Agenda – East Kildonan-Transcona Community Committee – January 7, 2026

PUBLIC HEARINGS

Item No. 2 Variance – 305 McKay Avenue
(North Kildonan Ward)
File DAV 181633/2025D [c/r DASZ 29/2025]

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

The Urban Planning and Design Division recommends approval of the application to vary the proposed "RMF-M Mature Communities PDO-1" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 as follow:

On Proposed Lot 1:

1. for the construction of a multi-family dwelling to permit:

   A.. a front yard of 20 feet (6.10 metres) instead of 25 feet (7.62 metres);

   B. a west corner side yard of 15 feet (4.57 metres) instead of 20 feet (6.10 metres);

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

   A. no west side yard instead of 14 feet (6.10 metres);

   B. no north side yard instead of 14 feet (6.10 metres);

   C. no unassigned guest parking instead of 10 spaces;

   D. no van accessible parking instead of 2 spaces;

   E. no bicycle parking space instead of 9 space;.

   F. insufficient parking space dimensions for stalls straddling over a property line;

   G. insufficient buffering of parking and loading area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district;

On Proposed Lot 2:

1. for the construction of a multi-family dwelling to permit:

   A. a front yard of 24 feet (7.32 metres) instead of 25 feet (7.62 metres);

WINNIPEG PUBLIC SERVICE RECOMMENDATION (continued):

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

    A. a south side yard of 7 feet (2.13 metres) instead of 8 feet (2.44 metres);

    B. no van accessible parking space instead of 2 spaces;

    C. insufficient parking space dimensions for stalls straddling over a property line;

    D. a parking area and driveway without direct access to a street or public lane (access will need to be facilitated via a cross-access agreement with the adjacent property/Proposed Lot 1);

    E. insufficient buffering of parking and loading area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district;

    F. no onsite garbage enclosure (cross-access agreement required to share waste disposal with the adjacent property/Proposed Lot 1).

Subject to the following condition(s):

1. That the Developer and all successors in title to the lots shall enter into, and register and maintain in perpetuity by way of instrument (right of way agreement, easement agreement, or declaration) against the titles to the lots, private cross-access agreements with the owners of other lots so as to ensure vehicular and pedestrian access to every lot at all times, via streets or internal roads, to the satisfaction of the Director of Planning, Property, and Development.

2. That the Variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 29/2025.

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.

File:	DAV 181633/2025D
Applicant:	Landmark Planning & Design Inc (Brennan Johnson)
Premises Affected:	305 McKay Avenue
Legal Description:	LOT 1/9 BLOCK 5 PLAN 1269 59 K LOT 1/2 PLAN 20935 58/59 K, LOT 3 PLAN 20935 58/59 K, LOT 10/11 BLOCK 5 PLAN 1269 59 K PCL A,B PLAN 20141 58/59 K PCL C,D PLAN 20141 58/59 K, hereinafter called "the land"
Property Zoned:	"R1-M" (Residential Single-Family - Medium) Proposed "RMF-M Mature Communities PDO-1" (Residential Multi-Family – Medium Mature Communities PDO-1)
Nature of Application:	To vary the proposed "RMF-M Mature Communities PDO-1" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 as follows:

On Proposed Lot 1

1. for the construction of a multi-family dwelling to permit:

    A. a front yard of 20 feet (6.10 metres) instead of 25 feet (7.62 metres);

    B. a west corner side yard of 15 feet (4.57 metres) instead of 20 feet (6.10 metres);

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

    A. no west side yard instead of 14 feet (6.10 metres);

    B. no north side yard instead of 14 feet (6.10 metres);

    C. no unassigned guest parking instead of 10 spaces;

    D. no van accessible parking space instead of 2 spaces;

    E. no bicycle parking space instead of 9 space;

Nature of Application (continued): F. insufficient parking space dimensions for stalls straddling over a property line;

G. insufficient buffering of parking and loading area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district;

On Proposed Lot 2:

1. for the construction of a multi-family dwelling to permit:

   A. a front yard of 24 feet (7.32 metres) instead of 25 feet (7.62 metres);

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

   A. a south side yard of 7 feet (2.13 metres) instead of 8 feet (2.44 metres);

   B. no van accessible parking space instead of 2 spaces;

   C. insufficient parking space dimensions for stalls straddling over a property line;

   D. a parking area and driveway without direct access to a street or public lane (access will need to be facilitated via a cross-access agreement with the adjacent property/Proposed Lot 1);

   E. insufficient buffering of parking and loading area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district;

   F. no onsite garbage enclosure (cross-access agreement required to share waste disposal with the adjacent property/Proposed Lot 1).

Exhibits Filed:

1. Application dated December 19, 2025
2. Notification of Public Hearing dated December 19, 2025
3. Manitoba Status of Titles 1233769/1, 3075655/1, 3075659/1, 3075660/1, 3075653/1, 3075656/1, 3075658/1, and 3075661/1

Exhibits Filed (continued):

4. Letter of authorization dated May 7, 2025 from 305 McKay Avenue Ltd. (Alex Boersma) to Landmark Planning & Design Inc.
5. Letter of authorization dated August 15, 2025, from The City of Winnipeg (Gord Chappell for the Director of Planning, Property & Development) to Landmark Planning & Design
6. Offer to Purchase accepted September 21, 2023
7. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
8. Caveat 86-92107
9. Title Plot
10. 3D Renderings
11. Arborist Report & Tree Protection Plan dated February 10, 2025
12. Plans, Sheets 1 to 11 inclusive, for File DAV 181633/2025D dated September 22, 2025
13. Report from the Urban Planning Division dated December 15, 2025
14. Inspection Report
15. Communication dated November 21, 2025, from Fletcher Noonan in support of the application

The Winnipeg Public Service to advise that all statutory requirements with respect to this application have been complied with.

Moved by Councillor

That the report of the Winnipeg Public Service be taken as read.

Moved by Councillor

That the receipt of public representations be concluded.

Moved by Councillor

That in accordance with Subsection 247(3) of The City of Winnipeg Charter, the Variance,

(a) ☐ is consistent ☐ is not consistent
with Plan Winnipeg, and any applicable secondary plan;

(b) ☐ does not create ☐ does 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 ☐ is not
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 ☐ is not
compatible with the area in which the property to be affected is situated.

Supporting Reasons:

Moved by Councillor

That the recommendation of the Winnipeg Public Service be concurred in / not be concurred in and the Variance be approved / rejected.

Moved by Councillor

That the public hearing with respect to this application be concluded.

Exhibit “13” referred to in File DAV 181633/2025D

ADMINISTRATIVE REPORT

Title: DAV 25-181633\D – 305 McKay Avenue

Issue: For consideration of Variances associated with a 91-unit and a 99-unit multi-family dwelling.

