Minutes – East Kildonan-Transcona Community Committee – April 9, 2026

PUBLIC HEARINGS

Item No. 2 Variance – 712 Consol Avenue
(Elmwood-East Kildonan Ward)
File DAV 244979/2025D [c/r DAZ 223/2025]

COMMUNITY COMMITTEE DECISION:

The East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service, and approved a Variance on "the land" as follows:

1. For the maintenance of an existing multi-family dwelling to permit:

    A. An east side yard of 8.9 feet (2.71 metres) instead of 10 feet (3.048 metres);

    B. 8 parking spaces instead of 11 spaces;

2. For the maintenance of an accessory parking area to permit:

    A. Parking spaces located within 10 feet (3.05 metres) of a habitable room where the window sill is less than 5 feet (1.5 metres) from grade;

    B. insufficient buffering of parking and loading areas located within 20 feet (6.1 metres) of a side and rear lot line adjacent to a residential district.

Subject to the following conditions:

1. That prior to the issuance of any development permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include two (2) car share vehicles and two (2) dedicated parking stalls for the car share vehicles, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

2. That prior to the issuance of any development permits, plans of the accessory parking area shall be submitted to and approved by the Director of Planning, Property and Development, to the satisfaction of the Director of Planning, Property and Development.

3. 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 DAZ 223/2025

4. 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.

DECISION MAKING HISTORY:

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

Moved by Councillor Durand-Wood,
That the report of the Winnipeg Public Service be taken as read.

Carried

Moved by Councillor Durand-Wood,
That the receipt of public representations be concluded.

Carried

Moved by Councillor Durand-Wood,
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:

1. I think this is a great way that we can get some more density into our neighbourhoods.

2. Very minimal visual change to the neighbourhood, which is always a concern for the residents. I think that the applicant has gone to great lengths to ensure that they've engaged the neighbourhood, and they've proposed some thoughtful changes.

DECISION MAKING HISTORY (continued):

3. I'm happy to see affordable housing, and the car co-op will be a big asset to the residents themselves as well as the neighbouring area.

4. I'm satisfied that through meeting the building code that the windows will be safe, and they've gone above what's required to ensure that there is natural light and emergency access for all of the spaces in the basement.

5. It looks like they've made some thoughtful decisions about having a safe play area for the residents along the west side of the building and that the parking stalls.

6. While I hear the concern, the parking stalls do meet the minimum dimensions.

Carried

Moved by Councillor Durand-Wood,

That the recommendation of the Winnipeg Public Service be concurred in and the Variance be approved.

Carried

Moved by Councillor Durand-Wood,

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

Carried

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

DAV 244979/2025D [c/r DAZ 223/2025]

Before:	East Kildonan-Transcona Community Committee Councillor Wyatt, Chairperson Councillor Browaty Councillor Durand-Wood
Hearing:	April 9, 2026 Council Building, 510 Main Street
Applicant:	Arete Holdings Group LTD (Dakotah Charron)
Premises Affected:	712 Consol Avenue
Legal Description:	E HALF LOT 4; LOT 5/7 BLOCK 4 PLAN 1118 90 K, hereinafter called "the land"
Property Zoned:	"RMF-S MATURE COMMUNITITES PDO-1" (Residential Multi-Family – Small, Mature Communities Planned Development Overlay – 1 District) Proposed "RMF-M MATURE COMMUNITITES PDO-1" (Residential Multi-Family – Medium, Mature Communities Planned Development Overlay – 1 District)
Nature of 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:

1. For the maintenance of an existing multi-family dwelling to permit:

    A. An east side yard of 8.9 feet (2.71 metres) instead of 10 feet (3.048 metres);

B. 8 parking spaces instead of 11 spaces;

2. For the maintenance of an accessory parking area to permit:

A. Parking spaces located within 10 feet (3.05 metres) of a habitable room where the window sill is less than 5 feet (1.5 metres) from grade;

B. insufficient buffering of parking and loading areas located within 20 feet (6.1 metres) of a side and rear lot line adjacent to a residential district.

