Agenda – Appeal Committee – January 28, 2026

PUBLIC HEARINGS

Item No. 2 Appeal – Variance – 36 Roslyn Road
(Fort Rouge-East Fort Garry Ward)
File DAV 204666A/2025D [c/r DAZ 220/2025]

Appeals were received against the decision of the City Centre Community Committee to approve a Variance on "the land" for the following:

1. For the establishment of a residential zoning lot to permit a lot area of 9,036 square feet (839.47 square metres) instead of 20,000 square feet (1,858.06 square metres);

2. For the construction of a multi-family dwelling to permit:

   A. a front yard of 10 feet (3.048 metres) instead of 14 feet (4.27 metres);

   B. an east corner side yard of 8 feet (2.438 metres) instead of 14 feet (4.27 metres);

   C. an east balcony projection of 2 feet (0.61 metres) instead of 0.67 feet (0.20 metres);

   D. a west side yard of 10 feet (3.048 metres) instead of 20 feet (6.10 metres);

   E. a west balcony projection of 2 feet (0.61 metres) instead of 1.67 feet (0.51 metres);

   F. a rear yard of 2 feet (0.61 metres) instead of 25 feet (7.62 metres);

   G. a lot area per dwelling unit of 200 square feet (18.581 square metres) instead of 400 square metres (37.16 square metres);

   H. 43 parking spaces instead of 72 spaces;

3. For the establishment of an accessory parking area to permit:

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

   B. a parking aisle width of 16 feet (4.88 metres) instead of 20 feet (6.10 metres);

subject to the following conditions:

1. That, the 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 DAZ 220/2025.

2. That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

   OR

   That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming that a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

DECISION MAKING HISTORY:

COMMITTEE RECOMMENDATION:

On January 14, 2026, the Appeal Committee did not hear any representation on the application and adjourned the public hearing to its meeting on January 28, 2026 at 9:30 a.m. in the Council Building at 510 Main Street.

COUNCIL DECISION:

On December 18, 2025, Council concurred in the recommendation of the Standing Policy Committee on Property and Development dated December 4, 2025, and approved the rezoning of the subject land under File DAZ 220/2025, to an “RMF-L” Residential Multi-Family – Large District.

Agenda – Appeal Committee – January 28, 2026

File:	DAV 204666A/2025D
Appellant(s):	Gennaro Cianflone John Wintrup
Applicant:	John Scott Wintrup Planning & Development (John Wintrup)
Premises Affected:	36 Roslyn Road
Legal Description:	LOT 15 PLAN 27423 41 ST B, hereinafter called "the land"
Property Zoned:	"RMF-M" (Residential Multi-Family – Medium) Proposed "RMF-L" (Residential Multi-Family – Large)
Nature of the Application:	To vary the proposed "RMF-L" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 the following:

1. for the establishment of a residential zoning lot to permit a lot area of 9,036 square feet (839.47 square metres) instead of 20,000 square feet (1,858.06 square metres);

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

    A. no front yard instead of 14 feet (4.27 metres);

    B. no east corner side yard instead of 14 feet (4.27 metres);

    C. an east balcony projection of 2 feet (0.61 metres) instead of 0.67 feet (0.20 metres);

    D. a west side yard of 5 feet (1.52 metres) instead of 20 feet (6.10 metres);

    E. a west balcony projection of 2 feet (0.61 metres) instead of 1.67 feet (0.51 metres);

    F. no rear yard instead of 25 feet (7.62 metres);

    G. a lot area per dwelling unit of 125 square feet (11.61 square metres) instead of 400 square metres (37.16 square metres);

Nature of the Application (continued):

H. 21 parking spaces instead of 72 spaces;

I. insufficient street edge landscaping;

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

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

B. a parking aisle width of 16 feet (4.88 metres) instead of 20 feet (6.10 metres).

Exhibits Filed:

1. Order DAV 204666/2025D dated November 27, 2025
2. Notice of Appeal filed by John Wintrup, received December 16, 2025
3. Notice of Appeal filed by John Wintrup, received December 16, 2025
4. Notification of Public Hearing dated December 29, 2025
5. Manitoba Status of Title 3144774/1
6. Letter of authorization dated May 5, 2025 from 6571574 Manitoba Ltd. and Gennaro (Jerry) Cianflone to John S. Wintrup
7. Surveyor's Building Location Certificate and sketch dated August 9, 2024
8. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
9. Legal Descriptions and Title Plot
10. Current Zoning/Lot Configuration
11. Rezoning/Lot Configuration
12. Plans, Sheets 1 to 9 inclusive, for File DAV 204666/2025D dated August 14, 2025
13. Report from the Urban Planning Division dated October 25, 2025
14. Communication dated January 1, 2026 from John Wintrup requesting an adjournment of the Appeal Hearing
15. Inspection Report
16. Notice of Adjournment dated January 15, 2026

The Winnipeg Public Service to advise that all statutory requirements with respect to these appeals 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 appeals be allowed / denied and the decision of the City Centre Community Committee be / not be concurred in.

Moved by Councillor

That Variance Order DAV 204666/2025D be confirmed / cancelled

Moved by Councillor

That the public hearing with respect to these appeals be concluded.

Exhibit “13” referred to in File DAV 204666A/2025D

ADMINISTRATIVE REPORT

Title: DAV 25-204666\D – 36 Roslyn Rd

Issue: For Variances to allow for the establishment of a "RMF-L" zoning lot, the construction of a multi-family building, and the establishment of an accessory parking area.

Critical Path: City Centre Community Committee

AUTHORIZATION

Author	Division Head	Department Head	CFO	CAO
Dylan Chyz-Lund, MCP		n/a	n/a	

RECOMMENDATION

The Urban Planning and Design Division recommends **approval-in-part, as modified,** of the application to the proposed “RMF-L” Development and Design Standards Winnipeg Zoning By-law No. 200/2006 to permit the following:

1) for the establishment of a residential zoning lot to permit a lot area of 9,036 square feet (839.47 square metres) instead of 20,000 square feet (1,858.06 square metres);

2) for the construction of a multi-family dwelling to permit:

   a) ~~no~~ a front yard of 10 feet (3.048 metres) instead of 20 feet (6.10 metres);

   b) ~~no~~ an east corner side yard of 8 feet (2.438 metres) instead of 14 feet (4.27 metres);

   ~~c) an east balcony projection of 2 feet (0.61metres) instead of 0.67 feet (0.20 metres);~~

   d) a west side yard of ~~5~~ 10 feet (3.048 metres) instead of 20 feet (6.10 metres);

   ~~e) a west balcony projection of 2 feet (0.61metres) instead of 1.67 feet (0.51 metres);~~

   f) ~~no~~ a rear yard of 2 feet (0.61 metres) instead of 25 feet (7.62 metres);

   g) a lot area per dwelling unit of ~~125 square feet (11.61 square metres)~~ 200 square feet (18.581 square metres) instead of 400 square feet (37.16 square metres);

   h) ~~21~~ 43 parking spaces instead of 72 spaces;

   ~~i) insufficient street edge landscaping;~~

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

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

   b) a parking aisle width of 16 feet (4.88 metres) instead of 20 feet (6.10 metres).

Subject to the following condition(s):

1. That, the 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 DAZ 220/2025.

2. That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

OR

That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming that a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

REASON FOR THE REPORT

- The applicant has applied to rezone the subject property from the “RMF-M” Residential Multi-Family (Medium) District to the “RMF-L” Residential Multi-Family (Large) District, for the purpose of constructing a 72-unit multi-family building on the lot. As part of the Rezoning, associated variances are needed to allow for a smaller lot size than what the “RMF-L” District permits, and to allow for a proposed building and accessory parking area that do not fully comply with the Winnipeg Zoning By-Law.
- This report provides information and makes recommendations regarding the subject application’s compliance with The City of Winnipeg Charter, section 249.

FILE/APPLICANT DETAILS

FILE:	**DAV 25-204666\D**
RELATED FILES:	DAZ 220/2025
COMMUNITY:	City Centre Committee
NEIGHBOURHOOD #:	1.111 - (RIVER-OSBORNE)

SUBJECT: To vary the proposed "RMF-L" Development and Design Standards Winnipeg Zoning By-law No. 200/2006 to permit the following:

1) for the establishment of a residential zoning lot to permit a lot area of 9,036 square feet (839.47 square metres) instead of 20,000 square feet (1,858.06 square metres);

2) for the construction of a multi-family dwelling to permit:

    a. no front yard instead of 14 feet (4.27 metres);

    b. no east corner side yard instead of 14 feet (4.27 metres);

    c. an east balcony projection of 2 feet (0.61metres) instead of 0.67 feet (0.20 metres);

    d. a west side yard of 5 feet (1.52 metres) instead of 20 feet (6.10 metres);

    e. a west balcony projection of 2 feet (0.61metres) instead of 1.67 feet (0.51 metres);

    f. no rear yard instead of 25 feet (7.62 metres);

    g. a lot area per dwelling unit of 125 square feet (11.61 square metres) instead of 400 square metres (37.16 square metres);

    h. 21 parking spaces instead of 72 spaces;

    i. insufficient street edge landscaping;

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

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

    b. a parking aisle width of 16 feet (4.88 metres) instead of 20 feet (6.10 metres).

