Minutes – Appeal Committee – February 25, 2026

PUBLIC HEARINGS

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

COMMITTEE DECISION:

The Appeal Committee denied the appeals, concurred in the decision of the East Kildonan-Transcona Community Committee, confirmed Variance Order DAV 181633A/2025D and approved a Variance on "the land" to permit as follows:

1. On Proposed Lot 1:

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

        i. a front yard of 20 feet (6.10 metres);

        ii. a west corner side yard of 15 feet (4.57 metres);

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

        i. no west side yard;

        ii. no north side yard no north side yard;

        iii. no unassigned guest parking;

        iv. no van accessible parking;

        v. no bicycle parking space;

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

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

COMMITTEE DECISION (continued):

2. On Proposed Lot 2:

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

        i. a front yard of 24 feet (7.32 metres);

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

        i. a south side yard of 7 feet (2.13 metres);

        ii. no van accessible parking space;

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

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

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

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

Subject to the following conditions:

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

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

3. That if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

Minutes – Appeal Committee – February 25, 2026

DECISION MAKING HISTORY:

The Winnipeg Public Service advised that all statutory requirements with respect to these appeals have been complied with.

Moved by Councillor Eadie,

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

Carried

Moved by Councillor Eadie,

That the receipt of public representations be concluded.

Carried

Moved by Councillor Eadie,

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.

DECISION MAKING HISTORY (continued):

Supporting Reasons:

1. This is a big concern you're having in a middle of a block so I totally understand the existing people in the neighborhood having big concerns about this, but essentially, I think its probably more adverse effects on the neighbourhood having industrial, some level of manufacturing happening in the middle of a residential neighbourhood. This particular rezoning, they provided variances here to ensure that they have less effect on close-by neighbours.

2. The City, through a traffic study and such, has taken care of a lot of consideration in regards to the added motor vehicle traffic that will happen on McKay and Arby Bay as a result. Those are my reasons for not supporting the appeal.

Carried

Moved by Councillor Eadie,

That the appeals be denied and the decision of the East Kildonan-Transcona Community Committee be concurred in.

Carried

Moved by Councillor Eadie,

That Variance Order DAV 181633A/2025D be confirmed.

Carried

Moved by Councillor Eadie,

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

Carried

COUNCIL:

On January 29, 2026, Council concurred in the recommendation of the Standing Policy Committee on Property and Development dated January 13, 2026, and approved the subdivision and rezoning of the subject land under File DASZ 29/2025, to an "RMF-M Mature Communities PDO-1" Residential Multi-Family (Medium) District.

THE CITY OF WINNIPEG
VARIANCE APPEAL ORDER
APPEAL COMMITTEE

DAV 181633A/2025D [c/r DASZ 29/2025]

Before:	Appeal Committee Councillor Lukes, Chairperson Councillor Chambers Councillor Eadie Councillor Sharma
Hearing	February 25, 2026 Council Building, 510 Main Street
Applicant	Landmark Planning & Design Inc (Brennan Johnson)
Premises Affected	305 McKay Avenue
Legal Description	LOT 1/9 BLOCK 5 PLAN 1269 59 K LOT 1/2 PLAN 20935 58/59 K, LOT 3 PLAN 20935 58/59 K, LOT 10/11 BLOCK 5 PLAN 1269 59 K PCL A,B PLAN 20141 58/59 K PCL C,D PLAN 20141 58/59 K, hereinafter called "the land"
Property Zoned	"R1-M" (Residential Single-Family - Medium) Proposed "RMF-M Mature Communities PDO-1" (Residential Multi-Family – Medium Mature Communities PDO-1)
Nature of the Application	To vary the proposed "RMF-M Mature Communities PDO-1" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 as follows: On Proposed Lot 1 1. for the construction of a multi-family dwelling to permit:

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

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

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

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

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

C. no unassigned guest parking instead of 10 spaces;

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

E. no bicycle parking space instead of 9 space;

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

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

On Proposed Lot 2:

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

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

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

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

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

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

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

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

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

ORDER MADE BY THE EAST KILDONAN-TRANSCONA COMMUNITY COMMITTEE:

The East Kildonan-Transcona Community Committee approved a Variance, File DAV 181633/2025D to Landmark Planning & Design Inc (Brennan Johnson), for the premises located at 305 McKay Avenue as follows:

1. On Proposed Lot 1:

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

      i. a front yard of 20 feet (6.10 metres);

      ii. a west corner side yard of 15 feet (4.57 metres);

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

      i. no west side yard;

      ii. no north side yard;

      iii. no unassigned guest parking;

      iv. no van accessible parking;

      v. no bicycle parking space;

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

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

2. On Proposed Lot 2:

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

      i. a front yard of 24 feet (7.32 metres);

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

      i. a south side yard of 7 feet (2.13 metres);

      ii. no van accessible parking space;

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

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

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

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

Subject to the following conditions:

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

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

3. That if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

Pursuant to the provisions of The City of Winnipeg Charter, Elmer Thiessen, Jeff Thorpe, Peter Vlaming and Sidny Ross, appealed the Variance Order DAV 181633/2025D, and after Notice, the appeal was heard on February 25, 2026.

Upon consideration of the evidence adduced and submissions made, the Appeal Committee is of the opinion that, subject to the conditions imposed, if any, this Appeal Order 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; and

(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. This is a big concern you're having in a middle of a block so I totally understand the existing people in the neighborhood having big concerns about this, but essentially, I think its probably more adverse effects on the neighbourhood having industrial, some level of manufacturing happening in the middle of a residential neighbourhood. This particular rezoning, they provided variances here to ensure that they have less effect on close-by neighbours.

2. The City, through a traffic study and such, has taken care of a lot of consideration in regards to the added motor vehicle traffic that will happen on McKay and Arby Bay as a result. Those are my reasons for not supporting the appeal.

ORDER:

The Appeal Committee orders that the appeal is dismissed and that Variance Order DAV 181633/2025D dated January 9, 2026, is confirmed.

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

DATE OF ORDER: February 27, 2026

CERTIFIED BY:



Karly Dolski
Senior Committee Clerk

THE FOLLOWING PERSONS MADE REPRESENTATIONS:

In Support of the Appeal:

Elmer Thiessen
Peter Vlaming
Ken Magura-Schendel
Jeannette Thiessen
Dwight Nightingale
Dawn Perrelli

In Opposition to the Appeal:

Brennan Johnson
Brendan Salakoh
Donovan Toews
Charles Ludlow

For Information on the Appeal:

Nil

For the City:

C. Ho, Planner, Planning, Property and Development Department
R. Galston, Planner, Planning, Property and Development Department
K. Kowalyk, Land Development Engineer, Planning, Property and Development Department

EXHIBITS FILED FOR DAV 181633A/2025D

1. Order DAV 181633/2025D dated January 9, 2026
2. Notice of Appeal filed by Peter Vlaming, received January 28, 2026
3. Notice of Appeal filed by Sidny Ross, received January 28, 2026
4. Notice of Appeal filed by Jeff Thorpe, received January 28, 2026
5. Notice of Appeal filed by Elmer Thiessen, received January 29, 2026
6. Notification of Public Hearing dated January 29, 2026
7. Manitoba Status of Titles 1233769/1, 3075655/1, 3075659/1, 3075660/1, 3075653/1, 3075656/1, 3075658/1, and 3075661/1
8. Letter of authorization dated May 7, 2025 from 305 McKay Avenue Ltd. (Alex Boersma) to Landmark Planning & Design Inc.
9. Letter of authorization dated August 15, 2025, from The City of Winnipeg (Gord Chappell for the Director of Planning, Property & Development) to Landmark Planning & Design
10. Offer to Purchase accepted September 21, 2023
11. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
12. Caveat 86-92107
13. Title Plot
14. 3D Renderings
15. Arborist Report & Tree Protection Plan dated February 10, 2025
16. Plans, Sheets 1 to 11 inclusive, for File DAV 181633/2025D dated September 22, 2025
17. Report from the Urban Planning Division dated December 15, 2025
18. Inspection Report
19. Communication dated February 17, 2026, from Dawn Perrelli in support of the appeal
20. Communication dated February 25, 2026, from Brennan Johnson in opposition to the appeal
21. Communication dated February 24, 2026, from Dwight Nightingale in support of the appeal