Critical Path: East Kildonan-Transcona Community Committee

AUTHORIZATION

Author	Department Head	CFO	CAO
Choi Ho, RPP, MCIP	n/a	n/a	n/a

RECOMMENDATION

The Urban Planning and Design Division recommends **approval** of the application to vary the proposed “RMF-M Mature Communities PDO-1” Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 as follow:

On Proposed Lot 1:

1. for the construction of a multi-family dwelling to permit:
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2. for the establishment of an accessory parking area to permit:
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    b. no north side yard instead of 14 feet (6.10 metres);
    c. no unassigned guest parking instead of 10 spaces;
    d. no van accessible parking instead of 2 spaces;
    e. no bicycle parking space instead of 9 space;.
    f. insufficient parking space dimensions for stalls straddling over a property line;
    g. insufficient buffering of parking and loading area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district;

On Proposed Lot 2:

1. for the construction of a multi-family dwelling to permit:
    a. a front yard of 24 feet (7.32 metres) instead of 25 feet (7.62 metres);
2. for the establishment of an accessory parking area to permit:
    a. a south side yard of 7 feet (2.13 metres) instead of 8 feet (2.44 metres);
    b. no van accessible parking space instead of 2 spaces;
    c. insufficient parking space dimensions for stalls straddling over a property line;
    d. a parking area and driveway without direct access to a street or public lane (access will need to be facilitated via a cross-access agreement with the adjacent property/Proposed Lot 1);
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Subject to the following condition(s):

1. That the Developer and all successors in title to the lots shall enter into, and register and maintain in perpetuity by way of instrument (right of way agreement, easement agreement, or declaration) against the titles to the lots, private cross-access agreements with the owners of other lots so as to ensure vehicular and pedestrian access to every lot at all times, via streets or internal roads, to the satisfaction of the Director of Planning, Property, and Development.

2. That the Variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 29/2025.

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 proposes to subdivide and rezone 305 McKay Avenue for the purpose of constructing a 91-unit and 99-unit multi-family dwelling and also requires Variances per 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 25-181633\D**
RELATED FILES:	DASZ 29/2025
COMMUNITY:	East Kildonan - Transcona Committee
NEIGHBOURHOOD #:	4.413 - (ROSSMERE-A)

SUBJECT: To vary the proposed "RMF-M Mature Communities PDO-1" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 as follow:

On Proposed Lot 1:
1) for the construction of a multi-family dwelling to permit:
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e) insufficient buffering of parking and loading area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district;
f) no onsite garbage enclosure (cross-access agreement required to share waste disposal with the adjacent property/Proposed Lot 1).

LOCATION: 305 McKay Avenue
LEGAL DESCRIPTION: LOT 1/9 BLOCK 5 PLAN 1269 59 K LOT 1/2 PLAN 20935 58/59 K

APPLICANT:	Brennan Johnson (Landmark Planning & Design Inc) 298 Waterfront Dr Winnipeg, MB R3B 0G5
OWNER:	305 MCKAY AVENUE LTD. 1615 Regent Ave W 460 (C/O GREEN VALLEY MANAGEMENT LTD) Winnipeg, MB R2C 5C6

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 McKay Avenue, between Arby Bay and Aspenwood Place, in the Rossmere-A neighbourhood of the North Kildonan ward.
- The total site is 161,066 square feet (14,963.54 square metres or 3.69 acres) in area.
- 305 McKay Avenue is currently occupied by a one and a half storey warehouse building and parking areas.
- The subject site is accessed via front approaches off McKay Avenue.
- McKay Avenue and Arby Bay are local roads.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the “Established Neighbourhoods – Mature Communities” policy area.
- The property is zoned “R1-M Mature Communities PDO-1” (Residential Single-Family – Medium) district.



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

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: 304-324 Springfield Road – single-family dwelling uses zoned "R1-M Mature Communities PDO-1" (Residential Single-Family – Medium)

East: 3-31 Aspenwood Place – single-family dwelling uses zoned "R1-M Mature Communities PDO-1" (Residential Single-Family – Medium)

South: McKay Avenue, then 304-330 McKay Avenue – single-family dwelling uses zoned "R2 Mature Communities PDO-1" (Residential Two-Family)

West: Arby Bay, then 303 McKay Avenue – a single-family dwelling use zoned "R2 Mature Communities PDO-1" (Residential Two-Family), 268 Arby Bay – a passive park use zoned "PR1 Mature Communities PDO-1" (Parks and Recreation 1 - Neighbourhood), and 267 Arby Bay – a single-family dwelling use zoned "R1-L Mature Communities PDO-1" (Residential Single-Family – Large)

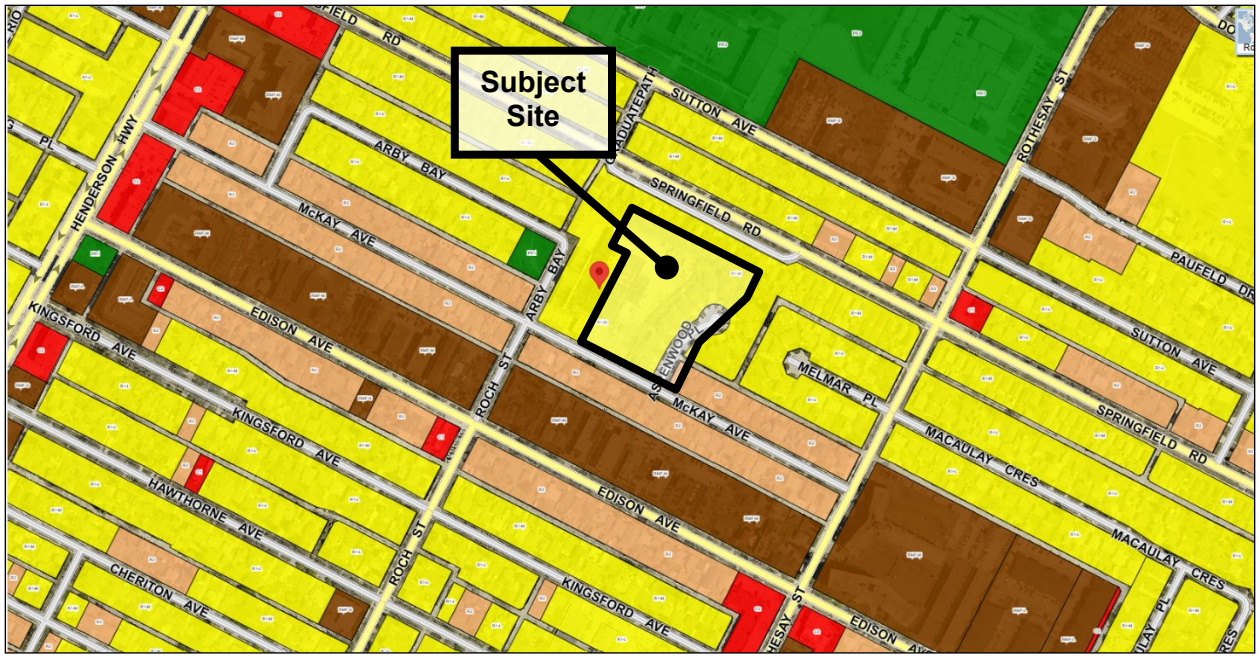

Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant proposes to subdivide and rezone the subject properties from "R1-M Mature Communities PDO-1" (Residential Single-Family – Medium) to "RMF-M Mature Communities PDO-1" (Residential Multi-Family - Medium) district for the construction of a 91-unit and 99-unit multi-family dwellings.
- The existing building on the subject site will be demolished.
- Proposed Lot 1, on the southern portion of the site closest to McKay Avenue as well as the northeasterly quadrant of the subject property, is 82,948 square feet in lot area and is proposed to have 99 dwelling units (Building #1).
- Proposed Lot 2, on the western portion of the site closest to Arby Bay as well as the northwesterly quadrant of the subject property, is 78,118 square feet in lot area and is proposed to have 91 dwelling units (Building #2).
- Building #1 and #2 are both 45 feet or 4-storeys in height and stepping down to 3-storeys where the building elevations abuts single-family dwelling lots.
- The buildings have a mix of 1-bedroom, 2-bedroom, and 3-bedroom units.
- The building setbacks are as follows:
    - Proposed Lot 1 - Building #1
        - 20 feet south front yard
        - 32 feet north rear yard
        - 29 feet east side yard (to the single-family dwellings on Aspenwood Place)
        - 15 feet west side yard
    - Proposed Lot 2 - Building #2
        - 24 feet west front yard
        - 131 feet east rear yard

        - 23 feet south side yard
        - 29 feet north side yard (to the single-family dwellings on Springfield Road)

- Access to the site is via a new approach off Arby Bay.