LOCATION: 36 Roslyn Rd

LEGAL DESCRIPTION: LOT 15 PLAN 27423 41 ST B

APPLICANT: John Wintrup (John Scott Wintrup Planning & Development)
139 Roslyn Rd Unit 301
Winnipeg, MB R3L 0G7

OWNER: 6571574 MANITOBA LTD.
823 Corydon Ave 5
Winnipeg, MB R3M 0W6

HISTORY

N/A

DISCUSSION

CRITERIA FOR APPROVAL

Pursuant to Section 247(3) of *The City of Winnipeg Charter*, an application for a Variance with respect to a property may be approved if the Variance:

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

(b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;

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

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

SITE DESCRIPTION

The subject site is located at the southwest corner of Roslyn Road and Bryce Street, in the River Osborne neighbourhood of the Fort Rouge – East Fort Garry ward.

The subject site is located in an “Established Neighbourhood-Mature Community” policy area as identified in *Complete Communities 2.0*, and in a “Village High Density Residential (V-HDR)” policy area of the Osborne Village Neighbourhood Secondary Plan.

The subject site is currently zoned “RMF-M” Residential Multi-Family (Medium) District, with an assessed lot area of 9036 square feet.

The subject site is currently vacant, although it may be being used for surface parking.

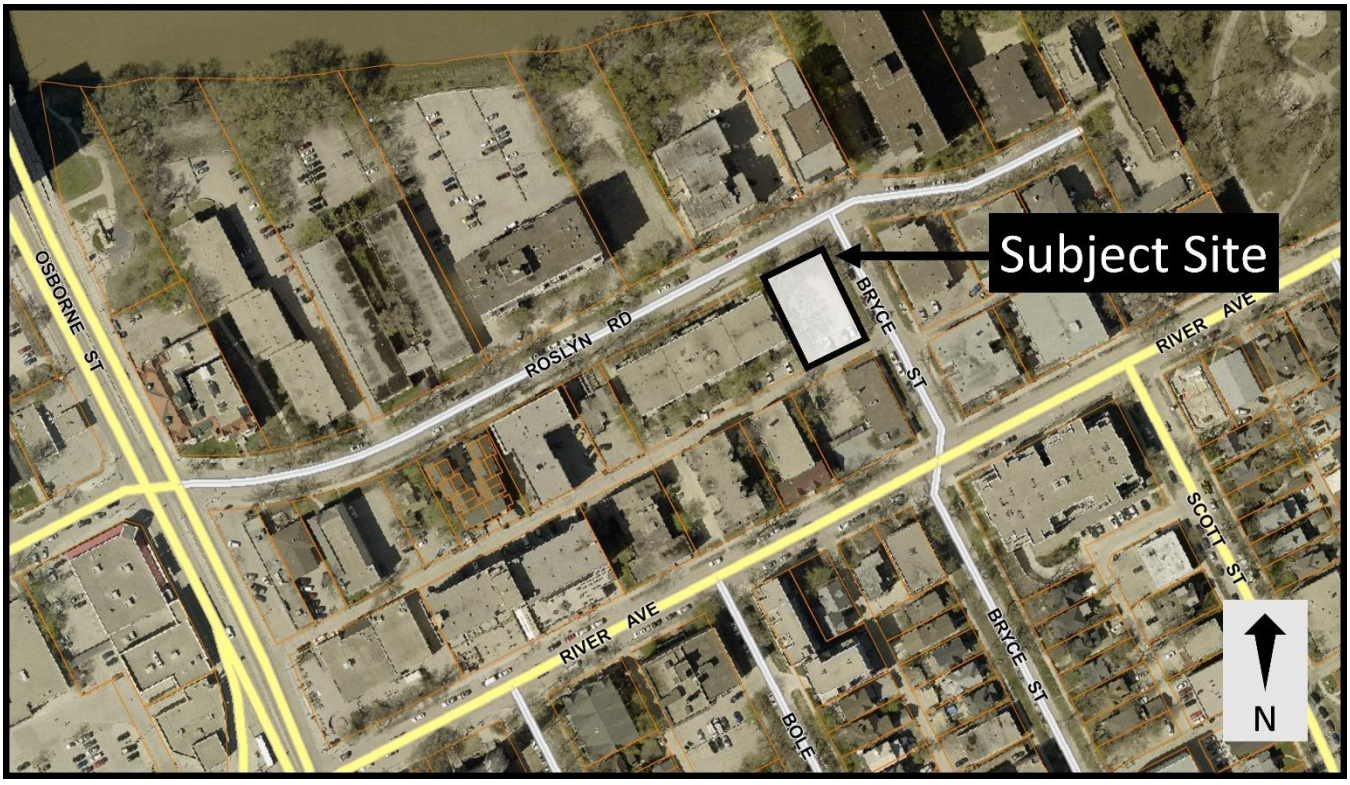


Figure 1: Aerial Photo of Subject Site and Surrounding Uses (flown 2024).

North: Roslyn Road, then multi-family buildings zoned “RMF-M” Residential Multi-Family (Medium) District and “RMF-L” Residential Multi-Family (Large) District.

South: A rear lane, then multi-family buildings zoned “RMF-M” Residential Multi-Family (Medium) District.

East: Bryce Street, then multi-family buildings zoned “RMF-M” Residential Multi-Family (Medium) District.

West: A multi-family building zoned “RMF-M” Residential Multi-Family (Medium) District.

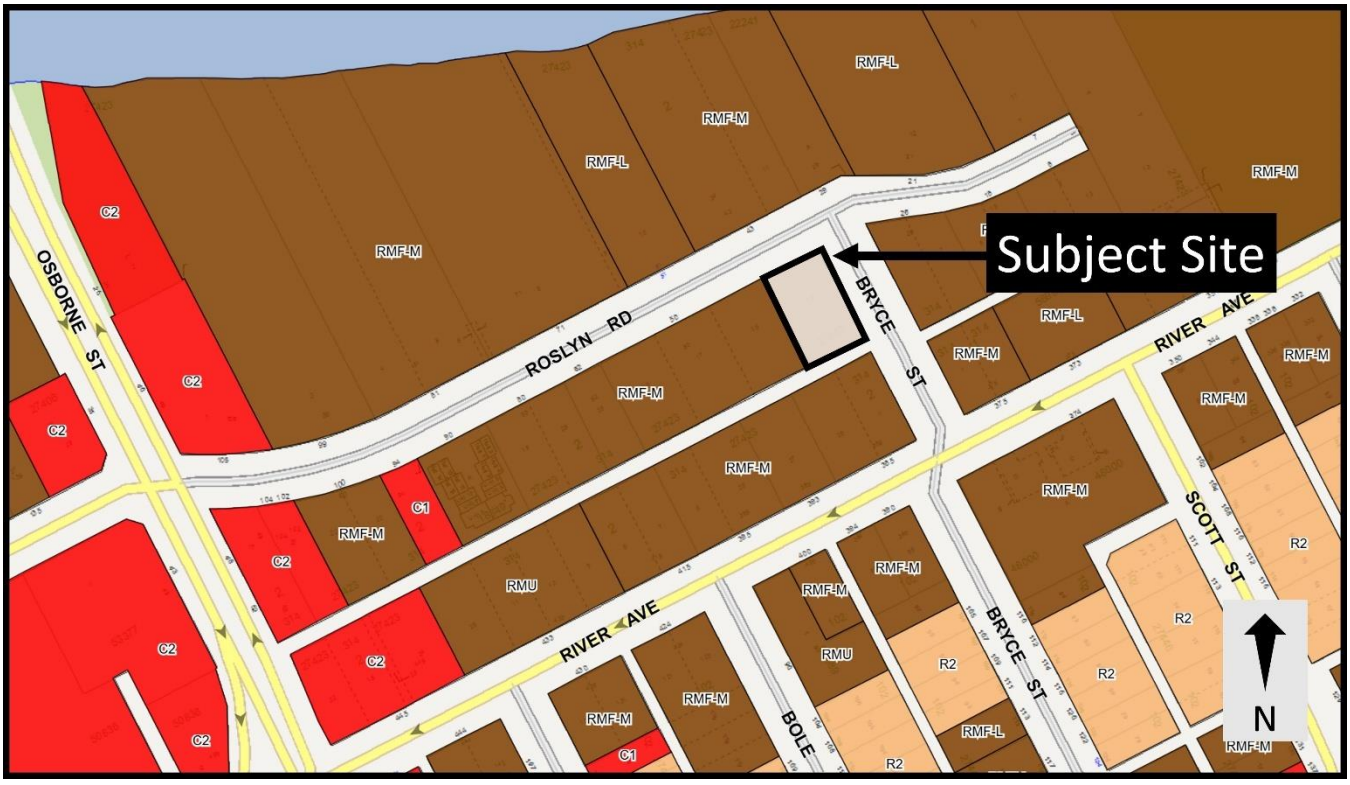


Figure 2: Zoning of the subject site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The application intends to construct one 72-unit multi-family building, which would:
    - Be eight stories in height, including a rooftop patio.
    - Have a 0’ front yard setback to Roslyn Road.
    - Have a 0’ east corner side yard setback to Bryce Street.
    - Have a 0’ rear yard setback to the lane.
    - Have a 5’ west side yard setback.
    - Be clad primarily with Tyndall stone and brick.
    - Include a main entrance at the northeast corner of the building with floor to ceiling windows, providing orientation to both Roslyn Road and Bryce Street.
- The site plan also shows:
    - A garbage enclosure located at the southwest corner of the subject site.
    - A total of 21 parking spaces, including six accessible stalls, primarily located in covered parking at ground floor.
    - 52 secure, indoor bicycle parking spaces.
    - A total of 0 trees and 44 shrubs.
- No affordable units – which would normally be required per the City of Winnipeg’s Density Bonus Program – are proposed.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

The *Complete Communities Direction Strategy 2.0* (*CCDS 2.0*) is one of four direction strategies supporting *OurWinnipeg*, the city's long-range development plan, and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg. *CCDS 2.0* provides policy guidance when assessing proposals that are seeking entitlements or changes to the *Winnipeg Zoning By-Law*.

