# ADMINISTRATIVE REPORT

**Title:** DAV 26-181484\C – 817 St. Paul Ave

**Issue:** For consideration of a Variance associated with the construction of a 6-unit multiple-family dwelling.

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

## AUTHORIZATION

| Author | Department Head | CFO | CAO |
|---|---|---|---|
| Isaiah Stonehouse, MCP | n/a | n/a | |

## DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the "R2 Mature Communities PDO-1" 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. an east side yard of 2 feet (0.61 metres) feet instead of 4 feet (1.22 metres);
    b. 4 parking spaces instead of 6 parking spaces;
    c. insufficient street edge landscaping;
2. for the establishment of an accessory parking area to permit:
    a. no accessible parking space instead of 1 space;
    b. no unassigned guest parking space instead of 1 space;
    c. no buffering of parking area located within 20 feet (6.1 metres) of a side or rear lot line abutting or adjacent to a residential zoning district;
    d. a drive aisle width of 18 feet (5.5 metres) instead of 20 feet (6.1 metres);
    e. parking space dimensions of 9 feet by 18 feet (2.7 metres by 5.5 meters) instead of 10 feet by 18 feet (3.05 metres by 5.5 metres);
3. for the establishment of a garbage enclosure to permit:

a. an east side yard of 2 feet (0.61 metres) instead of 4 feet (1.22 metres);

b. a rear yard of 22 feet (6.71 metres) instead of 25 feet (7.62 metres).

Subject to the following condition(s):

1. That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-5 for File No. DAV 26-181484\C, dated September 29, 2026 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 a minimum of four (4) secure, enclosed bicycle parking spaces shall be provided to the satisfaction of the Director of Planning, Property, and Development.
3. 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 6-unit multiple-family dwelling and requires Variances for principal building side yard, parking supply, accessible parking, guest parking, parking buffering, drive aisle width, parking space dimension, garbage enclosure side yard, and garbage enclosure rear yard 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 26-181484\C** |
| **RELATED FILES:** | DCU 26-169470\C |
| **COMMUNITY:** | City Centre Committee |
| **NEIGHBOURHOOD #:** | 1.112 - (ST. MATTHEWS) |

**SUBJECT:** To vary the "R2 Mature Communities PDO-1" 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. an east side yard of 2 feet (0.61 metres) feet instead of 4 feet (1.22 metres);
   b. 4 parking spaces instead of 6 parking spaces;
   c. insufficient street edge landscaping;
2. for the establishment of an accessory parking area to permit:
   a. no accessible parking space instead of 1 space;
   b. no unassigned guest parking space instead of 1 space;
   c. no buffering of parking area located within 20 feet (6.1 metres) of a side or rear lot line abutting or adjacent to a residential zoning district;
   d. a drive aisle width of 18 feet (5.5 metres) instead of 20 feet (6.1 metres);
   e. parking space dimensions of 9 feet by 18 feet (2.7 metres by 5.5 meters) instead of 10 feet by 18 feet (3.05 metres by 5.5 metres);
3. for the establishment of a garbage enclosure to permit:
   a. an east side yard of 2 foot (0.61 metres) instead of 4 feet (1.22 metres);
   b. a rear yard of 22 feet (6.71 metres) instead of 25 feet (7.62 metres).

**LOCATION:** 817 St. Paul Ave
**LEGAL DESCRIPTION:** LOT 26 PLAN 33981 65 ST JA

**APPLICANT:** Tajinder Pal Singh (Anand Infrastructure and Consulting Ltd.)
1035 Kelsey Ave
Winnipeg, MB

**OWNER:** PILLER NAVEA CORP.
336 Queen St
Winnipeg, MB R3J 1L1

## HISTORY

- In December 2011, the 14-unit apartment building located on the property was destroyed by a fire and demolished on an emergency basis.
- A formal Demolition Permit was issued in September 2019.

## 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 St Paul Ave, in the St. Matthews neighbourhood of the Daniel McIntyre ward.
- The subject site is 4,899 square feet in area.
- The site is currently vacant. A 14-unit apartment building previously existed on the property but was destroyed by a fire in 2011.
- The subject site is accessed by a paved lane to the east.
- The property is located on a local road.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within an “Established Neighbourhood – Mature Community” policy area.
- The property is zoned “R2” Residential – Two-Family District.