- There are 234 vehicle parking spaces, of which seven (7) are accessible parking and 20 are for guest parking. There are 20 bicycle parking spaces.

- The elevations show the following building materials: EIFS and hardie cement lap siding.

- The proposed landscaping includes:
    - Proposed Lot 1 – Building #1
        - 17 trees (of which 7 are existing) and 51 shrubs on McKay Avenue
        - 8 trees and 20 shrubs on Arby Bay
        - 63 shrubs for building foundation landscaping
        - 8 trees and 24 shrubs for parking lot interior landscaping
    - Proposed Lot 2 – Building #2
        - 14 trees (of which 2 are existing) and 35 shrubs on Arby Bay
        - 26 shrubs for building foundation landscaping
        - 8 trees and 24 shrubs for parking lot interior landscaping

- The garbage and recycling collection area is located towards the eastern portion of Proposed Lot 2.

- On-site amenities include a dog run and raised garden beds.

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING AND CONSULTATION

With the Public Service

- The applicant engaged with the Public Service prior to submitting an application.

With the Public

- The letter of intent indicates the applicant undertook a public engagement process through a series of stakeholder meetings and public open houses held between June 2022 and December 2024. The Project Team also had 1-on-1 conversations and meetings with adjacent residents and stakeholders.
    - Notifications were sent via hand-delivered notices to residents and stakeholders in the immediate vicinity and a local community newspaper advertisement for the final set of meetings and open houses.
    - Key concerns were site layout, housing typology, aesthetics, height/shadows, privacy, traffic, parking, property values, and infrastructure.
- Some of the applicant's responses to concerns/comments include:
    - Site layout: The site was designed to bring the proposed buildings towards the Arby Bay/McKay Avenue intersection to provide greater separation to existing properties. The preferred design concept features large setbacks to existing single-family homes on McKay Avenue, Arby Bay, Aspenwood Place and Springfield Road.

- Height/Shadows: The preferred design includes two four-storey buildings stepping down to three-storeys abutting existing homes. Due to the placement of the buildings at the McKay Avenue and Arby Bay intersection and large setbacks provided, the proposal complies with City of Winnipeg guidelines for continuous sunlight (**see Figure 3**).
- Privacy: The end caps of the buildings feature clerestory windows and do not have balconies, to further address privacy concerns from residents on Aspenwood Place and Springfield Road.
- Traffic: The Traffic Impact Study (TIS) prepared by Dillon Consulting Ltd. states that traffic generated by the proposal is acceptable from a transportation perspective and can be accommodated by the existing transportation network.
- Parking: A total of 234 parking stalls is proposed, exceeding the minimum parking requirement (209 parking spaces) of the *Winnipeg Zoning By-law*.

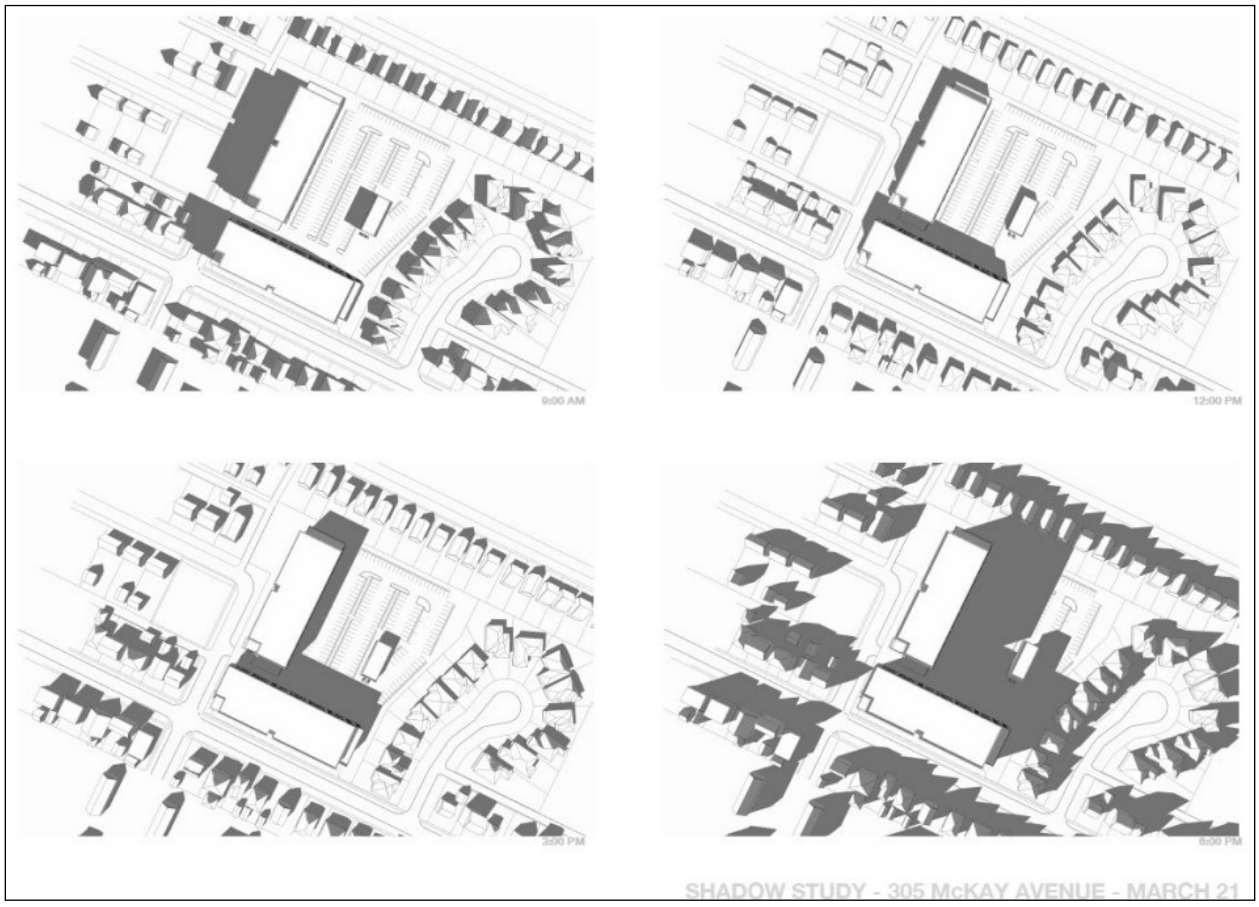

Figure 3: Sun/Shadow Study

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The *Complete Communities Direction Strategy 2.0* (CCDS 2.0) is one of four direction strategies supporting *OurWinnipeg 2045*, 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 properties are in an "Established Neighbourhood – Mature Communities" policy area of *CCDS 2.0*. Applicable goals and policies include:

D1: Established Neighbourhoods

- **Goal 1: 1.0 Encourage compatible residential development within Established Neighbourhoods to build more Complete Communities and align with the City's residential intensification target.**
    - *1.1 Encourage residential development that positively contributes to neighbourhood character while expanding housing options for residents in a manner that is sensitive and complementary to existing development.*
    - *1.2 Increase the population within Established Neighbourhoods to contribute to the physical renewal and revitalization of older neighbourhoods.*
    - *1.5 Support up to mid-rise residential development in Established Neighbourhoods that is compatible with neighbourhood context.*
    - *1.6 In the absence of a secondary plan guiding the local development of an Established Neighbourhood, intensification should be guided by a number of factors to ensure compatible development, including:*
        - *a. Applicable City-endorsed policies or guidelines;*
        - *b. Existing zoning of 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.*
    - *1.15 Low-rise residential uses will generally be encouraged to locate on arterial roads and collector roads where compatible with adjacent land uses and where they can be conveniently served with transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.*

- **Goal 2 – 2.0 Design new development in Established Neighbourhoods to a high standard of urban design and construction to ensure new development adds value to public and private urban spaces to create a sense of place and civic pride.**
    - *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 visual aesthetics of the street and neighbourhood.*
    - *2.9 Buildings with multi unit residential uses should be designed to support pedestrian activity and reinforce the public realm through thoughtful use of architectural features which may include, but are not limited to, the following:*
        - *a. Window placement that supports passive surveillance;*
        - *b. Unit entrances with direct access to the street;*
        - *c. Front porches;*
        - *d. Balconies;*
        - *e. Awnings;*
        - *f. Lighting; and*
        - *g. Height of primary entrances.*
    - *2.11 Multi-family residential or mixed-use buildings that front public streets and contain internal parking areas should provide a main entrance facing the public street.*
    - *2.12 New development should respect and complement the existing character of the built form of surrounding properties.*
    - *2.17 Locate commercial, mixed-use, or multiple family residential parking underground or behind buildings in order to create a more pedestrian-oriented built form. Active uses should be located at grade when these buildings face public streets.*
    - *2.18 Strongly discourage locating surface parking lots between streets and building fronts.*
    - *2.21 Site design should take cues from the character of the neighbourhood or street and should mitigate the potential for land use conflict with adjacent properties that have different scales, densities and uses. Parking location (motor vehicle and bicycle), vehicular access, servicing elements, building placement and landscaping treatment will be important design elements to ensure context-sensitive design.*
    - *2.22 Create or reinforce compact, pedestrian-oriented urban development patterns by ensuring the siting, form and scale of new development has a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.*

- **Goal 3 – 3.0 Ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs.**
    - *3.1 Encourage a variety of housing types and tenures within Established Neighbourhoods to meet life-cycle housing needs and affordability ranges.*
    - *3.6 Encourage new development that incorporates housing types that enable "aging in place" in Established Neighbourhoods.*

Established Neighbourhoods – Mature Communities – Goal 1, 2 and 3 Policy Alignment:

- The development is sensitive and complementary to the existing neighbourhood context. The proposal includes low-rise 4-storey building heights that also step down to 3-storeys where there is abutting single-family dwellings. These building heights (45 feet and about 33 feet) are well below the "RMF-M" maximum (70 feet). The proposed building orientations, layouts and setbacks further mitigate potential negative impacts on the abutting neighbours.
- Intensification is supportable here due to the corner lot and larger lot size than what is typical in the neighbourhood. The subject property is over 161,000 square feet, the lots in and around McKay Avenue are 2,500-8500 square feet in lot area. These characteristics of the lot provide a good opportunity to accommodate increased density within a lower density neighbourhood.
- The building design and site design creates visual interest and positively contributes to the visual aesthetics by incorporating a variety of colours, materials, articulation, prominent/contrasting building entrances, and buildings with a strong pedestrian orientation (close to the streets) to ensure the new development fits the street corner and neighbourhood context.
- The proposal provides a diversity of housing options, types and tenures within an Established Neighbourhood and meets resident life-cycle housing needs

SMALL-SCALE AND LOW-RISE RESIDENTIAL DEVELOPMENT GUIDELINES FOR MATURE COMMUNITIES

- The *Small Scale and Low-Rise Residential Development Guidelines for Mature Communities* (Infill Guidelines) help determine what are appropriate designs for small-scale and low-rise residential buildings in their local context.
- The *Infill Guidelines* include two major components that work together to create opportunities for residential intensification in mature communities that mitigate massing impacts on nearby lower-density properties and to mitigate potential land use conflicts between buildings of different scales and intensity.
    - The first component is a "Preferred Location Criteria" that establishes the lot characteristics enabling specific building typologies.
    - The second component is "Site Design" and "Building Design" guidelines that regulate the physical characteristics of any proposed building(s).

Preferred Location Criteria

- The proposed development does not meet Scenario 1 or 2 of the "Preferred Location Criteria" for a low-rise multi-unit residential development in Area 1:

- Scenario 1
  - on sites where the rear yard abuts a lane;
  - on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
  - where the property abuts an arterial street; or
- Scenario 2
  - on sites where the rear yard abuts a lane;
  - on sites located within 1,312 feet (400 metres) of the Primary Transit Network or rapid transit station; and
  - where two or more of the following conditions are met:
    - on corner lots (including internal corner lot);
    - on sites where a lane separates the rear yard from a commercial, multi-unit residential or non-residential use; or
    - on sites where at least one side yard abuts a commercial, multi-unit residential or non-residential use

Secondary Considerations

The following Secondary Considerations were used to enable support for low-rise multi-family dwellings at this location, and contingent on the proposal meeting the Site Design and Building Design guidelines for that building typology:

- The property is a corner lot which provides an opportunity to accommodate increased density within lower density neighbourhoods in a manner that reduces the number of properties that are potentially impacted by a higher intensity development.
- The lot is substantially larger than typical lots on this block of McKay Avenue and the surrounding area, which allows for greater variety of housing options within a neighbourhood while limiting the potential that such a development would create a dramatic change in the existing physical development pattern of the neighbourhood.
- There is a strong pedestrian environment, an active transportation path directly on Arby Bay, and high frequency Transit service on Henderson Highway within 800 metres walking distance which provides residents with more choices on how they get around, reduces the reliance on vehicles, supports healthier lifestyles, and supports municipal investment in the Transit and Active Transportation network.
- The landscaping solutions mitigate potential land use conflicts between buildings of different scale and intensity. There is a proposed large outdoor garden area where there are a number of existing and abutting lower density lots, as well as substantial landscape buffers proposed along the fenced property lines between the parking areas and abutting single-family dwellings.
- The massing impacts on nearby lower density properties are mitigated through design considerations such as larger side yard building setbacks (at least 29 feet), other setbacks, and recessed building facades from abutting single-family dwellings.
- The orientation and layout of the buildings are closest to McKay Avenue and Arby Bay and farthest set back from the majority of the single-family dwellings with rear yards that abut the subject site (on Springfield Road and Aspenwood Place). The step downs and step backs/recessed facades of the buildings help mitigate sun/shadow impacts, reduce privacy impacts, and provide adequate viewsheds and sky views.

