Minutes – Appeal Committee – June 17, 2026

PUBLIC HEARINGS

Item No. 6 Appeal – Variance – Newmarket Boulevard (River Heights-Fort Garry Ward) File DAV 267282A/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 267282/2025C and approved a Variance on "the land" to permit as follows:

1. The construction of a multi-family dwelling building to permit:

    A. a west corner side yard of 12 feet (3.66 metres)

    B. an east side yard of 8 feet (2.44 metres)

    C. a rear yard of 9 feet (2.74 metres)

    D. balcony projections of 5.58 feet (1.70 metres)

    E. not providing a main entrance on the facade of the building nearest to and facing a street

2. The establishment of an accessory parking area to permit:

    A. indoor parking spaces having no direct access to a drive-way or drive aisle, due to tandem parking of outdoor spaces

    B. 194 parking spaces

    C. 20 unassigned guest parking spaces

    D. parking spaces located within 10 feet (3.05 metres) of a window to a habitable room where the sill is located 5 feet (1.52 metres) or less from grade

    E. a parking area and driveway without direct access to a street or public lane

COMMITTEE DECISION (continued):

Subject to the following conditions:

1. That gates/entrances be installed on all ground floor balconies for Buildings A1, A2, D1, and D2, as identified on Sheet 1 for File No. DAV 25-267282/C to the satisfaction of the Director of Planning, Property, and Development.

2. That all tandem parking stalls be assigned to the same residential suites, to the satisfaction of the Director of Planning, Property, and Development.

3. That a light-proof fence be provided between the parking stalls and Buildings D1 and D2, as identified on Sheet 1 for File No. DAV 25-267282/C to the satisfaction of the Director of Planning, Property, and Development.

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

DECISION MAKING HISTORY:

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

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

Carried

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

Carried

Moved by Councillor Gilroy,
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. It’s adding more density.

2. It’s right close to our transit route and that’s an area where we’re hoping to densify.

DECISION MAKING HISTORY (continued):

3. It's adding more housing to the neighbourhood.

Carried

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

Carried

Moved by Councillor Gilroy,
That Variance Order DAV 267282/2025C be confirmed.

Carried

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

Carried

THE CITY OF WINNIPEG
VARIANCE APPEAL ORDER
APPEAL COMMITTEE

DAV 267282A/2025C

Before:	Appeal Committee Councillor Santos, Chairperson Councillor Allard Councillor Durand-Wood Councillor Gilroy
Hearing	June 17, 2026 Council Building, 510 Main Street
Applicant	John Scott Wintrup Planning & Development (John Wintrup)
Premises Affected	Newmarket Boulevard
Legal Description	LOT 4 PLAN 64662 16/18 ST V, hereinafter called “the land”
Property Zoned	“CMU PDO-1 Bishop Grandin Crossing” (Commercial Mixed Use Planned Development Overlay – 1 (District))
Nature of the Application	To vary the "CMU PDO-1 Bishop Grandin Crossing " Development and Design Standards of the Winnipeg Zoning By-Law No. 200/2006 as follows:

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

    A. a west corner side yard of 12 feet (3.66 metres) instead of 20 feet (6.10 metres);

    B. an east side yard of 8 feet (2.44 metres) instead of 12 feet (3.66 metres);

C. a rear yard of 9 feet (2.74 metres) instead of 25 feet (7.62 metres);

D. balcony projections of 5.58 feet (1.70 metres) instead of 5 feet (1.52 metres);

E. not providing a main entrance on the facade of the building nearest to and facing a street;

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

A. indoor parking spaces having no direct access to a drive-way or drive aisle, due to tandem parking of outdoor spaces;

B. 194 parking spaces instead of 255 spaces;

C. 20 unassigned guest parking spaces instead of 25 spaces;

D. parking spaces located within 10 feet (3.05 metres) of a window to a habitable room where the sill is located 5 feet (1.52 metres) or less from grade;

E. a parking area and driveway without direct access to a street or public lane.

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

The Director of Planning, Property and Development approved a Variance, File DAV 267282/2025C to John Scott Wintrup Planning & Development (John Wintrup, for the premises located at Newmarket Boulevard, as follows:

1. The construction of a multi-family dwelling building to permit:

A. a west corner side yard of 12 feet (3.66 metres) instead of 20 feet (6.10 metres);

B. an east side yard of 8 feet (2.44 metres) instead of 12 feet (3.66 metres);

C. a rear yard of 9 feet (2.74 metres) instead of 25 feet (7.62 metres);

D. balcony projections of 5.58 feet (1.70 metres) instead of 5 feet (1.52 metres);

E. not providing a main entrance on the facade of the building nearest to and facing a street.

2. The establishment of an accessory parking area to permit:

A. indoor parking spaces having no direct access to a drive-way or drive aisle, due to tandem parking of outdoor spaces;

B. 194 parking spaces instead of 255 spaces;

C. 20 unassigned guest parking spaces instead of 25 spaces;

D. parking spaces located within 10 feet (3.05 metres) of a window to a habitable room where the sill is located 5 feet (1.52 metres) or less from grade;

E. a parking area and driveway without direct access to a street or public lane.

subject to the following conditions:

1. That gates/entrances be installed on all ground floor balconies for Buildings A1, A2, D1, and D2, as identified on Sheet 1 for File No. DAV 25-267282/C to the satisfaction of the Director of Planning, Property, and Development.

2. That all tandem parking stalls be assigned to the same residential suites, to the satisfaction of the Director of Planning, Property, and Development.

3. That a light-proof fence be provided between the parking stalls and Buildings D1 and D2, as identified on Sheet 1 for File No. DAV 25-267282/C to the satisfaction of the Director of Planning, Property, and Development.

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

Pursuant to the provisions of The City of Winnipeg Charter, Alan Ford, Angelo Sanzovo Neto, Daniel Oakes, and Joshua Hood, appealed the Variance Order DAV 267282/2025C, and after Notice, the appeal was heard on June 17, 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. It's adding more density.

2. It's right close to our transit route and that's an area where we're hoping to densify.

3. It's adding more housing to the neighbourhood.

ORDER:

The Appeal Committee orders that the appeal is dismissed and that Variance Order DAV 267282/2025C dated May 12, 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 18, 2026

CERTIFIED BY:



Karly Dolski
Senior Committee Clerk

THE FOLLOWING PERSONS MADE REPRESENTATIONS:

In Support of the Appeal:

Ellen Paulley
Joshua Hood

In Opposition to the Appeal:

John Wintrup
Akashdeep Singh
Pardip Sharma
Daniel Rosenblat
Otto Cheng
Alessia Foderaro
Sarah Dankochik
Jonas Cheng
Miranda Harder
Justin Bedard

For Information on the Appeal:

Nil

For the City:

I. Stonehouse, Planner, Planning, Property and Development Department
M. Robinson, Principal Planner, Planning, Property and Development Department
G. Kolody, Planner, Planning, Property and Development Department
S. Klassen, Planner, Planning, Property and Development Department

EXHIBITS FILED FOR DAV 267282A/2025C

1. Order DAV 267282/2025C dated May 12, 2026
2. Notice of Appeal filed by Alan Ford, received May 26, 2026
3. Notice of Appeal filed by Angelo Sanzovo Neto, received May 26, 2026
4. Notice of Appeal filed by Joshua Hood, received May 26, 2026
5. Notice of Appeal filed by Daniel Oakes, received May 27, 2026
6. Notification of Public Hearing dated May 29, 2026
7. Manitoba Status of Title 3384393/1
8. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
9. Letter of Authorization dated November 25, 2025 from Hopewell (Bishop Grandin) Development Inc. (Derek Fox) to AM North Nominee Inc.
10. Plans, Sheets 1 to 25 inclusive, for File DAV 267282A/2025C dated March 16, 2026
11. Report from the Urban Planning Division dated April 21, 2026
12. Inspection Report
13. Communication dated June 17, 2026, from John Wintrup in opposition to the appeal
14. Communication dated June 11, 2026, from Ellen Paulley in support of the appeal
15. Communication dated June 12, 2026, from Akashdeep Singh in opposition to the appeal
16. Communication dated June 12, 2026, from Pardip Sharma in opposition to the appeal
17. Communication dated June 12, 2026, from Daniel Rosenblat in opposition to the appeal
18. Communication dated June 12, 2026, from Otto Cheng in opposition to the appeal
19. Communication dated June 12, 2026, from Alessia Foderaro in opposition to the appeal
20. Communication dated June 12, 2026, from Sarah Dankochik in opposition to the appeal
21. Communication dated June 12, 2026, from Jonas Cheng in opposition to the appeal
22. Communication dated June 13, 2026, from Miranda Harder in opposition to the appeal
23. Communication dated June 13, 2026, from Justin Bedard in opposition to the appeal
24. Communication dated June 14, 2026, from Joshua Hood in support of the appeal

Exhibit “11” referred to in File DAV 267282A/2025C

ADMINISTRATIVE REPORT

Title: DAV 25-267282\C – Newmarket Blvd

Issue: For consideration of a Variance associated with the construction of a 14 building, 170-unit townhouse development.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

Author	Department Head	CFO	CAO
I. Stonehouse, MCP	n/a	n/a	

DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the "CMU PDO-1 Bishop Grandin Crossing" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

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

    a. a west corner side yard of 12 feet instead of 20 feet;

    b. an east side yard of 8 feet instead of 12 feet;

    c. a rear yard of 9 feet instead of 25 feet;

    d. balcony projections of 5.58 feet instead of 5 feet;

    e. not providing a main entrance on the facade of the building nearest to and facing a street;

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

    a. indoor parking spaces having no direct access to a drive-way or drive aisle, due to tandem parking of outdoor spaces;

b. 194 parking spaces instead of 255 spaces;

c. 20 unassigned guest parking spaces instead of 25 spaces;

d. parking spaces located within 10 feet of a window to a habitable room where the sill is located 5 feet or less from grade;

e. a parking area and driveway without direct access to a street or public lane.