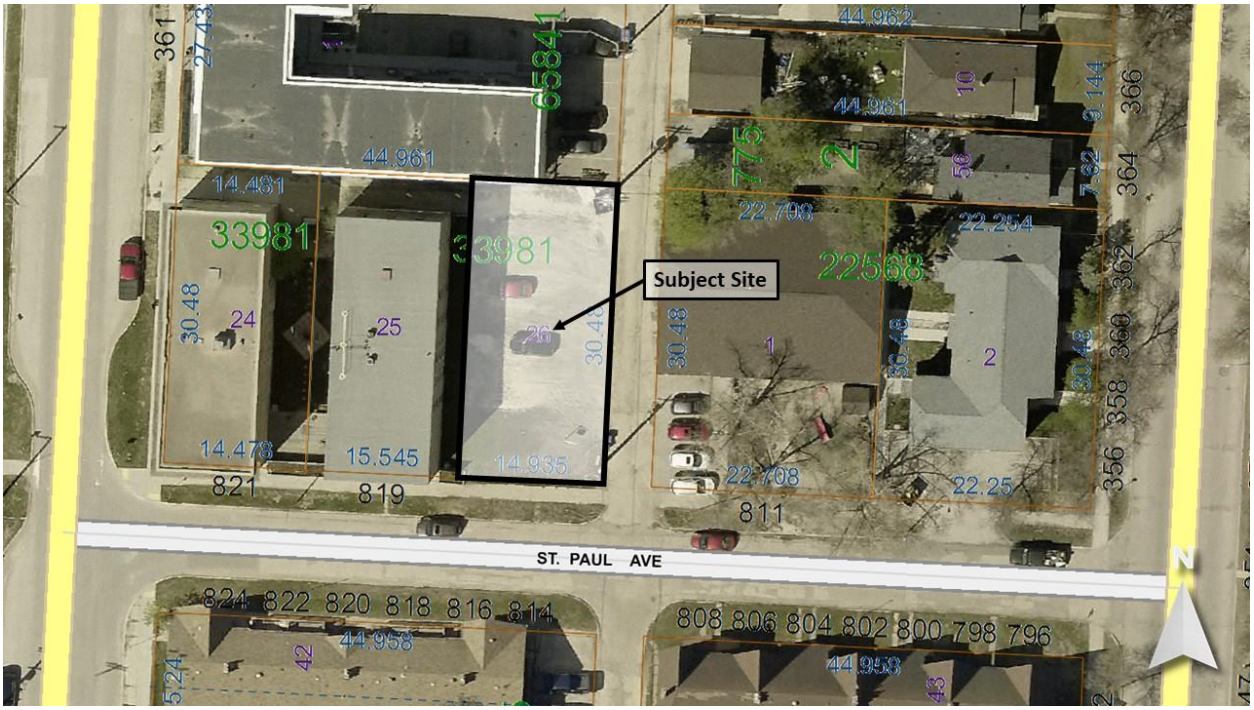



**Figure 1: Aerial photo of subject site and surrounding area.**

**SURROUNDING LAND USE AND ZONING (See Figure 2)**

**North:** 18-unit multi-family dwelling zoned “R2” Residential – Two-Family.

**South:** St Paul Ave, then a 6-unit multi-family (townhouse) dwelling zoned “R2” Residential – Two-Family.

**East:** Rear lane, then a day care use and a fourplex zoned “R2” Residential – Two-Family.

**West:** 8-unit and 14-unit multi-family dwellings zoned “R2” Residential – Two-Family.

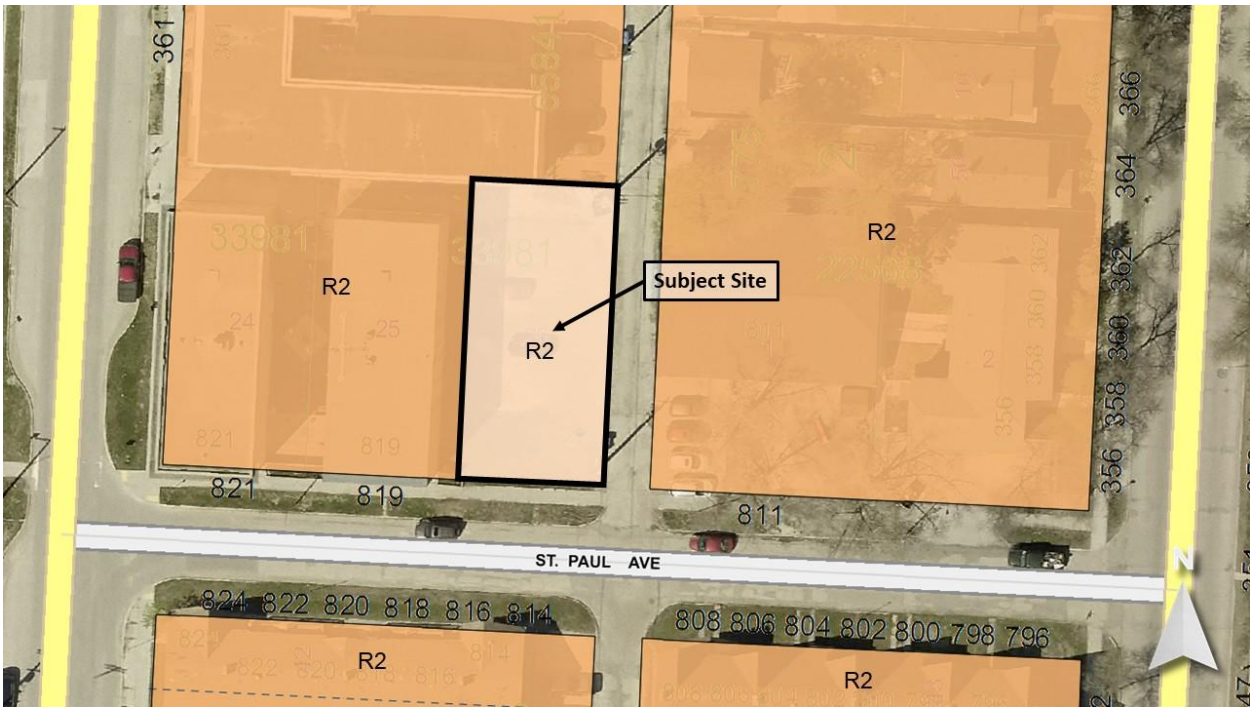



**Figure 2: Zoning of the site and surrounding area.**

## DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to construct a 3-storey, 6-unit multi-family dwelling.
- The submitted site plan shows that the proposed building will be 41 feet wide and 56 feet long. The building is proposed to be 33 feet, 3 inches in height.
- The front building façade features a material combination of stucco and horizontal lap siding. Each unit features a balcony which overlooks St Paul Ave.
- A built-up planter is provided on the east side yard and a section of the front yard to provide landscaped shrubs.
- 4 angled parking stalls are provided behind the building, to be accessed from a drive aisle connecting to the paved side lane. An enclosed, lockable bicycle storage shed is also included.
- Approval of a Conditional Use to permit a multi-family dwelling in an “R2” Residential – Two-Family District is also required to proceed. The Administrative Report for the associated Conditional Use can be found under File DCU 26-169470\C.