Site Design

- The proposed low-rise multi-family development generally meets all the applicable "Site Design" guidelines for Front Yards, Rear Yards, Side Yards, Lot Coverage, Driveway Access, Parking, Landscaping, and Separation Distances.

Building Design

- The proposed development meets the applicable "Building Design" guidelines for Roof Pitches, Design, Façade Materials and Architectural Features, Main Floor Height, Entrances, Projections into Setbacks, Privacy, and Utilities, Servicing and Mechanical.

The proposal does not meet the maximum 35 feet Building Height for low-rise buildings on local streets. However, the Urban Planning and Design Division supports the development for low-rise multi-family buildings as there are building step downs proposed as part of the Building Design that are less than the 35 feet maximum where there are existing and abutting low-density dwellings.

WINNIPEG ZONING BY-LAW

Reason for Variances

Front Yard Building Setbacks

- The front yard building setback is calculated as 25 feet. The development proposes a front yard building setback of 20 feet (Proposed Lot 1 – Building #1) and 24 feet (Proposed Lot 2 – Building #2). For these reasons, Variances are required.

Corner Side Yard Building Setback

- The west corner side yard building setback is calculated as 20 feet (Proposed Lot 1 – Building #1). The development proposes a west corner side yard building setback of 15 feet. For this reason, a Variance is required.

Side Yard Setbacks to an Accessory Parking Area

- The west and north corner side yard setback to an accessory parking area is calculated as 20 feet (Proposed Lot 1) and the south side yard setback to an accessory parking area is calculated as 8 feet (Proposed Lot 2). The development proposes a zero (0) west and north corner side yard setback (Proposed Lot 1) and a 7 feet south side yard setback (Proposed Lot 2). For these reasons, Variances are required.

Guest Parking Spaces

- 10 guest parking spaces are required (Proposed Lot 1). The development proposes zero (0). For this reason, a Variance is required.

Van Accessible Parking Spaces

- 2 van accessible parking spaces are required (Proposed Lot 1 and Proposed Lot 2). The development proposes zero (0). For these reasons, Variances are required.

Bicycle Parking Spaces

- 9 bicycle parking spaces are required (Proposed Lot 1). The development proposes zero (0). For this reason, a Variance is required.

Parking Space Dimensions

- *Parking spaces straddle over a property line (Proposed Lot 1 and Proposed Lot 2). For this reason, a Variance is required.*

Buffering of Parking Area

- Buffering of a parking area located within 20 feet of a rear lot line adjacent to a residential district is required (Proposed Lot 1 and Proposed Lot 2). The development proposes insufficient buffering. For these reasons, Variances are required.

Parking Area with Access to a Street or Public Lane

- *A parking area is without direct access to a street or public lane (Proposed Lot 2). For this reason, a Variance is required.*

Garbage Enclosure

- *There is no on-site garbage enclosure (Proposed Lot 2). For this reason, a Variance is required.*

Analysis of Variances

Reduced Front Yard Building Setbacks

- The front yard building setbacks are 20 feet (Proposed Lot 1 – Building #1) and 24 feet (Proposed Lot 2 – Building #2) instead of 25 feet. These dimensions are measured to the central projecting portions of the buildings along McKay Avenue and Arby Bay. However, the recessed end-cap portions of the building façades and in particular, closest to the single-family dwellings on Aspenwood Place and Springfield Road, are even farther setback 28 feet and 32 feet, respectively.
    - For these reasons, the Division supports these Variances.

Reduced Corner Side Yard Building Setbacks

- The west corner side yard building setback is 15 feet instead of 20 feet (Proposed Lot 1 – Building #1) from Arby Bay. For a corner lot, buildings closer to the street edge provides a strong pedestrian-orientation and emphasizes the corner condition. There is still an adequate setback to allow landscaping, a sense of arrival, and to ensure safety/sightlines are not negatively impacted.
    - For these reasons, the Division supports this Variance.

No Side Yard Setbacks to an Accessory Parking Area

- There are zero (0) west and north corner side yard setbacks (Proposed Lot 1) and a 7 feet south side yard setback (Proposed Lot 2) to the accessory parking areas. These Variances are due to the parking areas straddling the proposed new property lines as part of the proposed subdivision.
    - For this reason, the Division supports these Variances.

No Guest, Van Accessible, and Bicycle Parking Spaces

- There are no guest (Proposed Lot 1), van accessible (Proposed Lot 1 and Proposed Lot 2), and bicycle (Proposed Lot 1) parking spaces. These Variances are due to the spaces being shared across the proposed new property lines as part of the proposed subdivision. The overall guest (20 spaces), van accessible (2 spaces), and bicycle (20) parking spaces either meet or exceed the *Winnipeg Zoning By-law* requirements.
    - For these reason, the Division supports these Variances.

Insufficient Parking Space Dimensions

- *Some parking spaces have insufficient dimensions (Proposed Lot 1 and Proposed Lot 2).* These Variances are due to the spaces straddling the proposed new property lines as part of the proposed subdivision. The overall vehicle parking spaces (234) exceed the *Winnipeg Zoning By-law* requirements (209).
    - For this reason, the Division supports this Variance.

Insufficient Buffering of Parking Area

- There is insufficient buffering of a parking area located within 20 feet of a rear lot line adjacent to a residential district (Proposed Lot 1 and Proposed Lot 2). This Variance is due to the parking area being shared across the proposed new property lines as part of the proposed subdivision. The parking area as a combined whole has substantial landscaped buffers where there are abutting residential lots.
    - For this reason, the Division supports this Variance.

Parking Area with No Direct Access to a Street or Public Lane

- *A parking area has no direct access to a street or public lane (Proposed Lot 2).* This Variance is due to the parking area being shared across the proposed new property lines as part of the proposed subdivision. The applicant indicates there will be a cross-access agreement with the adjacent property/Proposed Lot 1.
    - For this reason, the Division supports this Variance.

No Garbage Enclosure

- *There is no on-site garbage enclosure (Proposed Lot 2).* This Variance is due to the garbage collection area being shared across the proposed new property lines as part of the proposed subdivision. The applicant indicates there will be a cross-access agreement with the adjacent property/Proposed Lot 1.
    - For this reason, the Division supports this Variance.