C. Gravel surfacing instead of asphalt, concrete, paving stones or a combination, thereof.

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. I think this is a great way that we can get some more density into our neighbourhoods.

2. Very minimal visual change to the neighbourhood, which is always a concern for the residents. I think that the applicant has gone to great lengths to ensure that they've engaged the neighbourhood, and they've proposed some thoughtful changes.

3. I'm happy to see affordable housing, and the car co-op will be a big asset to the residents themselves as well as the neighbouring area.

4. I'm satisfied that through meeting the building code that the windows will be safe, and they've gone above what's required to ensure that there is natural light and emergency access for all of the spaces in the basement.

5. It looks like they've made some thoughtful decisions about having a safe play area for the residents along the west side of the building and that the parking stalls.

6. While I hear the concern, the parking stalls do meet the minimum dimensions.

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. For the maintenance of an existing multi-family dwelling to permit:

    A. An east side yard of 8.9 feet (2.71 metres) instead of 10 feet (3.048 metres);

    B. 8 parking spaces instead of 11 spaces;

2. For the maintenance of an accessory parking area to permit:

    A. Parking spaces located within 10 feet (3.05 metres) of a habitable room where the window sill is less than 5 feet (1.5 metres) from grade;

    B. insufficient buffering of parking and loading areas located within 20 feet (6.1 metres) of a side and rear lot line adjacent to a residential district.

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 prior to the issuance of any development permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include two (2) car share vehicles and two (2) dedicated parking stalls for the car share vehicles, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

2. That prior to the issuance of any development permits, plans of the accessory parking area shall be submitted to and approved by the Director of Planning, Property and Development, to the satisfaction of the Director of Planning, Property and Development.

3. 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 DAZ 223/2025

4. 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.

NOTE: VARIANCE REQUESTED HAS BEEN MODIFIED

DATE OF ORDER: April 10, 2026

CERTIFIED BY:



B. Harris
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 April 29, 2026,

[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD]

(e) refer to Variance Use Order No. DAV 244979/2025D; 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:

Dakotah Charron
Ben McGillivary
John Wintrup

In Opposition:

Glen Walker

For Information:

Nil

For the City:

M. Robinson, Principal Planner, Planning, Property and Development Department
S. Klassen, Planner, Planning, Property and Development Department
K. Kowalyk, Land Development Engineer, Planning, Property and Development Department

EXHIBITS FILED FOR DAV 244979/2025D

1. Application dated December 15, 2025
2. Poster Placement Instructions
3. Manitoba Status of Title 3203154/1
4. Letter of authorization dated April 8, 2024 from 10038455 Manitoba Ltd. (Wyatt Hein) to Arete Holdings Group (Dakotah Charron)
5. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
6. Letter of Support of the application purporting to contain 2 signatures, submitted by Arete Holdings Group (Dakotah Charron)
7. Plans, Sheets 1 to 3 inclusive, for File DAV 244979/2025D dated March 24, 2026
8. Report from the Urban Planning Division dated March 19, 2026
9. Inspection Report
10. Communication dated April 6, 2026, from Ben McGillivary in support of the application
11. Communication dated April 7, 2026, from John Wintrup in support of the application

Exhibit “8” referred to in File DAV 244979/2025D

ADMINISTRATIVE REPORT

Title: DAV 25-244979\D – 712 Consol Avenue

Issue: For a Variance associated with an 11-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	

RECOMMENDATIONS

The Urban Planning and Design Division recommends **approval, in part** 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 follows:

1. For the maintenance of an existing multi-family dwelling to permit:

    a. An east side yard of 8.9 feet (2.71 metres) instead of 10 feet (3.048 metres);

    b. 8 parking spaces instead of 11 spaces;

2. For the maintenance of an accessory parking area to permit:

    a. Parking spaces located within 10 feet (3.05 metres) of a habitable room where the window sill is less than 5 feet (1.5 metres) from grade;

    b. insufficient buffering of parking and loading areas located within 20 feet (6.1 metres) of a side and rear lot line adjacent to a residential district.