## COLLABORATIVE PLANNING AND CONSULTATION

*With the Urban Planning and Design Division*

The applicant engaged the Urban Planning and Design Division for preliminary discussions prior to making a formal submission. The Division expressed support for 6 units on the property, subject to a number of changes including the parking lot layout, building foundation landscaping (built-up planter), and changes to the façade material. The applicant complied with these requests.

*With the Public*

No information was received regarding neighbourhood consultation.

## ANALYSIS AND ISSUES

### *Complete Communities Direction Strategy 2.0 (CCDS 2.0)*

*CCDS 2.0* is a direction strategy 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.*

  *1.6 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:*

  *a. Applicable City-endorsed policies or guidelines;*

  *b. Existing zoning on the property and adjacent properties;*

  *c. Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks, and layout;*

  *d. Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;*

  *e. 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;*

  *f. Proximity to Downtown, Mixed Use Centres, Major Redevelopment Sites and Mixed Use Corridors;*

g. *The supporting street network (ex. Local, collector, or arterial streets) and the street network's ability to support proposed development;*

h. *The supporting transit, pedestrian and active transportation network; and*

i. *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.*

- *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 several intensification factors outlined in *CCDS 2.0*;
- 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 side lane.

***Small Scale and Low-Rise Residential Development Guidelines for Mature Communities (the Infill Guidelines)***

The *Infill Guidelines* apply to multi-family developments larger than 4 units in Winnipeg's Established Neighbourhoods. The following development is classified as a Low-Rise Multi-Unit Residential Building. The Division reviewed the proposal based on these guidelines, and requested changes related to the following guidelines:

*General Building and Site Design Considerations*

*7. Exterior walls should be articulated through a combination of materials and architectural features that create three-dimensional depth and add interest to the building façade. This may include but is not limited to projections, recesses, reveals, decorative window casings, porches, verandas, balconies, terraces, and bay windows.*

*Building Materials*

*13. Any building façade facing a street or public space shall include at least two prominent materials. A prominent building façade material shall cover at minimum 25% of the front façade of the building.*

*15. The front façade facing the primary street to which the building is oriented shall provide a minimum 25% as window area. On corner lots, the façade facing the flanking street shall provide a minimum of 20% as window area.*

**Reasons for Variances**

- East Side Yard

  Properties zoned "R2" have a minimum required side yard of 4 feet. The applicant is proposing an east side yard of 2 feet, therefore a Variance is required.

- Parking Supply

  Per the Parking and Loading Standards of the Winnipeg Zoning By-law, within the urban infill areas, one (1) parking space per dwelling unit is required for a multi-family building. The applicant is proposing five (4) parking spaces instead of six (6) parking spaces, therefore a Variance is required.

- Insufficient Street Edge Landscaping

  Per the Landscaping and Buffering Standards of the Winnipeg Zoning By-law, all required or voluntary yards must contain a minimum of one deciduous or coniferous tree for each 30 feet of linear street frontage, plus 3 shrubs for each 20 feet of linear street frontage (so in the case of this proposal, 1 tree and 6 shrubs). The applicant is proposing 0 trees and 0 shrubs, therefore a Variance is required.

- Accessible Parking Space

  Per the Parking and Loading Standards of the Winnipeg Zoning By-law (Table 5-10), accessible parking spaces are required. The applicant is proposing zero (0) accessible parking spaces instead of one (1) accessible parking space, therefore a Variance is required.

- Guest Parking Space

  Per the Parking and Loading Standards of the Winnipeg Zoning By-law (Table 5-9), ten percent of the required parking spaces must be unassigned guest parking (so in the case of this proposal, 1 guest parking space). The applicant is proposing zero (0) guest parking spaces instead of one (1) guest parking space, therefore a Variance is required.

- Buffering of Parking

  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.

- Drive Aisle Width

Per the Parking and Loading Standards of the Winnipeg Zoning By-law (Table 5-12), the minimum required two-way parking aisle width is 20 feet. The applicant is proposing a two-way parking aisle width of 18 feet instead of 20 feet, therefore a Variance is required.

- Parking Space Dimensions

  Per the Parking and Loading Standards of the Winnipeg Zoning By-law (Table 5-12), the minimum required dimension of parking spaces is 10 feet wide by 18 feet long. The applicant is proposing parking space dimensions of 9 by 18 feet instead of 10 by 18 feet, therefore a Variance is required.

- East Side Yard (Garbage Enclosure)

  Properties zoned “R2” have a minimum required side yard of 4 feet. The applicant is proposing an east side yard of 2 feet for the garbage enclosure, therefore a Variance is required.

- Rear Yard (Garbage Enclosure)

  Properties zoned “R2” have a minimum required rear yard of 25 feet. The applicant is proposing a rear yard of 22 feet for the garbage enclosure, therefore a Variance is required.

**VARIANCES**

East Side Yard

The applicant has proposed an east side yard of 2 feet instead of 4 feet.

Background context is important for many of the Variances pertaining to this application. The 14-unit apartment building located on this property that was destroyed by a fire and demolished on an emergency basis in 2011 was nearly identical to the two multi-family buildings to the west. Since the construction of these buildings, the City’s Zoning By-Law has evolved and changed with greater restrictions on yards. At 4,899 square feet in area, the property is relatively constrained by its small size. The building that previously existed here had a similarly sized east side yard in relation to the side lane, and, in conversation with Public Works, a 2-foot east side yard setback was deemed supportable. A narrow east side yard allows for a higher quality multi-family building with larger units and provides additional screening for the parking area to the rear. It also allows for the construction of a building of similar form and size to the older multi-family buildings to its west.