REASONS FOR RECOMMENDATIONS

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

(a) is consistent with *Plan Winnipeg* and any applicable secondary plan;

***In that**, the proposed development is consistent with policies in OurWinnipeg 2045, Complete Communities Direction Strategy 2.0, and the Infill Guidelines.*

(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 mitigates land use conflicts and massing impacts on the abutting and adjacent lower-density residential properties.*

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

***In that**, the Variances are the minimum modification to mitigate negative impacts on the property.*

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

In that, *the proposed scale, residential intensity, and design introduces an compatible new development on the block, in the neighbourhood, and within the ward.*

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg 2045 Goal – City Building

City Building Objectives

- **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:
    - *Facilitate growth and change strategically within Winnipeg's unique Transformative Areas and Established Neighbourhoods, to enhance the ability of the urban environment to contribute towards this Plan's goals.*
- **City Building Objective 2**. Integrate resilient land use, transportation and infrastructure planning, and investments:
    - *Ensure that land use, transportation, and infrastructure planning are aligned to provide the conditions for compact, complete and connected communities, supported by sustainable transportation options and municipal infrastructure capacity.*
- **City Building Objective 3.** Facilitate development opportunities that complete established communities, and plan new communities as complete and connected from the outset:
    - *New and existing communities are complete when they demonstrate: universally designed environments; mixed-income neighbourhoods; a continuum of housing types; multi-modal connections within and to elsewhere in the city; heritage conservation; opportunities for physical activity, social interaction, and access to healthy food, daily needs, employment, education, recreation, and green infrastructure*.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

- **Key Direction 4.1:** Increase strategic infill development that provides access to and capitalizes on existing and planned corridors with frequent transit service
- **Key Direction 4.2:** Ensure new areas of growth are designed according to the principles of Complete Communities.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

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

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Choi Ho, RPP, MCIP
Date:	December 15, 2025
File No.	DAV 25-181633\D

Exhibit “12” referred to in File DAV 181633/2025D





SITE PLAN LEGEND:

- PROPERTY LINE
- NEW SHRUBS
- V VISITOR PARKING
- SC SMALL CAR PARKING
- OPAQUE WOOD FENCE

Lot - 1

REQUIRED LANDSCAPED AREAS

REQUIRED TREES/SHRUBS

STREET EDGE REQUIREMENTS

BUFFERING

BUILDING FOUNDATIONS

PARKING LOT (2000.000 - 1400)

Lot - 2

REQUIRED LANDSCAPED AREAS

REQUIRED TREES/SHRUBS

STREET EDGE REQUIREMENTS

BUFFERING

BUILDING FOUNDATIONS

PARKING LOT (2000.000 - 1400)

EXISTING TREES (2000.000 - 100)

NEW PLANTING

TREE SPECIES

SHRUB SPECIES

EXISTING TREES

ZONING and PERMITS BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH DAV 25-18/633/D

SHEET # 2 OF 11

APPLICANT (SGD.)

ZONING OFFICER Wei Zou

DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23

McKAY APARTMENTS

WINNIPEG, MB

305 McKAY AVENUE

LANDSCAPE PLAN

A1.2





ZONING and PERMITS BRANCH
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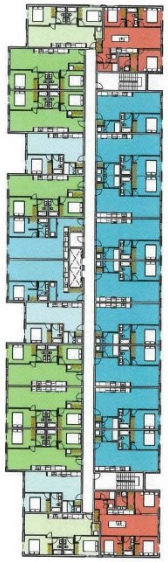
IN CONNECTION WITH DAU 25-18/623/D
SHEET # 3 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23

McKAY APARTMENTS
WINNIPEG, MB
305 McKAY AVENUE
MAIN FLOOR

A2.0





BLDG 1

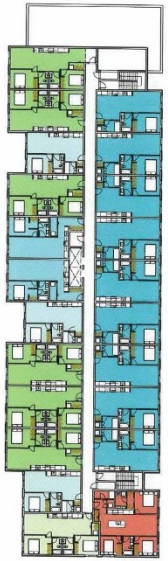
ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-181633(D
SHEET # 4 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture

2409	2025.05.23

McKAY APARTMENTS
WINNIPEG, MB
305 McKAY AVENUE
2ND / 3RD FLOOR

A2.1





BLDG 1

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-1B1633/0
SHEET # 5 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23

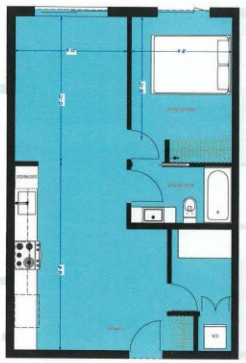
McKAY APARTMENTS
WINNIPEG, MB
305 McKAY AVENUE
4TH FLOOR

A2.3

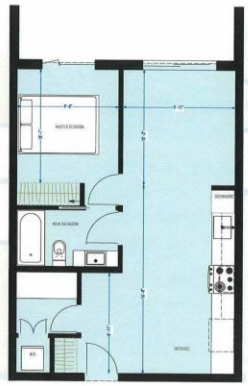




1 | 3 BEDROOM (910SF x 12) PLAN



2 | 1 BEDROOM (618SF x 76) PLAN



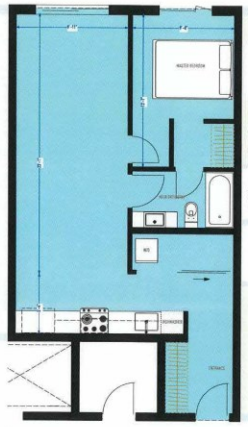
3 | 1 BEDROOM (551SF x 24) PLAN



4 | 2 BEDROOM (730SF x 12) PLAN



5 | 2 BEDROOM (732SF x 52) PLAN



6 | 1 BEDROOM (626SF x 14) PLAN

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-181633
SHEET # 6 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture

2409	2025.05.23

McKAY APARTMENTS
WINNIPEG, MB
305 McKAY AVENUE
TYPICAL SUITE TYPES-1

A2.9.0



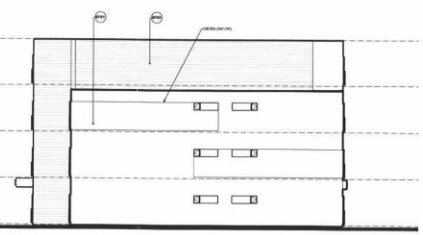
1 BLDG 1 - SOUTH ELEVATION ELEVATION
3/32" = 1'-0"



4 BLDG 1 - NORTH ELEVATION ELEVATION
3/32" = 1'-0"



3 BLDG 1 - WEST ELEVATION ELEVATION
3/32" = 1'-0"



04 BLDG 1 - EAST ELEVATION ELEVATION
3/32" = 1'-0"

EXTERIOR FINISH SCHEDULE

NAME	MAIL MATERIAL	NOTES
EF01	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADDS - 1200 TAN
EF02	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADDS - 1200 TAN
EF03	JAMES HARDIE CEMENTIFIQUE LAP SIDING - SMOOTH	ROCKMAN BLUE
EF04	JAMES HARDIE CEMENTIFIQUE LAP SIDING - SMOOTH	DEEP OCEAN
EF05	MAC METALS - INTRUDECKING SIDING PANELS	WOOD GRAIN - CORK
EF06	2 KILN PREFINISHED SPEC SIDING	MATTE BLACK - ELEVATED FINISH
EF07	SLATED ALUMINUM ENTRANCE SYSTEM	CLEAR ANODIZED ALUMINUM - LOW-E CLEAR GLASS

GENERAL NOTES:

1. ANNOTATIONS AND CORRESPONDING ELEMENTS SHOWN ON DRAWINGS APPLY TO ALL EXTERIOR ELEVATIONS.

2. WINDOW MATERIAL TO BE PVC, COLOUR: TBD.

ZONING and PERMITS BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH DAV 25-181633/D

SHEET # 7 OF 11

APPLICANT (SGD.) [signature]

