

REPORT TO: Committee of Adjustment

DATE OF MEETING: June 17, 2025

SUBMITTED BY: Tina Malone-Wright, Manager, Development Approvals
519-783-8913

PREPARED BY: Andrew Pinnell, Senior Planner, 519-783-8915

WARD INVOLVED: Ward 5

DATE OF REPORT: June 6, 2025

REPORT NO.: DSD-2025-277

SUBJECT: Minor Variance Application A2025-057 - 386 Wake Robin Cres.

RECOMMENDATION:

That Minor Variance Application A2025-057 for 386 Wake Robin Crescent requesting relief from the following Sections of Zoning By-law 2019-051:

- i) Relief from Section 4.12.3 g) to permit a lot width of 9.2 metres instead of the minimum required 10.5 metres;
- ii) Relief from Section 4.12.3 h) to permit an ADU (Detached) to have a building height of 5.4 metres (flat roof) instead of the maximum permitted 3.0 metres;
- iii) Relief from Section 4.12.3 k) to permit an ADU (Detached) to have a setback from the interior side lot line of 0.1 metres instead of the minimum required 0.9 metres;
- iv) Relief from Section 4.12.3 l) to permit an ADU (Detached) to be located in the area created by extending 4 metres from and parallel to any wall of the rear façade of the principal dwelling, whereas an ADU (Detached) shall not be located in this area;
- v) Relief from Section 4.12.3 n) to permit a 1.1 metre wide unobstructed walkway from the sidewalk to the principal entrance of the Additional Dwelling Unit (Detached) to be periodically obstructed by vehicles that are actively passing to and from a required parking space;
- vi) Relief from Section 4.14.1 to permit eaves, as an Architectural Feature, to project 0.9 metres into the required minimum interior side yard setback instead of the maximum permitted projection of 0.6 metres;
- vii) Relief from Section 5.4 d) to permit a driveway to have a width of 1.8 metres, instead of the minimum required width of 2.6 metres; and
- viii) Relief from Section 5.6, Table 5-5-1, to permit 1 parking space for a Single Detached Dwelling with an ADU (Detached) instead of the minimum required 2 parking spaces;

to facilitate the development of a second storey addition onto an existing detached garage, in order to facilitate the conversion of the detached garage into an Additional Dwelling Unit (Detached), generally in accordance with *Attachment A – Drawings prepared by Perspective Views Architectural Design, dated May 13, 2025*, as revised by *Attachment B – Red-Line Revisions to Site Plan Drawing, prepared by Transportation Services*, both attached to Report DSD-2025-277, BE APPROVED, SUBJECT TO THE FOLLOWING CONDITIONS:

1. The Owner shall implement *Attachment A – Drawings prepared by Perspective Views Architectural Design, dated May 13, 2025*, as revised by *Attachment B – Red-Line Revisions to Site Plan Drawing, prepared by Transportation Services*, both attached to Report DSD-2025-277, including, but not limited to, the Additional Dwelling Unit (Detached), modified driveway, delineated parking space, unobstructed walkway, and 'No Parking' signage, to the satisfaction of the City's Director of Transportation Services and City's Director of Development and Housing Approvals. As shown on said drawings, the driveway shall be comprised of a material that is consistent throughout the driveway and delineated parking space, and that is different and distinguishable (by colour and texture, or material) from any other ground cover or surfacing on the lot including, but not limited to, landscaping and unobstructed walkway.
2. That the Owner shall complete the work, identified in Condition No. 1 above, by June 17, 2026. Any request for a time extension must be approved in writing by the Manager, Development Approvals prior to completion date set out in this decision. Failure to complete the condition will result in this approval becoming null and void.
3. That the Owner shall enter into an agreement with the City of Kitchener, to be prepared by the City Solicitor, to the satisfaction of the City Solicitor and the City's Director, Development and Housing Approvals, which shall include the following:
 - i) The following clause(s) shall be included in all future Agreements of Purchase and Sale and all future lease/rental agreements for all residential dwelling units on the Subject Property:

"No parking shall be permitted on any part of the driveway or unobstructed walkway, as shown in *Attachment B – Red-Line Revisions to Site Plan Drawing, prepared by Transportation Services*, to Report DSD-2025-277. The only permitted on-site parking space is the one delineated parking space shown on said drawing located at the rear of the primary dwelling unit. Take note that parking on part of the driveway or unobstructed walkway where not permitted or removal of the required 'no parking' signage may lead to penalties, including, without limitation, fines imposed in accordance with the *Planning Act* and City of Kitchener By-laws."

- ii) No parking shall be permitted on any part of the driveway or unobstructed walkway, as shown in *Attachment B – Red-Line Revisions to Site Plan Drawing, prepared by Transportation Services, to Report DSD-2025-277*. The only permitted on-site parking space is the one delineated parking space shown on said drawing.
- iii) The owner shall maintain the driveway, parking space, unobstructed walkway, and ‘No Parking’ signage, as shown on *Attachment B – Red-Line Revisions to Site Plan Drawing, prepared by Transportation Services, to Report DSD-2025-277*, to the satisfaction of the City’s Director of Transportation Services for the life of the Additional Dwelling Unit (Detached).

REPORT HIGHLIGHTS:

- The purpose of this report is to review an application for Minor Variances to facilitate the development of a second storey addition onto an existing detached garage, in order to facilitate the conversion of the detached garage into an Additional Dwelling Unit (Detached).
- There are no financial implications.
- Community engagement included a notice sign being placed on the property advising that a Committee of Adjustment application has been received, notice of the application was mailed to all property owners within 30 metres of the subject property and this report was posted to the City’s website with the agenda in advance of the Committee of Adjustment meeting.
- This report supports the delivery of core services.

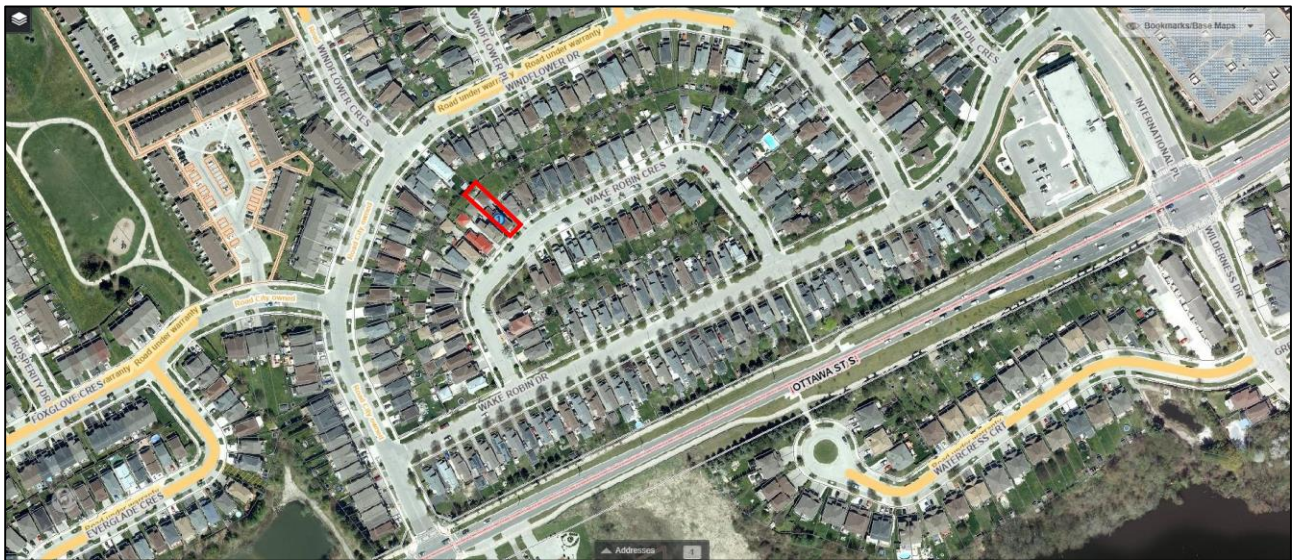


Figure 1 – Subject Property (outlined in red) in context of surrounding neighbourhood

BACKGROUND:

The subject property is located on the north side of Wake Robin Cres, in the Laurentian West Planning Community. The property contains a single detached dwelling, constructed in approximately 2000, with a detached garage in the rear yard that was constructed

around the same time. The surrounding area is predominately comprised of low rise residential development, primarily detached dwellings.