For all of these reasons, the Urban Planning and Design Division supports this Variance.

Parking Supply

The applicant has proposed 4 parking stalls instead of the required 6 parking stalls.

The provision of secure bicycle parking and access to reliable public transportation are two factors that the Urban Planning and Design Division typically look for when determining whether to support a Variance for parking stalls. The applicant has indicated that secure bicycle spaces

in the form of an outdoor enclosure will be provided as part of the development. These have been labelled on the proposed site plan, and have been added as a condition of approval for the Variance application.

As well, the subject site is located in proximity (within 400 metres) to bus routes BLUE, FX4, D14, D15, and 28. The BLUE route, considered a *rapid transit line*, sees peak wait times between busses of 4 to 10 minutes.

Given the provision of secure bicycle parking and the site's proximity to the Primary Transit Network, the Division supports this Variance.

Insufficient Street Edge Landscaping

A variance has proposed no street edge landscaping instead of the required 1 tree and 6 shrubs.

In discussion with the applicant and understanding the historical context of this site, the Division deemed an insufficient street edge landscaping Variance supportable *with the inclusion* of a built-up planter along the south and east sides of the proposed building, measuring approximately 2 feet wide. The applicant complied with this request and included this feature on the site plan.

For this reason, the Division supports this Variance.

Accessible Parking Space *and* Guest Parking Space

The applicant has proposed 0 accessible parking spaces and 0 guest parking spaces instead of the required 1 accessible and 1 guest parking space.

These are relatively minor Variances and, given the small parking supply of 4 stalls, it was determined that keeping the stalls available to building residents would provide a greater benefit and increase useability.

Two additional factors also influenced these Variances:
- The building itself is raised several feet off the ground and does not meet accessibility design standards. Therefore, a dedicated accessible parking stall would not be all that useful.
- St. Paul Avenue features ample street parking on its north side, which is suitable for guests.

For these reasons, the Urban Planning and Design Division supports these Variances.

Buffering of Parking

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 four parking stalls located directly off of the side lane. Given the presence of the side lane between these parking stalls and the residential property to the east, a buffered parking area would create no greater privacy to the residential lot than what already exists with the side lane adjacent to said east residential property. Regarding the residential property to the north, any amount of buffering to the parking area

would create hardship on the already constrained property size. Additionally, the building to the north features a parking lot which does *not* provide buffering to the subject property.

For these reasons, the Urban Planning and Design Division supports this Variance.

Drive Aisle Width

The applicant has proposed a drive aisle width of 18 feet instead of the required 20 feet.

This is another Variance where site context and history play a factor. The previous building which existed on the site featured no parking. The provision of a parking lot required substantial adjustments and reasonable compromises to the site plan. The Division deemed an 18-foot drive aisle supportable *if* the parking stalls were turned at a 70-degree angle. The angled stalls provide an easier parking experience for vehicles entering the lot and encourage users to back out of their stalls into the lane as opposed to turning the entire vehicle around in the parking lot. The applicant complied with this request and set the parking stalls at a 70-degree angle.

For these reasons, the Urban Planning and Design Division supports this Variance.

Parking Space Dimensions

The applicant has proposed parking space dimensions of 9 feet wide by 18 feet long instead of the required 10 by 18 feet.

This is a relatively minor Variance, and given the site's substantial restrictions regarding total area, this lenience allows for the provision of a parking lot where there was none previously. Because the parking spaces are turned at a 70-degree angle, it is assumed that less maneuvering and turnaround space will be required as well.

For these reasons, the Division supports this Variance.

East Side Yard *and* Rear Yard (Garbage Enclosure)

The applicant has proposed an east side yard of 2 feet instead of 4 feet and a rear yard of 22 feet instead of 25 feet for the garbage enclosure.

The proposed garbage enclosure is located at the west end of the parking lot and opens onto the side lane for collection. The east side yard setback matches that of the multi-family building and is not out of place. A drive aisle is located between the garbage enclosure and the rear lot line, so meeting the required rear yard setback is not required. The garbage enclosure is well-designed and fits within the context of the parking lot.

For the above reasons, the Urban Planning and Design Division supports these Variances.

**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 on a previously vacant lot 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 application to introduce additional density on the site in a manner that is consistent with the policies guiding development under the "Established Neighbourhoods – Mature Communities" policy area within the Complete Communities Direction Strategy 2.0.*

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

***In that,*** *the proposed development is compatible with existing residential properties on St. Paul Avenue and in the St. Matthews neighbourhood.*

## CONSULTATION

In preparing this report there was internal consultation with: Public Works

## OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg 2045 is the City of Winnipeg's long-range development plan. Applicable policies and objectives include the following:

- 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: | Monday, October 5, 2026 |
| File No. | DAV 26-181484\C |

# 3 STOREY 6-PLEX

*(2,158 ft² FOOTPRINT)*
WINNIPEG, MANITOBA

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV 181484/2026C
SHEET # 1 OF 5
DATE: Sep. 29, 2026





**DESIGN SUMMARY:**
**(2020 N.B.C.C. - Amendment 3)**

**New Building Information:**
**3.2.2.54: Group C, up to 3 Storeys.**

**Building Footprint:** 2,158 ft² (200 m²).
**Building Faces:** 2 Streets.
**Building Height:** 3 Storeys.
**Sprinklered:** No

**3.1.17.1. (1) Occupant Load:**
**b)** 2 Persons per Sleeping Room in a Dwelling Unit.
(2 Rooms * 2 Persons) * 6 Units = 24 Persons.