ZONING OFFICER Wei Zou

DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23

McKAY APARTMENTS

WINNIPEG, MB
305 McKAY AVENUE

BLDG 1 EXT. ELEVATIONS

A3.0



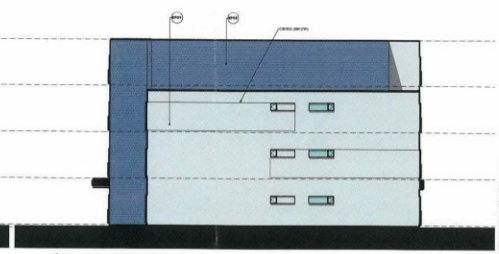
6 | BLDG 1 - SOUTH ELEVATION ELEVATION
3/32" = 1'-0"



9 | BLDG 1 - NORTH ELEVATION ELEVATION
3/32" = 1'-0"



7 | BLDG 1 - WEST ELEVATION ELEVATION
3/32" = 1'-0"



8 | BLDG 1 - EAST ELEVATION ELEVATION
3/32" = 1'-0"

EXTERIOR FINISH SCHEDULE

NAME	MAIN MATERIAL	NOTES
EF01	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADEX - 1550 FW
EF02	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADEX - 1550 FW
EF03	JAMES HARDIE CEMENTERIOUS LAP SIDING - SMOOTH	BODYWAY BLUE
EF04	JAMES HARDIE CEMENTERIOUS LAP SIDING - SMOOTH	SEEP DOWN
EF05	MAC METALS - INTERLOCKING SIDING PANELS	WOOD TONES - CORE
EF06	2 KG PREFINISHED SPEC SIDING	MATTE BLACK - FEATURED FINISH
EF07	GLAZED ALUMINUM ENTRANCE SYSTEM	CLEAR ANODIZED ALUMINUM - EDW-1 CLEAR GLASS

GENERAL NOTES:

1. ANNOTATIONS AND CORRESPONDING ELEMENTS SHOWN ON DRAWINGS APPLY TO ALL EXTERIOR ELEVATIONS.

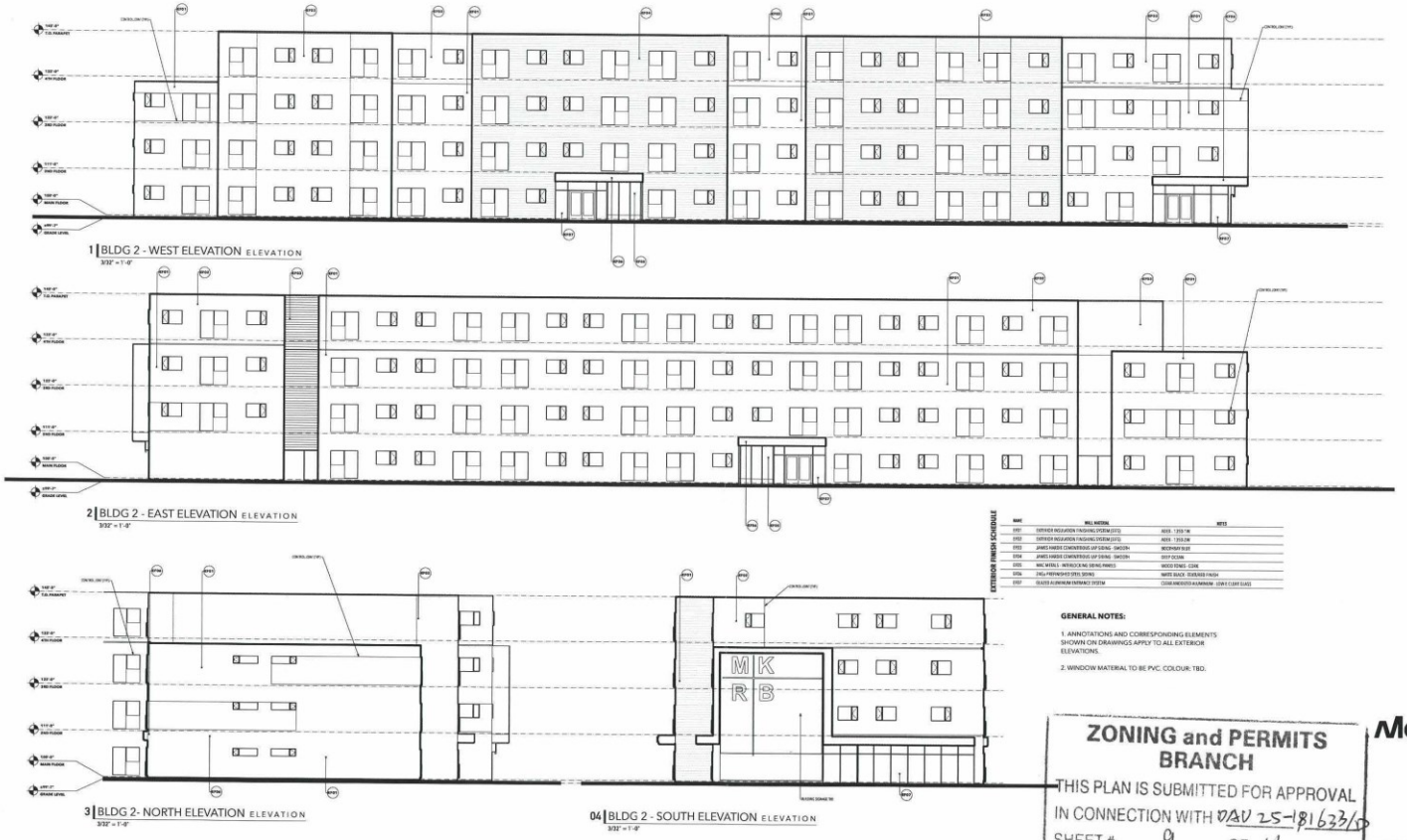
2. WINDOW MATERIAL TO BE PVC. COLOUR: TBD.

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH DAV 25-181633/D
SHEET # 8 OF 11
APPLICANT (SGD.) [signature]
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23

McKAY APARTMENTS
WINNIPEG, MB
305 McKAY AVENUE
BLDG 1 EXT. ELEVATIONS
A3.0B



EXTERIOR FINISH SCHEDULE

NAME	MFG. MATERIAL	NOTES
EIFS1	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADEX - 1 STUCTO
EIFS2	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADEX - 1 STUCTO
CFS3	JAMES HARDIE COMENTITIOUS LAP SIDING - SMOOTH	MIDNIGHT BLUE
CFS4	JAMES HARDIE COMENTITIOUS LAP SIDING - SMOOTH	DEEP OCEAN
CFS5	MAC METALS - INTERLOCK ALL SIDING PANELS	WOOD TONES - CEDAR
CFS6a	2 KG x PREFINISHED EIFS SIDING	WHITE BLACK - TEXURED FINISH
CFS7	GLASS ALUMINUM ENTRANCE SYSTEM	CEDAR ANODIZED ALUMINUM - LOW E CLEAR GLASS

GENERAL NOTES:

1. ANNOTATIONS AND CORRESPONDING ELEMENTS SHOWN ON DRAWINGS APPLY TO ALL EXTERIOR ELEVATIONS.

2. WINDOW MATERIAL TO BE PVC. COLOUR: TBD.

ZONING and PERMITS BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-181633(D
SHEET # 9 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23