Subject to the following condition(s):

1. That gates/entrances be installed on all ground floor balconies for Buildings A1, A2, D1, and D2, as identified on Sheet 1 for File No. DAV 25-267282/C to the satisfaction of the Director of Planning, Property, and Development.
2. That all tandem parking stalls be assigned to the same residential suites, to the satisfaction of the Director of Planning, Property, and Development.
3. That a light-proof fence be provided between the parking stalls and Buildings D1 and D2, as identified on Sheet 1 for File No. DAV 25-267282/C to the satisfaction of the Director of Planning, Property, and Development.
4. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

REASON FOR THE REPORT

- The applicant is proposing to build a 14 building, 170-unit townhouse development and requires Variances for west corner side yard, east side yard, rear yard, balcony projections, main entrances, tandem parking, parking supply, guest parking supply, parking separation, and parking area access 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 25-267282\C**
RELATED FILES:	ZR 26-121984
COMMUNITY:	City Centre Committee
NEIGHBOURHOOD #:	1.653 - (CHEVRIER)

SUBJECT: To vary the "CMU PDO-1 Bishop Grandin Crossing " Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

1. for the construction of a multi-family dwelling building to permit:
    a. a west corner side yard of 12 feet (3.66 metres) instead of 20 feet (6.10 metres);

b. an east side yard of 8 feet (2.44 metres) instead of 12 feet (3.66 metres);
c. a rear yard of 9 feet (2.74 metres) instead of 25 feet (7.62 metres);
d. balcony projections of 5.58 feet (1.70 metres) instead of 5 feet (1.52 metres);
e. not providing a main entrance on the facade of the building nearest to and facing a street;

2. for the establishment of an accessory parking area to permit:
   a. indoor parking spaces having no direct access to a drive-way or drive aisle, due to tandem parking of outdoor spaces;
   b. 194 parking spaces instead of 255 spaces;
   c. 20 unassigned guest parking spaces instead of 25 spaces;
   d. parking spaces located within 10 feet (3.05 metres) of a window to a habitable room where the sill is located 5 feet (1.52 metres) or less from grade;
   e. a parking area and driveway without direct access to a street or public lane.

LOCATION: Newmarket Blvd
LEGAL DESCRIPTION: LOT 4 PLAN 64662 16/18 ST V

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

OWNER: HOPEWELL (BISHOP GRANDIN) DEVELOPMENT INC
2020 4th St SW 410
CALGARY, AB T2S 1W3

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 property is located at the northwest corner of Newmarket Blvd and Ballantrae Dr, in the Chevrier neighbourhood of the River Heights - Fort Garry ward.
- The subject site is 200,479 square feet in area. The site is currently vacant.
- The subject site is accessed by Refinery Way, a privately-owned road which connects directly to Newmarket Blvd.
- Under the *Complete Communities Direction Strategy 2.0*, the site is designated as a "Major Redevelopment Site" (the former Sugar Beet Lands). The property is zoned "CMU" Commercial – Mixed-Use District.

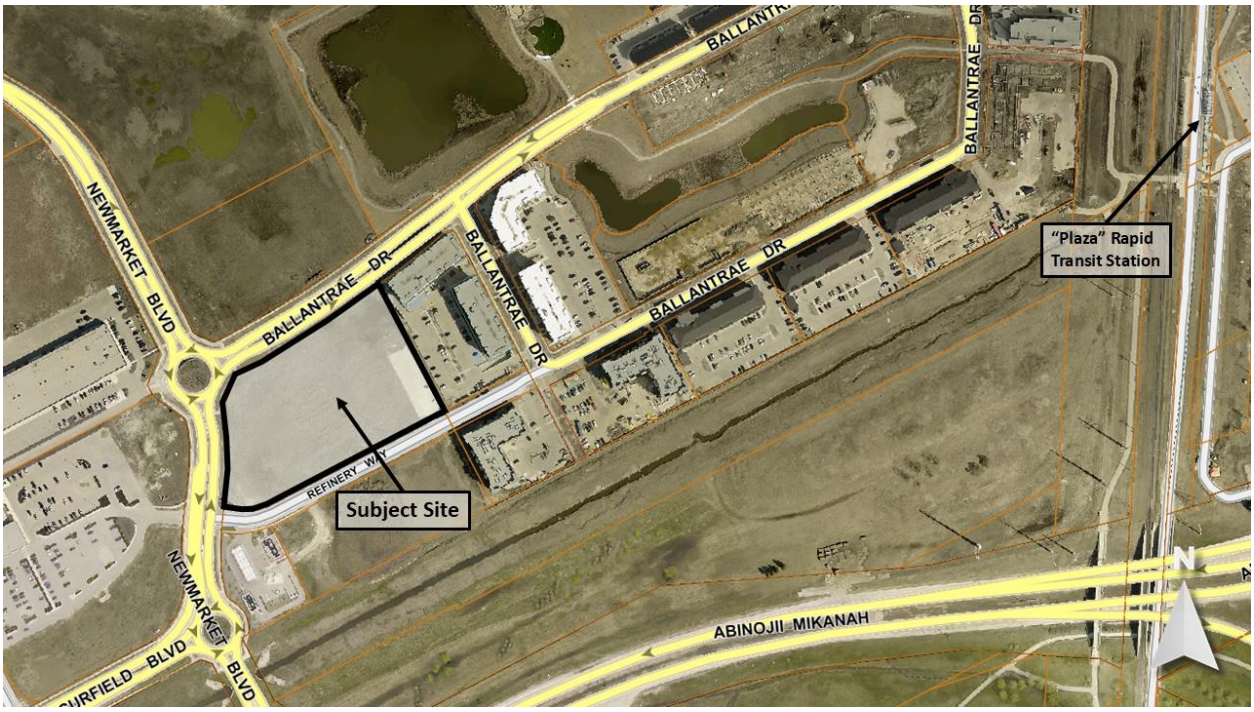


Figure 1: Aerial photo of subject site and surrounding area.

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Ballantrae Dr, then vacant lands zoned CMU "Commercial – Mixed-Use"

South: Refinery Way (privately-owned street), then vacant lands zoned CMU "Commercial – Mixed-Use"

East: 141-unit apartment building zoned RMU "Residential – Mixed-Use"

West: Newmarket Blvd, then under construction commercial buildings zoned CMU "Commercial – Mixed-Use"