The subject site is located in an "Established Neighbourhood – Mature Communities" policy area of *CCDS 2.0*. The following goals and policies of *CCDS 2.0* apply to the proposal:

- Goal 1 - *Encourage compatible residential development within Established Neighbourhoods to build more Complete Communities and align with the City's residential intensification target.*

  General policies

  - *1.1 Encourage residential development that positively contributes to neighbourhood character while expanding housing options for residents in a manner that is sensitive and complementary to existing development.*
  - *1.2 Increase the population within Established Neighbourhoods to contribute to the physical renewal and revitalization of older neighbourhoods.*
  - *1.5 Support up to mid-rise residential development in Established Neighbourhoods that is compatible with neighbourhood context.*

At eight stories, the proposed building is considered a mid-rise development under *CCDS 2.0* policies. While one of the taller buildings in the immediate vicinity, there are examples of a range of similarly tall or taller buildings, including 29 Roslyn Road (seven stories), 21 Roslyn Road (12 stories), and 71 Roslyn Road (10 stories). With some modifications, the building will increase the population in this established neighbourhood and increase housing options for residents while positively contributing to the neighbourhood through design elements detailed under Goal 2.

- Goal 2 - *Design new development in Established Neighbourhoods to a high standard of urban design and construction to ensure new development adds value to public and private urban spaces to create a sense of place and civic pride.*

  Building Setbacks

  - *2.3 Encourage, where contextually suitable, the location of multi-family buildings at or near the front and corner side property lines to create a pedestrian orientation that is respectful of the area context. Use setbacks to provide landscaping, front courtyards for individual units or other amenities that support the pedestrian environment, building design and relationship to the street.*

The proposed building includes a reduced front yard to Roslyn Road of 0', and a reduced east corner side yard to Bryce Street of 0'. While the surrounding area is characterized by many large buildings, most buildings in the immediate vicinity – and all of the buildings that are at least

four stories or taller – maintain a front yard setback of at least 5'. Similarly, the building on the opposite side of Bryce Street from the subject site maintains an approximately 5' corner side yard setback. These setbacks are especially important for taller buildings, as they provide some space between the building and the public sidewalk, making the scale of the larger buildings less imposing. Similarly, some setback enables landscaping in the front yard, and enables the growth of boulevard trees. A 7' front yard and corner side yard setback to Roslyn Road and Bryce Street, respectively, would enable a building built close to the front and corner property lines. This would enhance the pedestrian orientation by bringing the new building close to the lot lines, while also ensuring some buffer space between one of the taller buildings in the neighbourhood and the public sidewalk.

Building Design

- *2.4 Encourage the use of high-quality, energy efficient, and durable exterior building façade materials.*
- *2.5 Encourage a variety of architectural styles.*
- *2.6 Encourage building design to include a range of architectural features that create visual interest and positively contribute to the visual aesthetics of the street and neighbourhood.*

The proposed building includes limestone and brick siding. In addition, the building includes balconies on the east and west facades, and a recessed main entryway with floor to ceiling windows that provides access to Roslyn Road and Bruce Street. Together, these features ensure a range of architectural features that create visual interest.

Pedestrian orientation

- *2.9 Buildings with multi unit residential uses should be designed to support pedestrian activity and reinforce the public realm through thoughtful use of architectural features which may include, but are not limited to, the following:*
  - *a. Window placement that supports passive surveillance;*
  - *b. Unit entrances with direct access to the street;*
  - *c. Front porches;*
  - *d. Balconies;*
  - *e. Awnings;*
  - *f. Lighting; and*
  - *g. Height of primary entrances*

The proposed building includes a main floor lobby and entrance near the corner of Roslyn Road and Bryce Street. The entrance provides a direct connection to the public sidewalk on Roslyn Road and Bryce Street. This ensures easy access to the two flanking streets, and promotes a pedestrian orientation. Similarly, balconies on the second floor and above of the Bryce-street elevation reinforce the public realm.

Massing and scale

- *2.12 New development should respect and complement the existing character of the built form of surrounding properties.*
- *2.14 Avoid buildings that create long blank walls facing public streets.*
- *2.15 Encourage the use of architectural features to articulate building walls in order to mitigate the impact of new building mass.*

The proposed building height of eight stories is one of the taller buildings on this block of Roslyn Road, however there are examples of similarly tall or taller buildings. The taller buildings in this area typically use larger yard setbacks, such as 21 Roslyn Road (approximately 16' front yard setback), 29 Roslyn Road (approximately 6' front yard setback), and 71 Roslyn Road (39' front yard setback). These setbacks to the public streets are an important feature of the neighbourhood, creating a balance between a compact urban form with buildings near the public-facing property lines while also promoting some visual separation and space for landscaping, which together create a human-scaled street. This is especially important for the tallest buildings, as setbacks can make the building less imposing on the surrounding neighbourhood.

The building located directly west of the subject site is four stories in height and maintains an approximately 9' side yard to the subject site. The currently proposed west side yard on the subject site is 5'. A larger west side yard of at least 10' would create greater separation between the buildings, ensuring the new and higher intensity building respects the existing built form of the neighbouring property while also allowing for an increase in height.

The proposed development includes an entrance with direct access to Roslyn Road and Bryce Street, alternating building materials, and some window coverage on both streets. This breaks up the massing of the building and avoids a long blank wall.

Parking and loading

- *2.16 For properties with public lane access, vehicular access should be taken from the public lane in order to:*
  a. Reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property;
  b. Preserve green space and protect existing trees that can be impacted by the establishment of front approaches and corresponding private driveways; and
  c. Prevent fragmentation of the public boulevard in order to better accommodate on-street motor vehicle parking and public snow clearing

The parking is accessed from the rear lane, with much of the parking fully enclosed within the main floor of the building, and six stalls partially covered by the cantilevered upper floors of the building. No approaches from the streets are proposed. These features minimize conflict between pedestrians using the sidewalk and motor vehicles accessing the street, and they ensure the public boulevard of Roslyn Road and Bryce Street are not fragmented.

Site design

- *2.21 Site design should take cues from the character of the neighbourhood or street and should mitigate the potential for land use conflict with adjacent properties that have different scales, densities and uses. Parking location (motor vehicle and bicycle), vehicular access, servicing elements, building placement and landscaping treatment will be important design elements to ensure context-sensitive design.*
- *2.22 Create or reinforce compact, pedestrian-oriented urban development patterns by ensuring the siting, form and scale of new development has a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.*
-

The proposed building height of eight stories is one of the taller buildings on this block of Roslyn Road – though it is not the tallest. Given there are examples of similar or taller buildings, an eight storey building is consistent with the neighbourhood.

However, as the proposal seeks to significantly intensify the site by increasing the height and density from what is currently permitted, it is important for the site design to mitigate the potential for land use conflict with adjacent properties that have different scales. In particular, a greater setback to the west, and north yards of at least 8' is important. This provides increased separation, mitigating the impact of the proposed building on the lower intensity building to the west. Similarly, a 10' front yard and an 8' east side yard creates some visual separation and space for landscaping on the public-facing property lines. The reduced 8' east side yard is in recognition that there is a precedent for near 0' yards to Bryce Street, although these buildings are much shorter than the proposed development.

OSBORNE VILLAGE NEIGHBOURHOOD PLAN

The *Osborne Village Neighbourhood Plan* (OVNP) is an area-specific secondary plan that applies to the subject property.

The subject property is located within the Village High Density Residential policy area of the *OVNP*. The following policies of the *OVNP* apply to the proposal:

- *4.1.1.A Encourage housing developments that offer a variety of housing types, including market and integrated non-market housing;*

The proposed development does not confirm any non-market housing, but does provide a significant number of market housing including studio, one, and two-bedroom dwelling units.

- *4.1.4.A Encourage medium and high-rise multiple-family development;*

Under the City of Winnipeg's planning framework and as defined in *CCDS 2.0*, an eight storey building is considered a medium rise residential use.

- *4.1.4.E New high-density development should consider the height, scale, prevailing densities, and design characteristics of surrounding land uses;*

The proposed building maintains the multi-family character of the surrounding block and includes an entrance and window coverage that fronts Roslyn Road which is consistent with surrounding development. However, the proposed setbacks – especially considering the

proposed eight storey height - are not consistent with the surrounding area. The only other building with a 0’ front yard setback on this block of Roslyn Road is the three-storey building located at 80 Roslyn Road. Most other buildings maintain front yard setbacks of at least 5’, while the front yard alignment (the average front yard of abutting developments) for the subject site has been calculated as 14’. A minimum front yard of 10’ and a minimum corner side yard of 8’ would enable greater consistency with the design characteristics of surrounding land uses.