The property was the subject of Minor Variance Application A2024-090 that was heard by the Committee of Adjustment in November 2024. The application requested relief from Section 4.1 d) of Zoning By-law 2019-051 to permit a maximum height to the underside of the fascia of 4 metres instead of the maximum permitted 3 metres, and to permit a building height of 6.3 metres instead of the maximum permitted 5.5 metres, to facilitate the construction of a second storey addition to an existing accessory structure [*not* an Additional Dwelling Unit (Detached)].

Through Report DSD-2024-476, Development and Housing Approvals (DHA) staff recommended refusal, since the proposal did not meet the 4 tests for variances outlined in the Planning Act. The report noted that, "It is unclear of the need or purpose of the increase building height of the accessory structure and staff have concerns with the accessory structure being utilized for human habitation based on conversations with the homeowner and the drawing illustrating the first floor being used for a 'rec room'".

The Committee of Adjustment refused the Minor Variance Application. The applicant subsequently appealed the decision to the Ontario Land Tribunal (OLT). An OLT hearing to decide the appeal has not yet occurred but is scheduled for August 2025. At this time, the applicant has concurrently submitted subject Minor Variance Application A2025-057, for a separate proposal. The Committee is legally authorized to decide this separate application.

The detached dwellings on the street on which the subject property is located are unique, each (including the subject property) having been legally constructed with zero metre (or minimal) side yard setbacks on one side and subject to easements to allow maintenance easements and eave encroachments from the abutting property. This condition was in accordance with Section 5.20 of Zoning By-law 85-1, the By-law under which the dwellings were constructed (no longer-in effect), which stated:

5.20 MAINTENANCE EASEMENTS AND EAVE ENCROACHMENTS FOR DWELLINGS AND ACCESSORY BUILDINGS HAVING A 0 METRE SIDEYARD

The development of dwellings and accessory buildings in excess of 9.3 square metres with 0 to 0.2 metre side yards which do not form part of a common wall with a building on an adjacent lot, shall be permitted provided that a maximum encroachment of 0.45 metres into abutting lands is provided for the projection of eaves and a 1.5 metre easement is granted by the owner of the subject abutting lands for the maintenance of walls, eaves and real property.

The subject property is identified as 'Community Areas' on Map 2 – Urban Structure of the 2014 Official Plan and is designated as 'Low Rise Residential' on Map 3 – Land Use. The property is zoned 'Low Rise Residential Four Zone' (RES-4) under By-law 2019-051.

Development and Housing Approvals staff visited the site on June 4, 2025.



Figure 2 – Photo of Subject Property

The purpose of the application is to facilitate the development of a second storey addition onto an existing detached garage, in order to facilitate the conversion of the detached garage into an Additional Dwelling Unit (Detached) [ADU (Detached)]. To this end, eight (8) variances are required:

- i) Relief from Section 4.12.3 g) to permit a lot width of 9.2 metres instead of the minimum required 10.5 metres;
- ii) Relief from Section 4.12.3 h) to permit an ADU (Detached) to have a building height of 5.4 metres (flat roof) instead of the maximum permitted 3.0 metres;
- iii) Relief from Section 4.12.3 k) to permit an ADU (Detached) to have a setback from the interior side lot line of 0.1 metres instead of the minimum required 0.9 metres;
- iv) Relief from Section 4.12.3 l) to permit an ADU (Detached) to be located in the area created by extending 4 metres from and parallel to any wall of the rear façade of the principal dwelling, whereas an ADU (Detached) shall not be located in this area;
- v) Relief from Section 4.12.3 n) to permit a 1.1-metre-wide unobstructed walkway from the sidewalk to the principal entrance of the Additional Dwelling Unit (Detached) to be periodically obstructed by vehicles that are actively passing to and from a required parking space;
- vi) Relief from Section 4.14.1 to permit eaves, as an Architectural Feature, to project 0.9 metres into the required minimum interior side yard setback instead of the maximum permitted projection of 0.6 metres;

- vii) Relief from Section 5.4 d) to permit a driveway with a width of 1.8 metres, instead of the minimum required width of 2.6 metres ; and
- viii) Relief from Section 5.6, Table 5-5-1 to permit 1 parking space for a Single Detached Dwelling with an ADU (Detached) instead of the minimum required 2 parking spaces.

It should be noted that the design of the second storey addition to the accessory structure proposed via A2024-090 is noticeably different than the second storey addition proposed via the subject application to convert the accessory structure (detached garage) to an Additional Dwelling Unit (Detached), as shown in Figures 2 and 3, below.