    ~~c. gravel surfacing instead of asphalt, concrete, paving stones or a combination, thereof.~~

Subject to the following condition(s):

1. That prior to the issuance of any development permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include two (2) car share vehicles and two (2) dedicated parking stalls for the car share vehicles, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.
2. That prior to the issuance of any development permits, plans of the accessory parking area shall be submitted to and approved by the Director of Planning, Property and Development, to the satisfaction of the Director of Planning, Property and Development.
3. 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 DAZ 223/2025
4. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

REASON FOR THE REPORT

- The applicant is proposing to establish an 11-unit multi-family dwelling and requires Variances for building setback, parking, buffering, and parking surfacing requirements of the *Winnipeg Zoning By-Law*.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE:	**DAV 25-244979\D**
RELATED FILES:	DAZ 223/025
COMMUNITY:	East Kildonan - Transcona Committee
NEIGHBOURHOOD #:	4.412 - (MUNROE EAST)
SUBJECT:	To vary the proposed "RMF-M Mature Communities PDO-1" development and design standards of Winnipeg Zoning By-law No. 200/2006 as follows: 1) For the maintenance of an existing multi-family dwelling to permit: a) An east side yard of 8.9 feet (2.71 metres) instead of 10 feet (3.048 metres); b) 8 parking spaces instead of 11 spaces; 2) For the maintenance of an accessory parking area to permit: a) Parking spaces located within 10 feet (3.05 metres) of a habitable room where the window sill is less than 5 feet (1.5 metres) from grade;

b) insufficient buffering of parking and loading areas located within 20 feet (6.1 metres) of a side and rear lot line adjacent to a residential district.
c) gravel surfacing instead of asphalt, concrete, paving stones or a combination, thereof.

LOCATION: 712 Consol Avenue
LEGAL DESCRIPTION: E HALF LOT 4; LOT 5/7 BLOCK 4 PLAN 1118 90 K

APPLICANT: Dakotah Charron (Arete Holdings Group)
106 Scurfield Blvd Unit B
Winnipeg, MB R3Y 1G4

OWNER: 10038455 MANITOBA LTD.
525 Wallace Ave
East St Paul, MB R2E 0B1

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 south side of Consol Avenue, between Grey Street and London Street, in the Munroe East neighbourhood of the Elmwood - East Kildonan ward.
- The total site is 9,255 square feet (859.81 square metres) in area.
- 712 Consol Avenue is currently occupied by a two (2) storey 8-unit multi-family dwelling.
- The subject site is accessed via the rear public lane.
- Consol Avenue is a local road.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the “Established Neighbourhoods – Mature Communities” policy area.

- The property is zoned “RMF-S Mature Communities PDO-1” (Residential Multi-Family – Small) district.



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

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Consol Avenue, then 709-723 Consol Avenue – single-family dwelling uses zoned “R1-M Mature Communities PDO-1” (Residential Single-Family – Medium).

South: Rear public lane, then 705-717 Fleming Avenue – single-family dwelling uses zoned “R1-M Mature Communities PDO-1” (Residential Single-Family – Medium).

East: 720 Consol Avenue – a single-family dwelling use zoned “R1-M Mature Communities PDO-1” (Residential Single-Family – Medium).

West: 702 Consol Avenue – a 9-unit multi-family dwelling use zoned “RMF-S Mature Communities PDO-1” (Residential Multi-Family – Small).

