Minutes – Appeal Committee – June 3, 2026

PUBLIC HEARINGS

Item No. 2 Appeal – Variance – 135 Roslyn Road
(Fort Rouge-East Fort Garry Ward)
File DAV 232424A/2025C

COMMITTEE DECISION:

The Appeal Committee denied the appeals, concurred in the decision of the Director of Planning, Property and Development, confirmed Variance Order DAV 232424/2025C and approved a Variance on "the land" to permit as follows:

1. The construction of a multi-family dwelling having:

    A. a front yard of 15 feet (4.57 metres)

    B. an east side yard of 5 feet (1.52 metres)

    C. an east side yard balcony projection of 3 feet (0.91 metre)

    D. a west side yard of 5 feet (1.52 metres)

    E. a rear yard of 5 feet (1.52 metres)

    F. a lot area per dwelling unit of 223 square feet (20.72 square metres)

    G. 7 parking spaces

2. The establishment of accessory parking having:

    A. 3 small car parking spaces instead of 2 small car parking spaces

    B. a driveway of 10 feet (3.05 metres)

    C. an aisle width of 17.8 feet (5.43 metres)

    D. no unassigned guest parking space

Subject to the following conditions:

1. 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.

2. That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-11 for File No. DAV 25- 232424\C, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development.

   OR

   That the Owner must submit plans showing the location and design of any and all proposed:

   A. buildings
   B. accessory parking areas
   C. garbage enclosures
   D. fencing
   E. landscaping

   on the Owner's Land ("Works") to the Director of Planning, Property and Development for approval prior to the issuance of any building or development permit and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

3. 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 one (1) car share vehicle and one (1) dedicated parking stall for the car share vehicle, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

4 That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

   OR

That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

Minutes – Appeal Committee – June 3, 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 Orlikow,
That the report of the Winnipeg Public Service be taken as read.

Carried

Moved by Councillor Orlikow,
That the receipt of public representations be concluded.

Carried

Moved by Councillor Orlikow,
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. Simply, it’s too much. The density they’re asking for, they can still achieve a fair chunk of density. It’s just too much, therefore it requires an enormous amount of variances to try and fit in the number. As some people say, the minimum modification of the zoning by-law, and this is not the minimum. This is quite a lot of Variances.

DECISION MAKING HISTORY (continued):

2. Where the property is situated, it is an incredibly horrible intersection corner. Especially when you're going out, people are trying to get to downtown, as we grow. We all love growing but we all have to realize that there's impacts on traffic that will cause, especially with the fact that cars just getting in and out, especially the left on and garbage trucks and people waiting to get into the lane. This intersection is already very encumbered by this cut through, the Shoppers Drug Mart, and the incredible amount of through traffic that is trying to avoid using River as they come back from work.

3. The bike lane, to have this type of egress onto. Many, many people use the bike lane here because they are just trying to get off Osborne where that pinch is so they don't want to make that trek all the way from this street all the way to Osborne. I know I do it, and many other people do it. You bike down this street to connect to the bike lane over Roslyn a block down. So again, having this area where you have parked cars in front will be very difficult for cyclists and I believe for pedestrians on the sidewalk out front.

4. For these reasons; primarily its too much density there. I think it creates a very risky venture with the lane coming off on to Roslyn. If the building was smaller, they could do it on the side or they could have on-street or ground parking, so again going back to the density problem. I don't mind some variances, but this is just too much.

Lost

Moved by Councillor Allard,

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

DECISION MAKING HISTORY (continued):

(d) [✓] is [ ] is not
compatible with the area in which the property to be affected is situated.

Supporting Reasons:

1. I thought that the application was good. It took into account things like privacy of the neighboring building by orienting the building in a way in which the privacy would be impacted minimally.

2. I think many of the issues that we heard as being issues for which this should not be approved, I think this is Osborne Village, and the community character is I think in line with adding more buildings like this one.

Moved by Councillor Allard,
That the appeals be denied and the decision of the Director of Planning, Property and Development be concurred in.

Carried

Moved by Councillor Allard,
That Variance Order DAV 232424/2025C be confirmed.

Carried

Moved by Councillor Allard,
That the public hearing with respect to these appeals be concluded.

Carried

THE CITY OF WINNIPEG
VARIANCE APPEAL ORDER
APPEAL COMMITTEE

DAV 232424A/2025C

Before:	Appeal Committee Councillor Browaty, Chairperson Councillor Allard Councillor Chambers Councillor Orlikow
Hearing	June 3, 2026 Council Building, 510 Main Street
Applicant	Affinity Architecture Inc. (Evan Hanson)
Premises Affected	135 Roslyn Road
Legal Description	LOT 27 PLAN 27406 42 ST B, hereinafter called “the land”
Property Zoned	“RMF-L” (Residential Multi-Family – Large)
Nature of the Application	To vary the "RMF-L" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

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

    A. a front yard of 15 feet (4.57 metres) instead of 32 feet (9.75 metres);

    B. an east side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);

    C. an east side yard balcony projection of 3 feet (0.91 metre) instead of 1.6 feet (0.49 metre);

D. a west side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);

E. a rear yard of 5 feet (1.52 metres) instead of 25 feet (7.62 metres);

F. a lot area per dwelling unit of 223 square feet (20.72 square metres) instead of 400 square feet (37.16 square metres);

G. 7 parking spaces instead of 16 spaces;

2. for the establishment of accessory parking to permit:

A. 3 small car parking spaces instead of 2 small car parking spaces;

B. a driveway of 10 feet (3.05 metres) instead of 16 feet (4.88 metres);

C. an aisle width of 17.8 feet (5.43 metres) instead of 20 feet (6.1 metres);

D. no unassigned guest parking space instead of 1 space.

ORDER MADE BY THE DIRECTOR OF PLANNING, PROPERTY AND DEVELOPMENT:

The Director of Planning, Property and Development approved a Variance, File DAV 232424/2025C to Evan Hanson Affinity Architecture Inc., for the premises located at 135 Roslyn Road, for the following:

1. The construction of a multi-family dwelling having:
   A. a front yard of 15 feet (4.57 metres);
   B. an east side yard of 5 feet (1.52 metres);
   C. an east side yard balcony projection of 3 feet (0.91 metre);
   D. a west side yard of 5 feet (1.52 metres);
   E. a rear yard of 5 feet (1.52 metres);
   F. a lot area per dwelling unit of 223 square feet (20.72 square metres;
   G. 7 parking spaces;

2. The establishment of accessory parking having:
   A. 3 small car parking spaces;
   B. a driveway of 10 feet (3.05 metres);
   C. an aisle width of 17.8 feet (5.43 metres);
   D. no unassigned guest parking space.

, subject to the following condition(s):

1. 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.

2. That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-11 for File No. DAV 25- 232424\C, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development.

   OR

   That the Owner must submit plans showing the location and design of any and all proposed:

   A. buildings;
   B. accessory parking areas;
   C. garbage enclosures;
   D. fencing; and
   E. landscaping

   on the Owner's Land ("Works") to the Director of Planning, Property and Development for approval prior to the issuance of any building or development permit and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

3. 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 one (1) car share vehicle and one (1) dedicated parking stall for the car share vehicle, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

4 That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

   OR

That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

Pursuant to the provisions of The City of Winnipeg Charter, Kevin Allum, Steve Ashton, Said Awik, Melissa Chung-Mowat, Stephani Cooney, Gerald Dieleman, Scott Entz, Linda Hamilton, Louise Hornbeck, Kim Irving, Allie Kunz, Grange Morrow, Daria Nekrasa, Lori O'Brennan, Stephanie Phillips, Violeta Sabo, Jennifer Wilkie, and Troy Woods, appealed the Variance Order DAV 232424/2025C, and after Notice, the appeal was heard on June 3, 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;

(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 thought that the application was good. It took into account things like privacy of the neighboring building by orienting the building in a way in which the privacy would be impacted minimally.

2. I think many of the issues that we heard as being issues for which this should not be approved, I think this is Osborne Village, and the community character is I think in line with adding more buildings like this one.

ORDER:

The Appeal Committee orders that the appeal is dismissed and that Variance Order DAV 232424/2025C dated April 30, 2026, is confirmed.

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

DATE OF ORDER: June 4, 2026

CERTIFIED BY:



Karly Dolski
Senior Committee Clerk

THE FOLLOWING PERSONS MADE REPRESENTATIONS:

In Support of the Appeals:

Steve Ashton
Diane Atkinson
Walid Awik
Melissa Chung-Mowat
Geoffrey, Divino
Christianne Fehr
Michelle McKendry
Christopher Panting
Judy Phillips
Stephanie Phillips
Tyler Sattler
Amanda Smart
Clay Walby

In Opposition to the Appeals:

Evan Hanson

For Information on the Appeals:

Nil

For the City:

D. Chyz-Lund, District Planner, Planning, Property and Development Department

EXHIBITS FILED FOR DAV 232424A/2025C

1. Order DAV 232424/2025C dated April 30, 2026
2. Notice of Appeal filed by Said Awik, received April 29, 2026
3. Notice of Appeal filed by Daria Nekrasa, received May 1, 2026
4. Notice of Appeal filed by Gerald Dieleman, received May 3, 2026
5. Notice of Appeal filed by Stephani Cooney, received May 3, 2026
6. Notice of Appeal filed by Lori O'Brennan, received May 12, 2026
7. Notice of Appeal filed by Kim Irving, received May 12, 2026
8. Notice of Appeal filed by Violeta Sabo, received May 12, 2026
9. Notice of Appeal filed by Scott Entz, received May 13, 2026
10. Notice of Appeal filed by Troy Woods, received May 13, 2026
11. Notice of Appeal filed by Louise Hornbeck, received May 13, 2026
12. Notice of Appeal filed by Melissa Chung-Mowat and Kevin Allum, received May 13, 2026
13. Notice of Appeal filed by Allie Kunz, received May 13, 2026
14. Notice of Appeal filed by Stephanie Phillips, received May 14, 2026
15. Notice of Appeal filed by Steve Ashton, received May 14, 2026
16. Notice of Appeal filed by Jennifer Wilkie, received May 14, 2026
17. Notice of Appeal filed by Grange Morrow and Linda Hamilton, received May 14, 2026
18. Notification of Public Hearing dated May 19, 2026
19. Manitoba Status of Title 3179665/1
20. Letter of authorization dated October 30, 2024 from A2A Homes & Infrastructure Inc. (Ranjeev Kalia) to Affinity Architecture Inc. (Evan Hanson)
21. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
22. Plans, Sheets 1 to 9 inclusive dated October 20, 2025, and Sheet 10 and 11 dated April 9, 2026, for File DAV 232424/2025C
23. Report from the Urban Planning Division dated January 16, 2025
24. Communication dated May 1, 2026 from Walid Awik in support of the appeal
25. Communication dated May 5, 2026 from Diane Atkinson in support of the appeal
26. Communication dated May 13, 2026 from Christianne Fehr in support of the appeal
27. Communication dated May 14, 2026 from Geoffrey Divino in support of the appeal
28. Communication dated May 19, 2026 from Christopher Panting in support of the appeal
29. Inspection Report
30. Communication dated May 29, 2026 from Tyler Settler in support of the appeal
31. Communication dated May 29, 2026 from Michelle Mckendry in support of the appeal
32. Communication dated May 29, 2026 from Clay Walby in support of the appeal
33. Communication dated June 2, 2026, from Evan Hanson in opposition to the appeal
34. Communication dated June 2, 2026, from Amanda Smart in support of the appeal
35. Communication dated June 2, 2026, from Judy Phillips in support of the appeal

Exhibit “23” referred to in File DAV 232424A/2025C

ADMINISTRATIVE REPORT

Title: DAV 25-232424\C – 135 Roslyn Rd

Issue: For variances to allow for the construction of a new multi-family building.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

Author	Department Head	CFO	CAO
Dylan Chyz-Lund, RPP, MCIP	n/a	n/a	

DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the "RMF-L" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

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

a) a front yard of 15 feet (4.57 metres) instead of 32 feet (9.75 metres);

b) an east side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);

c) an east side yard balcony projection of 3 feet (0.91 metre) instead of 1.6 feet (0.49 metre);

d) a west side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);

e) a rear yard of 5 feet (1.52 metres) instead of 25 feet (7.62 metres);

f) a lot area per dwelling unit of 223 square feet (20.72 square metres) instead of 400 square feet (37.16 square metres);

g) 7 parking spaces instead of 16 spaces;

2) for the establishment of accessory parking to permit:

a) 3 small car parking spaces instead of 2 small car parking spaces;

b) a driveway of 10 feet (3.05 metres) instead of 16 feet (4.88 metres);

c) an aisle width of 17.8 feet (5.43 metres) instead of 20 feet (6.1 metres);

d) no unassigned guest parking space instead of 1 space.