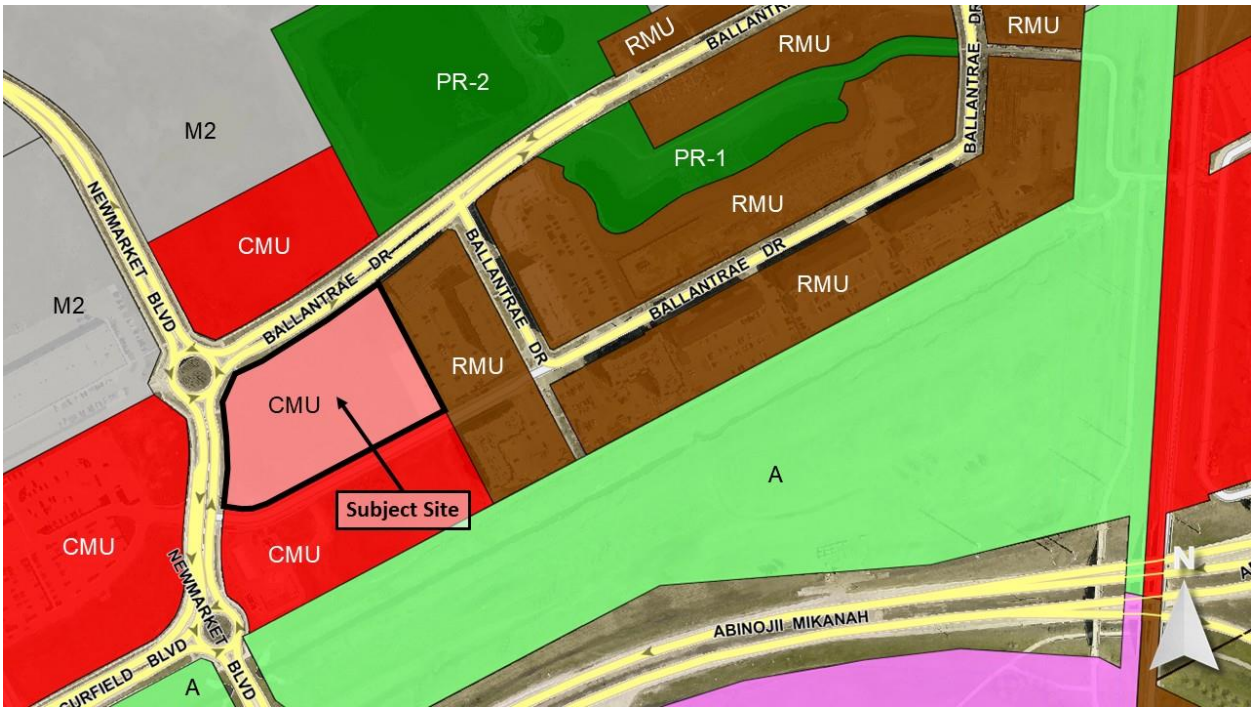


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to construct a 14 building, 170-unit townhouse development.
- All 14 buildings on site will range between 2 to 3 storeys.
- The proposal will provide 194 vehicle parking stalls and 20 outdoor bicycle parking spaces. Of the 194 vehicle parking stalls, 20 are tandem parking stalls (Variance required), 20 are visitor stalls, 6 are accessible stalls, and 3 are small car stalls.
- The parking area is located internally on the lot, with the majority of the townhome buildings facing public rights-of-way or the privately-owned street, Refinery Way.
- The site is well-connected for pedestrians, with several walkways accessing the public rights-of-way and multiple painted crosswalks throughout the parking lot.
- A larger green space is located centrally on the site, which will include fifteen (15) newly planted trees, a pathway connecting the north and south ends of the site, and outdoor bike racks. A dog run is also located at the southeast corner of the site.
- All townhome buildings facing public and private rights-of-way, including buildings A1, A2, B1, B2, B3, B4, D1, and D2, will feature front walkways connecting directly to sidewalks.
- The applicant has proposed inground (earth) bins instead of standard wood-fence garbage enclosures.
- The property is approximately 800 metres, or a 10 minute walk, from the Plaza Rapid Transit Station.

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

The applicant worked with the Urban Planning and Design Division through a collaborative planning process. A number of design adjustments were made including the addition of four (4) fire hydrants per feedback from the Fire Inspection Services, additional outdoor bicycle parking, parking lot and stall layout adjustments, and pedestrian connections between buildings and public sidewalks. For the latter design adjustment, the Division added a condition for gates/entrances to be installed on all buildings with ground floor balconies to connect doorways to pathways and sidewalks. Once these changes were made, the Division expressed support to move forward with the Variance application.

With the Public

No information was received regarding neighbourhood consultation.

ANALYSIS AND ISSUES

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.

The subject property is located in an area designated as a "Major Redevelopment Site" (the former Sugar Beet Lands), as outlined in *CCDS 2.0.* The document lays out a vision for Major Redevelopment Sites as described below:

- **Opportunities of Major Redevelopment Sites:** *"… Major Redevelopment Sites present large-scale opportunities to enhance Winnipeg's urban fabric by repurposing obsolete land uses as new developments. Major Redevelopment Sites have the advantage of drawing on existing infrastructure, including roads, underground pipes, and sewers. They can connect with nearby schools, community centres, libraries and other city amenities. They are prime locations for intensification, given their proximity to public transit and their ability to plug into the existing street network … Redeveloping these sites also provides a significant boost to the city's tax base by optimizing parcels of land that are currently under-performing. Given the advantage of their location within existing communities - specifically their ability to capitalize on existing infrastructure and services - the City should maximize the potential of Major Redevelopment Sites."*
- **Planning for Major Redevelopment Sites:** *"… In all cases, the residential and/or employment densities must be high enough to justify investment in infrastructure upgrades and potential remediation initiatives, as well as to establish a critical mass that can support neighbourhood retail and vibrant, people-oriented places … Their redevelopment will promote complete communities with significant residential and employment densities in a walkable, well-designed environment, embodying the principles of sustainability and, when next to high-frequency transit, Transit Oriented Development … Redevelopment will be guided by a Council approved secondary plan that includes, at a minimum, the content identified in this By-law."*

- **Transit Oriented Development:** *"Many of the Major Redevelopment Sites identified in the Urban Structure are adjacent to high order public transit:*
    - *The Southwest Transitway (Fort Rouge Rail Yards, Parker Lands,* ***Sugar Beet Lands****, Southwood Golf Course)*

  In order to maximize the development potential of both the Major Redevelopment Sites and the viability of the transit system, these lands should be developed in accordance with the principles of Transit Oriented Development."

Transit Oriented Development Handbook (TOD Handbook)

The *TOD Handbook* provides policy support to guide development in proximity to Rapid Transit infrastructure.

The *TOD Handbook* provides the following key principles relevant to this proposal:

- *Principle 1: Medium to high density development that is greater than the community average.*
- *Principle 2: A mix of uses.*
- *Principle 3: Compact, high quality pedestrian-oriented environment.*
- *Principle 4: An active defined centre.*
- *Principle 5: Innovative parking strategies.*

The subject proposal was reviewed against the above principles of the *TOD Handbook.* The proposed development meets the intent of the above principles.

Bishop Grandin Crossing Area Master Plan

- The Area Master Plan (*BGCAMP*) was endorsed by City Council on May 27, 2014.
- The Bishop Grandin Crossing Area Master Plan has since guided growth in the 131-acre plan area with the intent of creating a mixed-use community built at a human scale that is pedestrian friendly and supportive of the adjacent rapid transit.
- The portion of the plan area in which the subject property is situated is designated as "Mixed Use Commercial Centre (East)":
    - *"The Mixed Use Commercial Centre will be the retail and commercial activity node within Bishop Grandin Crossing. Larger format retail within Bishop Grandin Crossing is appropriate in this area. Residential, office, and other complementary uses are also encouraged in the Mixed Use Commercial Centre."*
    - ***Mixed Use Commercial Centre – East:*** *"This area is located largely within the 800 m walkshed from the RT Station, and can accommodate development that is more pedestrian in scale and urban in nature. Building orientation and parking lot layout and screening can play a role in creating a pedestrian friendly environment. In multi-story buildings, active uses such as retail, restaurants, and cafes are best located on the ground floor, with office and residential uses located above."*
- Other components of the Master Plan guide servicing and design.

The proposed development is consistent with the *BGCAMP* in the following ways:

- The proposal is pedestrian friendly and supportive of the nearby rapid transit station, providing ample pedestrian connections, access to green space and plazas, and bicycle parking.
- The parking lot is located internally, with the few areas situated closer to the street well screened with landscaping.
- Although the primary intention of the "Mixed Use Commercial Centre" designation is to provide a retail and commercial activity node, there is also an adjacent "Mixed Use Employment" designation to the north which provides no opportunities for residential. Given this fact, as well as the applicant's intention to provide a hotel / multi-family building, restaurant, and two commercial retail unit (CRU) buildings on the lands directly south of Refinery Way as part of a future phase, the Division determined that an all-residential north portion was appropriate and still meets the intentions of the *BGCAMP*.

City of Winnipeg Zoning By-law 200/2006

Bishop Grandin Crossing Planned Development Overlay (PDO)

For development in Area 2A, the PDO contains the following design regulations that apply to this site:

Required	**Provided**
The maximum height of a principal building is 100 feet.	Maximum 33 feet.
Minimum front yard of 0 feet, maximum front yard of 15 feet.	< 15 feet.
All buildings must provide a main entrance on the façade of the building nearest to and facing a street.	All buildings fronting a public or private right-of-way meet this regulation. However, the submitted plan features four (4) internal buildings (D3-D6) which cannot meet this regulation because they do not directly front a street (*Variance required*).
Parking shall not be permitted between the front façade of the building and the adjacent street. Parking is to be located to the side and rear of the building, and screened from view via landscaping and fencing treatments.	Meets.

VARIANCES

<u>West Corner Side Yard</u>

The applicant has proposed a west corner side yard setback of 12 feet instead of 20 feet.

The west corner side yard fronting Newmarket Boulevard has a good relationship with the street and features pedestrian connections to all townhome units, landscaped shrubs between the sidewalk and the buildings, and a plaza at the southwest and northwest corners. It is also worth noting that because the property fronts streets on three sides, the west corner side yard in this instance functions more as a front yard. It is therefore appropriate to apply the Bishop Grandin Crossing Area Master Plan's standards for front yards, which can range between 0 to 15 feet.

Given the building's positive relationship with the street and functionality as a front yard per policies in the *BGCAMP*, the Urban Planning and Design Division supports this Variance and recommends that it be approved.