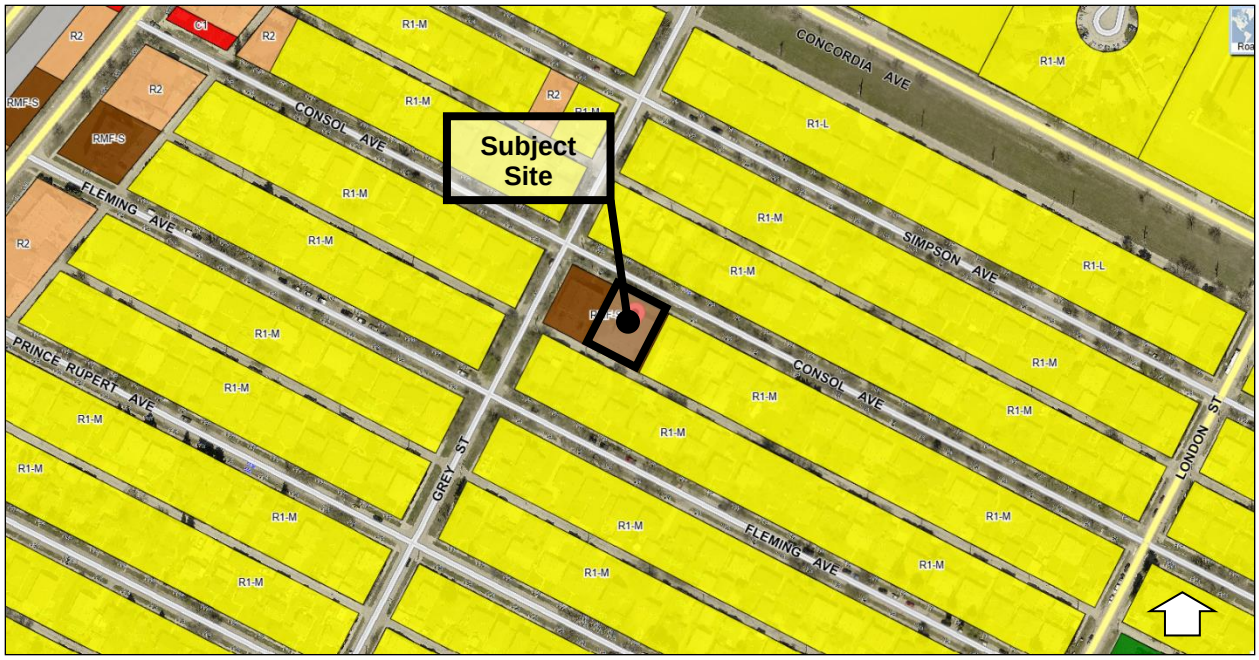


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant proposes to rezone the subject property from “RMF-S Mature Communities PDO-1” (Residential Multi-Family – Small) district to “RMF-M Mature Communities PDO-1” (Residential Multi-Family - Medium) district for the establishment of an 11-unit multi-family dwelling.
- The existing 2-storey, 8-unit multi-family building on the subject site will be maintained with 3 units proposed to be added to the basement level.
- No major exterior building façade changes are proposedother than window additions at the basement level are proposed.
- Access to the site is via the rear public lane, to a gravel parking area.
- There are eight (8) vehicle parking spaces, of which one (1) is accessible parking and one (1) is for guest parking. There are 6 bicycle parking spaces. Two (2) of the eight (8) vehicle parking spaces are for car share vehicles.
- The proposed landscaping includes:
    - 10 fire & ice hosta shrubs
    - 4 common lilac shrubs
    - 1 European White Birch Trees
    - 2 Flowering Cherry Trees
    - And a proposed new paved walkway and rock garden
- The garbage and recycling collection area is located in the southwest rear corner of the property.
- On-site amenities include an outdoor patio.

- The proposal also requires a Rezoning application (**see Report for DAZ 233/2025**).

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 applicant submitted two (2) letters of support from nearby stakeholders with addresses on Consol Avenue.

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.*

<u>Established Neighbourhoods – Mature Communities – Goal 1, 2 and 3 Policy Alignment:</u>

- The development is sensitive and complementary to the existing neighbourhood context. There are no major changes proposed to the existing building. The existing building height (2-storeys) is also well below the "RMF-M" maximum (70 feet).
- Intensification is supportable here due to the larger lot size than is typical in the neighbourhood. The subject property is 9,255 square feet in lot area, the lots on the rest of Consol Avenue are predominantly 5,000 square feet in lot area. This characteristic of the lot provides a good opportunity to accommodate increased density within a lower density neighbourhood.
- The subject site as well as the building to the west are already zoned "RMF" and have had multi-family dwellings and uses for some time.
- The proposal provides a diversity of housing options, types and tenures within an Established Neighbourhood and meets resident life-cycle housing needs