Subject to the following condition(s):

1. 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.
2. That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-11 for File No. DAV 25- 232424\C, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development;

   OR

   That the Owner must submit plans showing the location and design of any and all proposed:

   i. buildings;

   ii. accessory parking areas;

   iii. garbage enclosures;

   iv. fencing; and

   v. landscaping

   on the Owner's Land ("Works") to the Director of Planning, Property and Development for approval prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.
3. 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 one (1) car share vehicle and one (1) dedicated parking stall for the car share vehicle, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.
4. That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

   OR

That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

REASON FOR THE REPORT

- The applicant is proposing to build a new multi-family building on the property, and requires variances to the lot area, building dimensions, parking, and accessory parking area 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 25-232424\C**
RELATED FILES: N/A
COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: 1.117 - (ROSLYN)

SUBJECT: To vary the "RMF-L" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

1) for the construction of a multi family dwelling to permit:
   a) a front yard of 15 feet (4.57 metres) instead of 32 feet (9.75 metres);
   b) an east side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);
   c) an east side yard balcony projection of 3 feet (0.91 metre) instead of 1.6 feet (0.49 metre);
   d) a west side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);
   e) a rear yard of 5 feet (1.52 metres) instead of 25 feet (7.62 metres);
   f) a lot area per dwelling unit of 223 square feet (20.72 square metres) instead of 400 square feet (37.16 square metres);
   g) 7 parking spaces instead of 16 spaces;
2) for the establishment of accessory parking to permit:
   a) 3 small car parking spaces instead of 2 small car parking spaces;
   b) a driveway of 10 feet (3.05 metres) instead of 16 feet (4.88 metres);
   c) an aisle width of 17.8 feet (5.43 metres) instead of 20 feet (6.1 metres);
   d) no unassigned guest parking space instead of 1 space.

LOCATION:	135 Roslyn Rd
LEGAL DESCRIPTION:	LOT 27 PLAN 27406 42 ST B
APPLICANT:	Evan Hanson (Affinity Architecture Inc.) 227 Stafford St Unit 201 Winnipeg, MB R3M 2J1
OWNER:	Kala Sharma 80 Braswell Bay Winnipeg, MB R3X 2B6

HISTORY

N/A

DISCUSSION

CRITERIA FOR APPROVAL

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

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

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

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

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

SITE DESCRIPTION

The subject site is located on the north side of Roslyn Road, between Evergreen Place and Osborne Street, in the Roslyn neighbourhood of the Fort Rouge – East Fort Garry ward.

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

The subject site is currently zoned “RMF-L” Residential Multi-Family (Large) District, with an assessed lot area of 6248 square feet.

The subject site currently has a one-storey building used as an office.



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

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

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

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

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

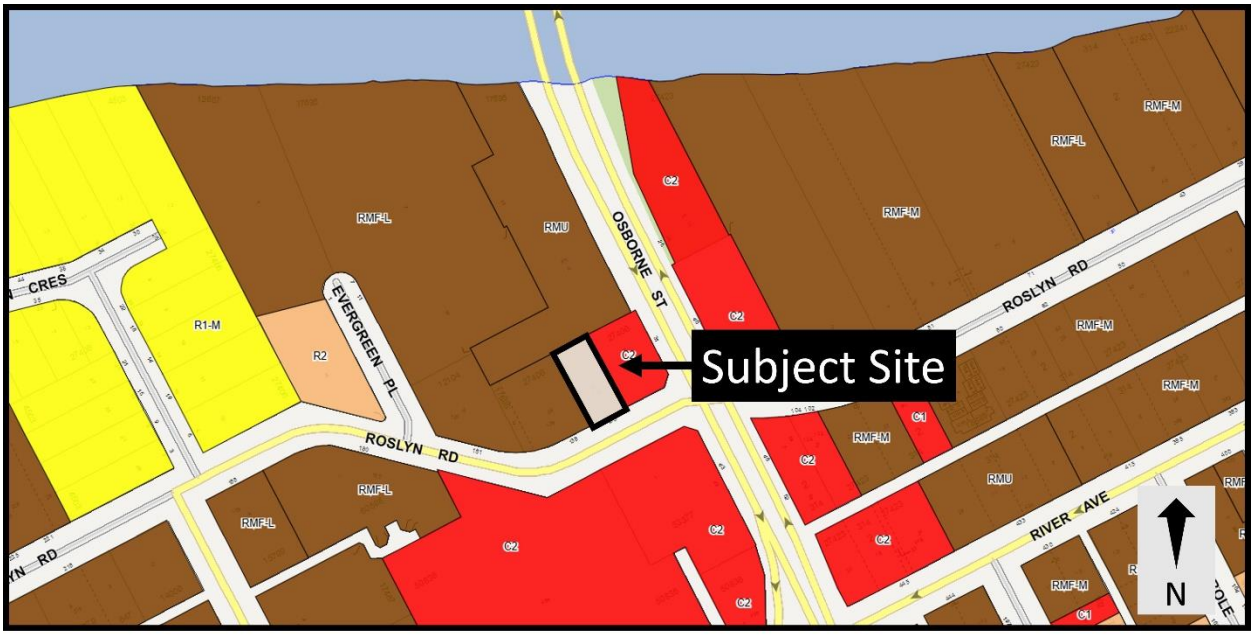


Figure 2: Zoning of the subject site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The application intends to construct one 28-unit multi-family building, which would:
    - Be six stories in height.
    - Have a 15' front yard setback to Roslyn Road.
    - Have a 5' east and west side yard setback to the abutting properties.
    - Have a 5' rear yard setback to the abutting property.
    - Be clad primarily with a combination of EIFS and stone veneer.
    - Include a main entrance with floor to ceiling windows facing Roslyn Road, as well as an underground parking structure that takes access from Roslyn Road.
- The site plan also shows:
    - A garbage enclosure within the building.
    - A total of four trees and 26 shrubs.
    - A total of seven parking spaces, including two accessible spaces and one dedicated car share stall.
- A total of 14 affordable units are proposed.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

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

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

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

    General policies

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

At six stories, the proposed building is considered a mid-rise development under *CCDS 2.0* policies. The building height is consistent with the surrounding neighbourhood, which includes an eight storey building on the property abutting to the west. While the property to the east contains a one-storey building, it is a commercial lot with a gas station. The building will increase the population in this established neighbourhood and increase housing options for

residents while positively contributing to the neighbourhood through design elements detailed under Goal 2.

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

  Building Setbacks

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

The proposed building includes a reduced front yard to Roslyn Road of 15', reduced side yards of 5', and a reduced rear yard of 5'. While the setbacks are relatively small, they abut an existing parking area to the west, an existing landscape buffer and parking area to the north, and a gas station to the east. Given the surrounding uses, the reduced setbacks are respectful of the area context. While the "RMF-L" zoning permits higher-density residential development, the lot's narrow 50-foot width creates practical constraints, which support the need for reduced yard setbacks to accommodate development on the site.

Building Design

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

The proposed building includes a variety of coloured EIFS materials, stone veneer, juliet balconies, and full balconies that together break up the massing. In addition, the use of floor to ceiling windows in the front lobby facing Roslyn Road further contributes to visual interest from the street.

Pedestrian orientation

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

e. Awnings;

f. Lighting; and

g. Height of primary entrances

The proposed building includes a main floor lobby and entrance facing Roslyn Road, with a direct pedestrian connection to the sidewalk. Similarly, balconies on the second floor and reinforce the public realm.

Massing and scale

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

The proposed building height of six stories is two stories shorter than the immediately abutting existing building to the west. The one storey building to the east is a gas station – not a residential building – so the discrepancy in height is less of a concern.

The proposed development includes an entrance with direct access to Roslyn Road, alternating building colours, and window coverage and balconies facing Roslyn Road. This breaks up the massing of the building and avoids any long blank walls.

Parking and loading

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

The parking is accessed from the front street because there is no rear lane. However, all parking is located in an underground parkade structure.

Site design

- *2.21 Site design should take cues from the character of the neighbourhood or street and should mitigate the potential for land use conflict with adjacent properties that have different scales, densities and uses. Parking location (motor vehicle and*

bicycle), vehicular access, servicing elements, building placement and landscaping treatment will be important design elements to ensure context-sensitive design.

- *2.22 Create or reinforce compact, pedestrian-oriented urban development patterns by ensuring the siting, form and scale of new development has a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.*

The proposed six-storey building is lower than the abutting residential building to the west and taller than the one-storey gas station to the east. With one neighbouring building exceeding the proposed height and the other being a low-scale, auto-oriented use with no residential component, the development provides a reasonable transition between surrounding land uses. All parking is located within the building and is effectively screened from adjacent properties. The building entrance and balconies facing Roslyn Road clearly orient the development toward the public street.

- Goal 3 - *Ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs.*

  General Policies

  - *3.3 Increase the supply of affordable housing within Established Neighbourhoods in proximity to commercial amenities, recreational opportunities and frequent transit service.*
  - *3.4 Encourage development that incorporates affordable housing to locate close to the Primary Transit Network, rapid transit stations, and Urban Mixed Use Corridors.*

The proposal introduces a total of 28 new dwelling units to the area, with half of the proposed units intended to be affordable per the City Density Bonus Pilot Program. This increases the supply of affordable housing in an established neighbourhood that is located one property away from an Urban Mixed Use Corridor and the Primary Transit Network.

OSBORNE VILLAGE NEIGHBOURHOOD PLAN

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

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

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

The proposed development includes 14 affordable units – which is half of the total number of proposed units for the building.

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

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

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

The proposed building maintains the multi-family character of the surrounding block and includes an entrance and window coverage that fronts Roslyn Road which is consistent with surrounding development. The proposed height is less than that of the existing residential property that abuts to the west. While the side yard setbacks of 5' are relatively small, it would be extremely challenging to accommodate a high density residential building – which is permitted on this lot – while also requiring larger side yards, due to the relatively narrow 50' width of the lot.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Reasons for the Variances

Reduced front yard

- In the "RMF-L" Residential Multi-Family (Large) District, the minimum front yard is 25' unless the surrounding block has been developed, in which case the average front yard setback of surrounding properties is used to calculate the required front yard. In this case, the average front yard is 32', while the proposed front yard is 15'.