Exhibit “17” referred to in File DAV 181633A/2025D

ADMINISTRATIVE REPORT

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

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

Critical Path: East Kildonan-Transcona Community Committee

AUTHORIZATION

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

RECOMMENDATION

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

On Proposed Lot 1:

1. for the construction of a multi-family dwelling to permit:
    a. a front yard of 20 feet (6.10 metres) instead of 25 feet (7.62 metres);
    b. a west corner side yard of 15 feet (4.57 metres) instead of 20 feet (6.10 metres);
2. for the establishment of an accessory parking area to permit:
    a. no west side yard instead of 14 feet (6.10 metres);
    b. no north side yard instead of 14 feet (6.10 metres);
    c. no unassigned guest parking instead of 10 spaces;
    d. no van accessible parking instead of 2 spaces;
    e. no bicycle parking space instead of 9 space;.
    f. insufficient parking space dimensions for stalls straddling over a property line;
    g. insufficient buffering of parking and loading area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district;

On Proposed Lot 2:

1. for the construction of a multi-family dwelling to permit:
    a. a front yard of 24 feet (7.32 metres) instead of 25 feet (7.62 metres);
2. for the establishment of an accessory parking area to permit:
    a. a south side yard of 7 feet (2.13 metres) instead of 8 feet (2.44 metres);
    b. no van accessible parking space instead of 2 spaces;
    c. insufficient parking space dimensions for stalls straddling over a property line;
    d. a parking area and driveway without direct access to a street or public lane (access will need to be facilitated via a cross-access agreement with the adjacent property/Proposed Lot 1);
    e. insufficient buffering of parking and loading area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district;
    f. no onsite garbage enclosure (cross-access agreement required to share waste disposal with the adjacent property/Proposed Lot 1).

Subject to the following condition(s):

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

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

3. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

REASON FOR THE REPORT

- The applicant proposes to subdivide and rezone 305 McKay Avenue for the purpose of constructing a 91-unit and 99-unit multi-family dwelling and also requires Variances per the *Winnipeg Zoning By-Law*.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE:	**DAV 25-181633\D**
RELATED FILES:	DASZ 29/2025
COMMUNITY:	East Kildonan - Transcona Committee
NEIGHBOURHOOD #:	4.413 - (ROSSMERE-A)

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

On Proposed Lot 1:
1) for the construction of a multi-family dwelling to permit:
a) a front yard of 20 feet (6.10 metres) instead of 25 feet (7.62 metres);
b) a west corner side yard of 15 feet (4.57 metres) instead of 20 feet (6.10 metres);

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

On Proposed Lot 2:
1) for the construction of a multi-family dwelling to permit:
a) a front yard of 24 feet (7.32 metres) instead of 25 feet (7.62 metres);

2) for the establishment of an accessory parking area to permit:
a) a south side yard of 7 feet (2.13 metres) instead of 8 feet (2.44 metres);
b) no van accessible parking space instead of 2 spaces;
c) insufficient parking space dimensions for stalls straddling over a property line;
d) a parking area and driveway without direct access to a street or public lane (access will need to be facilitated via a cross-access agreement with the adjacent property/Proposed Lot 1);
e) insufficient buffering of parking and loading area located within 20 feet (6.10 metres) of a rear lot line adjacent to a residential district;
f) no onsite garbage enclosure (cross-access agreement required to share waste disposal with the adjacent property/Proposed Lot 1).

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

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

DISCUSSION

CRITERIA FOR APPROVAL

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

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

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

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

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

SITE DESCRIPTION

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



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

SURROUNDING LAND USE AND ZONING (See Figure 2)