<u>SMALL-SCALE AND LOW-RISE RESIDENTIAL DEVELOPMENT GUIDELINES FOR MATURE COMMUNITIES</u>

- 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 current "RMF" zoning of the property provides an understanding of the development context of the street and its development potential. The "RMF" lot of the subject site and the abutting "RMF" lot to the west demonstrate that multi-family development has been suitable on this location and the block for quite some time.
- The lot is substantially larger than typical lots on this block of Consol 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 a block away on Gateway Road/Raleigh Street, and high frequency Transit service on Gateway Road within 400 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.
- Preserving an existing building to provide moderate intensification encourages sustainable development and utilizes the existing municipal services.

Site Design

- The proposed low-rise multi-family development meets the applicable "Site Design" guidelines for Front Yards, Rear Yards, Side Yards, Lot Coverage, Driveway Access, Landscaping, and Separation Distances.
- Parking does not meet the 1:1 parking stalls per dwelling unit in Mature Communities.

- However, for onsite parking, parking relaxations may be considered where a carshare is provided onsite and the car-sharing parking spaces must be shown on the building plans and a copy of the car-sharing agreement must be submitted with the development permit.
- The applicant is providing two (2) car share vehicles onsite.

Building Design

- The proposed development meets the applicable "Building Design" guidelines for Building Height, Roof Pitches, Design, Façade Materials and Architectural Features, Main Floor Height, Entrances, Projections into Setbacks, Privacy, and Utilities, Servicing and Mechanical.
- No major building changes are proposed as the existing low-rise multi-family building will be maintained.

WINNIPEG ZONING BY-LAW

Reason for Variances

East Side Yard Building Setback

- The east side yard building setback is calculated as 10 feet. The development proposes an east side yard building setback of 8.9 feet. For this reason, a Variance is required.

Parking Spaces

- 11 parking spaces are required. The development proposes eight (8). For this reason, a Variance is required.

Parking Spaces within 10 feet of a Habitable Room

- Parking spaces cannot be within 10 feet (3.05 metres) of a window to a habitable room where the sill is located 5 feet or less from grade. The parking spaces from the rear lane are within 10 feet. For this reason, a Variance is required.

Buffering of an Accessory Parking Area

- A landscaped buffer must be installed when a parking or loading area accessory to any use, other than a single- or two-family residential use, is located within 20 feet (6.09 metres) of a side or rear lot line abutting or adjacent to a residential zoning district. The development proposes insufficient buffering for the parking areas. For this reason, a Variance is required.

Surfacing of Accessory Parking Area

- A multi-family use must surface all parking areas with asphalt, concrete, paving stones, or other surface approved by the City. The development proposes gravel surfacing. For this reason, a Variance is required.

Analysis of Variances

Reduced East Side Yard Building Setback

- The east side yard building setback is 8.9 feet instead of 10 feet. This is a maintenance Variance for an existing building. 8.9 feet is a greater side yard setback than the 6 feet side yard "Site Design" guideline for low-rise multi-family buildings under the *Infill Guidelines*.
    - For these reasons, the Division supports this Variance.

Reduced Parking Spaces

- There are eight (8) parking spaces provided instead of 11. Under the *Infill Guidelines*, parking relaxations may be considered where a car share is provided. Two (2) car share vehicles are being provided, which helps offset the parking shortage as well as provide alternative and sustainable transportation options for residents and the community.
    - For these reasons, the Division supports this Variance.

Parking Spaces within 10 feet of a Habitable Room

- This is a maintenance Variance for an existing accessory parking area.
    - For this reason, the Division supports this Variance.

Insufficient Buffering of an Accessory Parking Area

- For multi-family development in Mature Communities, this Variance is often unavoidable where lots are often smaller/constrained versus larger scale multi-family proposals. This is also a maintenance Variance for an existing accessory parking area.
    - For these reasons, the Division supports this Variance.