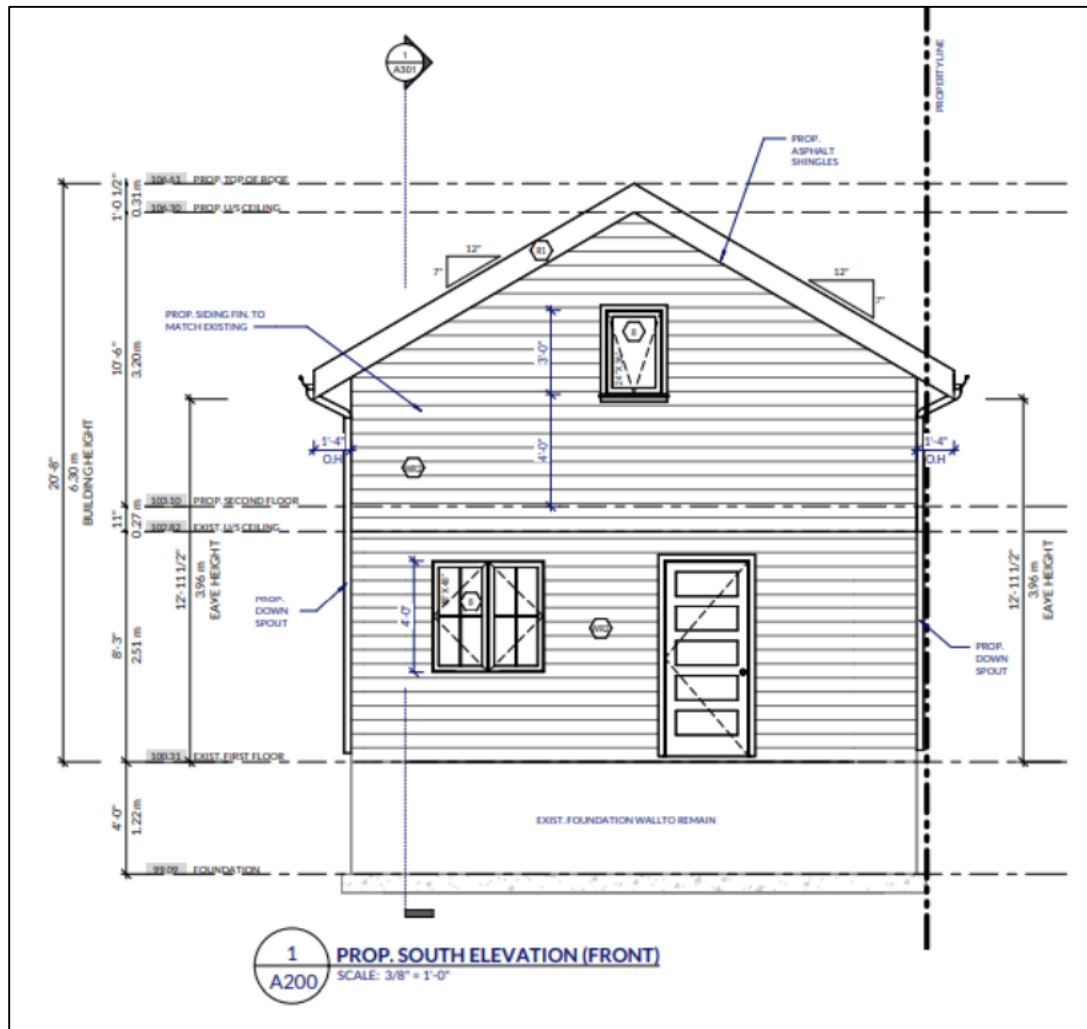


Figure 2: South Elevation (Front) proposed via Application A2024-090.

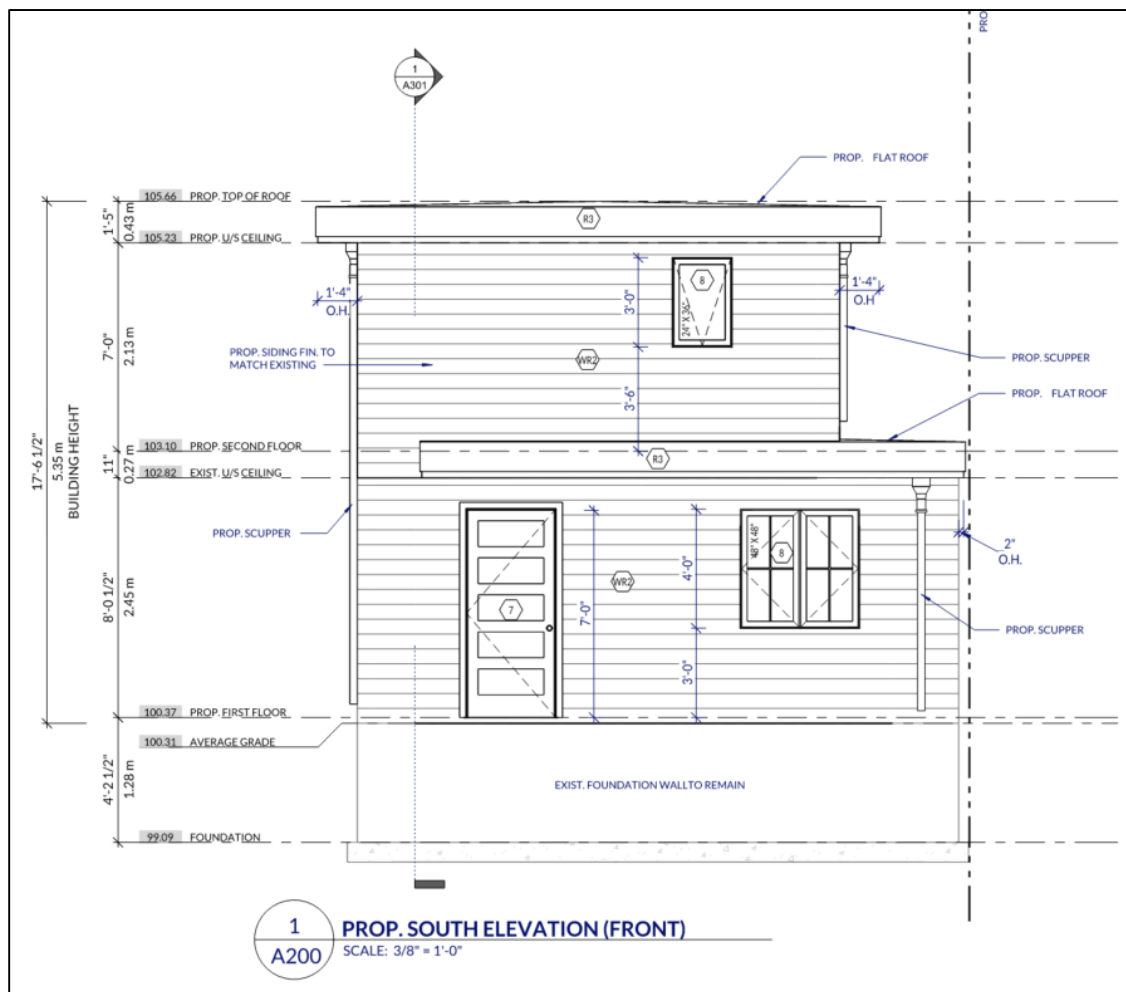


Figure 3: South Elevation (Front) proposed via Subject Application A2025-057.

REPORT:

Planning Comments:

In considering the four tests for the minor variances as outlined in Section 45(1) of the Planning Act, R.S.O, 1990 Chap. P 13, as amended, Planning staff offers the following comments:

General Intent of the Official Plan

The 2014 Official Plan contains several policies that are relevant to the subject application, for example:

- 3.C.2.50. The planned function of Community Areas is to provide for residential uses as well as non-residential supporting uses intended to serve the immediate residential areas.
- 3.C.2.52. Limited intensification may be permitted within Community Areas in accordance with the applicable land use designation on Map 3 and the Urban Design Policies in Section 11. The proposed development

must be sensitive to and compatible with the character, form and planned function of the surrounding context.

- 4.C.1.8. Where a special zoning regulation(s) or minor variance(s) is/are requested, proposed or required to facilitate residential intensification or a redevelopment of lands, the overall impact of the special zoning regulation(s) or minor variance(s) will be reviewed, but not limited to the following to ensure, that:
- a) Any new buildings and any additions and/or modifications to existing buildings are appropriate in massing and scale and are compatible with the built form and the community character of the established neighbourhood and will have regard to Section 11 of this Plan, the City's Urban Design Manual, and any site-specific Urban Design Brief or Urban Design Report and Urban Design Scorecard...
 - b) New additions and modifications to existing buildings are to be directed to the rear yard and are to be discouraged in the front yard and side yard abutting a street, except where it can be demonstrated that the addition and/or modification is compatible in scale, massing, design and character of adjacent properties and is in keeping with the character of the streetscape.
 - c) New buildings, additions, modifications and conversions are sensitive to the exterior areas of adjacent properties and that the appropriate screening and/or buffering is provided to mitigate any adverse impacts, particularly with respect to privacy.
 - d) The lands can function appropriately and not create unacceptable adverse impacts for adjacent properties by providing both an appropriate number of parking spaces and an appropriate landscaped/amenity area on the site.
 - e) The impact of each special zoning regulation or variance will be reviewed prior to formulating a recommendation to ensure that a deficiency in the one zoning requirement does not compromise the site in achieving objectives of compatible and appropriate site and neighbourhood design and does not create further zoning deficiencies.
- 4.C.1.10. Where appropriate, and without limiting opportunities for intensification, the City will encourage and support the ongoing maintenance and stability of existing housing stock in the city by:
- a) supporting the reuse and adaption of the housing stock through renovation, conversion and rehabilitation;

4.C.1.23. The City may permit up to three additional dwelling units, attached and/or detached, on a lot which contains a single detached dwelling, a semi-detached dwelling or a street-townhouse dwelling as the principal use, unless otherwise limited by the policies of this Plan, and in accordance with the City's Zoning By-law, in order to provide additional housing options to Kitchener homeowners and residents. Additional dwelling units will be permitted as follows:...