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

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

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

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

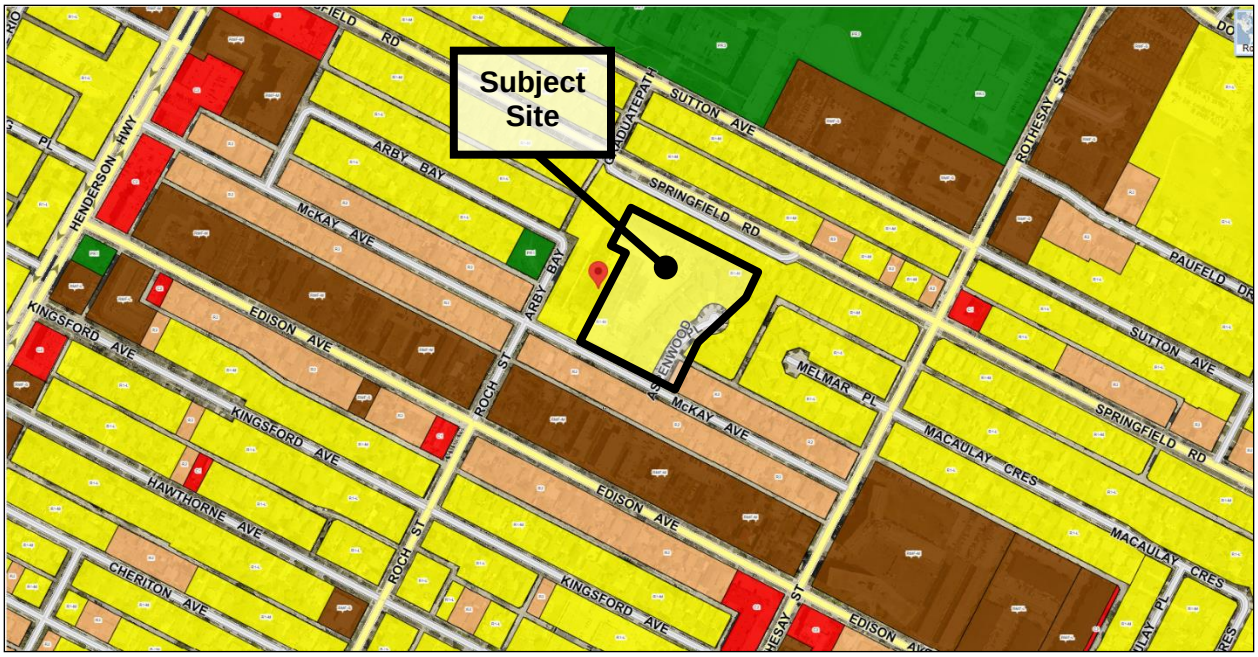


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

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

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

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

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

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

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

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

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

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING AND CONSULTATION

With the Public Service

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

With the Public

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

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

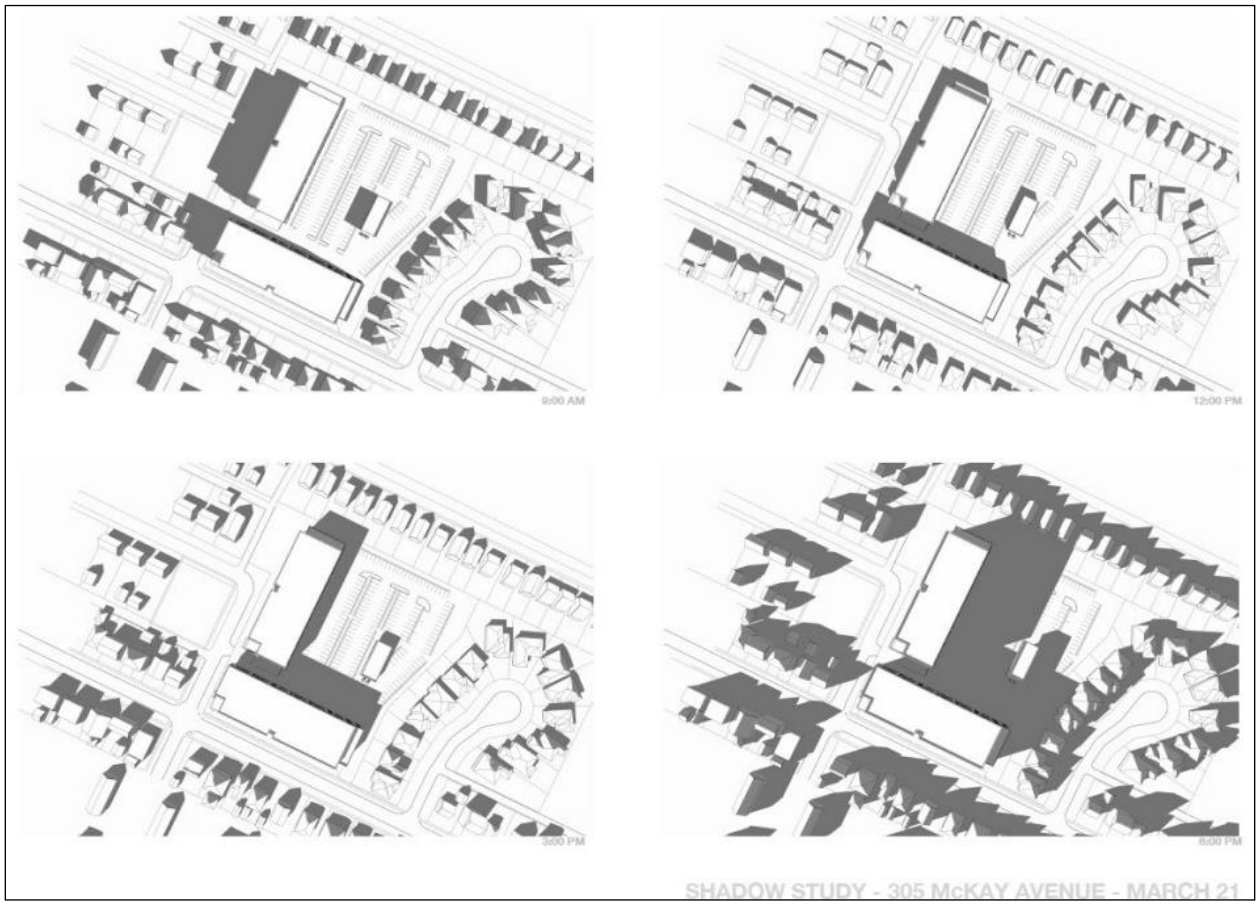


Figure 3: Sun/Shadow Study

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The *Complete Communities Direction Strategy 2.0* (CCDS 2.0) is one of four direction strategies supporting *OurWinnipeg 2045*, the city's long-range development plan, and has statutory authority as a secondary plan. The Strategy guides land use and development in Winnipeg.
- The subject properties are in an "Established Neighbourhood – Mature Communities" policy area of *CCDS 2.0*. Applicable goals and policies include:

D1: Established Neighbourhoods

- **Goal 1: 1.0 Encourage compatible residential development within Established Neighbourhoods to build more Complete Communities and align with the City's residential intensification target.**
    - *1.1 Encourage residential development that positively contributes to neighbourhood character while expanding housing options for residents in a manner that is sensitive and complementary to existing development.*
    - *1.2 Increase the population within Established Neighbourhoods to contribute to the physical renewal and revitalization of older neighbourhoods.*
    - *1.5 Support up to mid-rise residential development in Established Neighbourhoods that is compatible with neighbourhood context.*
    - *1.6 In the absence of a secondary plan guiding the local development of an Established Neighbourhood, intensification should be guided by a number of factors to ensure compatible development, including:*
        - *a. Applicable City-endorsed policies or guidelines;*
        - *b. Existing zoning of the property and adjacent properties;*
        - *c. Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks, and layout;*
        - *d. Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;*
        - *e. Characteristics of the lot, including whether it is a corner lot, a larger lot than is typical for the neighbourhood, or the shape of the lot;*
        - *f. Proximity to Downtown, Mixed Use Centres, Major Redevelopment Sites and Mixed Use Corridors;*
        - *g. The supporting street network (ex. local, collector, or arterial streets) and the street network's ability to support proposed development;*
        - *h. The supporting transit, pedestrian and active transportation network; and*
        - *i. The supporting water, wastewater, and land drainage infrastructure and capacity to accommodate a proposed development or ability to make the required upgrades necessary to accommodate a proposed development.*
    - *1.15 Low-rise residential uses will generally be encouraged to locate on arterial roads and collector roads where compatible with adjacent land uses and where they can be conveniently served with transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.*

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

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

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

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

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

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

Preferred Location Criteria

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

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

Secondary Considerations

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

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

Site Design

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

Building Design

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

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

WINNIPEG ZONING BY-LAW

Reason for Variances

Front Yard Building Setbacks

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

Corner Side Yard Building Setback

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

Side Yard Setbacks to an Accessory Parking Area

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

Guest Parking Spaces

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

Van Accessible Parking Spaces

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

Bicycle Parking Spaces

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

Parking Space Dimensions

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

Buffering of Parking Area

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

Parking Area with Access to a Street or Public Lane

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

Garbage Enclosure

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

Analysis of Variances

Reduced Front Yard Building Setbacks

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

Reduced Corner Side Yard Building Setbacks

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

No Side Yard Setbacks to an Accessory Parking Area

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

No Guest, Van Accessible, and Bicycle Parking Spaces

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

Insufficient Parking Space Dimensions

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

Insufficient Buffering of Parking Area

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

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

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

No Garbage Enclosure

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

REASONS FOR RECOMMENDATIONS

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

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

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

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

***In that**, the site design and building design mitigates land use conflicts and massing impacts on the abutting and adjacent lower-density residential properties.*

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

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

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

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

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg 2045 Goal – City Building

City Building Objectives

- **City Building Objective 1.** Responsibly plan, prioritize and accommodate growth in areas that best support Complete Communities principles, to achieve this Plan's sustainable development goals:
    - *Facilitate growth and change strategically within Winnipeg's unique Transformative Areas and Established Neighbourhoods, to enhance the ability of the urban environment to contribute towards this Plan's goals.*
- **City Building Objective 2***.* Integrate resilient land use, transportation and infrastructure planning, and investments:
    - *Ensure that land use, transportation, and infrastructure planning are aligned to provide the conditions for compact, complete and connected communities, supported by sustainable transportation options and municipal infrastructure capacity.*
- **City Building Objective 3.** Facilitate development opportunities that complete established communities, and plan new communities as complete and connected from the outset:
    - *New and existing communities are complete when they demonstrate: universally designed environments; mixed-income neighbourhoods; a continuum of housing types; multi-modal connections within and to elsewhere in the city; heritage conservation; opportunities for physical activity, social interaction, and access to healthy food, daily needs, employment, education, recreation, and green infrastructure*.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

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

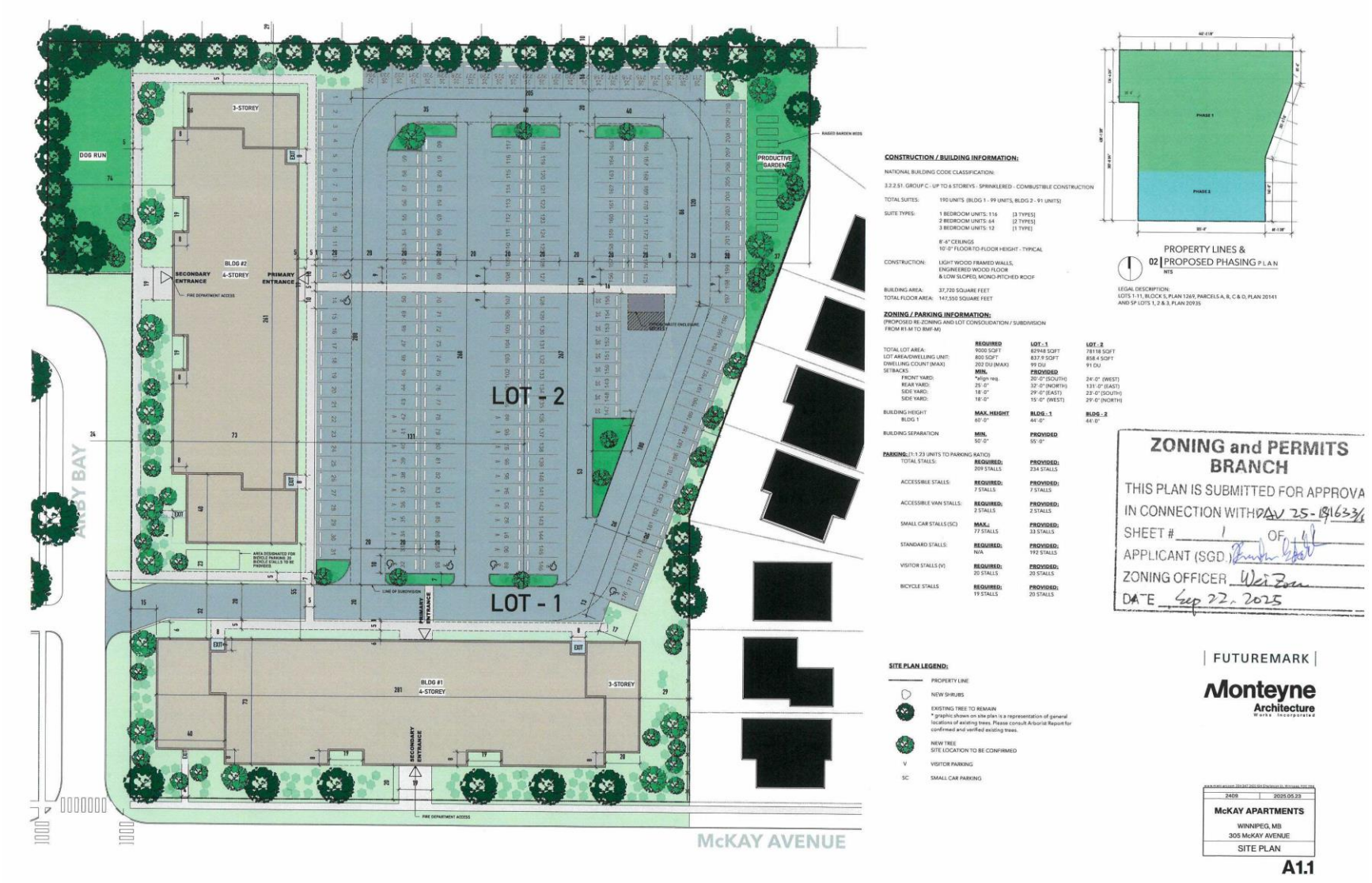
WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