The existing development abutting to the west of the subject site is a four-storey building that maintains an approximately 9’ side yard setback to the subject site. Given the difference in scales between the existing development and the proposed development, a minimum west side yard of 10’ would enable intensification of the subject site that is also considerate of the existing building.

It should be noted that 10’ and 8’ setbacks for an eight storey building are significant reductions in their own right. However, given that the secondary plan identifies this area as a Village High Density Residential policy area encouraging high density development, that the lot is a relatively small corner lot, and that much of the surrounding built form includes buildings with reduced side yards, 10’ and 8’ would achieve a balance enabling intensification on the lot while also recognizing the unique design characteristics of the surrounding neighbourhood.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Reasons for the Variances

Insufficient lot area

- The RMF-L” Residential Multi-Family (Large) District requires a minimum lot area of 20,000 square feet, while the existing lot is 9,036 square feet. For this reason, a variance is required.

Reduced front and corner (east) side yards

- In the “RMF-L” Residential Multi-Family (Large) District, the minimum front yard is 25’ unless the surrounding block has been developed, in which case the average front yard setback of surrounding properties is used to calculate the required front yard. In this case, the average front yard is 14’, while the proposed front yard is 0’.
- In the “RMF-L” Zoning District, the required corner side yard is 20’, while the applicant has proposed a corner side yard of 0’.

Reduced interior (west) side yard

- The required interior side yard is 8’, plus 2’ for each storey above the ground floor to a maximum of 20’ This results in a required interior side yard (the west yard) of 20’, while the applicant has proposed an interior side yard of 5’.

Reduced rear yard

- The required rear yard is 25’, while the applicant has proposed a cantilevered design so that the second floor and above of the building has a 0’ rear yard.

Balcony projections

- Balconies are considered a permitted projection, meaning they are allowed to project into a required yard subject to dimensional standards. The dimensional standards require a maximum depth of 4 inches per foot of yard but not exceeding 5'.

Reduced lot area per dwelling unit

- In the "RMF-L" Residential Multi-Family (Large) District, the minimum lot area per dwelling unit is 400 square feet. As the lot is 9,036 square feet, this enables a total of 22 dwelling units. However, as the applicant has proposed a total of 72 dwelling units, the lot area works out to one dwelling unit per 125 square feet.

Reduced parking

- In Urban Infill Areas, parking is required at a ratio of one stall per dwelling unit. Given that the application proposes 72 dwelling units, this requires 72 parking stalls. However, the applicant has proposed a total of 21 parking spaces.

Insufficient street-edge landscaping

- A total of three trees and 11 shrubs are required along Roslyn Road, and a total of 4 trees and 18 shrubs are required along Bryce Street. The application proposes 0 trees and 0 shrubs along Roslyn Road, and 0 trees and 44 shrubs along Bryce Street.

Accessory parking

- Parking within 20' of a rear lot line is required to be buffered if it is adjacent to residential uses. In this case, the application shows parking perpendicular to the lane with no buffering between the stalls and the lane.
- Two-way parking aisles are required to be a minimum of 20', while the application proposes a parking aisle width of 16'.

Analysis of Variances

Insufficient lot area

- Given that the subject site is designated a "Village High Density Residential" policy area of the *OVNP,* rezoning the site to the "RMF-L" Zoning District is appropriate. As the "RMF-L" district is consistent with the secondary plan that applies to this site, a reduced lot area to enable the "RMF-L" district is also supportable.

Reduced front and corner (east) side yards

- Some reduction to the required front and east side yards are supportable here, given the existing built form in the neighbourhood is compact and characterized by buildings constructed closer to the property lines facing public streets. This also allows buildings to be oriented to the street and make additional use of the lots in a Village High Density Residential policy area that supports higher density residential development. In addition, there are precedents for a reduced setback to Bryce Street, as 26 Roslyn Road has an

approximately 5’ setback to Bryce Street, while 375 and 385 River Avenue each have 0’ setbacks to Bryce Street, although all three of the buildings are significantly shorter than the proposed development.

- While a reduced front and corner side yard are supportable, the proposed 0’ front and east corner side yard are inconsistent with the surrounding neighbourhood. Taller buildings in the area typically maintain a larger front yard – such as 21 Roslyn Road (approximately 16’ front yard setback) and 71 Roslyn Road (39’ front yard setback). The smallest setback on a building above four stories in this area is at 29 Roslyn Road (approximately 6’ front yard setback). The most recently approved development in the area - at 51 Roslyn Road - includes a front yard setback of 21’ for a six storey building. The building opposite the subject site on the on the east side of Bryce Street maintains an approximately 5’ setback and is only three stories in height. The average front yard setback for properties closest to the subject site has been calculated at 14’.
- In addition to the existing precedents for setbacks, landscaping in front yards is a common feature on this block, requiring some yard space to maintain plantings. As currently shown, the proposal does not include any trees, and it does not include any plantings facing Roslyn Road.
- Setbacks to the public streets are an important feature of the neighbourhood, creating a balance between a compact urban form with buildings near the public-facing property lines while also promoting some visual separation and space for landscaping, which together create a human-scaled street. This is especially important for the tallest buildings, as setbacks can make the building less imposing on the surrounding neighbourhood.
- For these reasons, a front yard of 10’ and an east corner side yard of 8’ are supportable, as this would enable the building to be located close to the street-fronting property lines, it would provide separation between one of the taller buildings in the neighbourhood and the public sidewalk, it would enable space for landscaping, and it would acknowledge the existing precedent in the area.

Reduced interior (west) side yard

- The building abutting the subject site to the west is four stories, while the proposed development on the subject site is eight stories, presenting a significant difference in scale and intensity. In addition, the existing development to the west maintains an approximately 9’ east side yard with trees located in the yard. Therefore, a 10’ west side yard would enable a significant intensification of the subject site while also providing buffer space to a building nearly half the size, and mitigating the difference in scale between the two residential buildings. As well, a 10’ setback would reduce the impact on trees in the side yard of the property to the west.
- For these reasons, a reduced interior west side yard of 10’ is supportable.

Reduced rear yard

- Reduced rear yards are a common feature of this neighbourhood, with several examples of minimal setbacks along the lane the subject property takes access from. In addition, the building wall on the opposite side of the lane from the subject site does not have any windows. Therefore, a significantly reduced rear yard is supportable. However, Public Works prefers a minimum rear yard of 2’ to ensure that any equipment using a rear lane does not

damage buildings or vehicles on the abutting lots. For these reasons, a rear yard of 2' is supportable.

Balcony projections

- Given that the proposed side yards where the balconies are located are not being supported, the proposed balcony projections into the side yards cannot be supported.

Reduced lot area per dwelling unit

- In the "RMF-L" Residential Multi-Family (Large) District, the minimum lot area requirement is 400 square feet per dwelling unit, whereas the applicant is proposing one dwelling unit per 125 square feet. Given the site's location within the "Village High Density Residential" policy area of the *Osborne Village Neighbourhood Plan* (*OVNP*), its proximity to Osborne Street—a designated Urban Mixed Use Corridor under *CCDS 2.0*, the high number of surrounding amenities, the high density in the surrounding neighborhood, and the proximity to an AT path and frequent transit, a density variance is supportable. However, the extent of the proposed variance (one unit per 125 sq. ft.) is not supportable.
- The proposed density is more than three times higher than what is permitted in the RMF-L district (1 unit per 400 sq. ft.), and it exceeds the density permitted in the Transit Oriented Development (TOD) district (1 unit per 200 sq. ft.) – the highest density zoning district outside the Downtown. Since the proposal surpasses even the maximum density envisioned for the TOD district, which is intended to "facilitate mixed-use development at a scale and density exceeding all other districts," the proposed density is considered too high for this site.
- The Public Service does not support density variances in the RMF-L district exceeding one dwelling unit per 360 square feet, unless the project participates in the City of Winnipeg's Density Bonus Program.
- The Density Bonus Program requires that at least 50% of all dwelling units in excess of 360 square feet per unit be rented at or below provincial affordability rates.
- For these reasons, a revised density variance allowing one dwelling unit per 200 square feet, subject to participation in the Density Bonus Program, would be supportable. This would require submission of a signed Affordability Monitoring Agreement with the Province of Manitoba, or a letter of commitment or comfort from a government funding provider, confirming that at least half of all dwelling units beyond the 360 sq. ft. threshold will be affordable

Reduced parking

- The Urban Planning and Design Division regularly supports a parking ratio of 0.6 – 0.8 stalls per dwelling unit in the Osborne Village neighbourhood. In part, this is because the neighbourhood has significant numbers of existing commercial amenities, frequent transit, and AT infrastructure that all enable lower use of personal vehicles. Additionally, the reduced parking is in recognition of the fact that the neighbourhood has a much lower rate of personal vehicle use and a much higher rate of transit, walking, and bicycling as the main

mode of commuting relative to the rest of Winnipeg, as shown in Figure 3, the census data for the neighbourhood as of 2021

- Further reductions can also be considered if car share vehicles are provided. Each car share vehicle offsets 12 regular parking stalls, and multiple car share vehicles can be used. However, car share vehicles can only be used to offset half of the required parking.
- Lastly, required parking is reduced to 0.15 stalls per affordable unit registered in the City's Density Bonus Program.
- While there are existing car share vehicles located near the subject site, they are not counted toward the development's parking supply. The proposed development will introduce new residents to the area – potentially as many as 72 – thereby increasing demand and creating a need for additional vehicles rather than relying on the existing supply of car shares.
- For these reasons, a total of 43 parking stalls are supportable here, which is a ratio of 0.6 stalls per dwelling unit (72 dwelling units x 0.6 parking stalls = 43.2 stalls).