- b) The addition of up to two additional dwelling units (attached) within a single detached dwelling, a semi-detached dwelling or a street-townhouse dwelling and one additional dwelling unit (detached); and...

Additional dwelling units (attached) and additional dwelling units (detached) may be further regulated by the City's Zoning By-law.

4.C.1.24. The following criteria will be considered as the basis for permitting additional dwelling unit(s) (detached):

- a) The use is subordinate to the main dwelling on the lot;
- b) The use can be integrated into its surroundings with negligible visual impact to the streetscape;
- c) The use is compatible in design and scale with the built form on the lot and the surrounding residential neighbourhood in terms of massing, height and visual appearance;
- d) The site layout considers other requirements including servicing, pedestrian and vehicular access, stormwater management, grading and drainage, tree reservation, and provision of amenity areas, landscaped buffers and visual screening; and,
- e) Up to one parking space may be required for each Additional Dwelling Unit.

13.C.8.4. All parking areas or facilities will be designed, constructed and maintained:...b) for the safe and efficient movement of all users, on the site, and at points of ingress and egress related to the site;

15.D.3.8. The Low Rise Residential land use designation will accommodate a full range of low density housing types which may include single detached dwellings, additional dwelling units, attached and detached, semi-detached dwellings, street townhouse dwellings, townhouse dwellings in a cluster development, low-rise multiple dwellings, special needs housing, and other forms of low-rise housing.

In this regard, DHA staff is satisfied that the requested variances would facilitate the establishment of an ADU (Detached) in the rear yard that is appropriate in massing and

scale and that is compatible with the built form and the community character of the established neighbourhood. The ADU (Detached) would be established within an existing building and with a second storey addition that meets the above criteria. The existing maintenance easement is in place will help to provide buffering to the abutting property.

The Official Plan permits the establishment of an ADU (Detached) on a property containing a Single Detached Dwelling, such as this case. The proposed ADU (Detached) would be subordinate to the principal dwelling and would be integrated into its surroundings with negligible visual impact to the streetscape. Also, the ADU (Detached) is compatible in design and scale with the built form on the lot and the surrounding residential neighbourhood in terms of massing, height and visual appearance.

Despite 8 variances being requested, DHA staff is satisfied that the variances do not compromise the site in achieving objectives of compatible and appropriate site design.

Transportation Services and Fire Services have commented that they are supportive of the application, subject to conditions to allow enforcement of no parking in the area on the east side of the dwelling where the driveway is shared with the walkway, including:

- Signage prohibiting parking alongside the house in the walkway;
- The driveway and walkway need to be implemented with separate material; and
- A notice provision to future owners/occupants to maintain the walkway free of vehicles.

In addition, Transportation Services has suggested the extension of the walkway treatment to the west side of the parking space, to provide a more durable delineation of the parking space and to identify an alternative walkway around the vehicle should the front of vehicle overhang into the walkway. This has been incorporated in the recommended approval conditions.

Staff is satisfied that the requested variances meet the general intent of the Official Plan.

General Intent of the Zoning By-law

Variances i), v), and vii):

The zoning requires a greater minimum lot width to permit a single detached dwelling with an ADU (i.e., 10.5 metres) than for a single detached dwelling without an ADU (9.0 metres). The intent of the minimum lot width regulation is to ensure that all the facilities and features required to support an Additional Dwelling Unit (Detached) can be provided, such as the required 1.1-metre-wide unobstructed walkway and an adequately sized driveway. The intent of the unobstructed walkway regulation is to allow emergency services personnel to access the ADU in the event of an emergency. The intent of the minimum driveway width regulation is to ensure that a driveway is sufficiently sized to allow the passage of a vehicle to a parking space.

In this case, the distance between the side of the principal dwelling and the side lot line is 3.2 metres. An existing window well consumes approximately 0.3 metres of this width, while the proposed unobstructed walkway that is proposed consumes 1.1 metres of this width. This leaves approximately 1.8 metres of width for a driveway. However, the

minimum driveway width is 2.6 metres. To compensate for this 0.8 metre deficiency, the applicant is requesting a variance to allow the walkway to be periodically (and partially) obstructed by vehicles that are actively passing to and from a required parking space. The only proposed on-site parking space is located directly in front of the proposed ADU (Detached). The applicant has expressed agreement with DHA staff recommended approval conditions to require 1) an agreement to be registered on title to prohibit parking on the driveway and 2) "No Parking" signage along the driveway.

It should be noted that if there is non-compliance with the variance conditions, enforcement can occur in accordance with the Zoning By-law. The City's By-law Enforcement Division will be circulated on any approval conditions and will be able to enforce the Zoning By-law by way of a ticket (charge) or by towing the vehicle. Additionally, the approval conditions for this minor variance will be flagged in the City's staff database.

With these conditions, DHA staff is satisfied that Variances i), v), and vii) meet the general intent of the Zoning By-law.

Variances ii), iii), and iv), vi:

The intent of regulations for ADUs (Detached) relative to maximum building height, setback to the interior side lot line, setback to the principal dwelling, and maximum eaves projection, is to ensure that an ADU is appropriate in massing and scale and is compatible with the built form and the community character of the neighbourhood, and to ensure that adequate buffering to the principal dwelling and abutting properties is provided.

The proposed ADU (Detached) has a flat roof design. ADUs with other roof styles / shapes (i.e., hip, gable, shed, or gambrel roof, mansard) have a markedly higher minimum building height (i.e., 4.5 metres vs 3 metres). The reason is that a flat roof maximizes building bulk (and, therefore, potential impacts), whereas other roof styles / shapes have reduced building bulk to varying degrees. Also, the minimum setback regulation applies to ADUs (Detached) which exceed a building height of 4.5 metres. In this case, the ADU (Detached) is proposed to have a height of 5.4 metres. However, it should be noted that the existing detached garage is currently set back 0.1 metres. As part of the conversion of the garage to an ADU (Detached), a second storey would be added. This second storey would be set back approximately 1.3 metres from the side lot line. Accordingly, the side yard variance is only required to *legalize* the existing setback, and is not required for the proposed second storey. And, while a flat roof is proposed, massing / bulk directly adjacent to the side yard is mitigated because of the increased second storey setback.

Regarding the requested relief from the minimum setback of the ADU (Detached) to the principal dwelling, it should be noted that the existing detached garage that would be converted into an ADU is already deficient, being set back 3.4 metres, rather than the required 4 metres. In essence, the requested variance would legalize the existing condition.

The variance for the maximum eaves projection would permit the eaves for the proposed ADU (Detached) to encroach beyond the typical limits. However, the aforementioned maintenance easement will permit the eaves, and side of the ADU (Detached) that is closest to the applicable interior side lot line, to be legally maintained from the abutting

property. This variance is only required to *legalize* the existing eaves projection, and is not required for the proposed second storey.