East Side Yard

The applicant has proposed an east side yard of 8 feet instead of 12 feet.

The two buildings on the property which trigger the east side yard Variance (buildings A3 and A4) are both three storey buildings, which is a significant drop off from the six storey buildings at 745 Ballantrae Drive to the east. At its closest point, Building 2 of the 745 Ballantrae Drive development has a west side yard of 25 feet, making it approximately 33 feet away from Building A4 of this proposal, providing ample room. Building A3 of this proposal looks out onto the 745 Ballantrae Drive parking lot, again providing plenty of room and no concerns regarding side yard separation.

Given these observations, as well as what is a relatively minor 4-foot east side yard reduction, the Urban Planning and Design Division supports this Variance.

Rear Yard

The applicant has proposed a rear yard setback of 9 feet instead of 25 feet.

The rear yard fronting the privately-owned Refinery way has a good relationship with the street and features pedestrian connections to all townhome units, landscaped shrubs between the sidewalk and the buildings, a plaza at the southwest corner, and a dog run at the southeast corner. Like the west corner side yard, it is worth noting that because this property fronts streets on three sides, the rear yard in this instance functions more as a front yard. It is therefore appropriate to apply the Bishop Grandin Crossing Area Master Plan's standards for front yards, which can range between 0 to 15 feet.

Given the building's positive relationship with the street and functionality as a front yard per policies in the *BGCAMP*, the Urban Planning and Design Division supports this Variance.

Balcony Projections

The applicant has proposed balcony projections of 5.58 feet instead of 5 feet.

Considering again the *BGCAMP's* flexibility regarding front yard setbacks (0 to 15 feet), and the property's unique context as fronting three streets, an increase of .58 feet to the allowable balcony projections is deemed to have zero negative impact to the surrounding area, and in all

cases still leaves plenty of room between the townhome buildings and the streets/adjacent property/buildings.
Given this context, as well as the observed intent from the applicant to provide spacious, desirable balconies for building residents, the Urban Planning and Design Division supports this Variance.

Not Providing a Main Entrance on the Façade of the Building Nearest to and Facing a Street

Although all buildings fronting a public or private right-of-way meet this PDO regulation, the submitted plan features four (4) internal buildings (D3-D6) that cannot meet this regulation because they do not directly front a street but are instead located internally, with access provided through the parking lot.

All townhome buildings facing public and private rights-of-way, including buildings A1, A2, B1, B2, B3, B4, D1, and D2, feature front walkways connecting directly to sidewalks. In order to further ensure this regulation is followed, the Division added a condition for gates/entrances to be installed on all buildings with ground floor balconies to connect doorways to pathways and sidewalks.

The four internal buildings that do not meet this regulation do feature large (15 foot) walkways that separate the buildings from the parking lot and landscaped shrubs at the front. These four buildings are also well-connected to the external streets via a large green space with a pathway, a total of 13 pedestrian crossings connecting the internal townhomes to the townhomes fronting streets, and several plazas which connect the entire site to Refinery Way, Newmarket Boulevard, Ballantrae Drive, and the nearby Plaza Rapid Transit Station.

Given the observed high levels of pedestrian connections throughout the site, a well-designed internal townhome island which features separation from the parking lot via walkways and landscaping, and a large green space, the Urban Planning and Design Division supports this Variance.

Tandem Parking Stalls

The applicant has proposed 20 tandem parking stalls, which are parking stalls located directly *in-front* of garage parking stalls for Buildings A1-A4.

The Division supports this relatively minor Variance and has added a condition that all tandem parking stalls be assigned to the same units.

Parking Supply

The provision of bicycle parking and access to reliable public transportation are two factors that the Urban Planning and Design Division typically look for when determining whether to support a Variance for parking stalls. The applicant has shown 26 outdoor bicycle parking stalls as part of the development. These have been labelled on the submitted site plan. As well, the subject site is located in close proximity (~ 800 metres) to the Plaza Rapid Transit Station servicing the BLUE Line which sees peak wait times between buses of 4 to 10 minutes. The site is well-connected to this station by way of a pedestrian pathways.

The site is also located directly adjacent to Area 1 of the Bishop Grandin Crossing PDO, which allows for a 75% reduction in the number of parking spaces prescribed in the by-law, provided

that the rapid transit station is accessible via a direct pedestrian connection (5(1)). Under this parking ratio, the proposed development complies.

Given the development's provision of bicycle parking, access to reliable public transportation, and strong pedestrian connections throughout the site and to the Plaza Rapid Transit Station, the Urban Planning and Design Division supports this Variance.

Guest Parking Supply

The ratio of guest parking supply (20 instead of 25) follows the same ratio which was supported by the reduction in the total parking supply. Given this observation, as well as the reasons stated above related to bicycle parking, access to transit, and strong pedestrian connections, the Urban Planning and Design Division supports this Variance.

Parking Separation

A Variance has been requested for parking spaces located ~ 5-7 feet from a window to a habitable room instead of the required 10 feet.

The majority of windows that are located within 10 feet of the parking spaces are dining room windows, which have less privacy concerns than bedroom or washroom windows. For these reasons, the Urban Planning and Design Division supports this Variance.

For the two buildings that have bedrooms located within 7 feet from parking stalls (buildings D1 and D2), the Division has placed a condition on the Variance that a light-proof fence be provided between the parking stalls and the buildings in order to block headlight glare.

A Parking Area Without Direct Access to a Street or Public Lane

A Variance has been requested for a parking area without direct access to a street or public lane. Refinery Way, providing the main access to the parking area, is a privately-owned internal road, thereby triggering this Variance.

The Zoning Agreement registered to the property (By-law No. 14/2015) states the following regarding this matter:

10. Concurrently with the registration of a caveat evidencing this Zoning Agreement, the Owner shall register against title to the Owner's Land by way of caveat or master or declaratory easement, private cross-access agreements which will ensure access to every lot at all times, via public street rights-of-way or internal roads, by vehicles including but not limited to the City's emergency services vehicles and transit buses. Such registration shall be maintained in perpetuity, shall not be amended without the prior written consent of the City and shall be binding on the Owner and all successors in title to the Owner's Land and any lot or part thereof. The Owner must ensure that the form of the caveat or master or declaratory easement evidencing such private cross-access agreements is to the satisfaction of the City's Director of Legal Services and City Solicitor.

As part of the application, the applicant has provided the caveat registered against the title which gives the City access to the land encompassing Refinery Way at all times. Given the access which this caveat provides, Refinery Way essentially acts as a public right-of-way and the Urban Planning and Design Division supports the Variance.

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 development encourages strategic residential intensification at a Major Redevelopment Site, encourages the use of the Primary Transit Network, and provides a pedestrian friendly design in a manner that meets all relevant policies of CCDS 2.0, the TOD Handbook, and the Bishop Grandin Crossing Area Master Plan.*

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

In that, *the development meets the general design guidance for its location as provided in policies of CCDS 2.0, the TOD Handbook, and the BGCAMP.*

(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 requested Variances are suitable for this Major Redevelopment Site context.*

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

In that, *the development is well-connected internally and to the nearby Plaza Rapid Transit Station. Although the primary intention of the "Mixed Use Commercial Centre" designation in the BGCAMP is to provide a retail and commercial activity node, there is an adjacent "Mixed Use Employment" designation to the north which provides no opportunities for residential. The applicant also intends to provide a hotel / multi-family building, restaurant, and two CRU buildings on the lands directly south of Refinery Way as part of a future phase. Therefore, the Division determined that the development is compatible with the BGCAMP and the surrounding area.*

CONSULTATION

In preparing this report there was internal consultation with: **Fire Inspection Services**

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg 2045 Goal: City Building

- City Building Objective 1: Responsibly plan, prioritize and accommodate growth in areas that best support *Complete Communities* principles, to achieve this Plan's sustainable development goals.
- City Building Objective 2: Integrate resilient land use, transportation and infrastructure planning, and investments.
- City Building Objective 3: Facilitate development opportunities that complete established communities, and plan new communities as complete and connected from the outset.