Gravel Surface Parking Area

- The Division does not typically support gravel surfaced parking areas for multi-family uses to help prevent loose materials being dislodged or thrown or carried onto adjoining public streets or lanes.
    - For this reason, the Division ***does not*** support this Variance.

REASONS FOR RECOMMENDATIONS

In the context of Section 247(3), the Urban Planning and Design Division recommends **approval, in part** 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 existing building demonstrates compatibility with as well as mitigates land use conflicts and massing impacts with 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 primarily maintenance Variances and 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 residential intensity introduces a 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 & 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

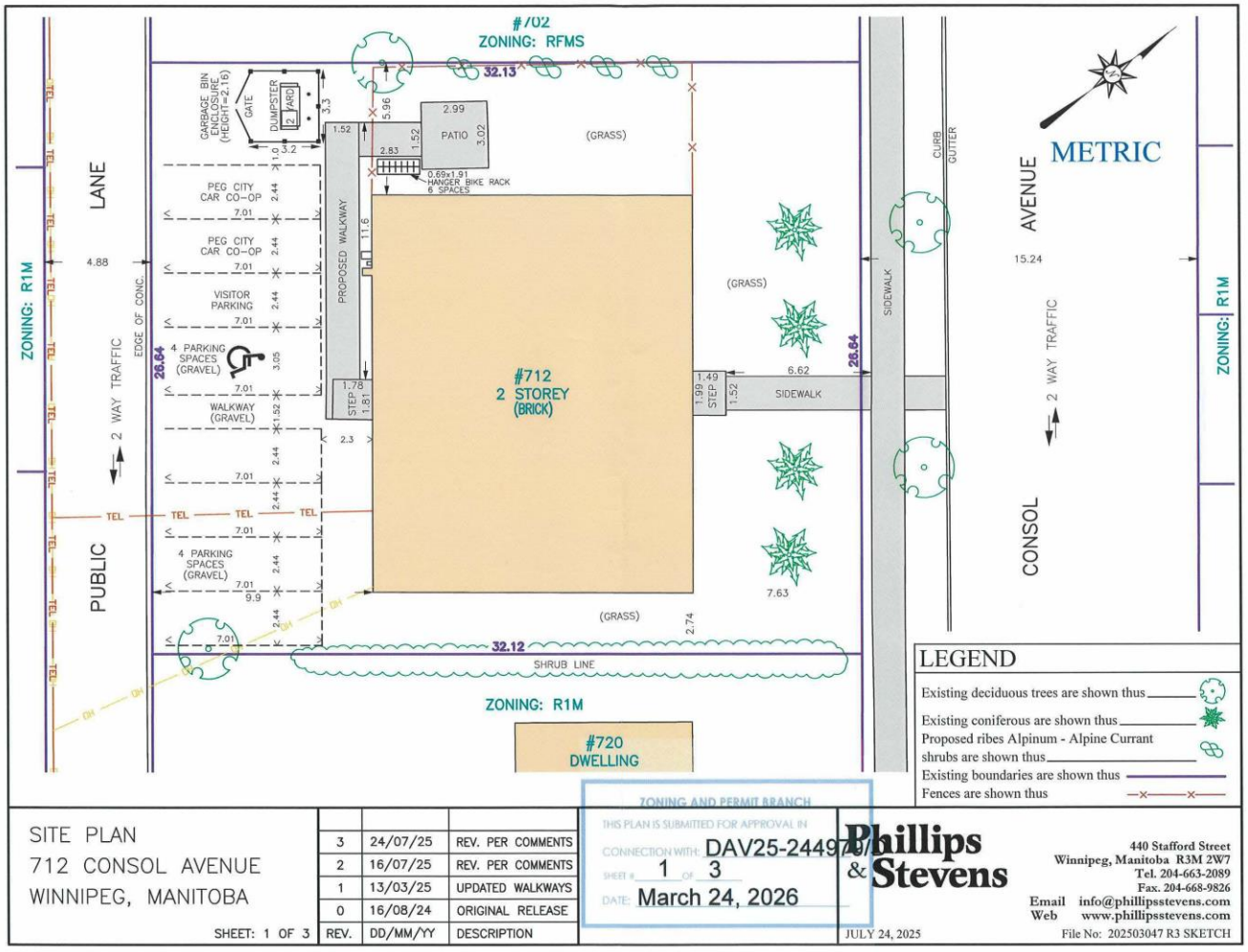
Consideration was given to whether this report connects to any of the specific Goals and Objectives in the *PRS* and it was determined the *PRS* is not applicable to this specific report.