DHA staff recommends a condition that the owner implement the plans attached to this report. With conditions, DHA staff is satisfied that Variances ii), iii), and iv), vi meet the general intent of the Zoning By-law.

Variance viii:

Under Table 5-1-1, the proposed ADU (Detached) is categorized within the column entitled, *Lands farther than 800 metres from a Light Rail Transit (LRT) Station as shown on Appendix E, and outside the Central Neighbourhood Area (Appendix C)*. The minimum number of parking spaces is 0.6 per ADU. The required minimum parking calculations are as follows:

- ADU (Detached): $0.6 \times 1 = 0.6$, rounded up to 1 space
- Single Detached Dwelling (Principal Dwelling): 1 space
- Total: $1 + 1 = 2$ spaces

The applicant is requesting a reduction in parking from 2 spaces to 1 space. The intent of the minimum parking requirements is to ensure that adequate on-site parking is provided, to prevent excessive parking from spilling over onto the street. In this case, Transportation Services has reviewed the requested parking reduction and has no concerns. The applicant is advised that only one parking space is available on site. DHA staff recommends conditions to ensure that parking will only occur in the delineated parking space in front of the ADU (Detached) and that no parking occurs elsewhere on site. As noted above, non-compliance will be acted upon by the City's By-law Enforcement Division. With this condition, DHA staff satisfied that Variance viii) meets the general intent of the Zoning By-law.

Are the Effects of the Variances Minor?

DHA staff is of the opinion that the requested variances are minor in that they are not anticipated to cause unacceptably adverse impacts on adjacent properties or on the City's right-of-way, as long as the recommended conditions are implemented.

Are the Variances Desirable For The Appropriate Development or Use of the Land, Building and/or Structure?

DHA staff is of the opinion that the proposal is justified and will facilitate gentle residential intensification to occur, in the form of an Additional Dwelling Unit (Detached), within an area that permits such use. The ground floor of the ADU (Detached) already exists in the form of an accessory building (detached garage) and a second storey addition that is set back 1.3 metres from the interior side lot line will be constructed. Several requested variances would essentially legalize an existing condition.

Environmental Planning Comments:

There are no concerns as there are no natural heritage features/functions or trees subject to the Tree Management Plan Policy on the subject property.

Heritage Planning Comments:

No heritage comments or concerns.

Building Division Comments:

The Building Division has no objections to the proposed variance provided a building permit for the detached ADU is obtained prior to construction. Please contact the Building Division at building@kitchener.ca with any questions.

Fire Services Comments:

For the no parking signs there should be one located at either side of the house facing the laneway with the arrows indicating the area where no parking is allowed. That is the only comment since we have learned they can enforce the no parking through conditions.

Engineering Division Comments:

No concerns.

Parks and Cemeteries/Forestry Division Comments:

There is an existing City-owned street tree within the boulevard on Wake Robin Cres. It is expected that all City owned tree assets will be fully protected to City standards throughout demolition and construction as per Chapter 690 of the current Property Maintenance By-law. No revisions to the existing driveway or boulevard apron will be permitted without Forestry approval. Tree Protection and Enhancement Plans to Forestry's satisfaction will be required outlining complete protection of City assets prior to any demolition or building permits being issued.

Transportation Planning Comments:

Transportation Services approval is contingent on the enforcement of No Parking in the area on the east side of the dwelling where the driveway is shared with the walkway, which is understood to be enforceable by City by-law enforcement through a conditional variance.

This should include:

1. Signage prohibiting parking alongside the house in the walkway.
2. The driveway and walkway need to be implemented with separate material
3. A notice provision to future owners/occupants to maintain the walkway free of vehicles.

Transportation Services recommends the extension of the walkway treatment to the west side of the parking space, to provide a more durable delineation of the parking space and to identify an alternative walkway around the vehicle should the front of vehicle overhang into the walkway.

Grand River Conservation Authority Comments:

No objections.

STRATEGIC PLAN ALIGNMENT:

This report supports the delivery of core services.

FINANCIAL IMPLICATIONS:

Capital Budget – The recommendation has no impact on the Capital Budget.

Operating Budget – The recommendation has no impact on the Operating Budget.

COMMUNITY ENGAGEMENT:

INFORM – This report has been posted to the City's website with the agenda in advance of the Committee of Adjustment meeting. A notice sign was placed on the property advising that a Committee of Adjustment application has been received. The sign advises interested parties to find additional information on the City's website or by emailing the Planning Division. A notice of the application was mailed to all property owners within 30 metres of the subject property.

PREVIOUS REPORTS/AUTHORITIES:

- *Planning Act*
- *Provincial Planning Statement (PPS 2024)*
- *Regional Official Plan*
- *Official Plan (2014)*
- *Zoning By-law 2019-051*
- *DSD-2024-476 regarding Minor Variance Application A2024-090*

ATTACHMENTS:

Attachment A - Drawings prepared by Perspective Views Architectural Design, dated May 13, 2025

Attachment B - Red-Line Revisions to Site Plan Drawing, prepared by Transportation Services

Attachment A – Drawings prepared by Perspective Views Architectural Design, dated May 13, 2025



Drawing List

A00	COVER PAGE
A100	SITE PLAN
A101	FOUNDATION PLAN
A102	FIRST FLOOR PLAN
A103	SECOND FLOOR PLAN
A104	ROOF PLAN
A200	EXIST. & PROP. SOUTH ELEVATIONS
A201	EXIST. & PROP. WEST ELEVATIONS
A202	EXIST. & PROP. NORTH ELEVATIONS
A203	EXIST. & PROP. EAST ELEVATIONS
A301	CROSS SECTIONS



PERSPECTIVE VIEWS
ARCHITECTURAL DESIGN

CONSULTANTS:

ARCHITECTURAL DESIGN

PERSPECTIVE VIEWS

23-5319 Tredonia Blvd.
Mississauga, ON L4V 1W1
p. 905.894.0889
www.perspectiveviews.com

ENGINEER

ROBERT TAUNTON

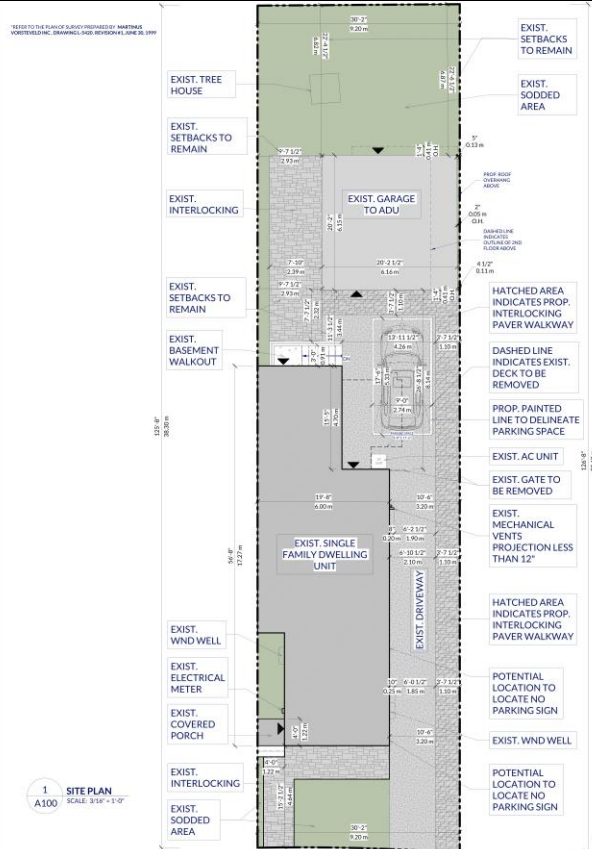
p. 905.912.3440
r.taunton@gmail.com

BUILDING PERMIT

25/02/23

386 WAKE ROBIN CRES.
CITY OF KITCHENER

PV24-031



SYMBOL	DESCRIPTION
[Symbol]	EXISTING BUILDING FOOTPRINT
[Symbol]	PROPOSED ADDITION
[Symbol]	EXISTING WALKWAY
[Symbol]	PROPOSED WALKWAY
[Symbol]	PROPOSED DRIVEWAY
[Symbol]	PROPOSED DRIVEWAY
[Symbol]	PROPOSED DRIVEWAY