MAIN MODE OF COMMUTING*	River-Osborne			CITY OF WINNIPEG
15 years and over, employed labour force[1]	Male	Female	% of Total	% of Total
Car, truck or van - as a driver	665	430	49.9%	73.4%
Public transit	240	260	22.8%	9.2%
Car, truck or van - as a passenger	65	70	6.2%	9.3%
Walk	155	200	16.2%	4.7%
Bicycle	50	20	3.2%	1.3%
Other method	20	20	1.8%	2.0%
TOTAL	1,195	1,000	100%	100%

Figure 3: Main Mode of Commuting in the River-Osborne Neighbourhood, 2021.

Insufficient street-edge landscaping

- Required street edge, building foundation, and parking lot landscaping are intended to create a well landscaped plan with plantings spread across the site. In compact urban neighbourhoods where minimal yards are the norm, some of these landscaping requirements are reduced. However, yards with landscaping in them are common in this neighbourhood, including in the yards of higher-intensity multi-family buildings on the north side of Roslyn Road. In addition, due to the size of the proposed building and the surrounding context, side yards are recommended, which are then able to accommodate the required landscaping.
- The application notes that zero trees will be provided on site, but multiple trees will be provided in the public boulevards. The City already requires three trees in the Roslyn Road boulevard and three trees in the Bryce Street Boulevard. These public boulevard plantings are not considered a trade off for the required street edge landscaping on the private property.
- Given the surrounding context of landscaped yards, that the Public Service is recommending a minimum 10' front yard and west side yard and a minimum 8' east corner side yard that should all be able to accommodate landscaping, this variance is not supportable.

Accessory parking

- Given the proposed development provides parking off the rear lane, it is not possible to provide a landscaped buffer between the rear of this property and the adjacent residential zoning district. No landscaped buffer between parking areas in at the rear of properties and adjacent residential development is a common feature of this neighbourhood, including this lane.
- Parking aisles intended to be used for two-way traffic are required to be 20' so that vehicles have space to pass each other. In this case, the majority of the aisle meets this requirement, although it narrows to 16' where the garage door is located. Given that the overall parking area is relatively short, it is expected that vehicles travelling in opposite directions will be able to see each other and wait in the wider part of the aisle if they encounter each other at the narrowest point of the aisle.
- For these reasons, the variances are supportable.

CONDITIONS OF APPROVAL

Affordable Housing Monitoring

Given that part of the justification for the density variance is the provision of at least 50% of all units beyond 360 square feet of lot area being affordable units in line with the City's Density Bonus Program, a condition requiring either a signed letter of commitment/comfort with a government funder or a signed Affordability Monitoring Agreement with the Province of Manitoba has been included.

REASONS FOR RECOMMENDATIONS

In the context of Section 247(3), the Urban Planning Division recommends **approval in part, as modified** for the following reasons:

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

***In that**,* the proposed variances as amended (except for the originally proposed variances to the east and west balconies, the parking count, landscaping, and density) will enable the establishment of a new multi-family residential development in alignment with the policies of OurWinnipeg 2045, Complete Communities 2.0, and the Osborne Village Neighbourhood Plan.

(b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;

***In that**,* the proposed variances as amended (except for the originally proposed Variances to the east and west balconies, the parking count, landscaping, and density) would enable setbacks and contextual design that reduce potential impacts on adjacent uses.

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

***In that**,* the proposed variances as amended (except for the originally proposed Variances to the front yard, the parking count, landscaping, and density) enable the establishment of a contextually-sensitive development.

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

***In that**,* the proposed variances as amended (except for the originally proposed Variances to the front yard, the parking count, landscaping, and density) would enable a multi-family development in a neighbourhood characterized by numerous other multi-family developments.

CONSULTATION

- N/A

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg Goal: 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.

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.

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 health food, daily needs, employment, education, recreation, and green infrastructure.

Applicable Policies for Established Neighbourhoods – Mature Communities

6.1 Sustainable Urban Growth

- The City must accommodate physical development that reflects this Plan's goals, and achieves a continuum of complete and connected communities over the lifecycle of the Plan.

6.16 Established Neighbourhoods

- Designate Established Neighbourhoods within the Urban Structure, representing lands that will accommodate additional growth in a context-sensitive manner, while promoting the efficient use of land, cost-effective municipal servicing, enhanced housing choice and affordability, and conservation of green infrastructure and heritage resources and districts, as defined in Complete Communities.

6.44 Compatible Growth

- Plan for and protect green and built infrastructure and resources from incompatible development that would compromise achievement of this Plan's goals.

The proposed development aligns with *OurWinnipeg* in general because it would facilitate the development of a multi-family building on a vacant lot, in an area characterized by multi-family buildings.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

One of the Vision Statement's in the Climate Action Plan is that:

> *Winnipeg facilitates compact development and healthy neighbourhoods that are connected through a network of active and transit-oriented mobility options. This means that the City strategically integrates climate action within both land use and transportation decision-making.*

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

> *4.1 Increase Strategic Infill Development that Provides Access to and Capitalizes on Existing and Planned Corridors with Frequent Transit Service*
>
> *4.2 Ensure New Areas of Growth are Designed According to the Principles of Complete Communities (Primary Responsibility: Planning, Property and Development Department)*
>
> *4.3 Pursue Transit-Oriented Development*

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

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

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Dylan Chyz-Lund, MCP

Date: October 25, 2025

File No: **DAV 25-204666**

Exhibit “12” referred to in File DAV 204666A/2025D



36 ROSYLN ROAD - PROPOSAL PACKAGE

VERNE REIMER ARCHITECTURE INCORPORATED

Requirements	Gross Area (sq.ft)	Net Rentable Area (sq.ft)	Overall Interior Area (sq.ft)	Studio Unit	1 Bedroom Area (sq.ft)	1 Bedroom Unit	1 Bedroom Area (sq.ft)	2 Bedroom Unit	2 Bedroom Area (sq.ft)
Main Floor	6,340	-	6,035	0	0	0	0	0	0
Second Floor	7,762	6,342	7,342	1	282	10	5,277	1	783
Third Floor	7,762	6,342	7,342	1	282	10	5,277	1	783
Fourth Floor	7,762	6,342	7,342	1	282	10	5,277	1	783
Fifth Floor	7,762	6,342	7,342	1	282	10	5,277	1	783
Sixth Floor	7,762	6,342	7,342	1	282	10	5,277	1	783
Seventh Floor	7,762	6,342	7,342	1	282	10	5,277	1	783
Total	**52,912**	**38,052**	**50,087**	**6**	**1,692**	**60**	**31,662**	**6**	**4,698**

Total No.of Redidential Units			72
Average Studio Unit	282		
Average 1 Bedroom Unit	527.7		
Average 2 Bedroom Unit	783		
Range of 1 Bedroom Unit	507 - 612		
Range of 2 Bedroom Unit	783		
Lot Area	9,042		
Building Height			59.05

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-209666/0
SHEET # 2 OF 9
APPLICANT (SGD.)
ZONING OFFICER
DATE Aug 14.2025

Setback List	
Main Floor Front Yard Setback	0
Main Floor Interior Side Yard Setback	5
Main Floor Exterior Side Yard Setback	2
Main Floor Rear Yard Setback	25
Upper Level Front Yard Setback	0
Upper Level Interior Side Yard Setback	5
Upper Level Exterior Side Yard Setback	2
Upper Level Rear Yard Setback	2"

Parking	
No.of Bike Parking Space on Main Floor Level	52
No.of Car Parking Space on Main Floor Level	21
Accessible Car Parking Space on Main Floor Level	6
Total No.of Car Parking on Main Floor Level	21