Reduced side and rear yards

- In the "RMF-L" district, the required interior side yard is 8', plus 2' for each storey above the ground floor to a maximum of 20'. For a six storey building, this results in a required interior side yard of 18', while the applicant has proposed interior side yards (east and west) of 5'.
- The required rear yard in the "RMF-L" district is 25', while the applicant has proposed a rear yard of 5'.

Balcony projections

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

Reduced lot area per dwelling unit

- In the "RMF-L" Residential Multi-Family (Large) District, the minimum lot area per dwelling unit is 400 square feet. As the lot is approximately 6,248 square feet, this enables a total of eight dwelling units. However, as the applicant has proposed a total of 28 dwelling units, the lot area per dwelling unit works out to one dwelling unit per 223 square feet.

Reduced parking

- In Urban Infill Areas, parking is required at a ratio of one stall per market rate dwelling unit. Affordable units reduce the required parking, requiring 0.15 stalls per affordable unit. As a result of the combination of affordable and market rate units, a total of 16 parking spaces are required here. However, the applicant has proposed a total of seven parking spaces, including one car share stall.

Small car stalls and visitor parking

- The maximum number of stalls that can be designated for small cars at this site is two, while the applicant has proposed three.
- At least one stall must be dedicated to visitor parking at this site, while the applicant has proposed zero visitor parking spaces.

Driveway and Drive aisle width

- Driveways refer to the portion of a parking area that provides access from the street to the main parking area. They are required to be a minimum of 16' to provide space for vehicles travelling in two separate directions. The applicant has proposed a driveway width of 10'.
- Drive aisles refer to the internal portion of a parking area that provides access to the designated stalls. After traversing the driveway from a street, a vehicle would be in the drive aisle as it navigates to its stall. Two-way drive aisles are required to be 20' to ensure space for vehicles passing each other and to maneuver into a parking stall.
- The applicant has proposed a driveway width of 10', and a drive aisle width of 17.8'.

Analysis of Variances

Reduced front yard

- 15' rather than the required 32' is a significant reduction to the front yard. However, a 15' front yard will allow the building to be brought closer to the street edge and make additional use of an "RMF-L" lot in a Village High Density Residential policy area that supports higher density residential development. Given the relatively small size of the lot, a reduction to the front yard enables high density development here.
- A 15' front yard also leaves ample space for the planting of front yard trees and it enables enough space to protect boulevard trees, should they be planted in future.

Reduced side yards

- The lot exists in a "Village High Density" policy area of the Osborne Village Neighbourhood Plan, which encourages high density development. Further, the lot is already zoned "RMF-L," which enables buildings of significant density and scale. However, the lot is relatively small by "RMF-L" standards, being only 50' in width. Given the relatively small lot width, it would be challenging to develop a high density, multi-storey building here if adherence to the side yard setbacks was required. For this reason, side yard reductions are necessary to meet the intent of the applicable secondary plan. While 5' setbacks are relatively small, their impact is mitigated by the fact that to the west is the parking area of a taller eight-storey building, and to the east is the blank wall of a gas station.

Reduced rear yard

- Similar logic as applied to the side yards applies to the rear yard. That is, the lot exists in a "Village High Density" policy area of the *Osborne Village Neighbourhood Plan*, which encourages high density development, and the lot is already zoned "RMF-L." This presumes that the lot is intended for higher density residential development at a multi-family scale. However, enabling that higher density development on a relatively small lot requires reductions to the yards – including the rear yard – to accommodate the expected density.
- The rear yard abuts the parking area of another multi-family development, with the actual living component being approximately 200' from the property line. For this reason, the

reduced rear yard does not have a substantial adverse effect on the residential portion of the abutting property to the north. However, there are two mature trees located on the abutting property near the shared property line. An arborist report was submitted with this application, and it indicates that the root structure of both those trees extends into the property limits of 135 Roslyn Road (the subject site). By enabling a reduced rear yard here, the two mature trees will be impacted and are likely to die eventually. This is unquestionably an adverse effect on the amenities of the neighbouring property. Consideration was given as to whether the new building should be moved closer to the front property line to avoid damaging the root structure of the existing trees. Ultimately, it was determined that this was not an appropriate solution for the following reasons:

- First, the trees are located very near the shared property line, which means their retention would likely constrain most future development scenarios on 135 Roslyn Road. This is particularly important given that 135 Roslyn Road is zoned "RMF-L", which anticipates higher-intensity development on a relatively small parcel.
- Second, preserving the trees would require the proposed building to be shifted approximately 10' farther from the rear property line. This change would have significant design implications. Moving the building south would substantially increase the slope of the ramp providing access to the underground parking, likely beyond what is feasible. Alternatively, removing 10' of buildable area at the rear of the site would reduce the overall developable footprint. Given the lot's limited size, its "RMF-L" zoning, and its location within a High Density policy area of the *Osborne Village Neighbourhood Plan*, this reduction would run counter to both zoning and policy objectives that encourage higher-intensity development on this lot.
- Lastly, the Urban Planning and Design Division seeks to retain mature trees wherever possible during infill development. However, infill projects often affect existing vegetation due to changes in building form and site layout. While this outcome is unfortunate, it is not uncommon. If the lot were larger, if a rezoning to "RMF-L" were being proposed, or if the site were not within a high-density policy area, greater weight could be given to preserving the trees adjacent to the rear yard. In this case, those conditions are not present.

Balcony projections

- At 50' in width, the site is relatively narrow for a typical "RMF-L" development. This significantly limits the buildable area available for residential units. Allowing a modest increase to the permitted balcony projection helps achieve functional, livable units. Without the variance, balconies would be disproportionately constrained compared to what is typically achievable on wider lots. Importantly, the balconies that are subject to this variance face east. The property to the east is a one-storey gas station without any residential units. The balcony projections do not apply to the west side yard, which faces an existing residential building.

Reduced lot area per dwelling unit

- In the "RMF-L" Residential Multi-Family (Large) District, the minimum lot area requirement is 400 square feet per dwelling unit, whereas the applicant is proposing one dwelling unit per 223 square feet of lot area. Given the site's location within the "Village High Density Residential" policy area of the *Osborne Village Neighbourhood Plan* (*OVNP*), its proximity to Osborne Street – a designated Urban Mixed Use Corridor under *CCDS 2.0*, the high

number of surrounding amenities, the high density in the surrounding neighborhood, and the proximity to an AT path and frequent transit, a density variance is supportable.

- The Public Service regularly supports density variances of up to 10% where the surrounding neighbourhood includes features that are compatible with higher densities – including surrounding amenities, existing multi-family development, and area-specific policies that encourage multi-family uses. For this reason, a density variance of one dwelling unit per 360 square feet of lot area would be supported outright.
- On a case-by-case basis, the Public Service will support density variances beyond 10% in the "RMF-L" district when the proposal is participating in the Density Bonus Pilot Program. The Density Bonus Pilot Program functions as follows:

    - Each zoning lot in the city has a total lot area.
    - One of the primary ways that density is regulated on a zoning lot is by requiring a minimum amount of lot area per dwelling unit. For example, in the "RMF-L" District, the minimum lot area is 400 square feet per dwelling unit. This refers to the number of units on a lot – not the size of each individual unit.
    - A 10% density variance in the "RMF-L" District would amount to one dwelling unit per 360 square feet of lot area.
    - If an application seeks a density variance beyond 10%, then half of all the units in excess of 360 square feet of lot area would need to be affordable, per the Density Bonus Pilot Program.

- The Density Bonus Pilot Program applies to the 135 Roslyn Road site as follows:

    - The total lot area is 6248 square feet.
    - With no density variance, 6248 square feet enables 15 dwelling units (6248 ÷ 400 = 15.62).
    - With a 10% density variance, 6248 square feet enables 18 dwelling units (6248 ÷ 360 = 17.35). Per the *Development Procedures By-Law*, fractional numbers associated with a density variance are always rounded up.
    - To achieve the proposed dwelling count of 28 units, the lot area per dwelling unit is 223 square feet (6248 of lot area ÷ 28 dwelling units = 223.14 of lot area per dwelling unit).
    - In this scenario, the first 18 dwelling units do not need to be affordable, as they are within the 10% density variance threshold. Half of all the additional units must be affordable. This means that of the additional 10 units (18 + 10 = 28), five must be affordable. The applicant is instead proposing 14 affordable units, exceeding the affordable unit requirement by nine units.

- To summarize, the lot area per dwelling unit variance is supportable because the property is located within the "Village High Density Residential" policy area of the Osborne Village Neighbourhood Plan (OVNP), it is in close proximity to both Osborne Street – a designated Urban Mixed Use Corridor under CCDS 2.0 and the Downtown, there is a high number of surrounding amenities, the surrounding area is high density, and the proposal exceeds the requirements of the Density Bonus Pilot Program.

Reduced parking

- The Urban Planning and Design Division regularly supports reduced parking ratios of approximately 0.6 to 0.8 stalls per dwelling unit in the Osborne Village neighbourhood, with slightly lower ratios considered on a case-by-case basis. This approach reflects the neighbourhood's strong access to existing commercial amenities, frequent transit service,

and active transportation infrastructure, all of which reduce reliance on personal vehicles. Census data from 2021 (Figure 3) further demonstrates that Osborne Village has significantly lower rates of private vehicle use, and higher rates of transit, walking, and cycling as primary commuting modes compared to the citywide average.

- Additional parking reductions may be considered where car share vehicles are provided. Each car share vehicle may offset up to 12 standard parking stalls; however, a car share is typically only allowed to account for up to half of the total required parking.
- Required parking is also reduced for affordable housing units participating in the City's Density Bonus Program, at a rate of 0.15 stalls per affordable unit.
- For this proposal, which includes 14 affordable dwelling units and 14 market-rate dwelling units, the total parking requirement is 16 stalls.
- Under typical practice, one car share stall could account for up to half of this requirement, or eight stalls, with the remaining eight stalls expected to be provided as regular parking. In this case, six regular stalls are proposed, resulting in a shortfall of two spaces. While the Division would strongly prefer that the full eight regular stalls be provided, it recognizes that a deficiency of two spaces is relatively minor for a 28-unit development. This is further mitigated by the site's location one property away from a designated Mixed Use Corridor with high-frequency transit, as well as its close proximity to the Downtown, where no parking minimums apply.
- Although the Division rarely supports car shares accounting for more than half of the required parking, it is acknowledged that, from a numerical perspective, the car share provision could reasonably offset up to four additional spaces in this instance. That is because each car share can offset up to 12 additional spaces, whereas for this project the car share is offsetting eight spaces. The overall density of the project is not so high as to make it unreasonable to assume that residents of up to two additional units could rely on a car share rather than private vehicle ownership.
- Finally, it is notable that fully half of the proposed dwelling units are affordable, provided through the City's Density Bonus Pilot Program. While only five affordable units are required under the program at this site, the proposal includes 14 affordable units. This represents a significant public benefit and further supports the reduction to the required parking supply.

MAIN MODE OF COMMUTING*	Roslyn			CITY OF WINNIPEG
15 years and over, employed labour force[1]	Male	Female	% of Total	% of Total
Car, truck or van - as a driver	590	480	63.3%	73.4%
Public transit	95	125	13.0%	9.2%
Car, truck or van - as a passenger	40	80	7.1%	9.3%
Walk	110	75	10.9%	4.7%
Bicycle	35	10	2.7%	1.3%
Other method	30	20	3.0%	2.0%
TOTAL	900	790	100%	100%

Figure 3: Main Mode of Commuting in the Roslyn Neighbourhood, 2021.