6.21 Major Redevelopment Sites

- Designate Major Redevelopment Sites within the Urban Structure for land uses that provide a transformative, sustainable, well-designed and pedestrian-oriented urban environment, through a comprehensive and collaborative secondary planning process.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

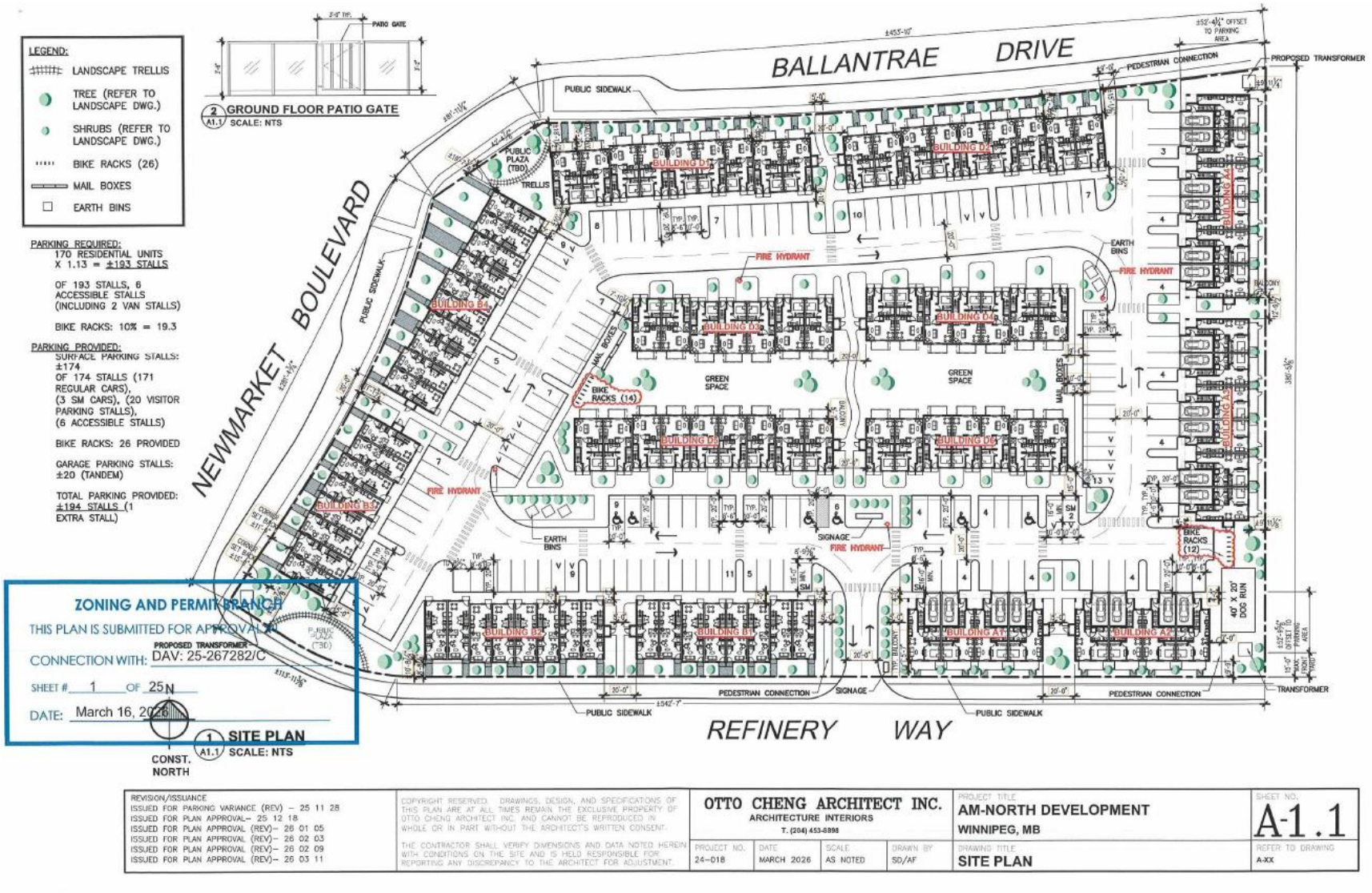
WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

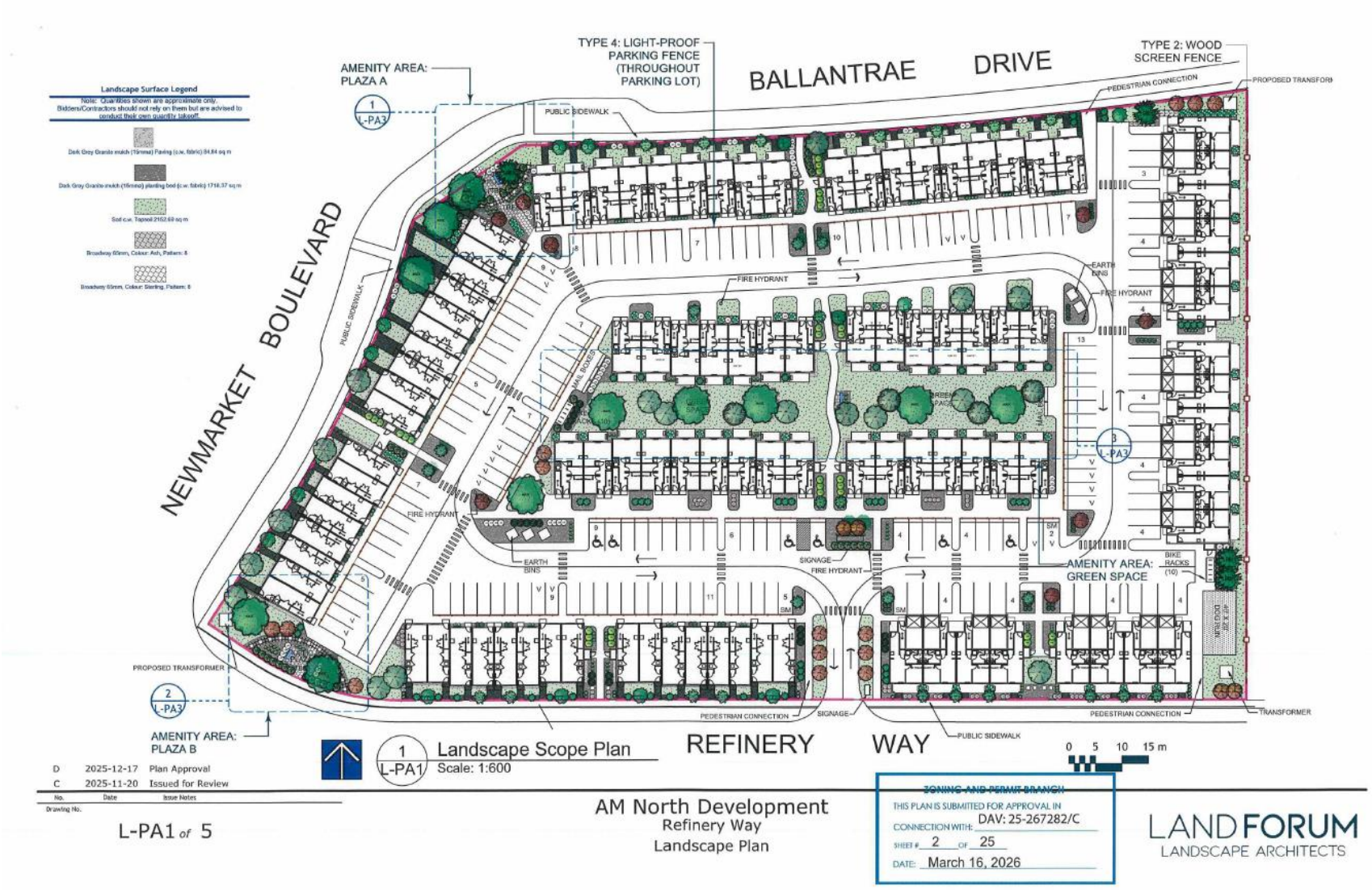
Consideration was given to whether this report connects to any of the specific Goals and Objectives in the *PRS* and it was determined the *PRS* is not applicable to this specific report.

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Isaiah Stonehouse, MCP
Date:	Tuesday, April 21, 2026
File No.	DAV 25-267282\C

Exhibit “10” referred to in File DAV 267282A/2025C




Landscape Surface Legend
Note: Quantities shown are approximate only. Bidders/Contractors should not rely on them but are advised to conduct their own quantity takeoff.
Dark Grey Granite mulch (19mma) Paving (c.w. fabric) 84.84 sq m
Dark Grey Granite mulch (19mma) planting bed (c.w. fabric) 1718.37 sq m
Sod c.w. Topsoil 2152.69 sq m
Broadway 60mm, Colour: Ash, Pattern: 8
Broadway 60mm, Colour: Sterling, Pattern: 8
AMENITY AREA: PLAZA A
1 L-PA3
TYPE 4: LIGHT-PROOF PARKING FENCE (THROUGHOUT PARKING LOT)
BALLANTRAE DRIVE
TYPE 2: WOOD SCREEN FENCE
PEDESTRIAN CONNECTION
PROPOSED TRANSFORMER
PUBLIC SIDEWALK
NEWMARKET BOULEVARD
FIRE HYDRANT
EARTH BINS
SIGNAGE
AMENITY AREA: GREEN SPACE
BIKE RACKS (10)
3 L-PA3
2 L-PA3
AMENITY AREA: PLAZA B
REFINERY WAY
TRANSFORMER
1 L-PA1 Landscape Scope Plan
Scale: 1:600
0 5 10 15 m
D 2025-12-17 Plan Approval
C 2025-11-20 Issued for Review
No. Date Issue Notes
Drawing No.
L-PA1 of 5
AM North Development
Refinery Way
Landscape Plan
ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV: 25-267282/C
SHEET # 2 OF 25
DATE: March 16, 2026
LAND FORUM
LANDSCAPE ARCHITECTS