PROPERTY INFORMATION	PROPERTY INFORMATION
ADDRESS	386 WAKE ROBIN CRES. KITCHENER
CITY	KITCHENER
WARD	LAURENTIAN WEST
DISTRICT	LAURENTIAN WEST
LAND USE	RESIDENTIAL, SINGLE-FAMILY DETACHED
PROPOSED USE	RESIDENTIAL, SINGLE-FAMILY DETACHED
LOT AREA	2013.12 SQ. FT.
LOT FRONTAGE	30.12 FT.
LOT DEPTH	66.12 FT.



CONVERT EXIST. GARAGE TO A DWELLING UNIT

386 WAKE ROBIN CRES.
CITY OF KITCHENER

Project No. PV24-031

Item	Description	Date
1	REVISION	2025/03/23
2	REVISION	2025/03/23
3	REVISION	2025/03/23
4	REVISION	2025/03/23

Scale: As Indicated

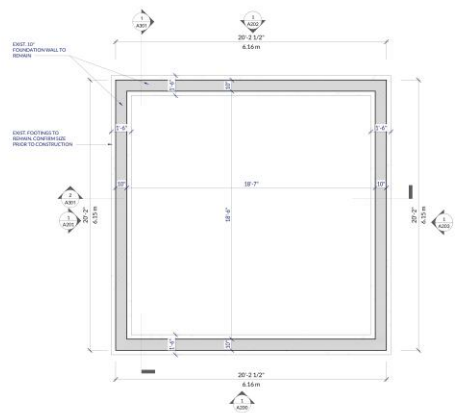
SITE PLAN

A100

2025-05-13 11:14:19 PM

WAKE ROBIN CRESCENT

- RENOVATION LEGEND
- EXISTING TO BE DEMOLISHED
 - EXISTING WALL TO REMAIN
 - NEW WALL TO BE CONSTRUCTED
 - PAVE SEPARATION
 - EXISTING AIR SUPPLY
 - PROPOSED AIR SUPPLY
 - EXISTING AIR RETURN
 - PROPOSED AIR RETURN



1 FOUNDATION PLAN (NO CHANGE)
A101 SCALE: 3/8"=1'-0"

ALL EXISTING CONDITIONS TO BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION

CONTRACTOR TO VERIFY LOCATION OF ALL BEAMS AND COLUMNS BEFORE COMMENCING CONSTRUCTION

SEE STRUCTURE DRAWINGS FLOOR FRAMING AND FOUNDATION SPECIFICATIONS

Project North

PERSPECTIVE VIEWS ARCHITECTURAL DESIGN

CONVERT EXIST. GARAGE TO A DWELLING UNIT

385 WAKE ROBIN CRES. CITY OF KITCHENER

Project No. P224-031

Issue/Revision

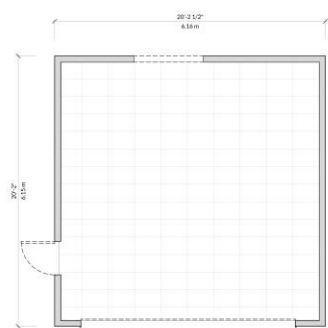
Issue/Revision	Issue/Revision	Issue/Revision
1	ISSUE VARIANCE	25/03/23
2	ISSUE VARIANCE	25/03/23
3	ISSUE VARIANCE	25/03/23
4	ISSUE VARIANCE	25/03/23

Scale: As Shown

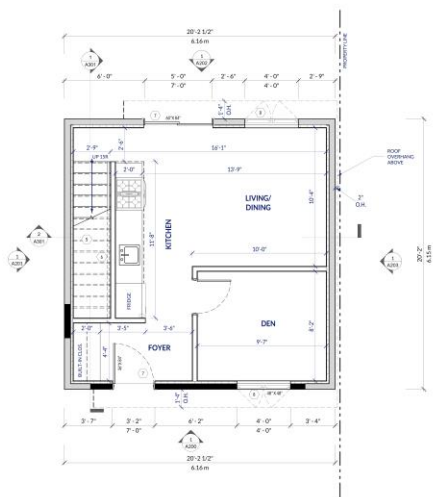
FOUNDATION PLAN

A101

2025-05-13 1:14:19 PM



11 EXIST. FIRST FLOOR
A102 SCALE: 3/8"=1'-0"



2 PROP. FIRST FLOOR
A102 SCALE: 3/8"=1'-0"

Project North

PERSPECTIVE VIEWS ARCHITECTURAL DESIGN

CONVERT EXIST. GARAGE TO A DWELLING UNIT

385 WAKE ROBIN CRES. CITY OF KITCHENER

Project No. P224-031

Issue/Revision

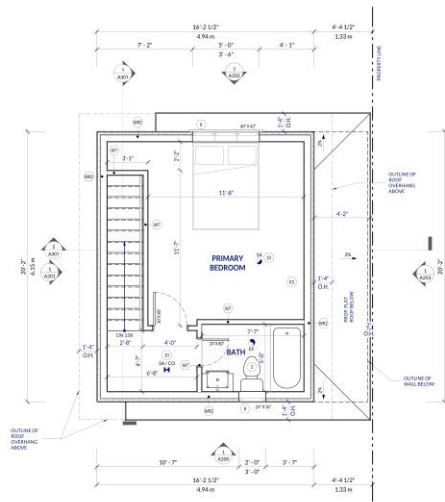
Issue/Revision	Issue/Revision	Issue/Revision
1	ISSUE VARIANCE	25/03/23
2	ISSUE VARIANCE	25/03/23
3	ISSUE VARIANCE	25/03/23
4	ISSUE VARIANCE	25/03/23

Scale: 3/8"=1'-0"

FIRST FLOOR PLAN

A102

2025-05-13 1:14:19 PM



1
A103
PROP. SECOND FLOOR
SCALE: 3/8" = 1'-0"



PERSPECTIVE VIEWS
ARCHITECTURAL DESIGN
1000 WEST 10TH AVENUE, SUITE 200
DENVER, CO 80202
TEL: 303.733.1111
WWW.PVARCHITECT.COM

CONVERT EXIST. GARAGE TO A DWELLING UNIT

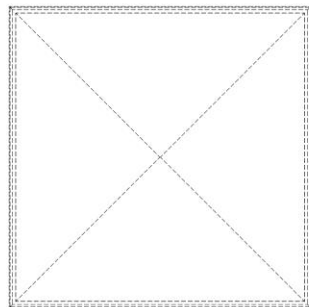
385 WAKE ROBIN CRES.
CITY OF KITCHENER
Project No. P224-031