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

SUBMITTED BY

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

Exhibit “16” referred to in File DAV 181633A/2025D





01 LANDSCAPE PLAN
3/64" = 1'-0"

SITE PLAN LEGEND:

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

Lot - 1

REQUIRED LANDSCAPED AREAS

REQUIRED TREES/SHRUBS

STREET EDGE REQUIREMENTS

BUFFERING

BUILDING FOUNDATIONS

PARKING LOT (2006.200 – 19002)

Lot - 2

REQUIRED LANDSCAPED AREAS

REQUIRED TREES/SHRUBS

STREET EDGE REQUIREMENTS

BUFFERING

BUILDING FOUNDATIONS

PARKING LOT (2006.200 – 19002)

EXISTING TREES (2006.200 – 507)

NEW PLANTING

TREE SPECIES

SHRUB SPECIES

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-118633/D
SHEET # 2 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture
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2409	2025.05.23

McKAY APARTMENTS
WINNIPEG, MB
305 McKAY AVENUE
LANDSCAPE PLAN

A1.2





ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAU 25-118633/D
SHEET # 3 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

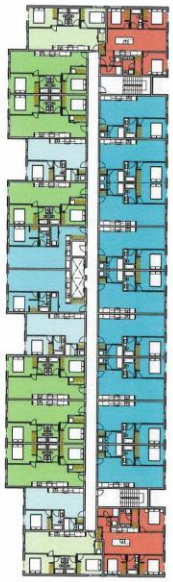
2409	2025.05.23

McKAY APARTMENTS

WINNIPEG, MB
305 McKAY AVENUE

MAIN FLOOR

A2.0





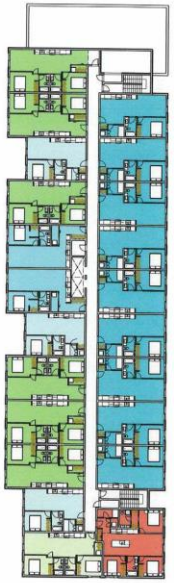
BLDG 1

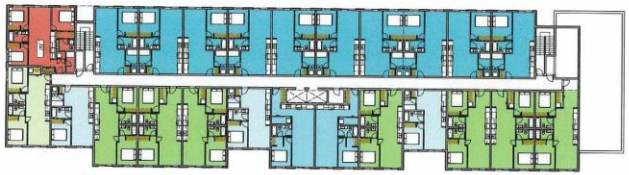
ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-181633(0
SHEET # 4 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23
McKAY APARTMENTS	
WINNIPEG, MB 305 McKAY AVENUE	
2ND / 3RD FLOOR	

A2.1





BLDG 1

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAU25-181633/0
SHEET # 5 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23

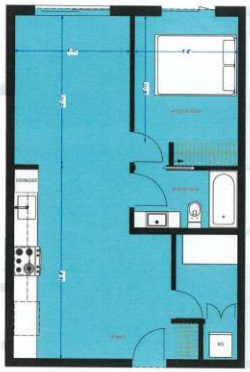
McKAY APARTMENTS
WINNIPEG, MB
305 McKAY AVENUE
4TH FLOOR

A2.3

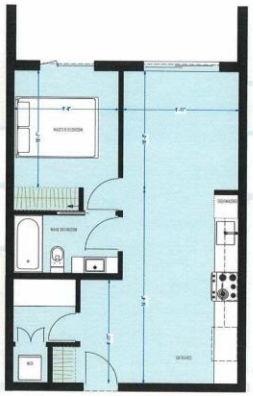




1 | 3 BEDROOM (910SF x 12) PLAN



2 | 1 BEDROOM (618SF x 76) PLAN



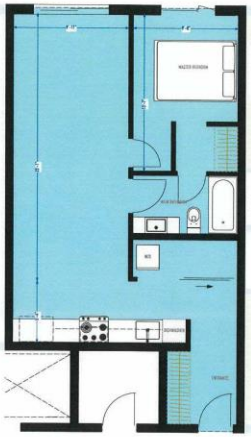
3 | 1 BEDROOM (551SF x 24) PLAN



4 | 2 BEDROOM (730SF x 12) PLAN



5 | 2 BEDROOM (732SF x 52) PLAN



6 | 1 BEDROOM (626SF x 14) PLAN

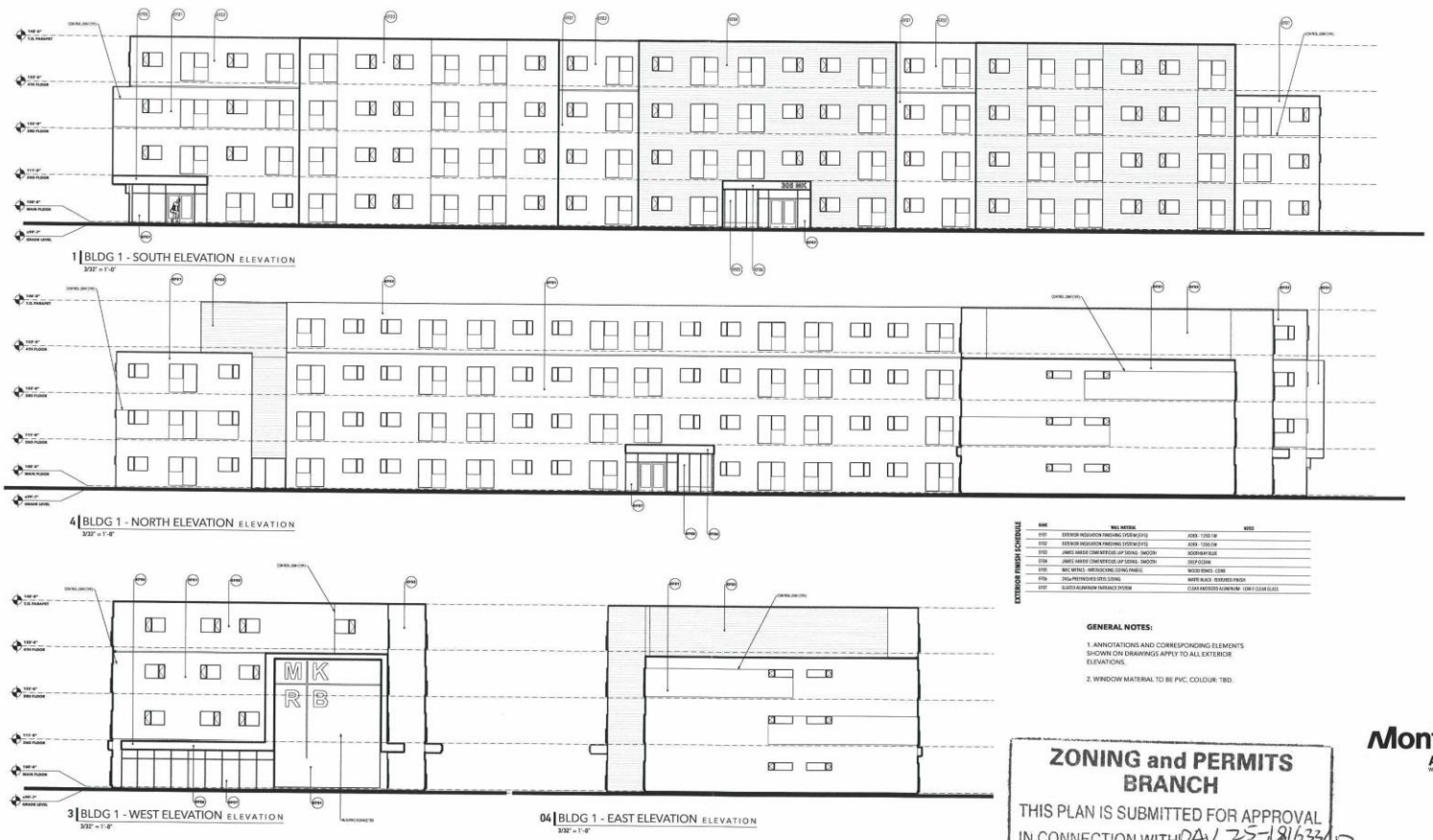
ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-181633
SHEET # 6 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23