City of Winnipeg Zoning Requirements

190 (2) Street Edge Landscaping

Street Frontage

		Required	Proposed
Refinery Way	657 Lin ft.		
	Trees	22	24
	Shrubs	99	104
Newmarket Blvd	384 Lin ft.		
	Trees	12	16
	Shrubs	54	56
Ballantrae Dr	452 Lin ft.		
	Trees	15	21
	Shrubs	69	79

190 (5) Building Foundation Landscaping (outside of urban infill areas)

Principle Facade

		Required	Proposed
Buildings Style 'A'	420 Lin Ft.		
	Shrubs	42	56
Buildings Style 'B'	478 Lin Ft.		
	Shrubs	48	63
Buildings Style 'D'	866 Lin Ft.		
	Shrubs	87	94

Facade Facing Street

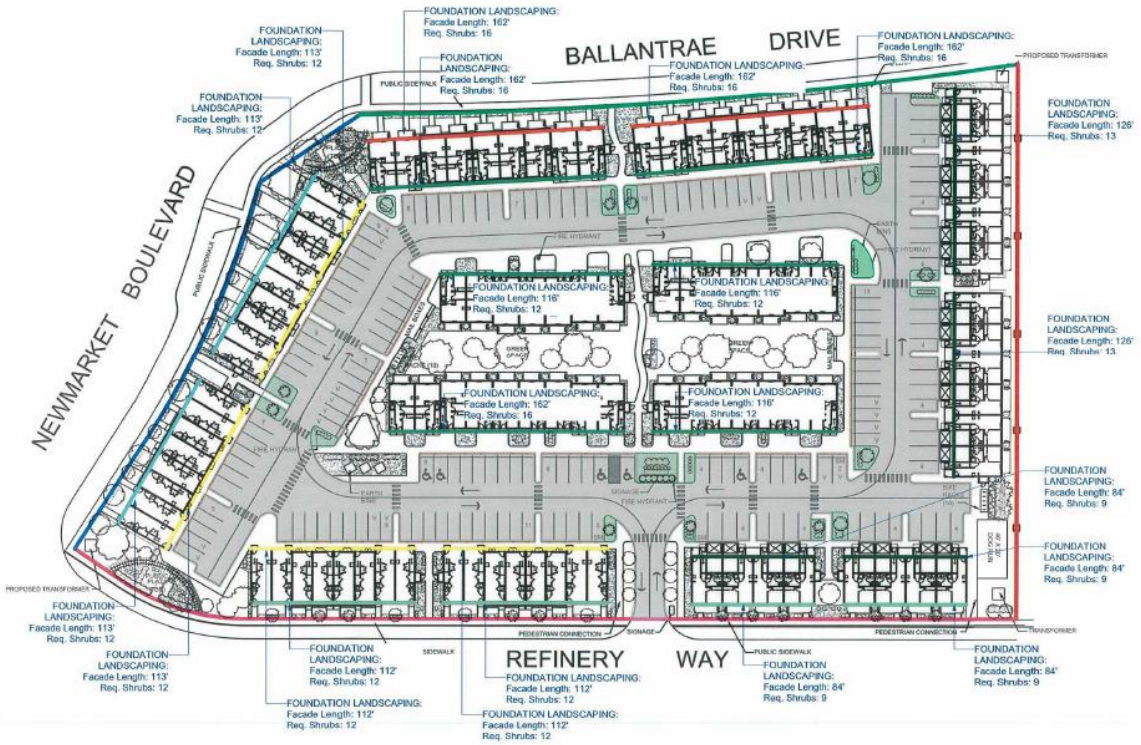
		Required	Proposed
Facing Refinery Way	393 Lin Ft.		
	Shrubs	39	40
Facing Newmarket Blvd	253 Lin Ft.		
	Shrubs	25	27
Facing Ballantrae Dr	324 Lin Ft.		
	Shrubs	32	39

190 (6) Parking lot Interior Landscaping

		Required	Proposed
Gross Parking Lot Area	64067 Sq. Ft.		
Required Landscape Area		3203	3341
	Trees	11	12
	Shrubs	32	42

190 (7)a Buffering of Residential Uses from Non-Residential Impacts

RMF	379 Lin ft.



0 5 10 15 20 25 m

1 L-PA2 Zoning Analysis Plan
Scale: 1:800

No.	Date	Issue Notes
D	2025-12-17	Plan Approval
C	2025-11-20	Issued for Review

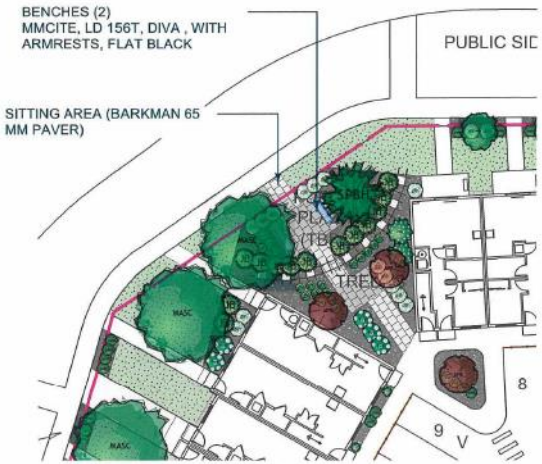
Drawing No.

L-PA2 *of* 5

AM North Development
Refinery Way
Landscape Zoning Analysis

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV: 25-267282/C
SHEET # 3 OF 25
DATE: March 16, 2026

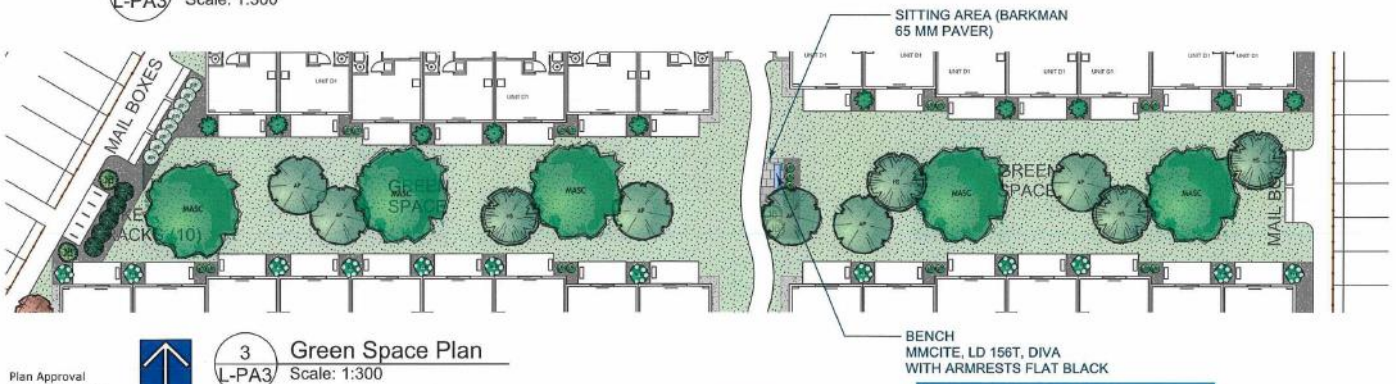
LAND FORUM
LANDSCAPE ARCHITECTS



1 L-PA3 Plaza A Plan
Scale: 1:300



2 L-PA3 Plaza B Plan
Scale: 1:300



3 L-PA3 Green Space Plan
Scale: 1:300

No.	Date	Issue Notes
D	2025-12-17	Plan Approval
C	2025-11-20	Issued for Review

Drawing No.