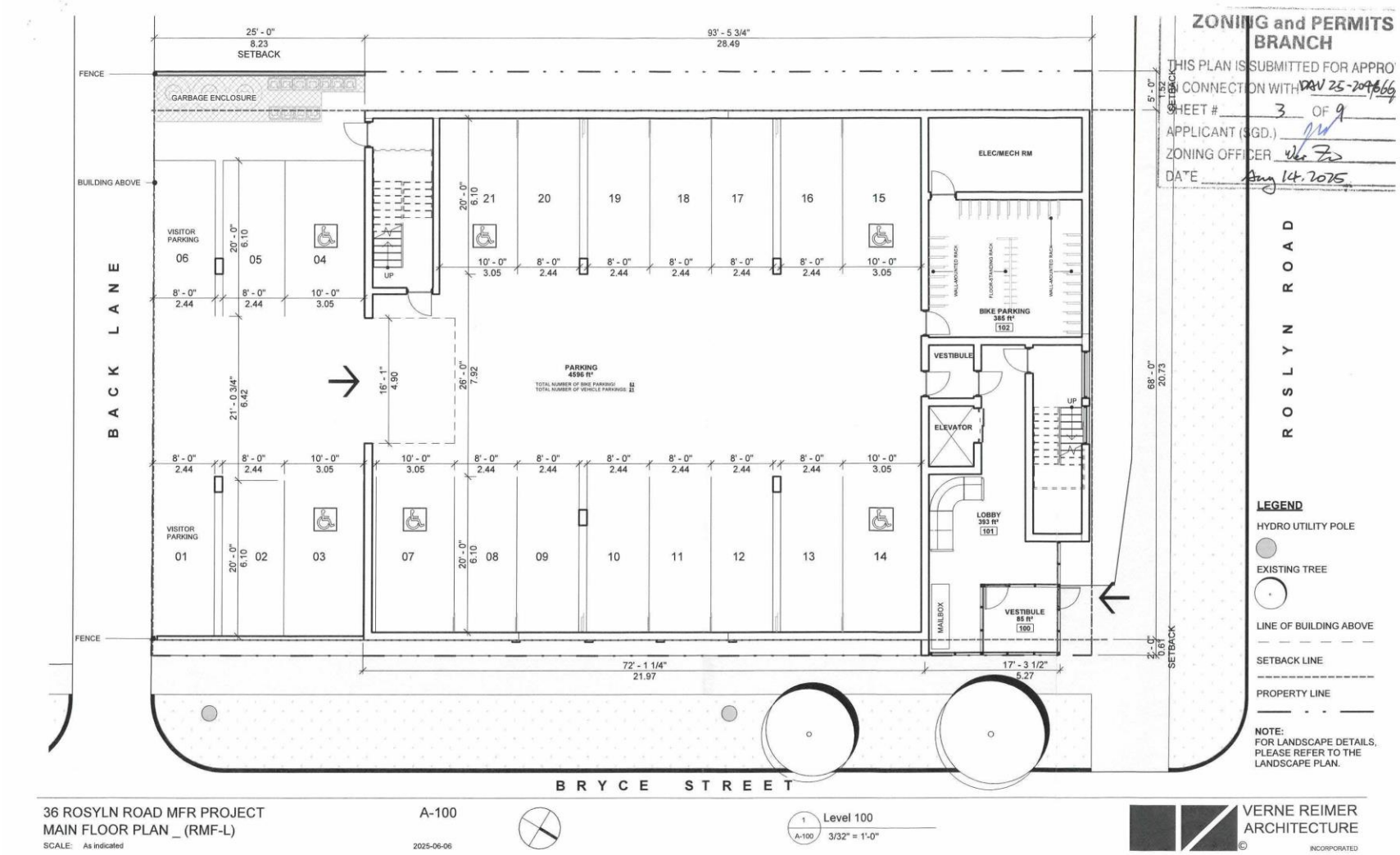
Required Variance

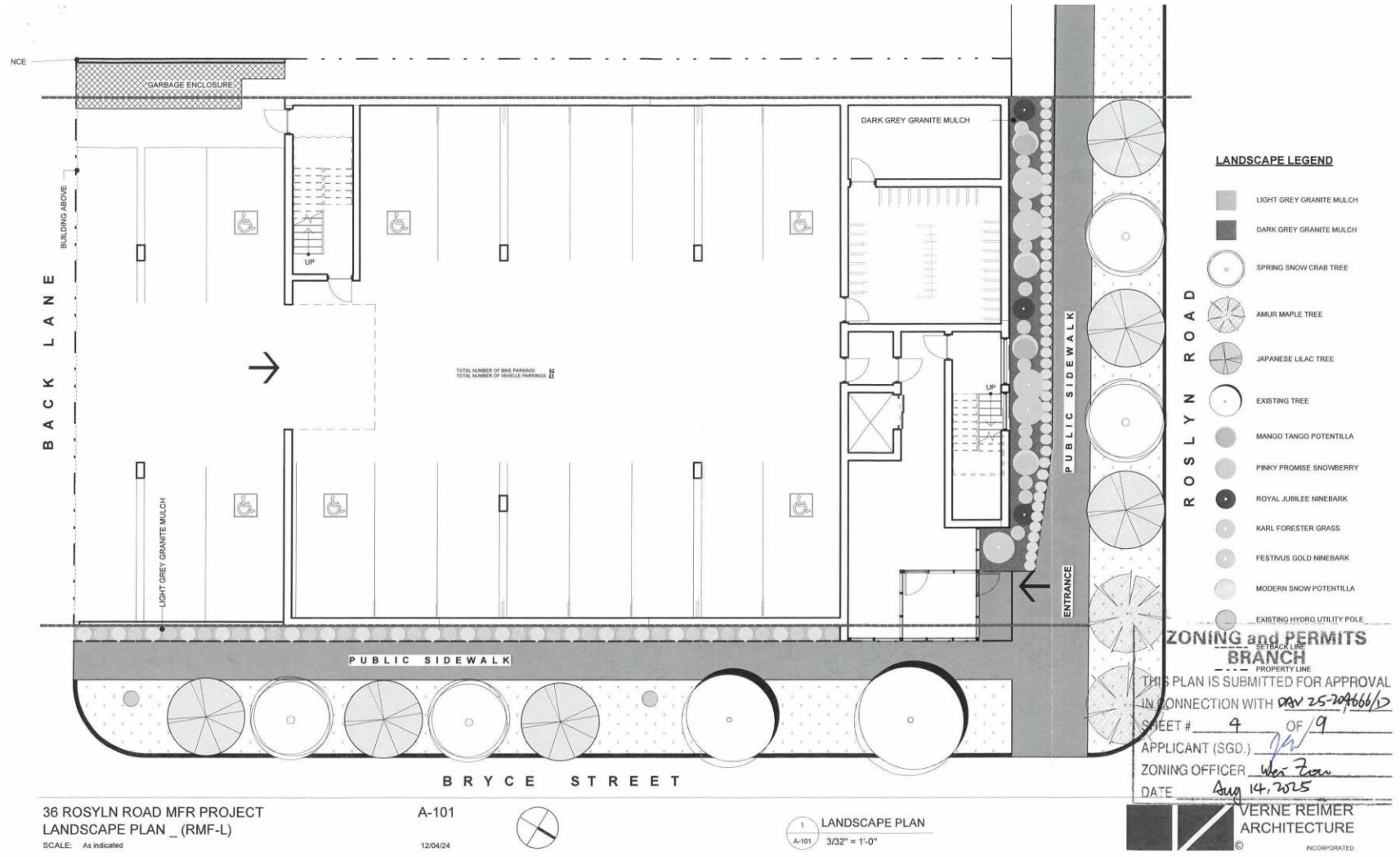
Front Yard 0' Instead of (25'/NA)
Rear Yard 25'
Interior Side Yard 5' Instead of (8')
Exterior Side Yard 2' Instead of (8')