Issue/Revision	1	Issue/Revision	15/03/13
1	ISSUE VARIANCE	2	ISSUE VARIANCE
2	ISSUE VARIANCE	3	ISSUE VARIANCE
3	ISSUE VARIANCE	4	ISSUE VARIANCE

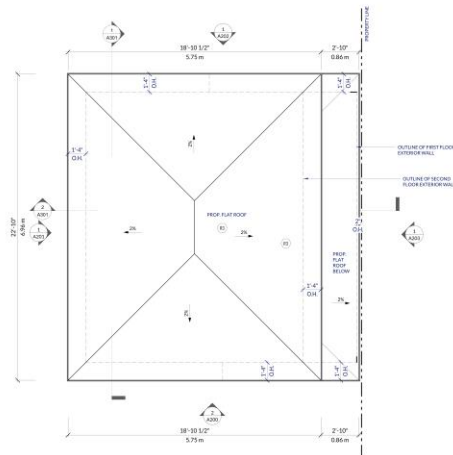
SECOND FLOOR PLAN

A103

2025-05-13 11:14:20 PM



1
A104
EXIST. TOP OF ROOF
SCALE: 3/8" = 1'-0"



2
A104
PROP. TOP OF ROOF
SCALE: 3/8" = 1'-0"



PERSPECTIVE VIEWS
ARCHITECTURAL DESIGN
1000 WEST 10TH AVENUE, SUITE 200
DENVER, CO 80202
TEL: 303.733.1111
WWW.PVARCHITECT.COM

CONVERT EXIST. GARAGE TO A DWELLING UNIT

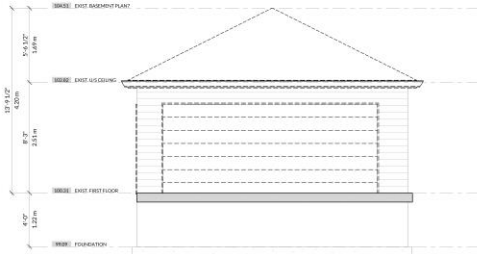
385 WAKE ROBIN CRES.
CITY OF KITCHENER
Project No. P224-031

Issue/Revision	1	Issue/Revision	15/03/13
1	ISSUE VARIANCE	2	ISSUE VARIANCE
2	ISSUE VARIANCE	3	ISSUE VARIANCE
3	ISSUE VARIANCE	4	ISSUE VARIANCE

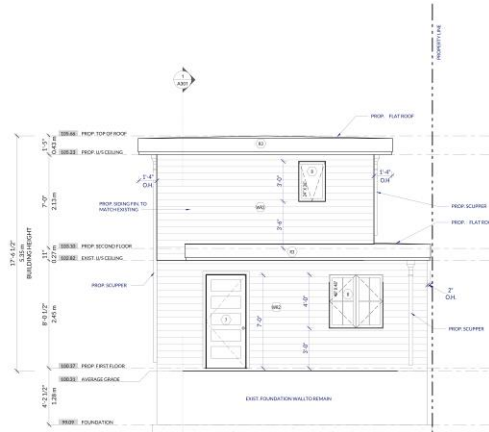
ROOF PLAN

A104

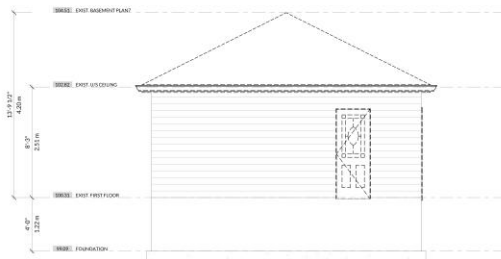
2025-05-13 11:14:20 PM



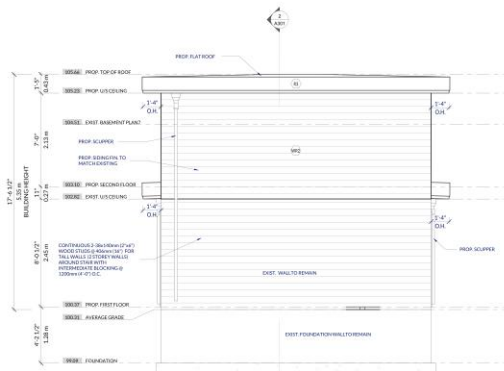
2 EXIST. SOUTH ELEVATION (FRONT)
A200 SCALE: 3/8" = 1'-0"



1 PROP. SOUTH ELEVATION (FRONT)
A200 SCALE: 3/8" = 1'-0"



1 EXIST. WEST ELEVATION
A201 SCALE: 3/8" = 1'-0"



2 PROP. WEST ELEVATION
A201 SCALE: 3/8" = 1'-0"



PERSPECTIVE VIEWS
ARCHITECTURAL DESIGN
1000 WEST 10TH AVENUE, SUITE 100
DENVER, COLORADO 80202
TEL: 303.733.1111
WWW.PVARCHITECT.COM

CONVERT EXIST. GARAGE TO A DWELLING UNIT

385 WAKE ROBIN CRES.
CITY OF KITCHENER
Project No. P224-031

Item/Revision	Revised	Date
1. HINCH VARIANCE	35/03/13	
2. HINCH VARIANCE	35/03/13	
3. HINCH VARIANCE	25/05/16	
4. HINCH VARIANCE	25/05/13	

Scale: 3/8" = 1'-0"
EXIST. & PROP.
SOUTH
ELEVATIONS

A200
2025-05-13 11:40:00 PM



PERSPECTIVE VIEWS
ARCHITECTURAL DESIGN
1000 WEST 10TH AVENUE, SUITE 100
DENVER, COLORADO 80202
TEL: 303.733.1111
WWW.PVARCHITECT.COM

CONVERT EXIST. GARAGE TO A DWELLING UNIT

385 WAKE ROBIN CRES.
CITY OF KITCHENER
Project No. P224-031

Item/Revision	Revised	Date
1. HINCH VARIANCE	35/03/13	
2. HINCH VARIANCE	35/03/13	
3. HINCH VARIANCE	25/05/16	
4. HINCH VARIANCE	25/05/13	

Scale: 3/8" = 1'-0"
EXIST. & PROP.
WEST ELEVATIONS

A201
2025-05-13 11:42:13 PM

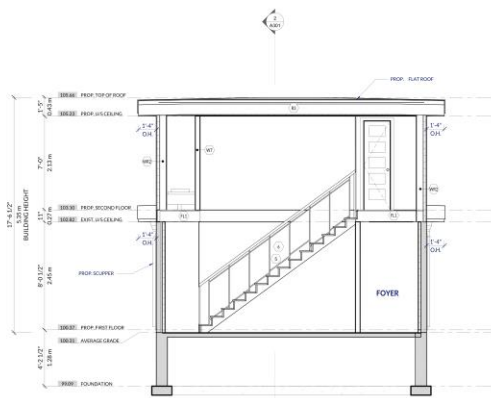


1
A203

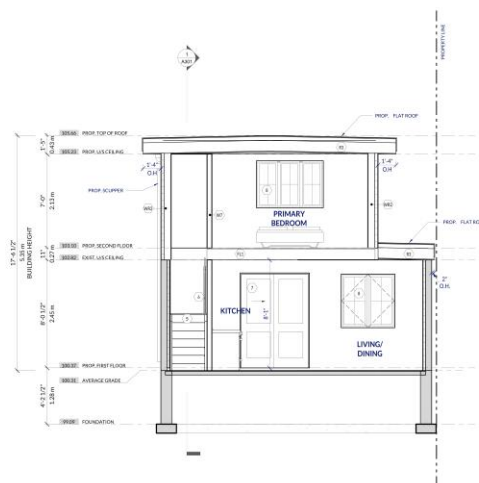
EXIST. EAST ELEVATION
SCALE: 3/8" = 1'-0"