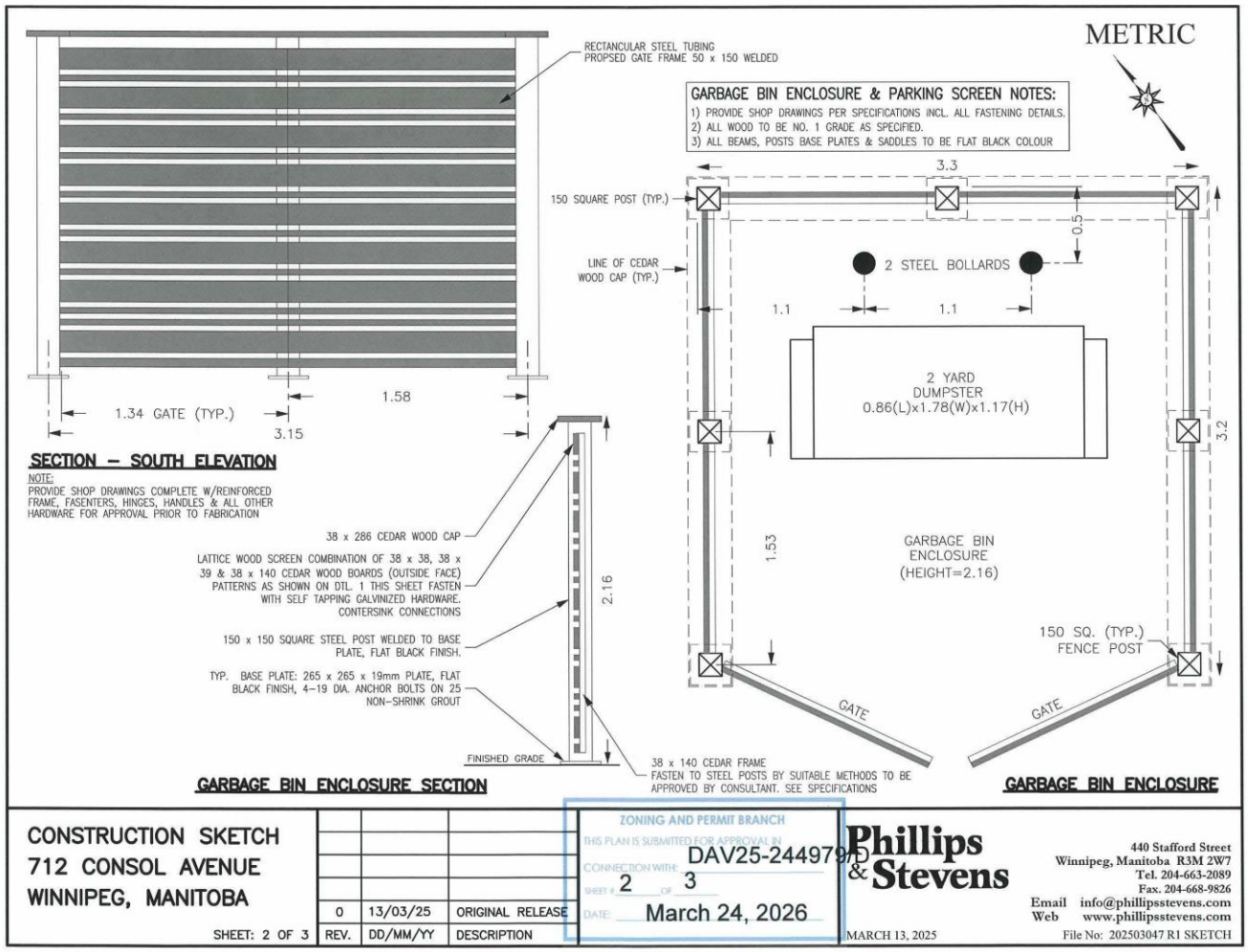
SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Choi Ho, RPP, MCIP