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

A2.9.0



EXTERIOR FINISH SCHEDULE

NAME	WALL MATERIAL	NOTES
EF01	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADEX - 1250 DW
EF02	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADEX - 1250 DW
EF03	JAMES HARDIE CEMENTIFICIUS LAP SIDING - SMOOTH	SODEMIA BLUE
EF04	JAMES HARDIE CEMENTIFICIUS LAP SIDING - SMOOTH	DEEP OCEAN
EF05	MAC METALS - INTERLOCKING SIDING PANELS	WOOD BONES - CORK
EF06	24GA PRETINSHED STEEL SIDING	MATTE BLACK - TEXTURED FINISH
EF07	GLASS ALUMINUM ENTRANCE SYSTEM	CLEAR ANODIZED ALUMINUM - LOW E CLEAR GLASS

GENERAL NOTES:

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

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

ZONING and PERMITS BRANCH

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

SHEET # 7 OF 11

APPLICANT (SGD.) [signature]

ZONING OFFICER Wei Zou

DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23
McKAY APARTMENTS	
WINNIPEG, MB 305 McKAY AVENUE	
BLDG 1 EXT. ELEVATIONS	

A3.0



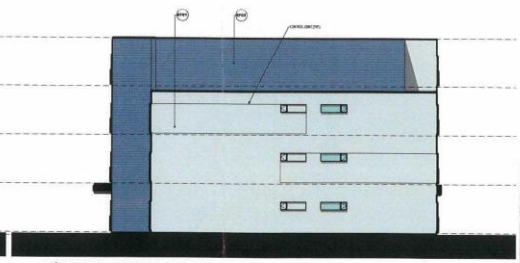
6 BLDG 1 - SOUTH ELEVATION ELEVATION
3/32" = 1'-0"



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



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



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

EXTERIOR FINISH SCHEDULE

NAME	WALL MATERIAL	NOTES
EF01	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ASTA - 1350-1W
EF02	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ASTA - 1350-2W
EF03	JAMES HARDIE CONTINUOUS LAP SIDING - SMOOTH	KOTTHAY BLUE
EF04	JAMES HARDIE CONTINUOUS LAP SIDING - SMOOTH	DEEP OCEAN
EF05	MAC METALS - INTERLOCKING SIDING PANELS	WOOD EDGES - CORK
EF06	24Ga PREFINISHED STEEL SIDING	WHITE BLACK - TEXTURED FINISH
EF07	GLAZED ALUMINUM ENTRANCE SYSTEM	CLEAR ANODIZED ALUMINUM - LOW-E CLEAR GLASS

GENERAL NOTES:

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

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

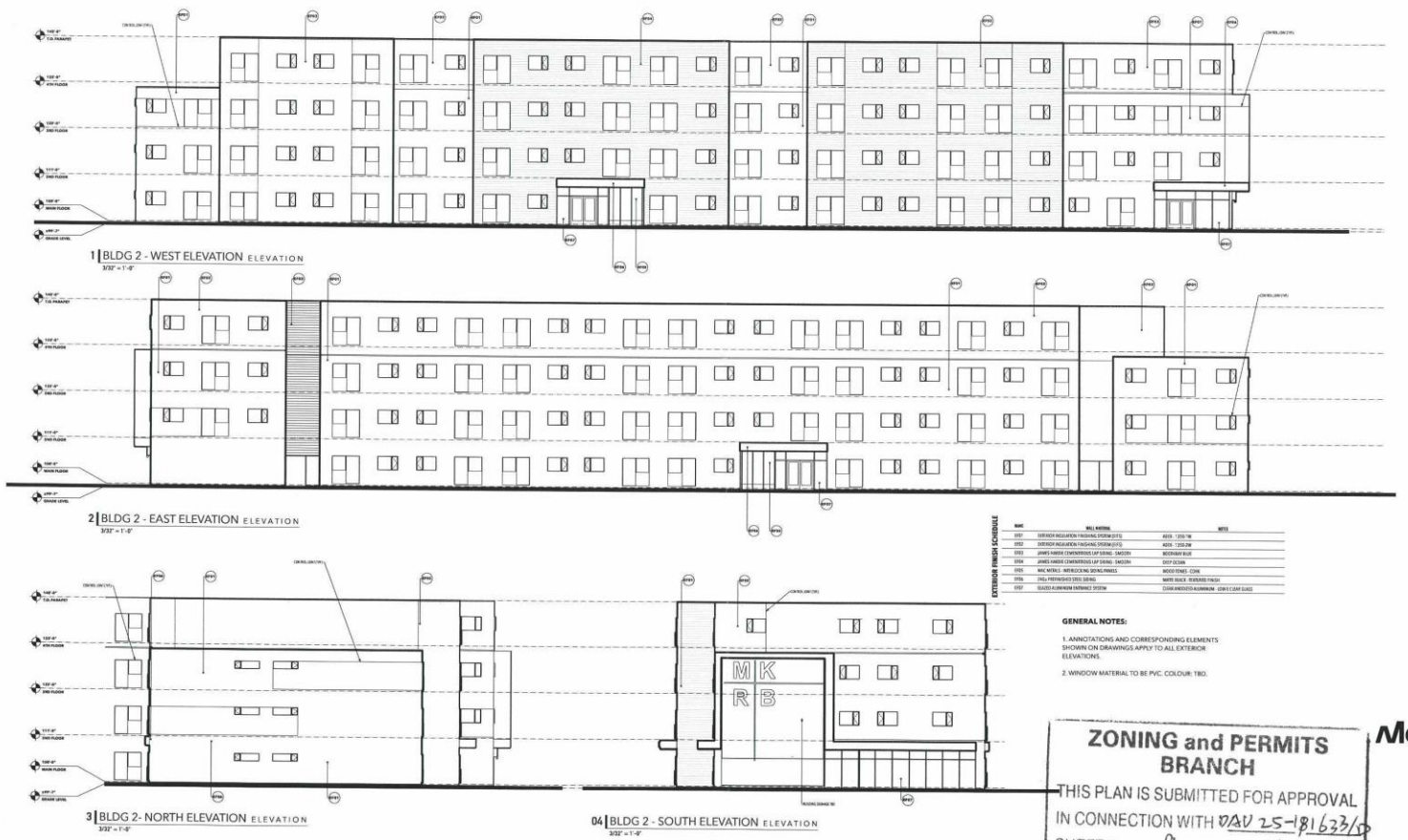
ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH DAV 25181633/D
SHEET # 8 OF 11
APPLICANT (SGD.) [signature]
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture
Works Incorporated

2409	2025.05.23

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

A3.0B



EXTERIOR FINISH SCHEDULE

NAME	WALL MATERIAL	NOTES
EF01	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADEX - 1250-1W
EF02	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ADEX - 1250-2W
EF03	JAMES HARDIE CEMENTEOUS LAP SIDING - SMOOTH	BODRIGHT BLUE
EF04	JAMES HARDIE CEMENTEOUS LAP SIDING - SMOOTH	DEEP DOWN
EF05	MAC METALS - INTERLOCKING SIDING PANELS	WOOD TONES - COAL
EF06	2 HLL FIBERFINISHED STEEL SIDING	MATTE BLACK - TEXTURED FINISH
EF07	GLAZED ALUMINUM ENTRANCE SYSTEM	CLEAR ANODIZED ALUMINUM - LOW-E CLEAR GLASS