**3.2.2.54.(2) Building Construction:**
**a)** 45 min F.R.R. Fire Separation Floor Assemblies.
**c)** 45 min F.R.R. Load-Bearing Walls, Columns and Arches.

**3.2.3. Spatial Separation: As Per Table 3.2.3.1.B.**
**Unlimited Unprotected Openings Occurs @ 8.0m.**

**3.2.7. Lighting and Emergency Power Systems:**
Emergency Lighting And Power Compliance by Electrical Contractor.

**3.3.4.4.(3) Egress from Dwelling Units:**
A single exit is permitted provided the exit is not more than 1.5 m above ground level.
**b)** the uppermost balcony is not more than 6 m above ground level.

**3.3.4.2.(3) Fire Separations:**
**a)** Lowest Floor Level and Uppermost Floor Level is not more than 6m.
**b)** 1 hr F.R.R. Separated Dwelling Units from Remainder of the Building.

**DRAWING KEY**

- 00 — GRID LINES
- 1 / A101 — DETAIL NUMBER / SIM / SECTIONS / SHEET NUMBER
- 1 / A101 — DETAIL NUMBER / SIM / DETAILS IN PLAN/SECTION / SHEET NUMBER
- 1 Ref / 1 Ref / A101 / 1 Ref — DETAIL NUMBER / INTERIOR ELEVATION / SHEET NUMBER
- Classroom "A" / 101 — ROOM NAME & NUMBER
- 1t — DOOR NO. ON PLAN
- 1i — WALL TYPE
- 1t — WINDOW TYPE

**DRAWING LIST**

| SHEET # | SHEET NAME |
|---|---|
| D000 | COVER PAGE |
| D100 | SITE PLAN |
| D101 | SITE DETAILS |
| D200 | ROOF PLAN |
| D300 | MAIN FLOOR PLAN |
| D301 | SECOND FLOOR PLAN |
| D302 | THIRD FLOOR PLAN |
| D500 | EXTERIOR ELEVATIONS |
| D501 | EXTERIOR ELEVATIONS |
| D600 | BUILDING SECTIONS |
| D601 | BUILDING SECTIONS |
| D602 | BUILDING SECTIONS |
| D700 | WALL SECTIONS |
| D701 | WALL SECTIONS |
| D702 | WALL SECTIONS |
| D703 | WALL SECTIONS |
| D900 | SCHEDULES |
| S000 | GENERAL NOTES |
| S100 | FOUNDATION PLAN |
| S101 | PILE LOCATIONS |

ANCHOR DESIGNS
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Project Title:
3 STOREY 6-PLEX

817 ST. PAUL AVE.
WINNIPEG, MANITOBA

Drawing Title:
COVER PAGE

| Project No. | Drawn By: |
|---|---|
| 25-11 | DJ |
| Scale: | Date: |
| As indicated | 2025.08.30 |

Revisions

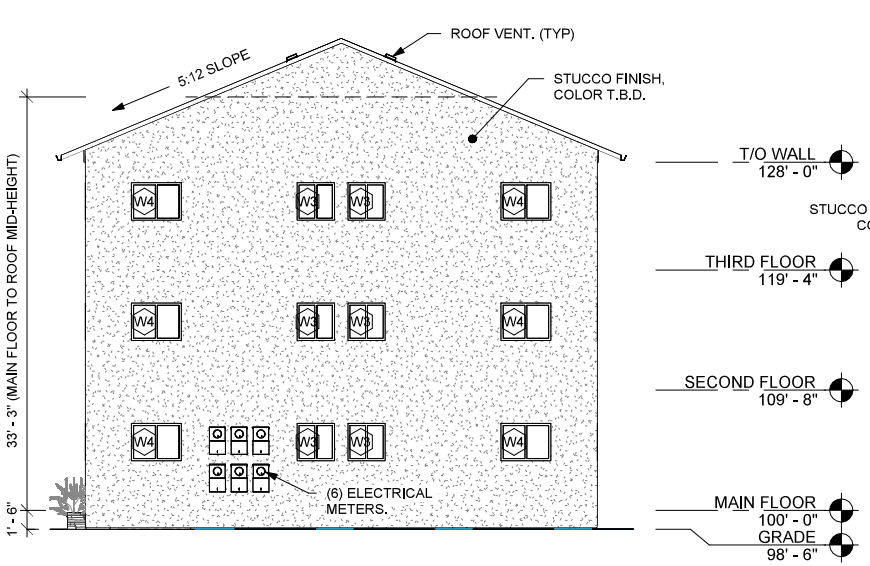
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|---|---|---|
| ISSUED FOR REVIEW | 2026.07.08 | R1 |
| ISSUED FOR REVIEW | 2026.08.01 | R2 |
| EXTERIOR FINISH | 2026.09.10 | R3 |
| SITE PLAN UPDATE | 2026.09.16 | R4 |