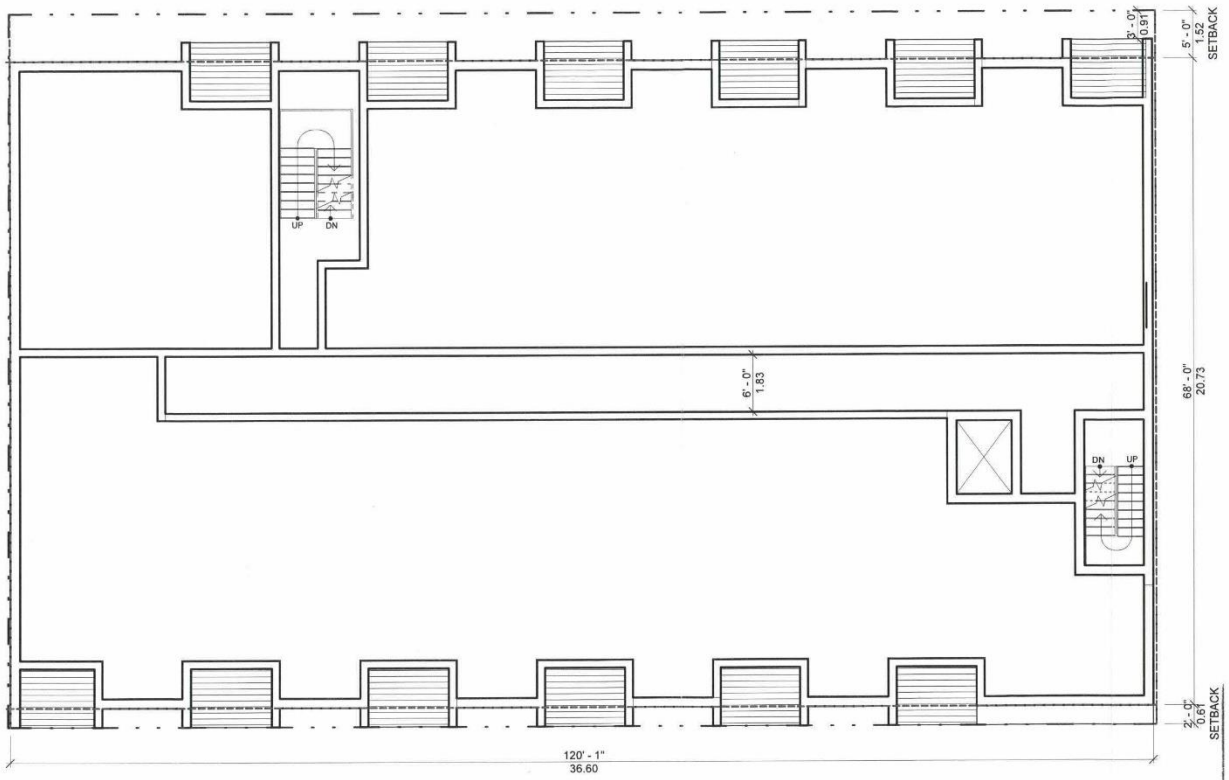
Parking of Laneway 6

36 ROSYLN ROAD - PROPOSAL PACKAGE

VERNE REIMER ARCHITECTURE INCORPORATED


ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPRO
IN CONNECTION WITH DAV 25-204666
SHEET # 3 OF 9
APPLICANT (SGD.)
ZONING OFFICER
DATE Aug 14, 2025
25' - 0" 8.23 SETBACK
93' - 5 3/4" 28.49
FENCE
GARBAGE ENCLOSURE
BUILDING ABOVE
BACK LANE
ROSLYN ROAD
ELEC/MECH RM
BIKE PARKING 385 ft² 102
VESTIBULE
ELEVATOR
LOBBY 393 ft² 101
VESTIBULE 85 ft² 100
MAILBOX
VISITOR PARKING
PARKING 4596 ft²
TOTAL NUMBER OF BIKE PARKING: 22
TOTAL NUMBER OF VEHICLE PARKINGS: 22
UP
68' - 0" 20.73
5' - 0" 1.52 SETBACK
2' - 0" 0.61 SETBACK
72' - 1 1/4" 21.97
17' - 3 1/2" 5.27
BRYCE STREET
LEGEND
HYDRO UTILITY POLE
EXISTING TREE
LINE OF BUILDING ABOVE
SETBACK LINE
PROPERTY LINE
NOTE:
FOR LANDSCAPE DETAILS, PLEASE REFER TO THE LANDSCAPE PLAN.
36 ROSYLN ROAD MFR PROJECT
MAIN FLOOR PLAN _ (RMF-L)
SCALE: As indicated
A-100
2025-06-06
1 A-100 Level 100
3/32" = 1'-0"
VERNE REIMER ARCHITECTURE INCORPORATED


NCE
GARBAGE ENCLOSURE
BUILDING ABOVE
BACK LANE
UP
TOTAL NUMBER OF BIKE PARKING: 52
TOTAL NUMBER OF VEHICLE PARKINGS: 51
LIGHT GREY GRANITE MULCH
DARK GREY GRANITE MULCH
UP
PUBLIC SIDEWALK
ENTRANCE
ROSLYN ROAD
PUBLIC SIDEWALK
BRYCE STREET
LANDSCAPE LEGEND
LIGHT GREY GRANITE MULCH
DARK GREY GRANITE MULCH
SPRING SNOW CRAB TREE
AMUR MAPLE TREE
JAPANESE LILAC TREE
EXISTING TREE
MANGO TANGO POTENTILLA
PINKY PROMISE SNOWBERRY
ROYAL JUBILEE NINEBARK
KARL FORESTER GRASS
FESTIVUS GOLD NINEBARK
MODERN SNOW POTENTILLA
EXISTING HYDRO UTILITY POLE
SETBACK LINE
PROPERTY LINE
ZONING and PERMITS
BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DRV 25-209666/D
SHEET # 4 OF 9
APPLICANT (SGD.)
ZONING OFFICER
DATE Aug 14, 2025
36 ROSYLN ROAD MFR PROJECT
LANDSCAPE PLAN _ (RMF-L)
SCALE: As indicated
A-101
12/04/24
1 A-101 LANDSCAPE PLAN
3/32" = 1'-0"
VERNE REIMER ARCHITECTURE
INCORPORATED



LEGEND

SETBACK LINE

PROPERTY LINE

ZONING and PERMITS BRANCH

THIS PLAN IS SUBMITTED FOR APPROVA
IN CONNECTION WITH DAV 25-209666/
SHEET # 5 OF 9
APPLICANT (SGD.)
ZONING OFFICER
DATE Aug 14, 2025

36 ROSYLN ROAD MFR PROJECT
TYPICAL FLOOR PLAN _ OUTLINE (RMF-L)
SCALE: As indicated

A-200
12/04/24

1 / A-200 TYPICAL LEVEL OUTLINE
3/32" = 1'-0"

VERNE REIMER ARCHITECTURE INCORPORATED



LEGEND

SETBACK LINE

PROPERTY LINE

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVA
IN CONNECTION WITH DAV 25-204666
SHEET # 6 OF 9
APPLICANT (SGD.)
ZONING OFFICER Wei Zu
DATE Aug 14, 2025

36 ROSYLN ROAD MFR PROJECT
ROOF PLAN _ (RMF-L)
SCALE: As indicated

A-300
12/04/24

1 A-300 ROOF LEVEL
3/32" = 1'-0"

VERNE REIMER ARCHITECTURE INCORPORATED ©



ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH PSV 25-204666
SHEET # 7 OF 9
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Aug 14, 2025

36 ROSYLN ROAD MFR PROJECT
EAST ELEVATION _ (RMF-L)
SCALE: 3/32" = 1'-0"

A-400
12/04/24

VERNE REIMER ARCHITECTURE © INCORPORATED



1 A-401 NORTH ELEVATION 3/32" = 1'-0"

2 A-401 SOUTH ELEVATION 3/32" = 1'-0"

36 ROSYLN ROAD MFR PROJECT
SOUTH - NORTH ELEVATION _ (RMF-L)
SCALE: 3/32" = 1'-0"

A-401

12/04/24

VERNE REIMER ARCHITECTURE INCORPORATED



ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25204666/D
SHEET # 9 OF 9
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Aug 14, 2025

36 ROSYLN ROAD MFR PROJECT
WEST ELEVATION _ (RMF-L)
SCALE: 3/32" = 1'-0"

A-402

12/04/24

VERNE REIMER ARCHITECTURE © INCORPORATED

Exhibit “3” referred to in File DAV 204666A/2025D

JOHN SCOTT WINTRUP
PLANNING & DEVELOPMENT

December 15, 2025

City Clerks, City of Winnipeg
c/o **Appeals Committee**
Susan A. Thompson Building Main Floor,
510 Main Street Winnipeg, Manitoba, R3B 1B9

Sent by E-mail to
CLKAppeals@winnipeg.ca

RE: 36 Roslyn RD - DAV 204666/2025D

We, the Applicant [John Wintrup] and the Landowner [Gennaro Cianflone] are both appealing the **City Centre Community Committee** decision to modify the application **File DAV 204666/2025D.**

Specifically, we are appealing the following:

2. For the construction of a multi-family dwelling to permit:
   A. a front yard of 10 feet (3.048 metres);
   B. an east corner side yard of 8 feet (2.438 metres);
   D. a west side yard of 10 feet (3.048 metres)
   F. a rear yard of 2 feet (0.61 metres);
   G. a lot area per dwelling unit of 200 square feet (18.581 square metres);
   H. 43 parking space

And the following conditions:

2. That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director. OR

1

That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming that a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

File DAV 204666/2025D.<u>does meet</u> the statutory criteria set out in section 247(3) of The City of Winnipeg Charter,

(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;

(c) **IS the minimum modification** of the zoning by-law required to relieve any injurious effect of the zoning by-law on the applicant's property;

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

Specifically, we are requesting the following:

		Zoning By-law Requirement	*Variance Application*	*CCCC Decision*	*Appeal Request*
2.A.	*FRONT YARD*	14 feet	0	10	0
2.B.	*EAST SIDE YARD*	14 feet	2	8	2
2.D.	*WEST SIDE YARD*	20 feet	5	10	5
2.F.	*REAR YARD*	25 feet	0	2	0
2.G.	*LOT AREA*	400 sq.ft [25 units]	125 sq.ft. [72 units]	200 sq.ft. [44 units]* 22 units 22 units Afford.	196.5 sq.ft. [46 units]
2.H.	*PARKING*	72 1: 1.2	21 1:0.29	43 1:0.97	21 1:0.45

JOHN SCOTT WINTRUP
PLANNING & DEVELOPMENT

Condition #2 should be deleted in its entirety.

This recommended condition fetters away the City's approval authority by empowering a third party – a party not participating or aware of this process or development – to have the final say over the number of dwelling units the proponent can build at this location.

Furthermore, this recommendation 'zones for people': the density works or does not work at this location. The end user's socioeconomic status, gender, ethnicity or race should have no bearing on the density deemed appropriate at this location

The City Community Committee decision, taken in its entirety, on the setbacks, parking count and 50% of the units as 'affordable housing', results in an approval on paper for a new residential building needing multiple levels of indoor parking to accommodate the 43 parking stalls within a 6,726 sq.ft. footprint while providing 50% of the units' being well-below market rates.

Variances being requested at the Appeals Hearing are required to overcome the injurious effect of the zoning by-law on the use of the private property by the private landowner. Additional details on these matters will be provided at the Public Hearing.

John Scott Wintrup, B.A. (Hons), M.Sc.Pl., MCIP, RPP, AICP, CNU-A, LEED® Green Associate™

Gennaro Cianflone, 6571574 MANITOBA LTD.