GENERAL NOTES:

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

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

ZONING and PERMITS BRANCH

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

SHEET # 9 OF 11

APPLICANT (SGD.) [signature]

ZONING OFFICER Wei Zou

DATE Sep 22, 2025

Monteyne Architecture Works Incorporated

2409	2025.05.23

McKAY APARTMENTS

WINNIPEG, MB

305 McKAY AVENUE

BLDG 2 EXT. ELEVATIONS

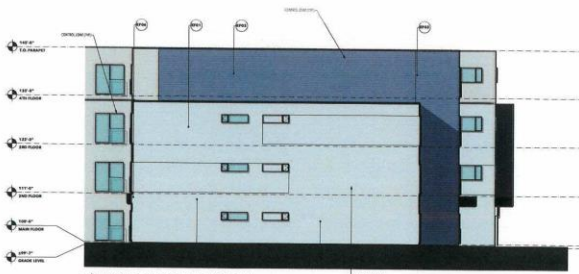
A3.1



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



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



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



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

EXTERIOR FINISH SCHEDULE

NAME	WALL MATERIAL	NOTES
EX01	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ACKS - 1250-1W
EX02	EXTERIOR INSULATION FINISHING SYSTEM (EIFS)	ACKS - 1250-2W
EX03	JAMES HARDIE CEMENTITIOUS LAP SIDING - SMOOTH	BOOTHBAY BLUE
EX04	JAMES HARDIE CEMENTITIOUS LAP SIDING - SMOOTH	DEEP OCEAN
EX05	MAC METALS - INTERLOCKING SIDING PANELS	WOOD TONES - CORE
EX06	24Ga PREFINISHED STEEL SIDING	MATTE BLACK - TEXTURED FINISH
EX07	GLAZED ALUMINUM ENTRANCE SYSTEM	CLEAR ANODIZED ALUMINUM - LOW-E CLEAR GLASS

GENERAL NOTES:

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

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

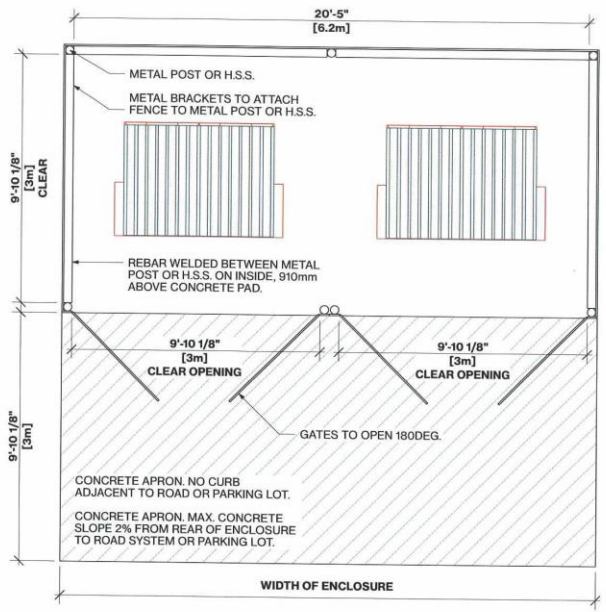
ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH DAV 25-181633/D
SHEET # 10 OF 11
APPLICANT (SGD.) [signature]
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

Monteyne Architecture
Works Incorporated

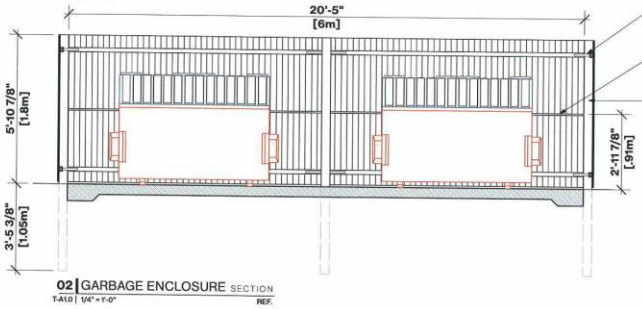
2409	2025.05.23

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

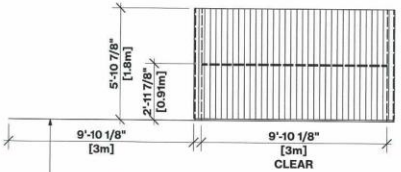
A3.1B



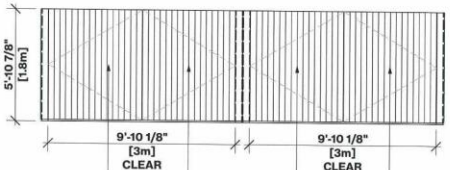
01 | GARBAGE ENCLOSURE PLAN
1/4" = 1'-0"



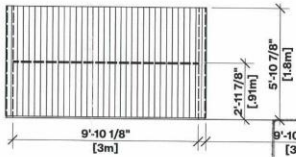
02 | GARBAGE ENCLOSURE SECTION
T-A1.0 | 1/4" = 1'-0" REF.



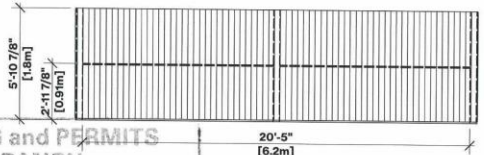
04 | GARBAGE ENCLOSURE RIGHT SIDE ELEVATION
3/16" = 1'-0"



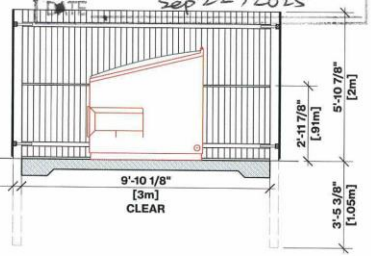
05 | GARBAGE ENCLOSURE FRONT ELEVATION
3/16" = 1'-0"



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



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



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

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR
IN CONNECTION WITH DAV25-181633/D
SHEET # 11 OF 11
APPLICANT (SGD.)
ZONING OFFICER Wei Zou
DATE Sep 22, 2025

GARBAGE ENCLOSURE GENERAL NOTES:

1. REFER TO WASTE & RECYCLING SPECIFICATIONS SECTION 11.6.
2. THE EXTERIOR FINISH OF THE WASTE AND RECYCLING STORAGE FACILITY MUST MATCH AND OR COMPLEMENT THE ARCHITECTURE OF THE DEVELOPMENT. THE APPROVED EXTERIOR FINISH IS TO BE SHOWN ON THE DETAILED DRAWINGS ATTACHED TO THE DP APPLICATION.
3. ENCLOSURES WITH GATES SHALL BE EQUIPPED WITH POSITIVE LATCH MECHANISM TO HOLD GATES OPEN AND CLOSED.

Monteyne Architecture Works Incorporated

McKAY APARTMENTS

GARBAGE ENCLOSURE DETAILS

2025.03.31

A1.1.1

Exhibit “5” referred to in File DAV 181633A/2025D

APPEAL of VARIANCE ORDER
EAST KILDONAN-TRANSCONA COMMUNITY COMMITTEE

Ref. DASZ29/2025 c/r DAV25-181633D

305 McKay Public Hearing Presentation
January 7, 2026
Winnipeg City Hall

Submission by:
Elmer Thiessen

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

Appeal concerning the proposed Redevelopment of 305 McKay Street

Preamble

The Residents in the vicinity of 305 McKay Avenue (“the Residents”) are not naïve thinking that the industrial site would live on indefinitely. The whole community knew that in due time the industrial site would be redeveloped into residential. The Dyke family who owned this property since the 1940s developed Aspenwood Place in the 1980s and promised that there would be two more cul de sacs built on the 305 McKay Avenue site.

Over time it became apparent that single family dwellings were not feasible, though the property is presently zoned appropriately. When the developer was proposing six story apartments, there was heated discussion at the Open House stating that the plan did not fit into the community. Our comments were brushed off and now the latest plans include a four-storey box of apartments. The Residents realize the “OurWinnipeg 2045” encourages “in fill housing”. The city councillors need to remember that 305 McKay is in the middle of houses that are two-storey houses, duplexes and bungalows. The redevelopment of 305 McKay needs to “fit into the community.”