Small car stalls and visitor parking

- The relatively narrow lot width, combined with the need for reduced yard setbacks, significantly constrains the amount of parking that can be accommodated on site without reducing the building size. Allowing one additional small car stall provides a practical and efficient response to these physical constraints while maximizing the limited parking area available.
- In the same context of constrained site conditions, eliminating the single required visitor stall allows the limited on-site parking supply to be prioritized for residents. This approach is

further supported by the site's proximity to frequent transit service and well-developed active transportation infrastructure, which offer convenient and viable alternatives for visitors to access the building.

Driveway and Drive aisle width

- The driveway is signal-controlled, meaning that in practice only one vehicle will use the driveway at a time. For this reason, a reduced driveway width is not an issue. Further, it enables a narrower access through the public boulevard, preserving green space.
- The majority of the drive aisle is 20'. Given that the overall parking area is relatively short, it is expected that vehicles travelling in opposite directions will be able to see each other and wait in the wider part of the aisle if they encounter each other at the narrowest point of the aisle. Furthermore, given that most of the aisle is 20' in width, there is ample space for vehicles to maneuver into their parking spaces.

CONDITIONS OF APPROVAL

Affordable Housing Monitoring

Generally, when a density variance is supported through the provision of affordable housing, a condition is included requiring monitoring to ensure that 50% of the dwelling units exceeding 360 square feet of lot area per unit are affordable. This requirement is expressed as a percentage rather than a fixed number to ensure that, if the overall unit count is reduced, the number of affordable units may also be reduced in a manner consistent with the Density Bonus Pilot Program.

In this case, however, the higher number of affordable units also supports a significant parking variance. A reduction in the number of affordable units – while potentially supportable under the Density Bonus Pilot Program – would adversely affect the parking ratio. For this reason, a minimum of 14 affordable dwelling units is being required.

Substantial Conformance

Given that the applicant has submitted supportable plans of development, a condition requiring that the applicant construct the proposed development in conformance with those plans has been included with this approval. If the current proposed plans change, then they will need to be reviewed and approved by the Public Service.

Car Share Agreement

Given that part of the justification for the reduced parking variance is the provision of two car share stalls, a condition requiring the applicant submit the signed agreement with their car share provider to the Director of Planning, Property and Development prior to the issuance of development permits has been included.

REASONS FOR DECISION

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

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

In that, the proposed variances will enable the establishment of a new multi-family residential development in alignment with the policies of OurWinnipeg 2045, Complete Communities 2.0, and the Osborne Village Neighbourhood Plan.

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

In that, while two trees will almost certainly be impacted by the development, the proposed development's setbacks, height, contextual design, and provision of a car share all reduce the potential impact on adjacent uses while still enabling the intensification of the site.

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

In that, the proposed variances enable the establishment of a contextually sensitive development on a lot that is already zoned "RMF-L" and existing in a policy area that encourages high density residential development.

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

In that, surrounding uses include high-density residential development and a commercial property with a gas station on it.

CONSULTATION

In preparing this report there was internal consultation with: N/A

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg is the City of Winnipeg's long-range development plan. Applicable Policies for Mature Communities include the following:

6.16 Established Neighbourhoods

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

The proposed development application **aligns** with *OurWinnipeg* because the design of the proposed multi-family building and site uses a variety of design elements including an articulated façade, pedestrian orientation, landscaping, and a car share stall to create context-sensitive development in the neighbourhood it is proposed for.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Consideration was given as to whether this report connects to any of the specific Goals and Objectives in the *Winnipeg Climate Action Plan* (*WCAP*)and it was determined that the *WCAP* is not applicable to this specific report.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

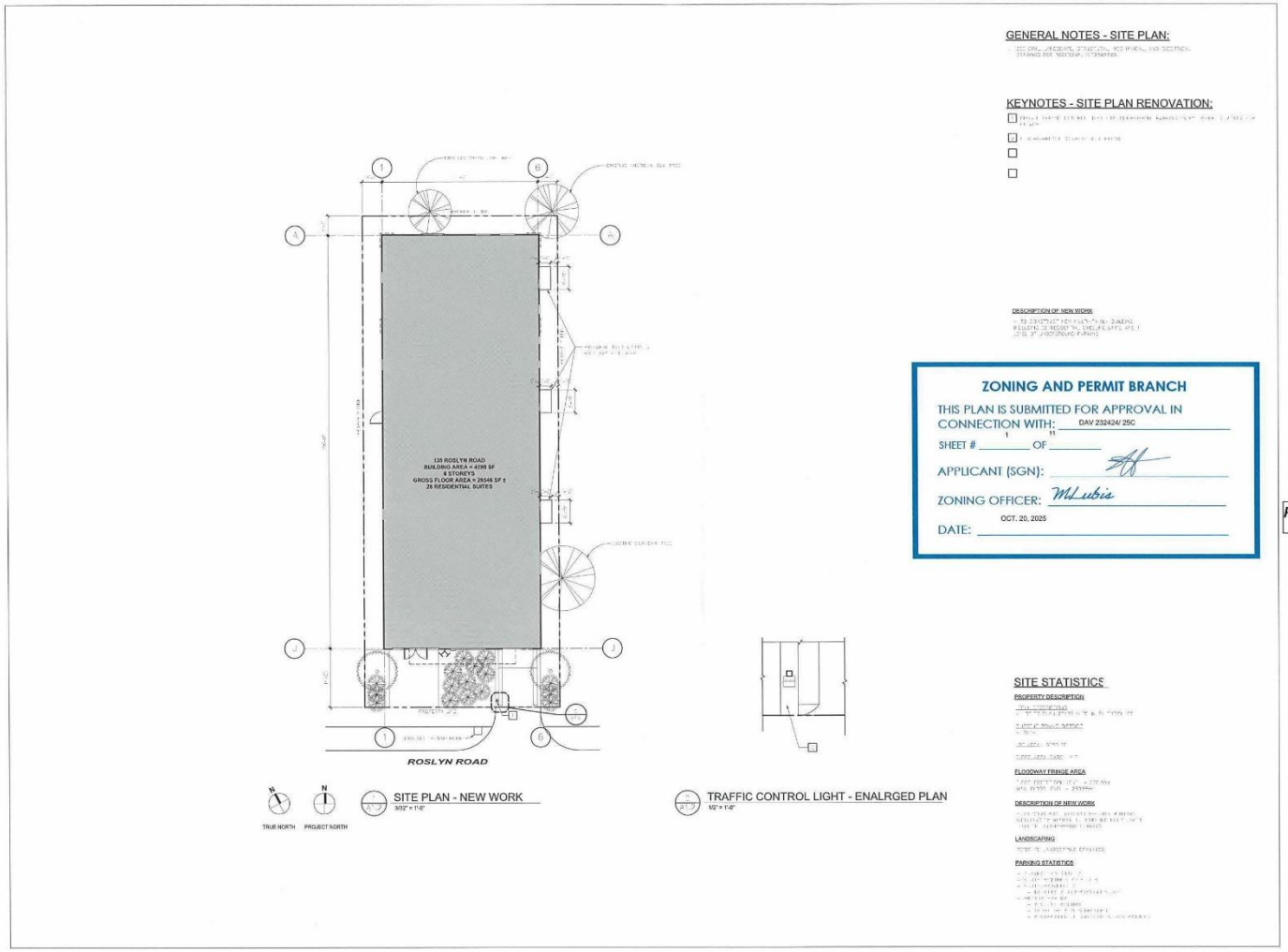
Goal 2: The City actively Plans for and Partners in Affordable Housing

Goal 4: Community Well-Being Supports for those in Greatest Need are Increased

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Dylan Chyz-Lund, MCP
Date:	Friday, January 16, 2025
File No.	DAV 25-232424\C

Exhibit “22” referred to in File DAV 232424A/2025C





LANDSCAPE PLAN
1/8" = 1'-0"

LANDSCAPE REQUIREMENTS

LANDSCAPE LEGEND

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 2 OF 11

APPLICANT (SGN):

ZONING OFFICER: MLubis

DATE: OCT. 20, 2025

No.	Revision	Date	By
2	ISSUED FOR VARIANCE REVISED	25-04-07	ML
1	ISSUED FOR VARIANCES	25-01-22	AA

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

Consultants:

AFFINITY ARCHITECTURE Inc.
Unit 201 - 227 Stafford Street • Winnipeg • Manitoba • R3M 3S1
Phone 204-982-4040 • Fax 204-453-4556 • info@affinityarch.com

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a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT

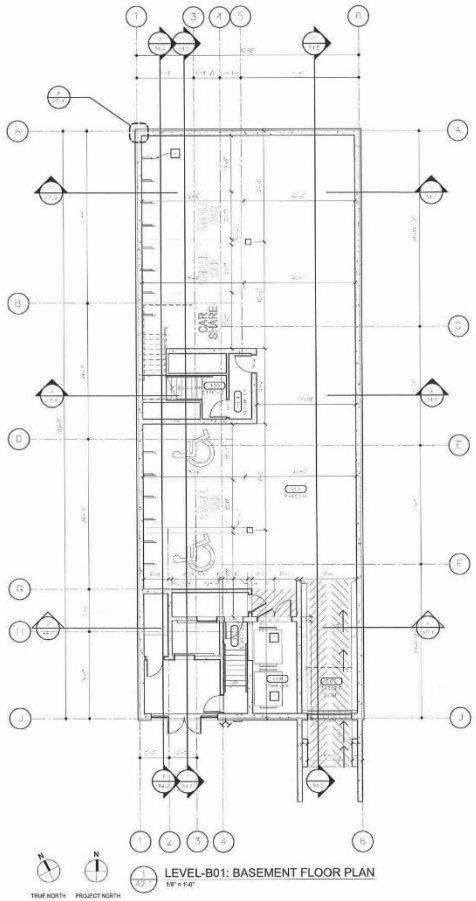
135 ROSLYN ROAD
WINNIPEG, MB

LANDSCAPE PLAN

Drawn by: BT/MLM Checked by: MF/EH

A1.5

Project No: 23005 Date: APRIL 2025



LEVEL-B01: BASEMENT FLOOR PLAN
1/8" = 1'-0"

GENERAL NOTES - FLOOR PLANS:

KEYNOTES - FLOOR PLANS:

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 3 OF 11

APPLICANT (SGN):

ZONING OFFICER: MLubis

OCT. 20, 2025

DATE:

No.	Revision:	Date:	By:
3	RE-ISSUED FOR VARIANCE	25-09-19	ML
2	ISSUED FOR VARIANCE REV. PARKING	25-08-19	ML
1	ISSUED FOR VARIANCE REVISED	25-04-07	ML

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a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT

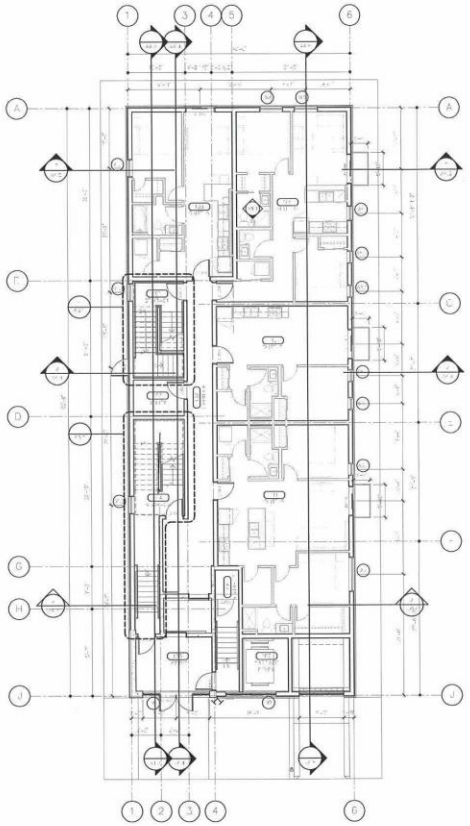
135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-B01 (BASEMENT) FLOOR PLAN