Sheet No.
D000 R3

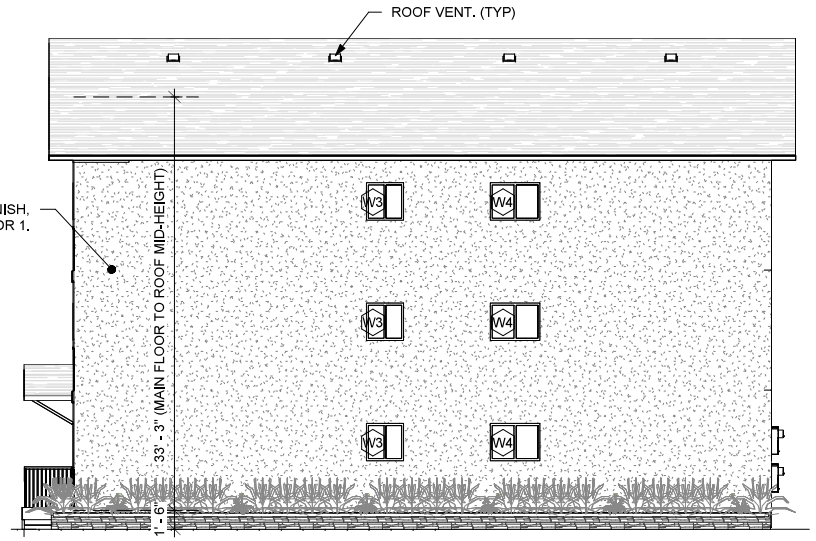
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Owner

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV 181484/2026C
SHEET # 4 OF 5
DATE: Sep. 29, 2026




1 D500 NORTH ELEVATION
Scale: 1" = 10'-0"




2 D500 EAST ELEVATION
Scale: 1" = 10'-0"


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Project Title:
3 STOREY 6-PLEX

817 ST. PAUL AVE.
WINNIPEG, MANITOBA

Drawing Title:
EXTERIOR ELEVATIONS

| Project No. | Drawn By: |
|---|---|
| 25-11 | DJ |
| Scale: | Date: |
| 1" = 10'-0" | 2025.08.30 |

Revisions

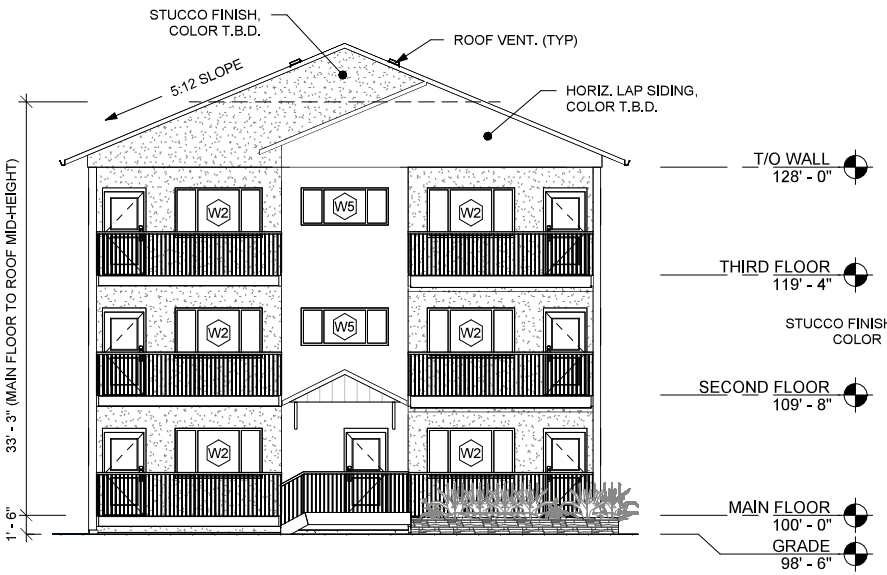
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| EXTERIOR FINISH | 2026.09.10 | R3 |
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Sheet No.
D500 R3

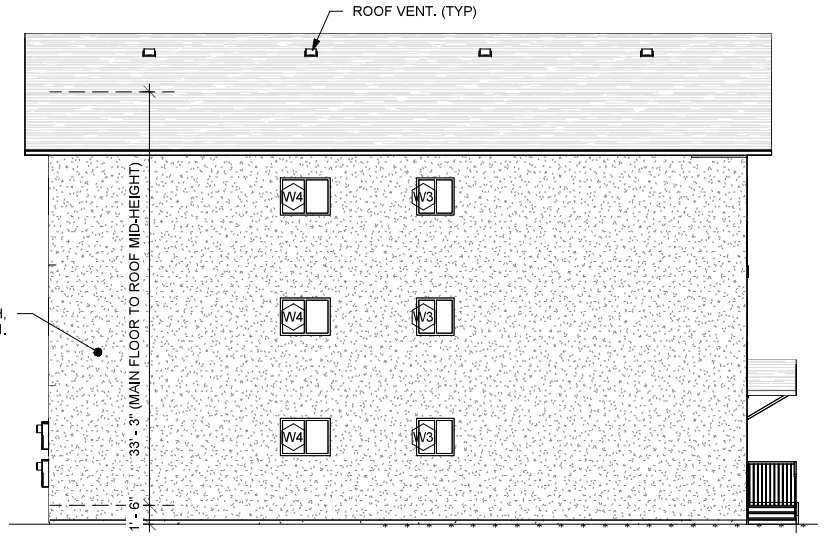
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**ZONING AND PERMIT BRANCH**
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV 181484/2026C
SHEET # 5 OF 5
DATE: Sep. 29, 2026




1 D501 SOUTH ELEVATION
Scale: 1" = 10'-0"




2 D501 WEST ELEVATION
Scale: 1" = 10'-0"

**FACADE FINISHES**

| | | |
|---|---|---|
| TOTAL AREA: | 1,370 FT² | 100% |
| STUCCO: | 986 FT² | 72% |
| LAP SIDING: | 384 FT² | 28% |


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Project Title:
3 STOREY 6-PLEX