1. **The plan set out by Landmark**

    a. **The four storey buildings do not fit into this neighbourhood, that is, McKay Avenue, Arby Bay, Roch Street and Springfield Road**

    On McKay between Arby Bay, Roch Street and Rothesay Street, there are no buildings reaching 45 ft (four storeys). Maximum height for new construction should be 30 ft (three storeys) as discussed at numerous Open Houses at Bronx Community Centre over the past two years. This issue has been a regular point of conversation at each Open House.

    "The Residents" are not accepting the four-storey design that is proposed. "The Residents" reserve the right to negotiate a smaller scale design with the developer.

    b. **The development will triple the residents in the vicinity**

    The total number of residents on Arby Bay, Roch (up to Edison), McKay Street, Springfield Road (from Graduate Path to Rothesay) and Melmar Place is 100 residents.

    The new development is planned to house 190 residents. The influx of pedestrians, vehicular traffic, will be overwhelming.

    The influx of residents with children will overwhelm the already busy playground on Arby Bay. The next closest play structure is at Princess Margaret Elementary School.

    c. **The development at 305 McKay does not have sufficient walkways for the pedestrian traffic from the schools on Sutton Avenue.**

    There is continuous pedestrian traffic from students during their scheduled class breaks. The walking path from Springfield Road to Arby Bay is the main access point for students south of River East Collegiate and Chief Peguis Middle School. Adding additional pedestrian traffic needs to be mitigated by large sidewalks along Roch Street in front of 305 McKay.

    d. **The development at 305 McKay will substantially increase the school enrollment in the three local schools: River East Collegiate, Chief Peguis Middle School and Princess Margaret Elementary School.**

    In the presentation that was presented at the Public Hearing on January 7, 2026, it was noted a sudden population increase would put the River East Transcona School Division (RETSD) in a difficult position, adding students to already maxed out facilities. The comment was brushed off as a Provincial issue not a city issue. This is unacceptable.

"The Residents" insist on open discussion between the RETSD, Resident Representative and City of Winnipeg Councillors to ensure that the City of Winnipeg and the School Division work collaboratively to reach an agreement.

2. **The Public Hearing did not adequately address:**

   a. **The increased traffic on McKay Street and Arby Bay**
   McKay Avenue and Arby Bay are P3 designated streets which are too narrow for two vehicles to pass due to the current parking situation. Additional traffic and parking with the development of 305 McKay will make it virtually impossible to travel west on McKay to Henderson Highway with parking on the north side of the street. It will become a one-way in the easterly direction due to parked vehicles.

   In the view of "the Residents", speed Bumps on McKay Street and Arby Bay as well as the two Arby Bay back-lanes are needed but are not adequate solutions to the traffic issues that 305 McKay will produce. A better long-term solution is needed.

   b. **Access to Springfield Road**
   In the Residents' presentation at the Public Hearing on January 7, 2026, it was suggested that an access to Springfield Road be constructed. At the minimum, a one-way lane (like the lane between Springfield Road and Sutton Avenue behind the BMO bank and 7-11 store on Henderson Highway) should be considered.

   Preferably, it was suggested that the developer purchase a property between Springfield Road and 305 McKay for direct access to Springfield Road which is a P2 designated street.

   "The Residents" are requesting a design study to determine the feasibility of direct vehicular access from 305 McKay to Springfield Road (1) through the acquisition of a property on Springfield Road and (2) through the existing pedestrian access from Arby Bay to Springfield Road across from Graduate Path.

   c. **Environmental Site Assessment (ESA Phase 1, 2, 3).**
   At the Public Hearing, the developer was only asked verbally whether there had been an ESA conducted on the site of 305 McKay. The answer was a verbal "yes". This is insufficient.

“The Residents” are requesting a copy of the Environmental Site Assessment conducted, dates and detailed results.

d. **Traffic Impact Study - TIS**
At the Public Heaaring, there was brief mention of a TIS conducted for the 305 McKay Avenue site. Landmark Planning & Design Inc. suggested the traffic study had been completed by Dillion Consulting. “The residents” are not comfortable with the findings.

“The Residents” are requesting a copy of the TIS conducted by Dillon to ensure that all the traffic issues were considered in the traffic study.

e. **Surface Runoff during a Rain Event**
The issue of overland flooding is a phenomenon world-wide, country-wide, city-wide and is a common event on McKay Avenue. This is primarily due to the reality of combined sewers servicing McKay Avenue, Aspenwood Place and Arby Bay. Rain events seem to continue to reach new frequency and intensity due to a variety of reasons, notwithstanding, climate change worldwide. In the Resident Response presented at the Public Hearing, it was suggested that the developer connect sewer and runoff from the 305 McKay redevelopment to larger sewer conduits on Springfield Road.

“The Residents” are requesting an engineer report with an evaluation of the combined sewer capacity
(1) during a rain event, and
(2) the effect of an additional 100 to 200 residents connecting to the combined sewer system on McKay Avenue.

3. **The Public Hearing minutes do not reflect the area residents’ opinions:**

a. Notably page 4, “It is the opinion of the East Kildonan-Transcona 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 in that it:

“The Residents” disagree and insist that the development:

i. (b) **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;

ii. (d) **is not** compatible with the area in which the property to affected is situated."

b. During the Public Hearing, conversation arose concerning "unassigned parking, van accessibility, bike parking and loading zones."

   The minutes on page 3 and page 4 do not indicate the changes discussed with the developer to include visitor parking, van access, loading zones and bike parking are being implemented.

   "The Residents" request a site plan of Lot 1 and Lot 2, with dimensions to bring clarification on these important vehicular issues.

c. The "**ORDER**" on pages 5 and 6, reiterate that the same text as pages 2 and 3 meaning that the changes considered at the Public Hearing were not included in the minutes.

   As the "ORDER" stands, it seems that there is no unassigned guest parking, no van accessibility and no bike parking. At the Public Hearing it was discussed that the developer would provide unassigned visitor parking, access for vans transporting persons with disabilities and safe caged bicycle parking (perhaps even indoor, it was hinted).

   In the view of "the Residents", the "ORDER" should provide reasonable confidence that the changes discussed at the Public Hearing would be clear and precise.

Exhibit “4” referred to in File DAV 181633A/2025D

CITY CLERKS-WPG '26 JAN 28 09:28

Regarding Variance Use Order No. DAV 181633/2025D

To whom it may concern,

I am writing this appeal regarding the proposed rezoning and project at 305 McKay Avenue. I wish to once again share my concerns regarding the proposed project.

I wish it to be understood that I am not purely in opposition to the site changing but am primarily concerned by the proposed size. The additional of the 200 units available in the proposed project, that does not mean there will only be 200 new residents in the area. The presentation of the project includes residences that are 1, 2, and 3 bedrooms in size, likely doubling the possible 200 increase in the number of new residents.

Without the addition of a project of such scale the neighborhood and McKay Ave has already had issues in the past few years with water main breaks and road conditions. This and many other concerns were brought forward by members of the public and those that would be immediate neighbors to the project during public hearing on January 7th. Such other concerns included the impact on traffic for families and the nearby playground, residential and temporary parking on McKay, possible effects on nearby homes and foundations from demolition and construction and the impact on the local school division.

Thank you for taking the public’s concerns into consideration,

Jeff

Exhibit “3” referred to in File DAV 181633A/2025D

With reference to Variance Use Order No. DAV 181633/2025D

To Whom It May Concern,

Regarding the project ongoing at 305 McKay Avenue, I will continue to voice my concerns over the strain on the sewer and water systems in the area. As a resident who lives quite close to the proposed project, and a resident who experienced no water for three days last year in February due to a water main break, I am rightfully concerned about what 200 units full of people would do to our already struggling water system. As previously mentioned, while there are 200 units available in the proposed project, that does not mean there will only be 200 new residents in the area. With the project including apartments that are 1, 2, and 3 bedrooms in size, we could expect double the amount of new residents adding to the water system as well as traffic.

On McKay and Roch it is already difficult for people to find street parking in the area for guests of long term residents. Adding in 200+ new residents will not only add to moving traffic, but also add to the issues of street parking (where will the new resident’s visitors park, where will additional cars for each unit park, and how will the increased traffic affect the quality of our streets). Along with this the proposed exit being across from a favorite park for children in the area is not only concerning, but downright negligent.