Drawn by: BT/AA/MLM Checked by: MF/AA/EH

A2.1

Project No.: 23005 Date: APRIL 2025



LEVEL-01: FLOOR PLAN
1/8" = 1'-0"

TRUE NORTH PROJECT NORTH

GENERAL NOTES - FLOOR PLANS:

KEYNOTES - FLOOR PLANS:

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 4 OF 11

APPLICANT (SGN):

ZONING OFFICER: MLubis

DATE: OCT. 20, 2025

2	ISSUED FOR VARIANCE REVISED	25-09-07	AK
1	ISSUED FOR VARIANCES	25-09-22	AA
No:	Revision:	Date:	By:

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

Consultants:

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a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT

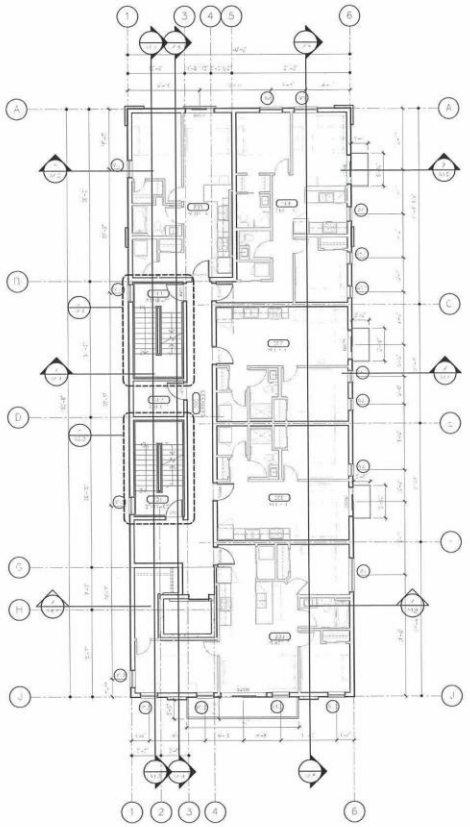
135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-01 FLOOR PLAN

Drawn by: BT/AA/MLM Checked by: MF/AA/DH

A2.2

Project No: 23085 Date: APRIL 2025



LEVEL-02 FLOOR PLAN
1/8" = 1'-0"

TRUE NORTH PROJECT NORTH

GENERAL NOTES - FLOOR PLANS:

KEYNOTES - FLOOR PLANS:

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 5 OF 11

APPLICANT (SGN):

ZONING OFFICER: MLubis

DATE: OCT. 20, 2025

No.	Revision	Date	By
2	ISSUED FOR VARIANCE REVISED	25-09-07	MA
1	ISSUED FOR VARIANCES	25-01-22	AA

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NOT FOR CONSTRUCTION

Consultants:

AFFINITY ARCHITECTURE Inc.

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a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT

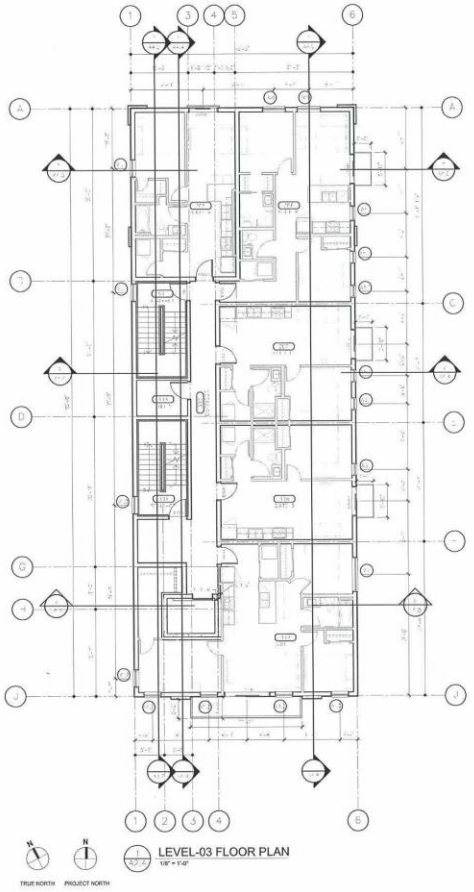
135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-02 FLOOR PLAN

Drawn by: BT/MLM Checked by: MF/EH

A2.3

Project No.: 23005 Date: APRIL2025



LEVEL-03 FLOOR PLAN
1/8" = 1'-0"

TRUE NORTH PROJECT NORTH

GENERAL NOTES - FLOOR PLANS:

KEYNOTES - FLOOR PLANS:

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 6 OF 11

APPLICANT (SGN):

ZONING OFFICER: MLubis
OCT. 20, 2025

DATE:

2	ISSUED FOR VARIANCE REVISED	25-04-07	MA
1	ISSUED FOR VARIANCES	25-03-02	AA
No:	Revision	Date:	By:

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

Consultants:

AFFINITY ARCHITECTURE Inc.
Unit 201 - 227 Stafford Street • Winnipeg • Manitoba • R3M 2N
Phone 204-982-6040 • Fax 204-453-4556 • info@affinityarch.com

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The contractor shall verify dimensions and datamated herein with conditions on the site and is held responsible for reporting any discrepancies to the architect for adjustment prior to proceeding.

a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT

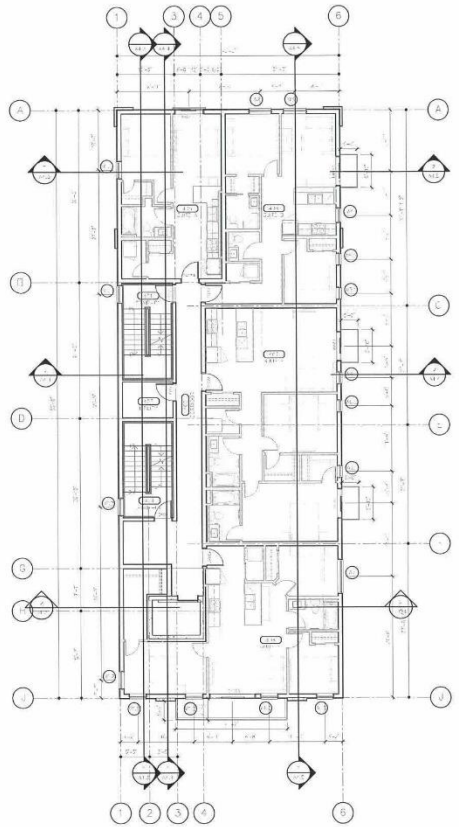
135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-03 FLOOR PLAN

Drawn by: BT/MLM Checked by: MF/EH

A2.4

Project No.: 23005 Date: APRIL 2025



LEVEL-04 FLOOR PLAN
1/8" = 1'-0"

TRUE NORTH PROJECT NORTH

GENERAL NOTES - FLOOR PLANS:

KEYNOTES - FLOOR PLANS:

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 7 OF 11

APPLICANT (SGN):

ZONING OFFICER: MLubis

DATE: OCT. 20, 2025

2	ISSUED FOR VARIANCE REVISED	25-04-07	ML
1	ISSUED FOR VARIANCES	25-01-22	AA
No.	Revision	Date	By

PRELIMINARY ONLY
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Consultants:

AFFINITY ARCHITECTURE Inc.
Unit 201 - 227 Stafford Street • Winnipeg • Manitoba • R3M 2E1
Phone 204-502-6040 • Fax 204-453-4056 • info@affinityarch.com

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The contractor shall verify dimensions and data noted herein with conditions on the site and shall report all the reporting any discrepancies to the architect for adjustment prior to proceeding.

a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT

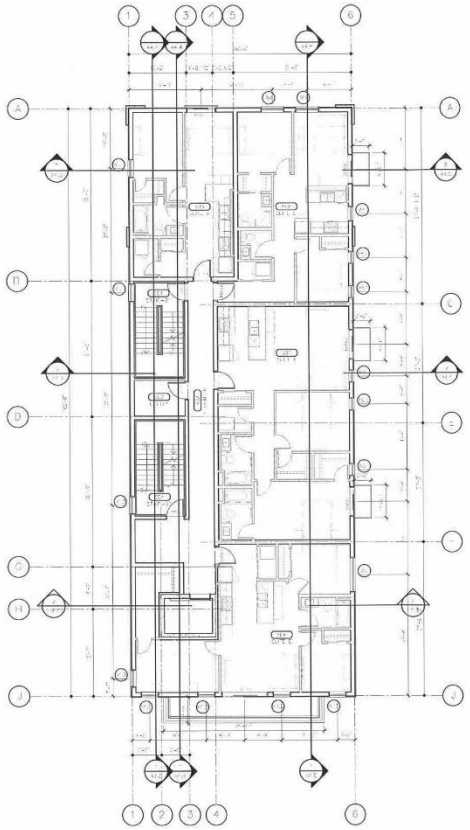
135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-04 FLOOR PLAN

Drawn by: BT/MLM Checked by: MF/EH

A2.5

Project No. 23005 Date APRIL 2025



LEVEL-05: FLOOR PLAN
1/8" = 1'-0"

TRUE NORTH PROJECT NORTH

GENERAL NOTES - FLOOR PLANS:

KEYNOTES - FLOOR PLANS:

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 8 OF 11

APPLICANT (SGN):

ZONING OFFICER: MLubis

DATE: OCT. 20, 2025

No.	Revision	Date	By
2	ISSUED FOR VARIANCE REVISED	25-09-17	ML
1	ISSUED FOR VARIANCES	25-05-22	AA

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

Consultants:

AFFINITY ARCHITECTURE Inc.

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The contractor shall verify dimensions and data noted herein with conditions on the site and is fully responsible for reporting any discrepancies to the architect for adjustment prior to proceeding.

a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT

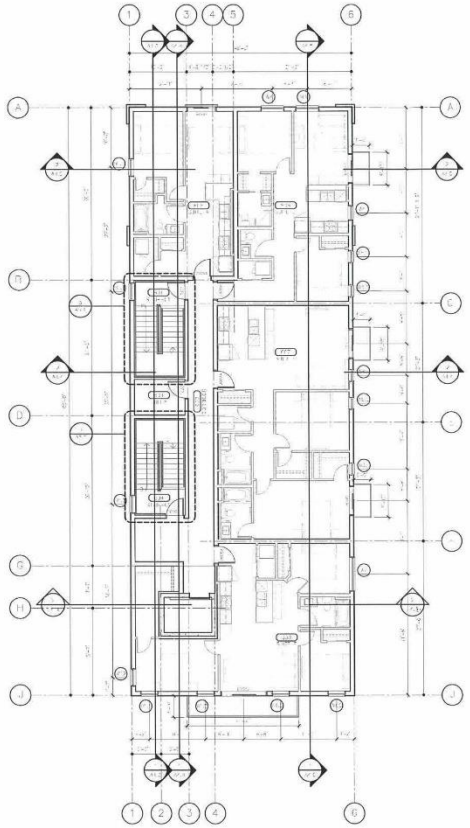
135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-05 FLOOR PLAN

Drawn by: BT/AA/SA Checked by: MF/EH

A2.6

Project No. 23095 Date: APRIL 2025



LEVEL-06: FLOOR PLAN
1/8" = 1'-0"

TRUE NORTH PROJECT NORTH

GENERAL NOTES - FLOOR PLANS:

KEYNOTES - FLOOR PLANS:

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 232424/ 25C

SHEET # 9 OF 11

APPLICANT (SGN):

ZONING OFFICER: MLubis

DATE: OCT. 20, 2025

No.	Revision	Date	By
2	ISSUED FOR VARIANCE REVISED	25-04-07	ML
1	ISSUED FOR VARIANCES	25-01-22	AA

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

Consultants

AFFINITY ARCHITECTURE Inc.
Unit 201 - 327 Stafford Street • Winnipeg • Manitoba • R3M 2E1
Phone 204-452-4947 • Fax 204-452-4936 • info@affinityarch.com

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The contractor shall verify dimensions and data noted herein with conditions on the site and is held responsible for reporting any discrepancies to the architect for adjustment, prior to proceeding.

a2a Homes Limited
135 ROSLYN RD

MULTI-FAMILY DEVELOPMENT

135 ROSLYN ROAD
WINNIPEG, MB

LEVEL-06 FLOOR PLAN

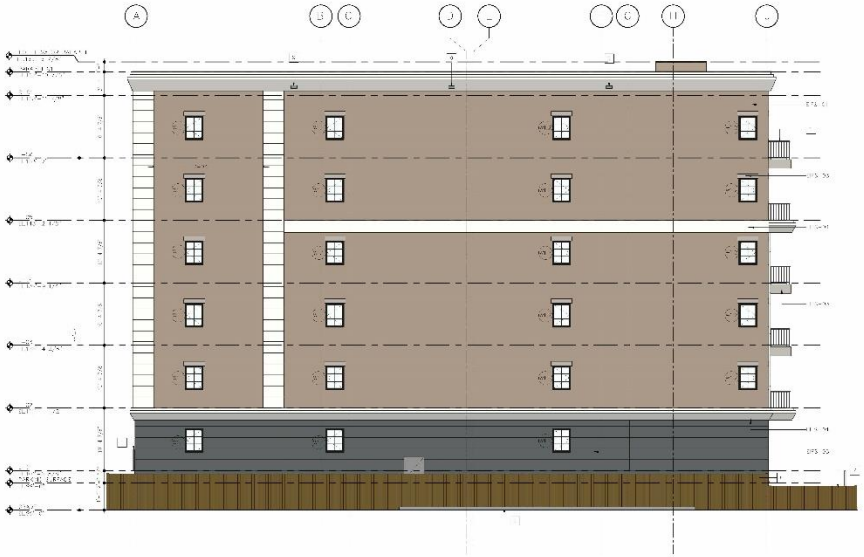
Drawn by: BT/AILM Checked by: MP/EH

A2.7

Project No: 23005 Date: APRIL 2025

Stucco: 49.98%
Stone Veneer: 25.03%
Doors and windows: 25.01%





PRELIMINARY ONLY
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EXTERIOR BUILDING ELEVATION - SOUTH

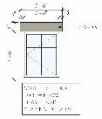
EXTERIOR BUILDING ELEVATION - WEST

EXTERIOR FINISH LEGEND:

KEYNOTES - EXTERIOR ELEVATION:

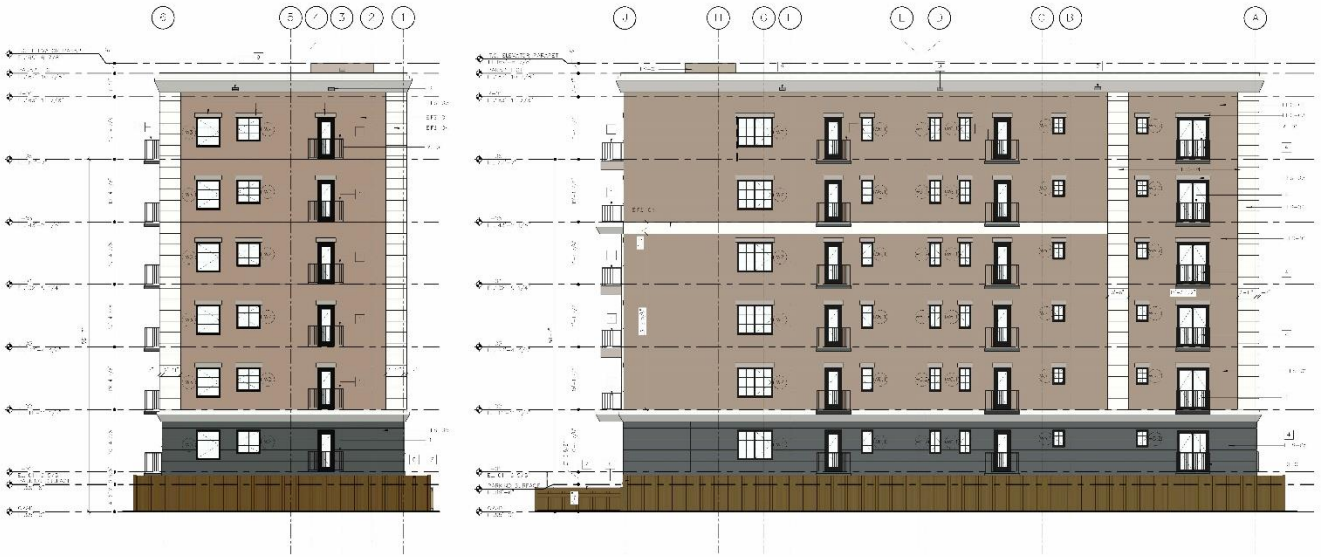
GENERAL NOTES - ELEVATIONS:

TYPICAL WINDOW DETAIL:



ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV 232424/250
SHEET # 10 11
DATE: April 9, 2026

A4.1



1 / A4.2 EXTERIOR BUILDING ELEVATION - NORTH
1/8" = 1'-0"

2 / A4.2 EXTERIOR BUILDING ELEVATION - EAST
1/8" = 1'-0"

EXTERIOR FINISH LEGEND:

KEYNOTES - EXTERIOR ELEVATION:

GENERAL NOTES - ELEVATIONS:

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 232424/25C

SHEET #: 11 11

DATE: April 9, 2026

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

AFFINITY ARCHITECTURE +

a2a Homes Limited

MULTI-FAMILY DEVELOPMENT

135 ROSLYN ROAD
WINNIPEG, MB

EXTERIOR BUILDING ELEVATIONS

A4.2

Exhibit “17” referred to in File DAV 232424A/2025C

From: Tg Morrow
Sent: Thursday, May 14, 2026 3:55 PM
Subject: Variance Application Appeal DAV 25-232424C

Dear all,

This message is to appeal the application for the redevelopment of the property situated at 135 Roslyn Rd., in Osborne Village. We live in the condo building next door at 139 Roslyn Rd., London Towers.

135 Roslyn Rd. is a derelict house and we agree this property should be redeveloped into a building that fits in with the rest of the neighbourhood. The desire for a denser population occupying that property is recognized.

The proposed variances would allow the new building to fill in a much bigger foot print that would encroach on London Towers and for the residents here particularly on the west side of the building this would mean perpetual shade and a massive wall would block all views. This could reduce resale value for those residents in the future. It could have a knock on effect in reducing property values for other residents here. The increased number of suites in the building could mean more vehicles parked on the street where temporary spaces are at a premium. Issues also arise as to where garbage storage and bins would be situated and how their location would impact our building.

We believe that a reduced foot print on the property, increased step-backs and height would be a more desirable option.

We hope our suggestions will be taken into consideration in the development of this property.

Thank you,

Grange Morrow & Linda Hamilton

Exhibit “16” referred to in File DAV 232424A/2025C

From: Jen W
Sent: Thursday, May 14, 2026 2:28 PM
Subject: Appeal of Variance Application DAV 25-232424C – 135 Roslyn Road

Dear Members of the Appeals Committee,

I am a resident of the neighbouring condominium building and am writing to appeal the proposed variances for 135 Roslyn rd.

I support thoughtful densification; however, this application represents a substantial departure from zoning intent, particularly in the magnitude and combination of requested reductions.

My primary concern is the extreme setback reductions (side yards reduced from 18 ft to 5 ft; rear from 25 ft to 5 ft; front from 32 ft to 15 ft). Given the building’s scale, this materially increases shadowing, loss of natural light, privacy intrusion, and perceived massing for adjacent residents. These are not minor adjustments but fundamental changes to how the site interfaces with neighbouring properties.

I am also concerned about servicing practicality, particularly waste collection. With garbage storage planning to be located underground and no evident provision for truck access, the proposal does not demonstrate a workable collection method. This creates a risk that waste will be staged at grade, potentially along the front frontage, with impacts on pedestrian flow and streetscape quality.

While each variance may be considered individually, the cumulative impact suggests over-intensification of the site rather than minor relief from by-law standards.

I respectfully request that the Committee:

- Withhold approval of the current application, and
- Require a redesign that restores meaningful setbacks, reduces massing, and ensures appropriate site servicing.

Thank you for your consideration.

Sincerely,

Jennifer Wilkie

Exhibit “15” referred to in File DAV 232424A/2025C

From: Steve Ashton
Sent: Thursday, May 14, 2026 12:06 PM
Subject: DAV 25-232424\C – 135 Roslyn Rd Variance Appeal

I am appealing the following.

File DAV 25-232424C <u>as submitted, does not meet</u> the statutory criteria set out in section 247(3) of The City of Winnipeg Charter, and more particularly: (a) **IS NOT consistent with Plan Winnipeg** and any applicable secondary plan;(b) **DOES create** a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area (c) **IS NOT the minimum modification** of the zoning by-law required to relieve any injurious effect of the zoning by-law on the applicant’s property;(d) **IS NOT compatible** with the area in which the property to be affected is situated.

Steve Ashton

Exhibit “14” referred to in File DAV 232424A/2025C

From: Stephanie Phillips
Sent: Thursday, May 14, 2026 10:45 AM
Subject: Appealing Variance Application: DAV25-232424C

Dear Members of the Appeals Committee,

I am writing as a resident of the neighbouring condominium building to appeal the proposed variances for the development at 135 Roslyn Road.

I support the need for additional housing and thoughtful urban density in Winnipeg. However, I have concerns about the scale and design of the current proposal and the impact it may have on neighbouring residents. In brief, I believe the proposed development will detract from the property values and livability of the condos at 139 Roslyn Road, especially for homeowners on the east side of the building. I also believe trying to put too much building on too small a lot will negatively impact the area in general- due to increased traffic disproportionate to the size of the lot, and lack of space for parking and garbage and recycling removal.

In particular, I am concerned about the significant reduction in required setbacks (including the proposed 5-foot side yards where 18 feet would normally be required on the east and west sides and 25ft at the rear, as well as the proposed 15 ft of frontage instead of 32 ft). Due to the height, length, and close proximity of the proposed building, I believe the project may create adverse impacts related to shadowing, reduced natural light, privacy, and overall massing for our adjacent residential property.

I am also concerned about unresolved questions regarding garbage storage and site servicing, including the possibility of waste storage being located directly along the front sidewalk. I do not see any space in the proposed development for garbage trucks to safely enter or exit the property. The lack of parking spots for all residents will increase pressure on street parking- already a rare commodity in Osborne Village- and the entrance and exit is very close to a busy interserction where many accidents do occur.

I respectfully ask the City to consider alternatives that would lessen impacts on neighbouring properties while still allowing development to proceed, such as:

- increased setbacks,

- reduced building height,

- a smaller building footprint,

- or a step-back design for upper storeys.

Again, Thank you for considering my appeal and the concerns of neighbouring residents. I look forward to the opportunity to present my concerns at a public hearing process.