Exhibit “2” referred to in File DAV 204666A/2025D

JOHN SCOTT WINTRUP
PLANNING & DEVELOPMENT

December 15, 2025

City Clerks, City of Winnipeg
c/o **Appeals Committee**
Susan A. Thompson Building Main Floor,
510 Main Street Winnipeg, Manitoba, R3B 1B9

Sent by E-mail to
CLKAppeals@winnipeg.ca

RE: 36 Roslyn RD - DAV 204666/2025D

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   D. a west side yard of 10 feet (3.048 metres)
   F. a rear yard of 2 feet (0.61 metres);
   G. a lot area per dwelling unit of 200 square feet (18.581 square metres);
   H. 43 parking space

And the following conditions:

2. That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director. OR

1

That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming that a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

File DAV 204666/2025D.<u>does meet</u> the statutory criteria set out in section 247(3) of The City of Winnipeg Charter,

(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;

(c) **IS the minimum modification** of the zoning by-law required to relieve any injurious effect of the zoning by-law on the applicant's property;

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

Specifically, we are requesting the following:

		Zoning By-law Requirement	*Variance Application*	*CCCC Decision*	*Appeal Request*
2.A.	*FRONT YARD*	14 feet	0	10	0
2.B.	*EAST SIDE YARD*	14 feet	2	8	2
2.D.	*WEST SIDE YARD*	20 feet	5	10	5
2.F.	*REAR YARD*	25 feet	0	2	0
2.G.	*LOT AREA*	400 sq.ft [25 units]	125 sq.ft. [72 units]	200 sq.ft. [44 units]* 22 units 22 units Afford.	196.5 sq.ft. [46 units]
2.H.	*PARKING*	72 1: 1.2	21 1:0.29	43 1:0.97	21 1:0.45

JOHN SCOTT WINTRUP
PLANNING & DEVELOPMENT

Condition #2 should be deleted in its entirety.

This recommended condition fetters away the City's approval authority by empowering a third party – a party not participating or aware of this process or development – to have the final say over the number of dwelling units the proponent can build at this location.

Furthermore, this recommendation 'zones for people': the density works or does not work at this location. The end user's socioeconomic status, gender, ethnicity or race should have no bearing on the density deemed appropriate at this location

The City Community Committee decision, taken in its entirety, on the setbacks, parking count and 50% of the units as 'affordable housing', results in an approval on paper for a new residential building needing multiple levels of indoor parking to accommodate the 43 parking stalls within a 6,726 sq.ft. footprint while providing 50% of the units' being well-below market rates.

Variances being requested at the Appeals Hearing are required to overcome the injurious effect of the zoning by-law on the use of the private property by the private landowner. Additional details on these matters will be provided at the Public Hearing.

John Scott Wintrup, B.A. (Hons), M.Sc.Pl., MCIP, RPP, AICP, CNU-A, LEED® Green Associate™

Gennaro Cianflone, 6571574 MANITOBA LTD.

Exhibit "1" referred to in File DAV 204666A/2025D

Winnipeg

THE CITY OF WINNIPEG
VARIANCE ORDER
CITY CENTRE COMMUNITY COMMITTEE

DAV 204666/2025D [c/r DAZ 220/2025]

Before:	City Centre Community Committee Councillor Gilroy, Chairperson Councillor Orlikow Councillor Rollins
Hearing:	November 24, 2025 Council Building, 510 Main Street
Applicant:	John Scott Wintrup Planning & Development (John Wintrup)
Premises Affected:	36 Roslyn Road
Legal Description:	LOT 15 PLAN 27423 41 ST B, hereinafter called "the land"
Property Zoned:	"RMF-M" (Residential Multi-Family – Medium) Proposed "RMF-L" (Residential Multi-Family – Large)
Nature of Application:	To vary the proposed "RMF-L" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 the following:

1. for the establishment of a residential zoning lot to permit a lot area of 9,036 square feet (839.47 square metres) instead of 20,000 square feet (1,858.06 square metres);

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

   A. no front yard instead of 14 feet (4.27 metres);

B. no east corner side yard instead of 14 feet (4.27 metres);

C. an east balcony projection of 2 feet (0.61 metres) instead of 0.67 feet (0.20 metres);

D. a west side yard of 5 feet (1.52 metres) instead of 20 feet (6.10 metres);

E. a west balcony projection of 2 feet (0.61 metres) instead of 1.67 feet (0.51 metres);

F. no rear yard instead of 25 feet (7.62 metres);

G. a lot area per dwelling unit of 125 square feet (11.61 square metres) instead of 400 square metres (37.16 square metres);

H. 21 parking spaces instead of 72 spaces;

I. insufficient street edge landscaping;

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

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

B. a parking aisle width of 16 feet (4.88 metres) instead of 20 feet (6.10 metres).

It is the opinion of the City Centre Community Committee that subject to the conditions listed below, if any, this Variance meets the statutory criteria as outlined in Subsection 247(3) of the City of Winnipeg Charter in that it:

(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:

1. I'm moving that the C and E part is as applied for and against the C and E revisions of the public service in hopes that the buildable area for liveability inside the building can be supported a little bit more.

2. It's important for all the reasons that have been stated on the record to make sure that we're building climate-friendly buildings, and this application has a very sensitive analysis at the end, which many of our reports do, reflecting on climate. I can't reflect more on climate than I had during the pandemic and also during recent fires where occasionally you do need to air our your property and sometimes you need to close your windows, lets be clear, but that vision that compact development and healthy neighbourhoods go hand in hand, is the Osborne Village, Roslyn Neighbourhood Vision.

3. It does mean that we're looking at land-use, we're looking at transportation decision-making and we're looking at neighbourhoods that work for people. This one is a liveable neighbourhood that works for people, that's why more people are moving into it. C and E is as applied for is what I'm proposing to my colleagues, the rest of the public service amendments I'm going to support.

ORDER:

The City Centre Community Committee orders that the provisions of the Proposed "RMF-L" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 are varied on "the land" to permit the following:

1. For the establishment of a residential zoning lot to permit a lot area of 9,036 square feet (839.47 square metres);

2. For the construction of a multi-family dwelling to permit:

   A. a front yard of 10 feet (3.048 metres);

   B. an east corner side yard of 8 feet (2.438 metres);

   C. an east balcony projection of 2 feet (0.61 metres);

   D. a west side yard of 10 feet (3.048 metres);

E. a west balcony projection of 2 feet (0.61 metres);

F. a rear yard of 2 feet (0.61 metres);

G. a lot area per dwelling unit of 200 square feet (18.581 square metres);

H. 43 parking spaces;

3. For the establishment of an accessory parking area to permit:

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

B. a parking aisle width of 16 feet (4.88 metres);

subject to the following conditions, which the City Centre Community Committee considers necessary to ensure compliance with criteria (a) to (d) in Subsection 247(3) of the City of Winnipeg Charter, namely:

1. That, the 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 DAZ 220/2025.

2. That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

OR

That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming that a minimum of fifty percent (50%) of the dwelling units permitted in excess of one (1) unit per 360 square feet of lot area shall be affordable dwelling units, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

THIS ORDER IS SUBJECT TO ALL BUILDING, HEALTH OR OTHER REGULATIONS PERTAINING TO THE LAND HEREIN REFERRED TO.

DATE OF ORDER: November 27, 2025

CERTIFIED BY:



Brenden Harris
Senior Committee Clerk

HOW TO APPEAL

If you object to this Order, you are entitled to file a notice of appeal. Your notice of appeal must:

(a) be in writing;

(b) contain your name, mailing address, and phone number;

(c) be addressed as set out below;

(d) be received at that office not later than 4:30 p.m. on December 16, 2025;

[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD]

(e) refer to Variance Use Order No. DAV 204666/2025D; and

(f) provide the reason(s) for the appeal

The City Clerk may not schedule an appeal hearing until your notice of appeal meets the above requirements.

Address:	City Clerk, City of Winnipeg c/o Appeal Committee Susan A. Thompson Building Main Floor, 510 Main Street Winnipeg, Manitoba, R3B 1B9
Fax:	204-947-3452
Email:	CLK-Appeals@winnipeg.ca

THE FOLLOWING PERSONS MADE REPRESENTATIONS AND ARE ENTITLED TO APPEAL:

In Support:

Ida Albo
Antonio Anastasio
Ava Giacomina Anastasio
Josephine Anastasio

Nina Anastasio
Adriano Augellone
Reno Augellone
Bruce D Bennett
Giuseppe Bennici
Antonio Cianflone
Raffaele Cianflone
Kate Clendinnen
Angelina Cotroneo
Costa Danakas
Tom DeNardi
Justin Fernando
Mario Fiorentino
Kristjan Gabbs
Brad Gross
Jesse Mayer
Katrina Mayer
Braydon Mazurkiewich
Stella Mazza
Antonio Paletta
Nina Paletta
Darren Penner
Craig Perry
Michael Preun
Ryan Ridge
Joel Rodrigues
Wes Schollenberg
Bob Silver
Gianni Tuzi
John Wintrup

In Opposition:

Heather Baergen
Barbara Barnett
Phil Barnett
Marilyn Boyd
Tania D'Amato
Stu Fawcett
Cheryl LaBelle
Judith Schilling

For Information:

Nil

For the City:

D. Chyz-Lund, Planner, Planning, Property and Development Department
I. Stonehouse, Planner, Planning, Property and Development Department
K. Kowalyk, Land Development Engineer, Planning, Property and Development Department