817 ST. PAUL AVE.
WINNIPEG, MANITOBA

Drawing Title:
EXTERIOR ELEVATIONS

| Project No. | Drawn By: |
|---|---|
| 25-11 | DJ |
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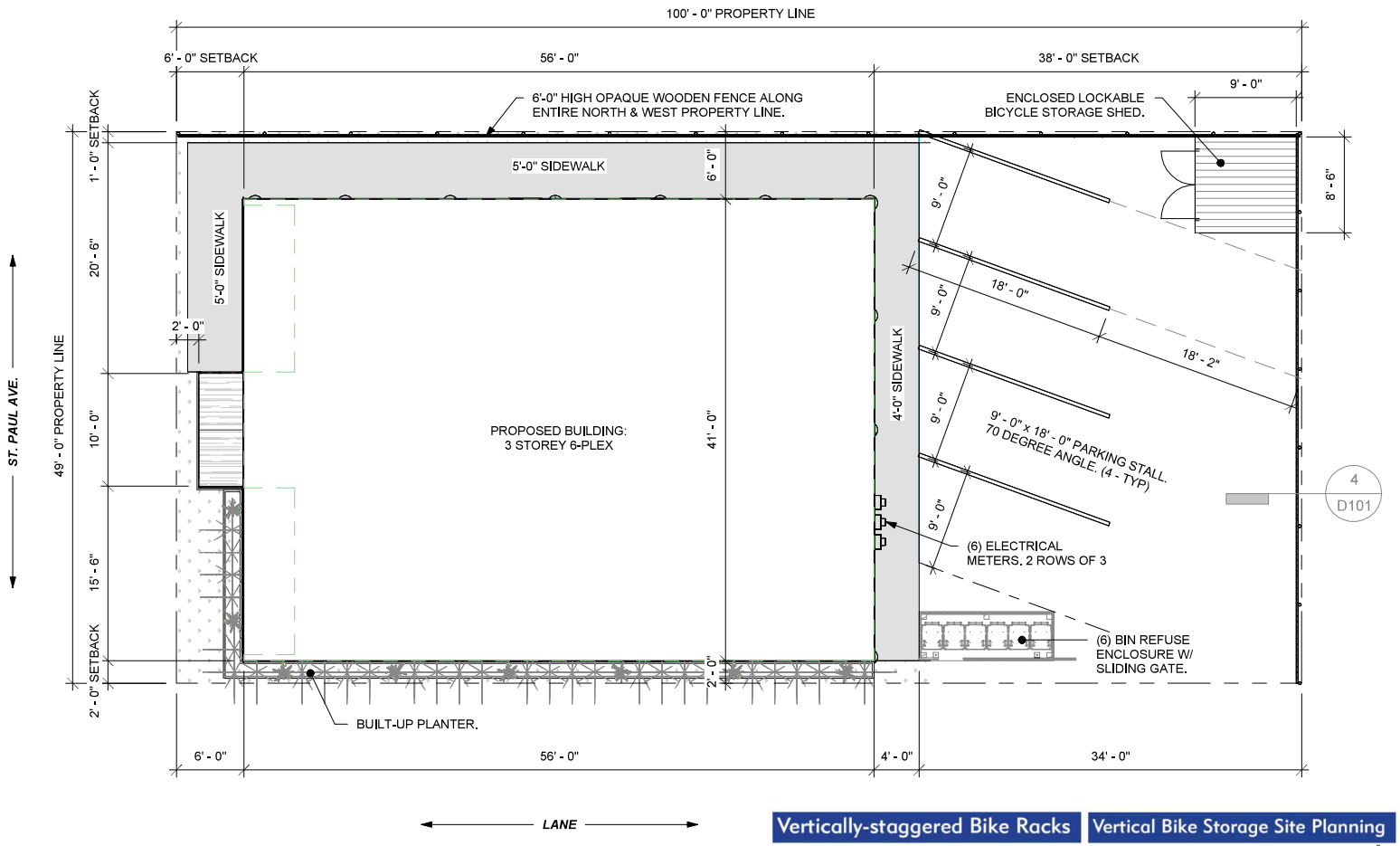
Revisions

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D501 R3

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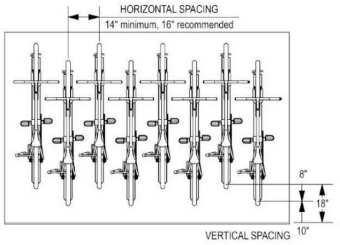
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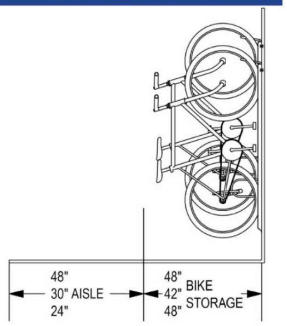

1 D500D100 SITE PLAN
Scale: 1" = 10'-0"

**Vertically-staggered Bike Racks**

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




**Vertical Bike Storage Site Planning**




ZONING AND PERMIT BRANCH
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SHEET # 2 OF 5
DATE: Sep. 29, 2026

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Project Title:
3 STOREY 6-PLEX

817 ST. PAUL AVE.
WINNIPEG, MANITOBA

Drawing Title:
SITE PLAN

| Project No. | Drawn By: |
|---|---|
| 25-11 | DJ |
| Scale: | Date: |
| 1" = 10'-0" | 2025.08.30 |