2025-05-13 1:14:21 PM



1 Section 1
A301 SCALE: 3/8" = 1'-0"



2 Section 2
A301 SCALE: 3/8" = 1'-0"

PERSPECTIVE VIEWS
ARCHITECTURAL DESIGN

1000 W. 10TH AVE. SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.PVARCHITECT.COM

**CONVERT
EXIST.
GARAGE TO A
DWELLING
UNIT**

385 WAKE ROBIN CRES.
CITY OF KITCHENER
Project No. P224-031

Item/Revision	Revised By	Date
1. INITIAL VARIANCE	10/03/13	
2. INITIAL VARIANCE	10/03/13	
3. INITIAL VARIANCE	10/03/13	
4. INITIAL VARIANCE	10/03/13	

Scale: 3/8" = 1'-0"

CROSS SECTIONS

A301

2025-05-13 11:14:22 PM

Wake Robin Crescent

1 SITE PLAN
SCALE 3/8" = 1'-0"
A100

EXIST. TREE HOUSE
EXIST. SETBACKS TO REMAIN
EXIST. INTERLOCKING
EXIST. SETBACKS TO REMAIN
EXIST. GARAGE TO ADU
EXIST. DRIVEWAY
EXIST. SINGLE FAMILY DWELLING UNIT
EXIST. WIND WELL
EXIST. ELECTRICAL METER
EXIST. COVERED PORCH
EXIST. INTERLOCKING
EXIST. SODDED AREA

EXIST. SETBACKS TO REMAIN
EXIST. SODDED AREA
EXIST. INTERLOCKING
EXIST. SETBACKS TO REMAIN
EXIST. GARAGE TO ADU
EXIST. DRIVEWAY
EXIST. SINGLE FAMILY DWELLING UNIT
EXIST. WIND WELL
EXIST. ELECTRICAL METER
EXIST. COVERED PORCH
EXIST. INTERLOCKING
EXIST. SODDED AREA

Recommend pavers on west side of parking space

Rd-51 with custom wording: WALKWAY AT ANYTIME

Rd-51 (Left Arrow)

Rd-51

NO PARKING sign (Rd-51)

Legend:
 - SETBACKS TO REMAIN
 - INTERLOCKING
 - PAVES
 - SODDED
 - WALKWAY / INTERLOCKING
 - DRIVEWAY
 - ENCLOSED ENTRANCE / ACCESS

Schedule:

ITEM	QUANTITY	UNIT	PRICE	TOTAL
1. EXIST. DRIVEWAY	1	sq. ft.	1.00	1.00
2. EXIST. GARAGE	1	sq. ft.	1.00	1.00
3. EXIST. INTERLOCKING	1	sq. ft.	1.00	1.00
4. EXIST. SODDED AREA	1	sq. ft.	1.00	1.00
5. EXIST. SETBACKS TO REMAIN	1	sq. ft.	1.00	1.00
6. EXIST. TREE HOUSE	1	sq. ft.	1.00	1.00
7. EXIST. ELECTRICAL METER	1	sq. ft.	1.00	1.00
8. EXIST. COVERED PORCH	1	sq. ft.	1.00	1.00
9. EXIST. INTERLOCKING	1	sq. ft.	1.00	1.00
10. EXIST. SODDED AREA	1	sq. ft.	1.00	1.00
11. EXIST. SETBACKS TO REMAIN	1	sq. ft.	1.00	1.00
12. EXIST. TREE HOUSE	1	sq. ft.	1.00	1.00
13. EXIST. ELECTRICAL METER	1	sq. ft.	1.00	1.00
14. EXIST. COVERED PORCH	1	sq. ft.	1.00	1.00
15. EXIST. INTERLOCKING	1	sq. ft.	1.00	1.00
16. EXIST. SODDED AREA	1	sq. ft.	1.00	1.00
17. EXIST. SETBACKS TO REMAIN	1	sq. ft.	1.00	1.00
18. EXIST. TREE HOUSE	1	sq. ft.	1.00	1.00
19. EXIST. ELECTRICAL METER	1	sq. ft.	1.00	1.00
20. EXIST. COVERED PORCH	1	sq. ft.	1.00	1.00
21. EXIST. INTERLOCKING	1	sq. ft.	1.00	1.00
22. EXIST. SODDED AREA	1	sq. ft.	1.00	1.00
23. EXIST. SETBACKS TO REMAIN	1	sq. ft.	1.00	1.00
24. EXIST. TREE HOUSE	1	sq. ft.	1.00	1.00
25. EXIST. ELECTRICAL METER	1	sq. ft.	1.00	1.00
26. EXIST. COVERED PORCH	1	sq. ft.	1.00	1.00
27. EXIST. INTERLOCKING	1	sq. ft.	1.00	1.00
28. EXIST. SODDED AREA	1	sq. ft.	1.00	1.00
29. EXIST. SETBACKS TO REMAIN	1	sq. ft.	1.00	1.00
30. EXIST. TREE HOUSE	1	sq. ft.	1.00	1.00
31. EXIST. ELECTRICAL METER	1	sq. ft.	1.00	1.00
32. EXIST. COVERED PORCH	1	sq. ft.	1.00	1.00
33. EXIST. INTERLOCKING	1	sq. ft.	1.00	1.00
34. EXIST. SODDED AREA	1	sq. ft.	1.00	1.00
35. EXIST. SETBACKS TO REMAIN	1	sq. ft.	1.00	1.00
36. EXIST. TREE HOUSE	1	sq. ft.	1.00	1.00
37. EXIST. ELECTRICAL METER	1	sq. ft.	1.00	1.00
38. EXIST. COVERED PORCH	1	sq. ft.	1.00	1.00
39. EXIST. INTERLOCKING	1	sq. ft.	1.00	1.00
40. EXIST. SODDED AREA	1	sq. ft.	1.00	1.00
41. EXIST. SETBACKS TO REMAIN	1	sq. ft.	1.00	1.00
42. EXIST. TREE HOUSE	1	sq. ft.	1.00	1.00
43. EXIST. ELECTRICAL METER	1	sq. ft.	1.00	1.00
44. EXIST. COVERED PORCH	1	sq. ft.	1.00	1.00
45. EXIST. INTERLOCKING	1	sq. ft.	1.00	1.00
46. EXIST. SODDED AREA	1	sq. ft.	1.00	1.00
47. EXIST. SETBACKS TO REMAIN	1	sq. ft.	1.00	1.00
48. EXIST. TREE HOUSE	1	sq. ft.	1.00	1.00
49. EXIST. ELECTRICAL METER	1	sq. ft.	1.00	1.00
50. EXIST. COVERED PORCH	1	sq. ft.	1.00	1.00
51. EXIST. INTERLOCKING	1	sq. ft.	1.00	1.00
52. EXIST. SODDED AREA	1	sq. ft.	1.00	1.00
53. EXIST. SETBACKS TO REMAIN	1	sq. ft.	1.00	1.00
54. EXIST. TREE HOUSE	1	sq. ft.	1.00	1.00
55. EXIST. ELECTRICAL METER	1	sq. ft.	1.00	1.00
56. EXIST. COVERED PORCH	1	sq. ft.	1.00	1.00