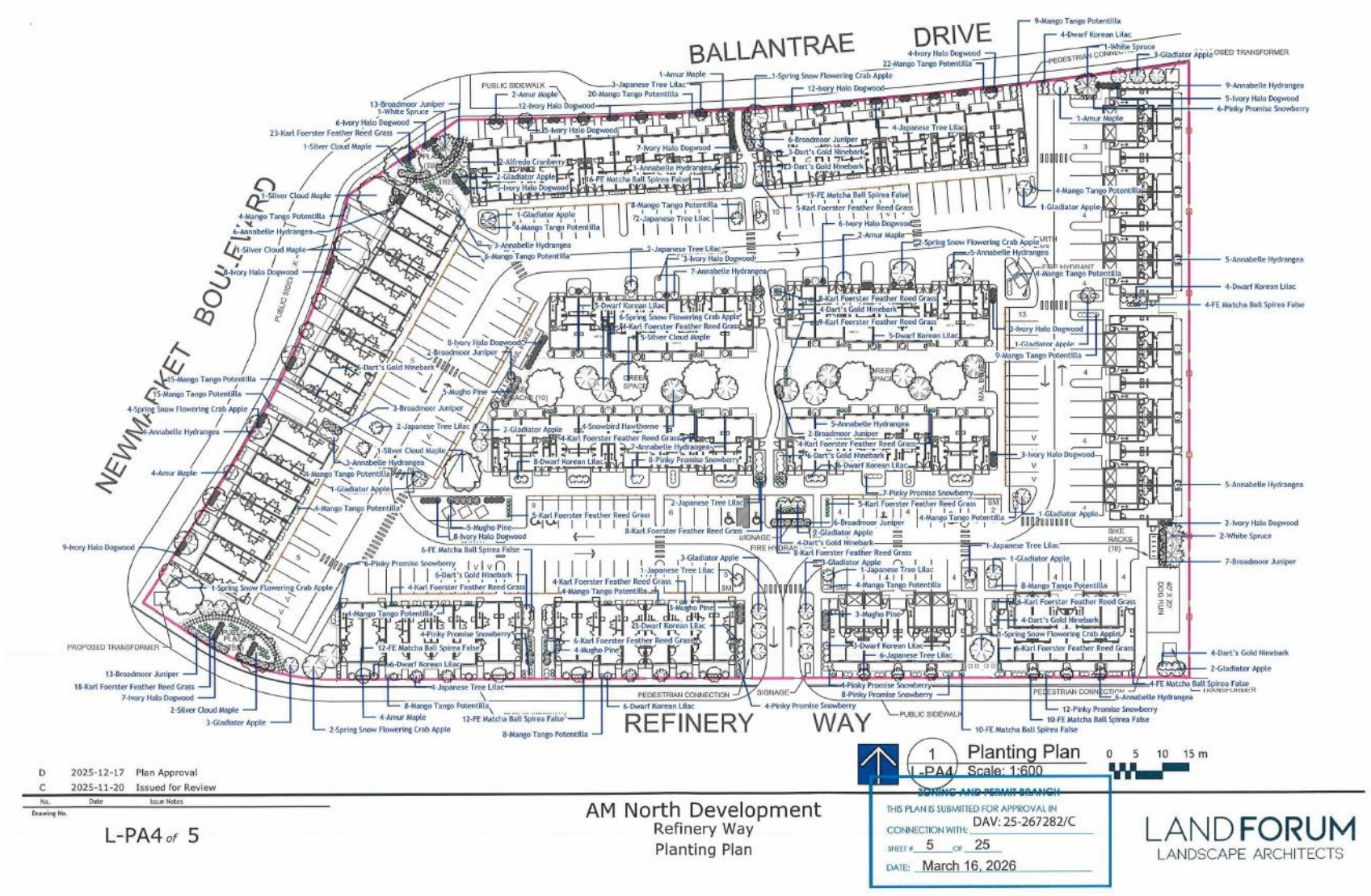
L-PA3 of 5

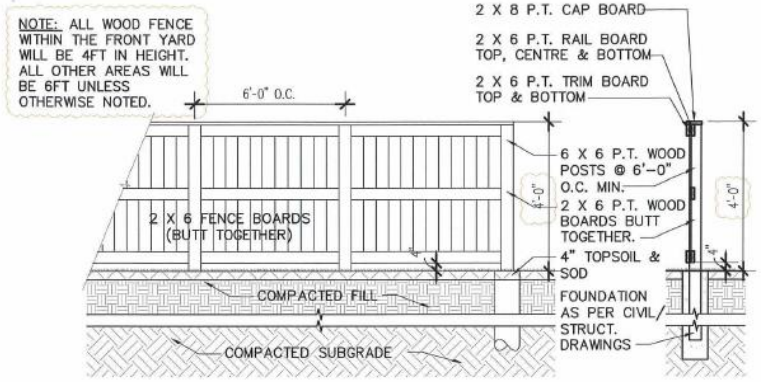
0 5 10 15 m

AM North Development
Refinery Way
Landscape Amenity Plans

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267282/C
SHEET # 4 OF 25
DATE: March 16, 2026

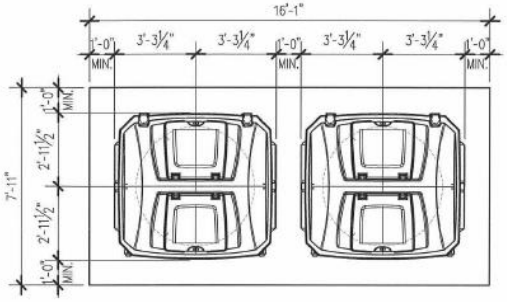
LAND FORUM
LANDSCAPE ARCHITECTS


BALLANTRAE DRIVE
NEWMARKET BOULEVARD
REFINERY WAY
PUBLIC SIDEWALK
PROPOSED TRANSFORMER
PEDESTRIAN CONNECTION
SIGNAGE
FIRE HYDRANT
BIKE RACKS (10)
DOG RUN 40' X 20'
GREEN SPACE
1 Planting Plan
L-PA4 Scale: 1:600
0 5 10 15 m
D 2025-12-17 Plan Approval
C 2025-11-20 Issued for Review
No. Date Issue Notes
Drawing No.
L-PA4 of 5
AM North Development
Refinery Way
Planting Plan
ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267282/C
SHEET # 5 OF 25
DATE: March 16, 2026
LAND FORUM
LANDSCAPE ARCHITECTS

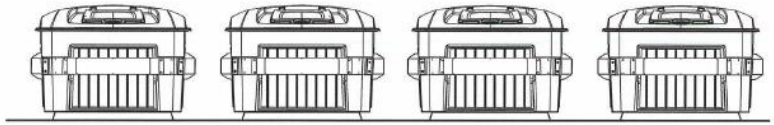


1 A1.0a **WOOD FENCE ELEVATION**
SCALE: 1/4" = 1'-0"

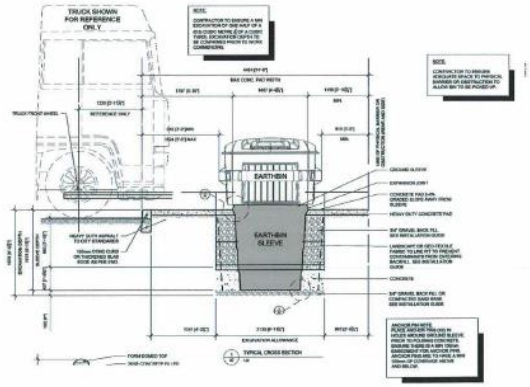
2 A1.0a **TYP. SECTION**
SCALE: 1/4" = 1'-0"



4 A1.0a **'EARTHBIN' ENLARGED PLAN**
SCALE: 1/4" = 1'-0"



5 A1.0a **'EARTHBIN' ELEVATION**
SCALE: 1/4" = 1'-0"



3 A1.0a **'EARTHBIN' SECTION**
SCALE: N.T.S.

* SECTION BY EARTH BINS

ZONING AND PERMIT BRANCH
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CONNECTION WITH: DAV: 25-267282/C
SHEET # 6 OF 25
DATE: March 16, 2026

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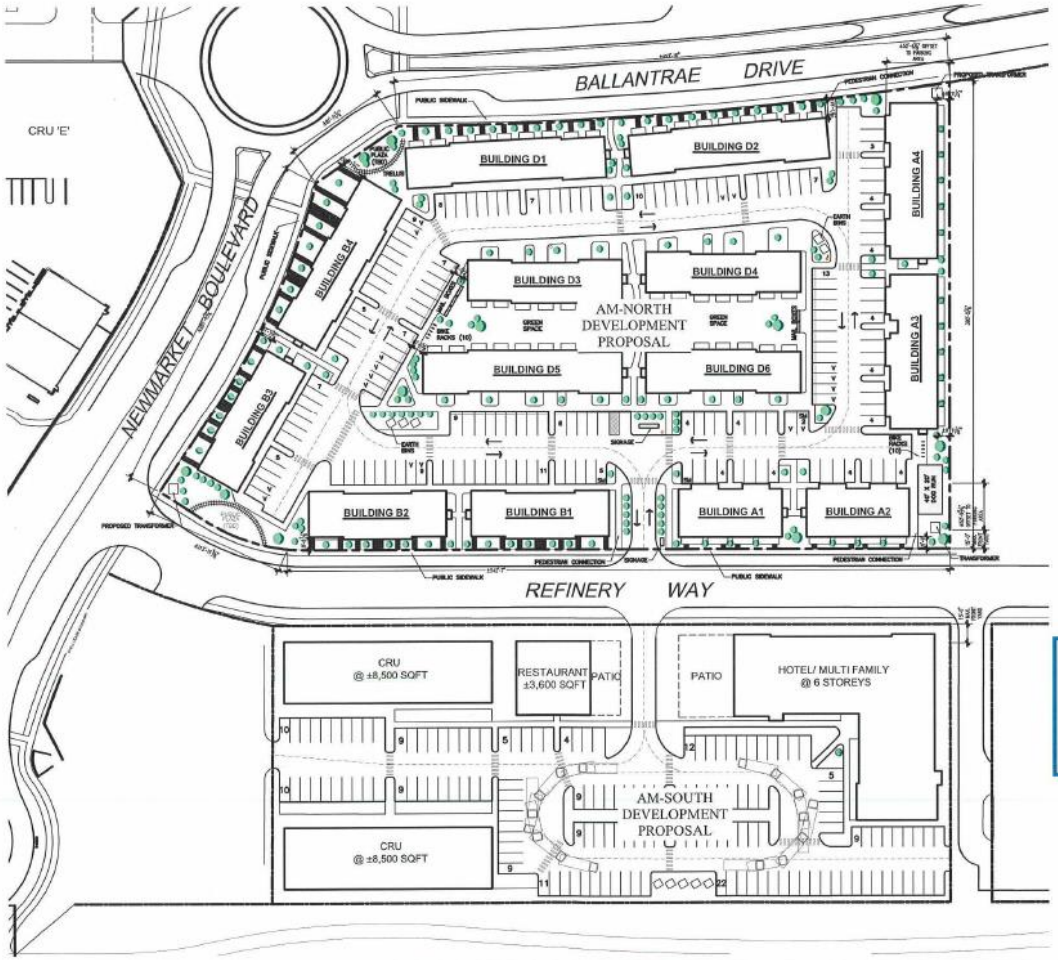
ISSUED FOR CLIENT REVIEW – 25 11 20 ISSUED FOR PARKING VARIANCE – 25 11 27 ISSUED FOR PLAN APPROVAL– 25 12 18 ISSUED FOR PLAN APPROVAL (REV) – 26 02 03	PROJECT NO. 24-018 | DATE DEC 2025 | SCALE AS NOTED | DRAWN BY SD/AF	DRAWING TITLE: SITE DETAILS	REFER TO DRAWING A-XX



