLAW AVENUE)**

**ZONING AND PERMIT BRANCH**

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 151012/2026C

SHEET # 6 OF 6

APPLICANT(SGN): \_\_\_\_\_

ZONING OFFICER: Diana Lopez

DATE: June 16, 2026



**PROPOSED NORTHWEST ELEVATION (ALONG WELLINGTON CRESCENT)**

|                            |                                   |             |    |
|----------------------------|-----------------------------------|-------------|----|
| 1                          | FOR CONDITIONAL USE AND VARIANCES | 2026-04-30  | PC |
| NO.                        | ISSUED FOR                        | DATE        | BY |
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**PRELIMINARY**  
NOT FOR CONSTRUCTION

**611 WARDLAW AVENUE**  
**RE-DEVELOPMENT**

WINNIPEG, MB

**EXTERIOR RENDERINGS**

PROJECT NO.  
2537

**A3.4**