Sincerely,

Stephanie Phillips

Exhibit “13” referred to in File DAV 232424A/2025C

From: Allie Kunz
Sent: Wednesday, May 13, 2026 7:59 PM
Subject: Appeal-DAV 25-232424C-135 Roslyn Road.

Re: Appeal of Variance Application DAV 25-232424C – 135 Roslyn Road
Dear Members of the Appeals Committee,

I am writing as a resident of the neighbouring condominium building to appeal the proposed variances for the development at 135 Roslyn Road.
I support the need for additional housing and thoughtful urban density in Winnipeg. However, I have concerns about the scale and design of the current proposal and the impact it may have on neighbouring residents.
In particular, I am concerned about the significant reduction in required setbacks (including the proposed 5-foot side yards where 18 feet would normally be required on the east and west sides and 25ft at the rear, as well as the proposed 15 ft of frontage instead of 32 ft). Due to the height, length, and close proximity of the proposed building, I believe the project may create adverse impacts related to shadowing, reduced natural light, privacy, and overall massing for our adjacent residential property.
I am also concerned about unresolved questions regarding garbage storage and site servicing, including the possibility of waste storage being located directly along the front sidewalk.
I respectfully ask the City to consider alternatives that would lessen impacts on neighbouring properties while still allowing development to proceed, such as:
- increased setbacks,
- reduced building height,
- a smaller building footprint,
- or a step-back design for upper storeys.

Thank you for considering my appeal and the concerns of neighbouring residents. I look forward to the opportunity to present my concerns at a public hearing process.
Sincerely,
Allie Kunz

Exhibit “12” referred to in File DAV 232424A/2025C

From: Melissa Chung
Sent: Wednesday, May 13, 2026 7:48 PM
Subject: Appeal Regarding DAV 25-232424C

Re: Appeal of Variance Application DAV 25-232424C – 135 Roslyn Road

Dear Members of the Appeals Committee,

I am writing as a resident of the neighbouring condominium building to appeal the proposed variances for the development at 135 Roslyn Road.

I support the need for additional housing and thoughtful urban density in Winnipeg. However, I have concerns about the scale and design of the current proposal and the impact it may have on neighbouring residents, including myself.

In particular, I am concerned about the significant reduction in required setbacks (including the proposed 5-foot side yards where 18 feet would normally be required on the east and west sides and 25ft at the rear, as well as the proposed 15 ft of frontage instead of 32 ft). Due to the height, length, and close proximity of the proposed building, I believe the project will create adverse impacts related to shadowing, reduced natural light, privacy, and overall massing for our adjacent residential property.

I am also concerned about unresolved questions regarding garbage storage and site servicing, including the possibility of waste storage being located directly along the front sidewalk.

I respectfully ask the City to consider alternatives that would lessen impacts on neighbouring properties while still allowing development to proceed, such as:

- increased setbacks,
- reduced building height,
- a smaller building footprint,
- or a step-back design for upper storeys.

Thank you for considering my appeal and the concerns of neighbouring residents. I look forward to the opportunity to present my concerns at a public hearing process.

Sincerely,

Melissa Chung-Mowat and Kevin Allum

Exhibit “11” referred to in File DAV 232424A/2025C

From:
Sent: Wednesday, May 13, 2026 5:50 PM
Subject: Dear Members of the Appeals Committee,

I am writing as a resident of the neighbouring condominium building to appeal the proposed variances for the development at 135 Roslyn Road.

I support the need for additional housing and thoughtful urban density in Winnipeg. However, I have concerns about the scale and design of the current proposal and the impact it may have on neighbouring residents.

In particular, I am concerned about the significant reduction in required setbacks (including the proposed 5-foot side yards where 18 feet would normally be required on the east and west sides and 25ft at the rear, as well as the proposed 15 ft of frontage instead of 32 ft). Due to the height, length, and close proximity of the proposed building, I believe the project may create adverse impacts related to shadowing, reduced natural light, privacy, and overall massing for our adjacent residential property.

I am also concerned about unresolved questions regarding garbage storage and site servicing, including the possibility of waste storage being located directly along the front sidewalk.

I respectfully ask the City to consider alternatives that would lessen impacts on neighbouring properties while still allowing development to proceed, such as:

- increased setbacks,

- reduced building height,

- a smaller building footprint,

- or a step-back design for upper storeys.

Thank you for considering my appeal and the concerns of neighbouring residents.

Sincerely,

Louise Hornbeck

Exhibit “10” referred to in File DAV 232424A/2025C

From: Troy Woods
Sent: Wednesday, May 13, 2026 5:19 PM
Subject: Appeal of Variance Application DAV 25-232424C – 135 Roslyn Road

Dear Members of the Appeals Committee,
I am writing as an unit owner in a neighbouring condominium building to appeal the proposed variances for the development at 135 Roslyn Road.
I support the need for additional housing and thoughtful urban density in Winnipeg. However, I have concerns about the scale and design of the current proposal and the impact it may have on neighbouring residents.
In particular, I am concerned about the significant reduction in required setbacks (including the proposed 5-foot side yards where 18 feet would normally be required on the east and west sides and 25ft at the rear, as well as the proposed 15 ft of frontage instead of 32 ft). Due to the height, length, and close proximity of the proposed building, I believe the project may create adverse impacts related to shadowing, reduced natural light, privacy, and overall massing for our adjacent residential property.
I am also concerned about unresolved questions regarding garbage storage and site servicing, including the possibility of waste storage being located directly along the front sidewalk.
I respectfully ask the City to consider alternatives that would lessen impacts on neighbouring properties while still allowing development to proceed, such as:
- increased setbacks,
- reduced building height,
- a smaller building footprint,
- or a step-back design for upper storeys.

Thank you for considering my appeal and the concerns of neighbouring residents. I look forward to the opportunity to present my concerns at a public hearing process.
Sincerely,

Troy Woods and Christianne Fehr

Exhibit “9” referred to in File DAV 232424A/2025C

From: Scott Entz
Sent: Wednesday, May 13, 2026 10:47 AM
Subject: Re: Appeal of Variance Application DAV 25-232424C – 135 Roslyn Road
Importance: High

Dear Members of the Appeals Committee,

I am writing as a resident of the neighbouring condominium building to appeal the proposed variances for the development at 135 Roslyn Road.

I support the need for additional housing and thoughtful urban density in Winnipeg. However, I have concerns about the scale and design of the current proposal and the impact it may have on neighbouring residents.

In particular, I am concerned about the significant reduction in required setbacks (including the proposed 5-foot side yards where 18 feet would normally be required on the east and west sides and 25ft at the rear, as well as the proposed 15 ft of frontage instead of 32 ft).

Due to the height, length, and close proximity of the proposed building, I believe the project may create adverse impacts related to shadowing, reduced natural light, privacy, and overall massing for our adjacent residential property.

There will also be increased issues with safety. This stretch of road is notoriously dangerous with deaths occurring and many people getting hit by cars. It is very difficult to see already, and increased shadowing / frontage minimization and increased traffic and parked cars in front is asking for problems which could fall back on the City if this is not addressed. This is being explicitly brought to your attention to attempt to focus on safety given the ongoing issues already with that very dense, busy, and unsafe stretch of road. Please see the link or simply google Osborne and Roslyn death and you’ll find the article as per below.

Osborne Village residents call for safer streets for pedestrians after writer's death | CBC News

I am also concerned about unresolved questions regarding garbage storage and site servicing, including the possibility of waste storage being located directly along the front sidewalk.

I respectfully ask the City to consider alternatives that would lessen impacts on neighbouring properties while still allowing development to proceed, such as:
- increased setbacks,
- reduced building height,
- a smaller building footprint,
- or a step-back design for upper storeys.

Thank you for considering my appeal and the concerns of neighbouring residents. I look forward to the opportunity to present my concerns at a public hearing process.

Thanks,

NOTE: PLEASE BE ADVISED THAT DUE TO A HIGH VOLUME OF EMAILS, SERVICE OF COURT DOCUMENTS WILL NOT BE ACCEPTED VIA EMAIL WITHOUT PRIOR WRITTEN APPROVAL. FURTHER, SHOULD DEADLINES BE SOUGHT IN RELATION TO A MATTER, PLEASE KINDLY FAX OR COURIER A LETTER WITH SAID DEADLINE SPECIFIED. DEADLINES THROUGH EMAILS WILL NOT BE ACCEPTED UNLESS SPECIFICALLY AGREED TO BY THE UNDERSIGNED*

Scott C. Entz B.A., J.D.

Exhibit “8” referred to in File DAV 232424A/2025C

Dear Members of the Appeals Committee,
I am writing as a resident of the neighbouring condominium building to appeal the proposed variances for the development at 135 Roslyn Road.
I have concerns about the scale and design of the current proposal and the impact it may have on neighbouring residents.
In particular, I am concerned about the significant reduction in required setbacks (including the proposed 5-foot side yards where 18 feet would normally be required on the east and west sides and 25ft at the rear, as well as the proposed 15 ft of frontage instead of 32 ft). Due to the height, length, and close proximity of the proposed building, I believe the project may create adverse impacts related to shadowing, reduced natural light, privacy, and overall massing for our adjacent residential property. I live on the west side of my building, 139 Roslyn Rd, and there is a building that meets set back requirements listed above; I would not want building to be any closer.
I am also concerned about unresolved questions regarding garbage storage and site servicing, including the possibility of waste storage being located directly along the front sidewalk.
I respectfully ask the City to consider alternatives that would lessen impacts on neighbouring properties while still allowing development to proceed, such as:
- increased setbacks,
- reduced building height,
- a smaller building footprint,
- or a step-back design for upper storeys.
Thank you for considering my appeal and the concerns of neighbouring residents.

Sincerely,
Violeta Sabo

Exhibit “7” referred to in File DAV 232424A/2025C

Dear Members of the Appeals Committee,

I am writing as a resident of the neighbouring condominium building to appeal the proposed variances for the development at 135 Roslyn Road.

I support the need for additional housing and thoughtful urban density in Winnipeg. However, I have concerns about the scale and design of the current proposal and the impact it may have on neighbouring residents.

In particular, I am concerned about the significant reduction in required setbacks (including the proposed 5-foot side yards where 18 feet would normally be required on the east and west sides and 25ft at the rear, as well as the proposed 15 ft of frontage instead of 32 ft). Due to the height, length, and close proximity of the proposed building, I believe the project may create adverse impacts related to shadowing, reduced natural light, privacy, and overall massing for our adjacent residential property.

I am also concerned about unresolved questions regarding garbage storage and site servicing, including the possibility of waste storage being located directly along the front sidewalk.

I respectfully ask the City to consider alternatives that would lessen impacts on neighbouring properties while still allowing development to proceed, such as:

- increased setbacks,
- reduced building height,
- a smaller building footprint,
- or a step-back design for upper storeys.

Thank you for considering my appeal and the concerns of neighbouring residents. I look forward to the opportunity to present my concerns at a public hearing process.

Sincerely,

Kim Irving

Exhibit “6” referred to in File DAV 232424A/2025C

Dear Members of the Appeals Committee,

I am writing as a resident of the neighbouring condominium building to appeal the proposed variances for the development at 135 Roslyn Road.

I support the need for additional housing and thoughtful urban density in Winnipeg. However, I have concerns about the scale and design of the current proposal and the impact it may have on neighbouring residents.

In particular, I am concerned about the significant reduction in required setbacks (including the proposed 5-foot side yards where 18 feet would normally be required on the east and west sides and 25ft at the rear, as well as the proposed 15 ft of frontage instead of 32 ft). Due to the height, length, and close proximity of the proposed building, I believe the project may create adverse impacts related to shadowing, reduced natural light, privacy, and overall massing for our adjacent residential property.