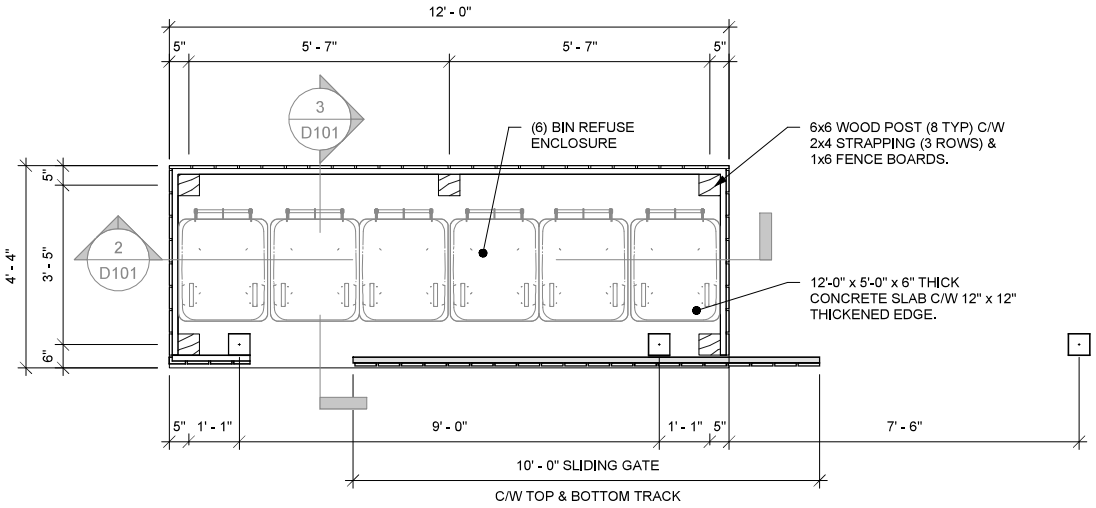
Revisions

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| SITE PLAN UPDATE | 2026.09.16 | R4 |

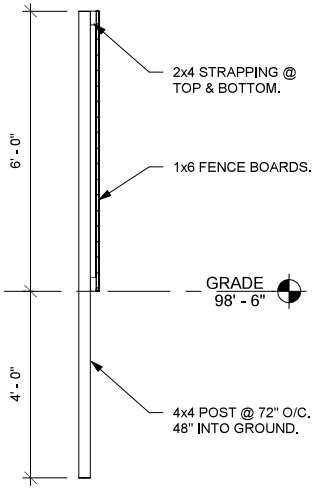
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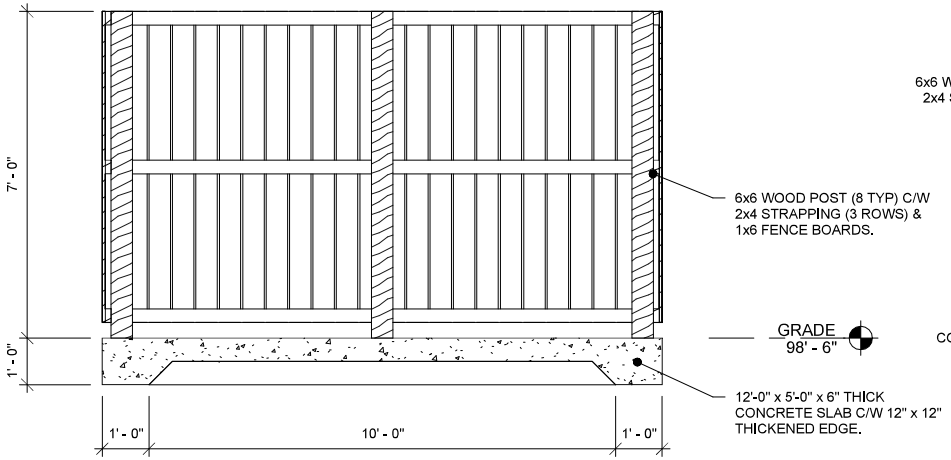
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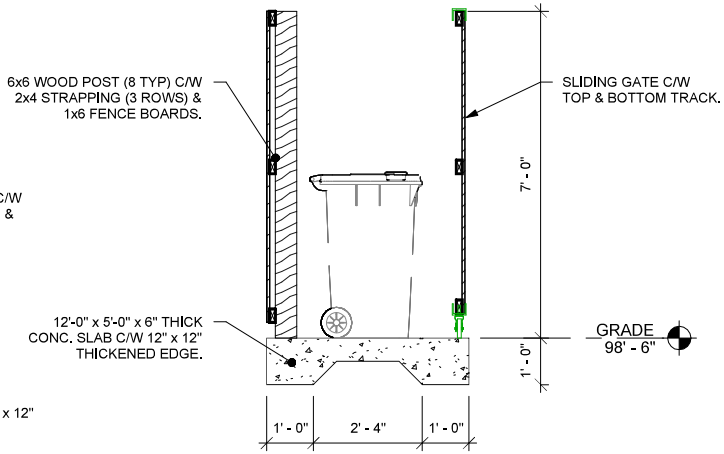

1 D500D101 GARBAGE ENCLOSURE
Scale: 3/8" = 1'-0"




4 D100D101 FENCE DETAIL
Scale: 3/8" = 1'-0"




2 D101D101 REFUSE LENGTH
Scale: 3/8" = 1'-0"




3 D101D101 REFUSE WIDTH
Scale: 3/8" = 1'-0"

ZONING AND PERMIT BRANCH
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SHEET # 3 OF 5
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Project Title:
3 STOREY 6-PLEX

817 ST. PAUL AVE.
WINNIPEG, MANITOBA

Drawing Title:
SITE DETAILS

| Project No. | Drawn By: |
|---|---|
| 25-11 | DJ |
| Scale: | Date: |
| 3/8" = 1'-0" | 2025.08.30 |

Revisions

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D101 R3

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