McKAY APARTMENTS
WINNIPEG, MB
305 McKAY AVENUE

BLDG 2 EXT. ELEVATIONS

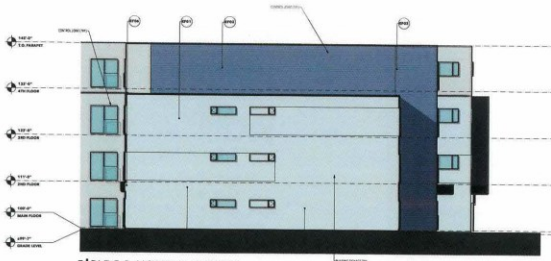
A3.1



4 | BLDG 2 - WEST ELEVATION ELEVATION
3/32" = 1'-0"



7 | BLDG 2 - EAST ELEVATION ELEVATION
3/32" = 1'-0"



5 | BLDG 2- NORTH ELEVATION ELEVATION
3/32" = 1'-0"



6 | BLDG 2 - SOUTH ELEVATION ELEVATION
3/32" = 1'-0"

EXTERIOR FINISH SCHEDULE

MARK	MAIN MATERIAL	NOTES
EF01	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	AE05 - 7216 TW
EF02	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	AE05 - 7233 TW
EF03	JAMES HARDIE CEMENTITIOUS LAP SIDING - SMOOTH	BENJAMIN BLUE
EF04	JAMES HARDIE CEMENTITIOUS LAP SIDING - SMOOTH	DEEP OCEAN
EF05	MAC METALS - INTERLOCKING SIDING PANELS	WOOD TONES - CORK
EF06	DALU METAL/WOOD (ES) SIDING	WHITE BLACK - EMBOSSED FINISH
EF07	GLAZED ALUMINUM ENTRANCE SYSTEM	CLEAR ANODIZED ALUMINUM - LOW-E CLEAR GLASS

GENERAL NOTES:

1. ANNOTATIONS AND CORRESPONDING ELEMENTS SHOWN ON DRAWINGS APPLY TO ALL EXTERIOR ELEVATIONS.

2. WINDOW MATERIAL TO BE PVC. COLOUR: TBD.

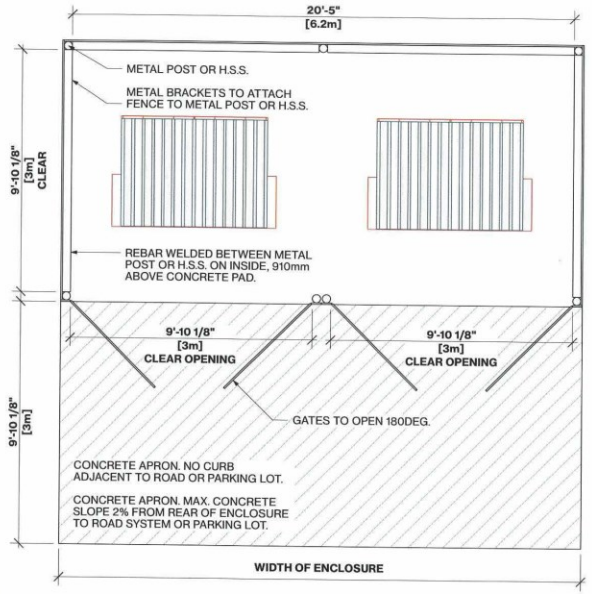
ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-181633/0
SHEET # 10 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

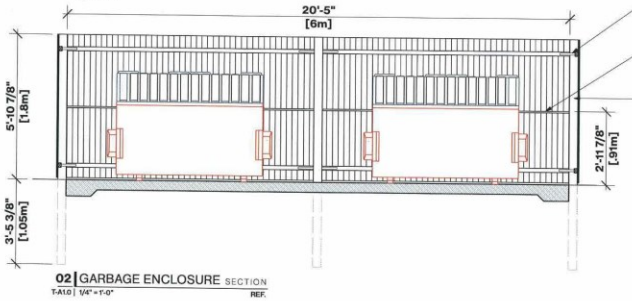
2409	2025.05.23

McKAY APARTMENTS
WINNIPEG, MB
305 McKAY AVENUE
BLDG 2 EXT. ELEVATIONS

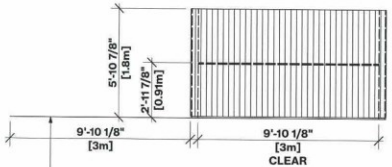
A3.1B



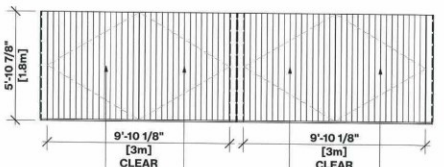
01 | GARBAGE ENCLOSURE PLAN
1/4" = 1'-0"



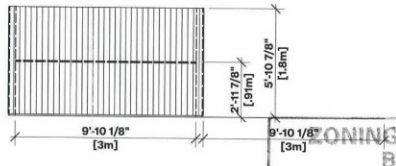
02 | GARBAGE ENCLOSURE SECTION
T-A1.0 | 1/4" = 1'-0" REF.



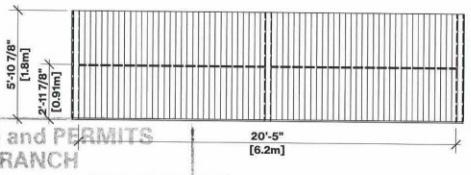
04 | GARBAGE ENCLOSURE RIGHT SIDE ELEVATION
3/16" = 1'-0"



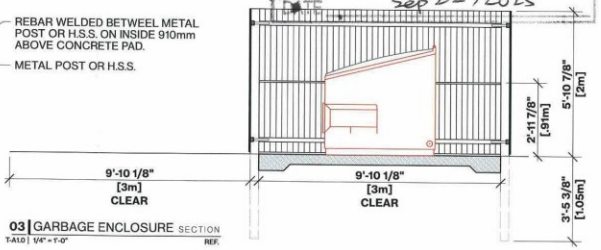
05 | GARBAGE ENCLOSURE FRONT ELEVATION
3/16" = 1'-0"



06 | GARBAGE ENCLOSURE LEFT SIDE ELEVATION
3/16" = 1'-0"



07 | GARBAGE ENCLOSURE BACK ELEVATION
3/16" = 1'-0"



03 | GARBAGE ENCLOSURE SECTION
T-A1.0 | 1/4" = 1'-0" REF.

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED IN CONNECTION WITH DAV 25-181633/D
SHEET # 11 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

GARBAGE ENCLOSURE GENERAL NOTES:

1. REFER TO WASTE & RECYCLING SPECIFICATIONS SECTION 1.1.6.
2. THE EXTERIOR FINISH OF THE WASTE AND RECYCLING STORAGE FACILITY MUST MATCH AND OR COMPLEMENT THE ARCHITECTURE OF THE DEVELOPMENT. THE APPROVED EXTERIOR FINISH IS TO BE SHOWN ON THE DETAILED DRAWINGS ATTACHED TO THE DP APPLICATION.
3. ENCLOSURES WITH GATES SHALL BE EQUIPPED WITH POSITIVE LATCH MECHANISM TO HOLD GATES OPEN AND CLOSED.

Monteyne Architecture Works Incorporated

McKAY APARTMENTS
GARBAGE ENCLOSURE DETAILS

2025.03.31

A1.1.1