I am also concerned about unresolved questions regarding garbage storage and site servicing, including the possibility of waste storage being located directly along the front sidewalk. The plans for this building include doubling the number of suites from 14 to 28, which will correspondingly increase the amount of garbage these micro-units will produce.

I respectfully ask the City to consider alternatives that would lessen impacts on neighbouring properties while still allowing development to proceed, such as:

- increased setbacks,
- reduced building height,
- a smaller building footprint,
- or a step-back design for upper storeys.

Thank you for considering my appeal and the concerns of neighbouring residents. I’m sure all of us will be happier once this site has been developed properly, the on-going problems as the situation stands now have become very worrisome. I look forward to the opportunity to present my concerns at a public hearing process.

Sincerely,

Lori O’Brennan

Exhibit “5” referred to in File DAV 232424A/2025C

To whom it may concern,

I am a resident and owner at 139 Roslyn Rd London Towers.

I oppose all the proposed variances listed for file DAV 25-232424C.

These variances will cause increased parking pressure, increased chaos at the Roslyn/Osborne intersection, and increased chaos at our own parking lot exits at 139 Roslyn, which are already very chaotic at peak times.

At least arrange for 1 parking space per living unit at this site.

The city requirements regarding density and parking are in place for good reason. Allowing these numerous major variances is unfair to the residents of 139 Roslyn and to the future residents of 135 Roslyn.

An apartment building on this site is a good idea but it should be up to code.

Sincerely,

Dr. Stephani Cooney

Exhibit “4” referred to in File DAV 232424A/2025C

Dear City Clerk and Councillor Rollins,

I am writing as a resident of a neighbouring condominium to formally oppose Variance 25-232424/C for 135 Roslyn Road. While I support the thoughtful redevelopment of underused properties in Osborne Village - and look forward to a responsible redevelopment of this property, this proposal is not in the best interest of our neighbourhood.

The site is far too small to accommodate a multi-family apartment of the proposed scale. Reducing yard setbacks and parking requirements will push even more vehicles onto already congested streets and intensify traffic pressure at the Roslyn and Osborne intersection—an area already known for safety concerns, including a recent pedestrian fatality. Officers respond to city’s 9th fatal motor vehicle collision involving pedestrian: C25-280477 | City of Winnipeg

The proposed height and density are incompatible with the character and physical constraints of this block. The building’s proximity to the Shell gas station also raises safety and environmental concerns. Moreover, the current property owner has demonstrated a lack of accountability as seen through neglect of tenants and the increased police presence needed at the existing structure. It is difficult to place trust in this developer to act in the best interests of Osborne Village’s long-term wellbeing. Police raid Osborne Village home – Winnipeg Free Press

Our city urgently needs developments that prioritize greenspace, trees, and biodiversity. This plan eliminates nearly all potential for meaningful green areas, compounding the loss of natural space in the community. Responsible, sustainable development must balance density with livability—this proposal does not.

Sincerely,
Gerald Dieleman

Exhibit “3” referred to in File DAV 232424A/2025C

Dear Sir/Madam,

I am writing to formally express my opposition to the proposed development at 135 Roslyn Road, with a particular focus on its impact on daylight, privacy, and safety in the surrounding area.

The scale and positioning of the proposed building raise serious concerns about the loss of natural daylight for neighboring properties. Given the narrow frontage of the lot—especially tighter at the front than the rear—the building mass appears concentrated in a way that will cast significant shadows onto adjacent residences. This will negatively affect daily living conditions, especially for units that rely heavily on natural light.

Privacy is another major issue. The proximity and height of the building, combined with its orientation on a constrained lot, will likely result in direct sightlines into nearby homes. This creates an uncomfortable and intrusive environment for existing residents who currently enjoy a reasonable level of privacy.

In addition, the location at an intersection makes this development particularly problematic from a safety standpoint. Increased traffic, combined with limited space at the front of the lot, will create challenges for pedestrians and cyclists. Visibility may be reduced, and the added congestion could increase the risk of accidents in an already tight area.

Parking is also a significant concern. With only six parking spaces proposed, it is unclear where residents, visitors, and service vehicles will park. This will inevitably lead to overflow parking on surrounding streets, putting additional pressure on an already limited parking supply. Delivery vehicles, ride-share drivers, and service providers will also struggle to find safe and appropriate places to stop without obstructing traffic or creating hazards.

For these reasons, I strongly urge the City to reconsider or reject this proposal in its current form. The impacts on daylight, privacy, safety, and parking are substantial and should not be overlooked.

Thank you for your time and consideration.

Sincerely,

Exhibit “2” referred to in File DAV 232424A/2025C

Dear Members of the Appeals Committee,

I am writing to formally appeal and oppose the variance application for the proposed multi-family development at 135 Roslyn Road (File No. DAV 25-232424C).

While I support appropriate development and increased housing in our area, I believe this proposal represents an overdevelopment of the site and does not meet the intent of the Winnipeg Zoning By-Law or the test for approving variances.

My concerns are as follows:

1. Excessive reduction in required setbacks The applicant is requesting substantial reductions to front, side, and rear yards (down to as little as 5 feet where 18–25 feet are required). These reductions are not minor in nature and significantly alter the relationship between the building and neighboring properties. This will negatively impact privacy and light access for my building and my unit because I live in 139 roslyn road. I live on the east side of the building so my condo is going to be affected badly by this proposed project. This project is going to literally kill privacy and the value of the condo not just affect it badly.

2. Over-intensification of the site

The proposed reduction in lot area per dwelling unit (223 sq ft instead of 400 sq ft) indicates a level of density that exceeds what is reasonably supported on this parcel. This is not a minor adjustment but a fundamental change in scale.

3. Insufficient parking provision

The proposal includes only 7 parking spaces where 16 are required, along with no visitor parking. This will inevitably increase pressure on already limited on-street parking in the surrounding area and negatively affect residents.

4. Cumulative impact of multiple variances Individually, minor variances may be reasonable; however, this application combines numerous significant deviations from the by-law. Taken together, they represent a substantial departure from established standards and should not be considered minor.

5. Incompatibility with surrounding development Although the area includes multi-family housing, the extent of the requested variances results in a building form that is out of scale with nearby properties and inconsistent with the intended development pattern.

For these reasons, I respectfully request that the Appeals Committee reject this variance application.

At a minimum, I urge the Committee to require the applicant to revise the proposal to better comply with zoning requirements, particularly with respect to setbacks, density, and parking.

Thank you for your consideration of this matter.

Sincerely,

Said awik

Exhibit “1” referred to in File DAV 232424A/2025C

Planning, Property and Development Department
Service de l'urbanisme, des biens et de l'aménagement
Unit 31 – 30 Fort Street • 30, rue Fort, unité 31 • Winnipeg • Manitoba R3C 4X7

VARIANCE ORDER

DAV 25-232424/C

APPLICANT:	Evan Hanson Affinity Architecture Inc. 227 STAFFORD ST UNIT 201 WINNIPEG MB R3M 2J1
PREMISES AFFECTED:	135 Roslyn Road
LEGAL DESCRIPTION:	LOT 27 PLAN 27406 42 ST B hereinafter called "the land".
PROPERTY ZONED:	RMF-L
ZONING ATLAS SHEET:	AB24

NATURE OF APPLICATION:

To vary the "RMF-L" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

1) for the construction of a multi-family dwelling to permit:
    a) a front yard of 15 feet (4.57 metres) instead of 32 feet (9.75 metres);
    b) an east side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);
    c) an east side yard balcony projection of 3 feet (0.91 metre) instead of 1.6 feet (0.49 metre);
    d) a west side yard of 5 feet (1.52 metres) instead of 18 feet (5.49 metres);
    e) a rear yard of 5 feet (1.52 metres) instead of 25 feet (7.62 metres);
    f) a lot area per dwelling unit of 223 square feet (20.72 square metres) instead of 400 square feet (37.16 square metres);
    g) 7 parking spaces instead of 16 spaces;
2) for the establishment of accessory parking to permit:
    a) 3 small car parking spaces instead of 2 small car parking spaces;
    b) a driveway of 10 feet (3.05 metres) instead of 16 feet (4.88 metres);
    c) an aisle width of 17.8 feet (5.43 metres) instead of 20 feet (6.1 metres);
    d) no unassigned guest parking space instead of 1 space.

It is the opinion of the Director of Planning, Property and Development Department that subject to conditions listed below, if any, this order meets the statutory criteria of the City of Winnipeg Charter in that it:

(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.

C.W. Charter Subsection 247(3)

ORDER:

RE: 135 Roslyn Road

The Director of Planning, Property and Development Department hereby orders that the provisions of the "RMF-L" dimensional standards of Zoning By-Law No. 200/2006 and amendments thereto are **VARIED TO PERMIT** on "the land" the following:

1) The construction of a multi-family dwelling having:

   a) a front yard of 15 feet (4.57 metres);
   b) an east side yard of 5 feet (1.52 metres);
   c) an east side yard balcony projection of 3 feet (0.91 metre);
   d) a west side yard of 5 feet (1.52 metres);
   e) a rear yard of 5 feet (1.52 metres);
   f) a lot area per dwelling unit of 223 square feet (20.72 square metres;
   g) 7 parking spaces;

2) The establishment of accessory parking having:

   a) 3 small car parking spaces;
   b) a driveway of 10 feet (3.05 metres);
   c) an aisle width of 17.8 feet (5.43 metres);
   d) no unassigned guest parking space.

Subject to the following condition(s) which the Director of Planning, Property and Development Department considers necessary to ensure compliance with criteria (a) to (d) above, namely:

1. 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.
2. That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-11 for File No. DAV 25- 232424\C, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development.

OR

That the Owner must submit plans showing the location and design of any and all proposed:

   i. buildings;
   ii. accessory parking areas;
   iii. garbage enclosures;

iv. fencing; and
iv. landscaping

on the Owner's Land ("Works") to the Director of Planning, Property and Development for approval prior to the issuance of any building or development permit and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

3. 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 one (1) car share vehicle and one (1) dedicated parking stall for the car share vehicle, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.
4 That prior to the issuance of any development permits, a signed letter of commitment/comfort with a government funder shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

OR

That prior to the issuance of any development permits, a signed Affordability Monitoring Agreement with the Province of Manitoba shall be submitted to the City confirming the provision of a minimum of 14 affordable dwelling units for the development, to the satisfaction of the Director of Planning, Property and Development, and to be thereafter maintained to the satisfaction of the Director.

DATE OF ORDER: April 30, 2026

CERTIFIED BY:



for the Director Planning, Property and Development Department

HOW TO APPEAL

You can appeal this order by filing a letter of appeal with the City Clerk. Note that, in filing the appeal, the entirety of the order is subject to review by the designated committee at the appeal hearing. The appeal letter must:

(a) be addressed as set out below,

(b) be received at that office not later than 4:30 p.m. on May 14, 2026
[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD.]

(c) refer to Variance Order No. DAV 25-232424/C, give brief reasons and describe whether you appeal the whole order or only part(s) of it.

You can attend the appeal hearing and speak on issues raised in someone else's appeal; but the designated committee can only rule on issues raised in appeals filed. If you are not sure what others have appealed, you should file your own appeal.

Address: City Clerk, City of Winnipeg
c/o Appeals Committee
Susan A. Thompson Bldg.
510 Main Street
Winnipeg, MB, R3B 1B9
Fax 947-3452
Email: clk-appeals@winnipeg.ca