As a homeowner in the area, I am concerned about the aging foundations of homes around the project site and worry that the deconstruction of the current build as well as the construction of the future build will have a negative impact on our environment (litter, air debris, noise levels, etc) as well as on our own homes (issues with current sidewalks, road conditions, water and waste systems, and continued traffic).

For all of these reasons I am writing to the council to please reconsider the current project plans for 305 McKay. While neighbors and homeowners understand that there is a need for updates, and multi-family units, please consider the number of units, its effect on current residents and resources as well as what will come with multi-families in a rental accommodation that chose to do a dog run, rather than a playground, on-ground parking as opposed to underground parking (enough for all residents of the rentals), and who don’t seem to care about how the increase in population will affect the current environment of our community. My question to you, would you live across the street from this? Would you live in tandem with this? And would you want to watch it take over your community? As homeowners, my husband and I purposefully sought out an area that was friendly, family oriented, and safe to start our family. While once again we understand that change is part of life, please reconsider the size of this project as well as the type of multi-family units that are becoming available (condos, townhouses, duplexes, etc may be a happy medium for current and future residents of the area).

Thank you for your time and consideration,

Sidny Ross

Exhibit "2" referred to in File DAV 181633A/2025D

From: Peter Vlaming
Sent: Wednesday, January 28, 2026 11:05 AM
To: CLK-Appeals <clk-appeals@winnipeg.ca>
Subject: Appeal of Variance Order, Rf. DASZ29/2025 c/r DAV25-181633D, re: 305 McKay Ave. Winnipeg

From Life long resident:
Peter Vlaming

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

Referring to the Variance Use Order No. DAV 181633/2025D

To City of Winipeg Council:

I am submitting an Appeal on behalf of myself representing the majority of residents in the North Kildonan neighbourhood including Mckay Ave., Arby Bay, Aspenwood Pl., Springfield Rd., Melmar Pl. And Roch St.

Concerns:

1. After numerous attempts, to date, our elected Councillor, Jeff Browaty has made no effort to return phone calls, reply to emails, or meet with the constituents in this area to hear our concerns.
2. Jeff Browaty did not attend any of the Landmark Planning & Design Inc. Open House Invitations.

This Development proposal is extremely concerning to us in the neighborhood. We have always been prepared to accept some type of housing to be developed on this property, however...Not to this scale!!

3) How can our concerns be heard, when we have no representation at City Council ???

The responsibility of an elected City of Winnipeg Councillor:

A City of Winnipeg councillor has a dual responsibility to act as both a representative for their specific local ward and as a member of the city-wide governing body. They are elected for a four-year term to represent the public interest, advocate for local concerns, and make decisions regarding city services, budgets, and by-laws.

Their responsibilities to constituents include:

A). Representation and Advocacy

- **Voice of the Ward:** Acting as a bridge between the community and City Hall, ensuring local issues and concerns are brought to the attention of the full council.
- **Advocacy:** Leading local campaigns and advocating for the needs of residents in their specific ward.
- **Accessibility:** Being a visible and accessible point of contact for constituents.

4) Mr. Browaty's comments at the end of the Variance order hearing meeting of Jan. 7th, 2026 "I think this is great...you wouldn't have to look at a parking lot. etc...These comments were not appropriate and not appreciated as we didn't ask for his opinion on the proposed development. We, (The People who live here and voted Mr. Browaty into his City of Winnipeg Councillor position) would appreciate it if he would represent "our" concerns!!!

**__The main concern__ for all of us in the Neighbourhood is that the proposed number of suites and therefore the size of the 2 proposed buildings is too large for the area!
The size for the proposed buildings is the issue...this is the main point!!!

This intern effects all the other points which have been brought forward like: the infrastructure and roads cant support this, too much traffic for the area, not enough parking in the area, no sidewalks, dangerous for all the pedestrians in the area, the schools in the area can't handle the influx of extra students, the garbage and recycle issues, the increase in fire and ambulance calls and access, etc.

Requesting:

1. The Size of the proposed buildings be reviewed and a proper area impact study be performed by an outside committee. We do not believe the building size is suitable in the area as we believe the surrounding infrastructure including sewer and water, roads sidewalks etc. cannot sustain the amount of suites proposed without a major upgrade. The Proposed development is too large for that parcel of land at 305 McKay Ave.

2. We, the area residents feel a reduction in the amount of proposed suites is necessary to at least half the amount being proposed by the developer.

3. An independent committee to properly study the area to see what the actual maximum amount of suites can safely be added to the parcel of land at 305 McKay Ave. and the surrounding area, before any variance changes are considered or made.

4. An impact study be performed by the Province of Manitoba in regard to the influx of students in the area schools, before any variance changes are made.

5) A guarantee from the City of Winnipeg that if any Infrastructure improvements including street upgrades to our neighbourhood, that any incurred costs as a direct result of this development, that the current residents will not be responsible for any of those costs and that they not be added to our property taxes and that all costs be forwarded to the developer before any variance changes are considered.

6) That our concerns be heard and respected!

Sincerely,
Peter Vlaming.

Exhibit "1" referred to in File DAV 181633A/2025D

THE CITY OF WINNIPEG
VARIANCE ORDER
EAST KILDONAN-TRANSCONA COMMUNITY COMMITTEE

DAV 181633/2025D [c/r DASZ 29/2025]

Before:	East Kildonan-Transcona Community Committee Councillor Wyatt, Chairperson Councillor Browaty Councillor Durand-Wood
Hearing:	January 7, 2026 Council Building, 510 Main Street
Applicant:	Landmark Planning & Design Inc (Brennan Johnson)
Premises Affected:	305 McKay Avenue
Legal Description:	LOT 1/9 BLOCK 5 PLAN 1269 59 K LOT 1/2 PLAN 20935 58/59 K, LOT 3 PLAN 20935 58/59 K, LOT 10/11 BLOCK 5 PLAN 1269 59 K PCL A,B PLAN 20141 58/59 K PCL C,D PLAN 20141 58/59 K, hereinafter called "the land"
Property Zoned:	"R1-M" (Residential Single-Family - Medium) Proposed "RMF-M Mature Communities PDO-1" (Residential Multi-Family – Medium Mature Communities PDO-1)
Nature of Application:	To vary the proposed "RMF-M Mature Communities PDO-1" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 as follows: On Proposed Lot 1 1. for the construction of a multi-family dwelling to permit:

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

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

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

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

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

C. no unassigned guest parking instead of 10 spaces;

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

E. no bicycle parking space instead of 9 space;

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

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

On Proposed Lot 2:

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

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

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

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

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

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

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

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

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

It is the opinion of the East Kildonan-Transcona 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. Majority of the variances listed in here are related to the fact that it’s being phased into two parcels.

2. You saw that the other variances that were involved were more related to ensuring the property is located as far to the south for the one phase, and as far west for the other phase to, again, mitigate the impacts on surrounding properties.

ORDER:

The East Kildonan-Transcona Community Committee orders that the provisions of the Proposed "RMF-M Mature Communities PDO-1" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 are varied on "the land" as follows:

1. On Proposed Lot 1:

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

        i. a front yard of 20 feet (6.10 metres);

        ii. a west corner side yard of 15 feet (4.57 metres);

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

        i. no west side yard;

        ii. no north side yard;

        iii. no unassigned guest parking;

        iv. no van accessible parking;

        v. no bicycle parking space;.

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

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

2. On Proposed Lot 2:

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

        i. a front yard of 24 feet (7.32 metres);

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

        i. a south side yard of 7 feet (2.13 metres);

        ii. no van accessible parking space;

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

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

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

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

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

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

3. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

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

DATE OF ORDER: January 9, 2026

CERTIFIED BY:



B. 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 January 28, 2026;

[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD]

(e) refer to Variance Use Order No. DAV 181633/2025D; 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:

Alex Boersma
Brennan Johnson
Fletcher Noonan
Meghan Pratt
Brendan Salakoh
Donovan Toews

In Opposition:

Sonia Bogado
Rob Brown
Sandra Domish
Ken Magura-Schendel
Wendy Magura-Schendel
Tyke Revak
Sidny Ross
Elmer Thiessen
Jeannette Thiessen
Jeff Thorpe
Selina Tiel
Peter Vlaming

For Information:

Nil

For the City:

C. Ho, Planner, Planning, Property and Development Department
K. Kowalyk, Land Development Engineer, Planning, Property and Development Department