Date: March 19, 2026
File No. DAV 25-244979\D

Exhibit “7” referred to in File DAV 244979/2025D




METRIC
RECTANCULAR STEEL TUBING
PROPSED GATE FRAME 50 x 150 WELDED
GARBAGE BIN ENCLOSURE & PARKING SCREEN NOTES:
1) PROVIDE SHOP DRAWINGS PER SPECIFICATIONS INCL. ALL FASTENING DETAILS.
2) ALL WOOD TO BE NO. 1 GRADE AS SPECIFIED.
3) ALL BEAMS, POSTS BASE PLATES & SADDLES TO BE FLAT BLACK COLOUR
3.3
150 SQUARE POST (TYP.)
0.5
LINE OF CEDAR WOOD CAP (TYP.)
2 STEEL BOLLARDS
1.1
1.1
2 YARD DUMPSTER
0.86(L)x1.78(W)x1.17(H)
3.2
1.53
GARBAGE BIN ENCLOSURE (HEIGHT=2.16)
150 SQ. (TYP.) FENCE POST
GATE
GATE
1.58
1.34 GATE (TYP.)
3.15
SECTION – SOUTH ELEVATION
NOTE:
PROVIDE SHOP DRAWINGS COMPLETE W/REINFORCED FRAME, FASENTERS, HINGES, HANDLES & ALL OTHER HARDWARE FOR APPROVAL PRIOR TO FABRICATION
38 x 286 CEDAR WOOD CAP
LATTICE WOOD SCREEN COMBINATION OF 38 x 38, 38 x 39 & 38 x 140 CEDAR WOOD BOARDS (OUTSIDE FACE) PATTERNS AS SHOWN ON DTL. 1 THIS SHEET FASTEN WITH SELF TAPPING GALVINIZED HARDWARE. CONTERSINK CONNECTIONS
150 x 150 SQUARE STEEL POST WELDED TO BASE PLATE, FLAT BLACK FINISH.
TYP. BASE PLATE: 265 x 265 x 19mm PLATE, FLAT BLACK FINISH, 4–19 DIA. ANCHOR BOLTS ON 25 NON–SHRINK GROUT
2.16
FINISHED GRADE
38 x 140 CEDAR FRAME
FASTEN TO STEEL POSTS BY SUITABLE METHODS TO BE APPROVED BY CONSULTANT. SEE SPECIFICATIONS
GARBAGE BIN ENCLOSURE SECTION
GARBAGE BIN ENCLOSURE
CONSTRUCTION SKETCH
712 CONSOL AVENUE
WINNIPEG, MANITOBA
SHEET: 2 OF 3
0 13/03/25 ORIGINAL RELEASE
REV. DD/MM/YY DESCRIPTION
ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV25-244979D
SHEET 2 OF 3
DATE: March 24, 2026
Phillips & Stevens
440 Stafford Street
Winnipeg, Manitoba R3M 2W7
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Email info@phillipsstevens.com
Web www.phillipsstevens.com
MARCH 13, 2025
File No: 202503047 R1 SKETCH



ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV25-244979/D

SHEET # 3 OF 3

DATE: March 24, 2026

NOTES:

ALL DIMENSION ARE IN METERS AND SHOULD ONLY BE USE AS A REFERENCE. EXACT MEASURE ARE TO BE TAKEN ON SITE.

SHEET:	3 OF 3
SCALE:	N.T.S.
DATE:	MARCH 13, 2025
FILE:	202503047 R1 SOUTH WALL

WALL PROFILE
712 CONSOL AVENUE
SOUTH WALL

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