LEGEND:

- LANDSCAPE TRELLIS
- TREE (REFER TO LANDSCAPE DWG.)
- SHRUBS (REFER TO LANDSCAPE DWG.)
- BIKE RACKS (10)
- MAIL BOXES
- EARTH BINS

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV: 25-267282/C
SHEET # 7 OF 25
DATE: March 16, 2026

N
CONST. NORTH

AM NORTH & SOUTH SITE
SCALE: NTS

REVISION/ISSUANCE
ISSUED FOR CLIENT REVIEW – 25 11 20
ISSUED FOR PLAN APPROVAL– 25 12 18
ISSUED FOR PLAN APPROVAL (REV)– 26 01 05
ISSUED FOR PLAN APPROVAL (REV) – 26 02 03

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OTTO CHENG ARCHITECT INC.
ARCHITECTURE INTERIORS
T. (204) 453-8898

PROJECT NO.	DATE	SCALE	DRAWN BY
24-018	DEC 2025	AS NOTED	SD/AF/OC

PROJECT TITLE: AM-NORTH & SOUTH DEVELOPMENTS
WINNIPEG, MB

DRAWING TITLE: SITE PLANS - AM NORTH & SOUTH

SHEET NO.: A-1.1a

REFER TO DRAWING: A-XX



1 A4.0 **BUILDINGS "B1", "B2" & "B3" - FRONT ELEVATION**
SCALE: N.T.S.



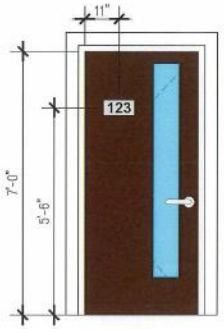
2 A4.0 **BUILDINGS "B1", "B2" & "B3" - REAR/PUBLIC STREET ELEVATION**
SCALE: N.T.S.

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267282/C
SHEET # 8 OF 25
DATE: March 16, 2026

EXTERIOR FINISH MATERIAL LEGEND:

1	STUCCO COLOUR 1 (ARCTIC WHITE)
2	STUCCO COLOUR 2 (LIGHT GREY)
3	STUCCO LINEAR BRICK COLOUR 3 (CHARCOAL GREY)
4	STUCCO COLOUR 4 (CHARCOAL GREY)
5	CANOPY COLOUR 5 (BURGANDY)
6	DOOR COLOUR 6 (CHESTNUT BROWN)
7	GARAGE DOOR COLOUR 7 (CHESTNUT BROWN)

***NOTE: ALL ADDRESSES ARE PRELIMINARY AND NOT OFFICIALLY ASSIGNED.



TYP. ADDRESS PLAQUE
SCALE: 3/8" = 1'-0"

BUILDING B1: #17, #18, #19, #20, #21, #22, #23, #24

BUILDING B2: #25, #26, #27, #28, #29, #30, #31, #32

BUILDING B3: #33, #34, #35, #36, #37, #38, #39, #40

REVISION/ISSUANCE
ISSUED FOR CLIENT REVIEW – 2025 11 20
ISSUED FOR PLAN APPROVAL – 25 12 18
ISSUED FOR PLAN APPROVAL REVISIONS – 26 01 05
ISSUED FOR PLAN APPROVAL (REV) – 26 02 19

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ARCHITECTURE INTERIORS
T. (204) 453-8898

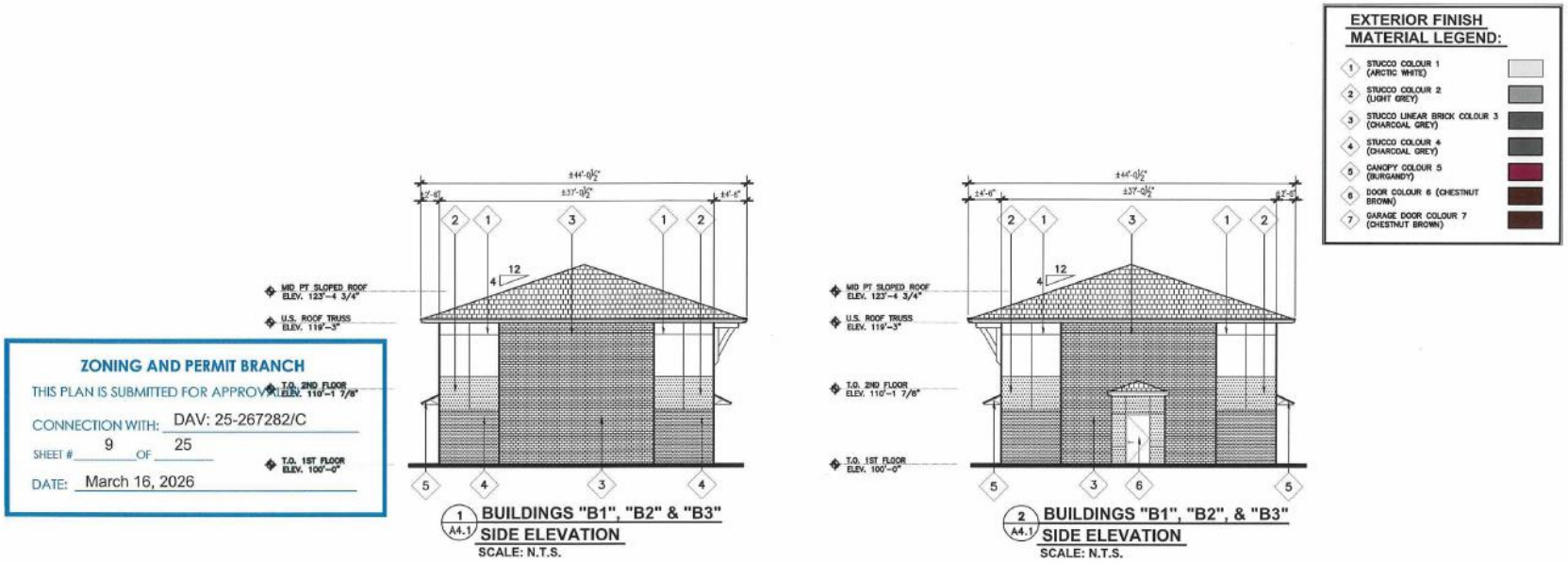
PROJECT NO.	DATE	SCALE	DRAWN BY
24-018	FEB 2026	AS NOTED	OC/AF

PROJECT TITLE: AM-NORTH
WINNIPEG MB

DRAWING TITLE: B1, B2 & B3 FRONT/REAR ELEVATIONS

SHEET NO. A-4.0

REFER TO DRAWING A-XX



ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL

CONNECTION WITH: DAV: 25-267282/C

SHEET # 9 OF 25

DATE: March 16, 2026

REVISION/ISSUANCE ISSUED FOR CLIENT REVIEW – 2025 11 20 ISSUED FOR PLAN APPROVAL – 25 12 18 ISSUED FOR PLAN APPROVAL REVISIONS – 26 01 05	COPYRIGHT RESERVED. DRAWINGS, DESIGN, AND SPECIFICATIONS OF THIS PLAN ARE AT ALL TIMES REMAIN THE EXCLUSIVE PROPERTY OF OTTO CHENG ARCHITECT INC. AND CANNOT BE REPRODUCED IN WHOLE OR IN PART WITHOUT THE ARCHITECT'S WRITTEN CONSENT. THE CONTRACTOR SHALL VERIFY DIMENSIONS AND DATA NOTED HEREIN WITH CONDITIONS ON THE SITE AND IS HELD RESPONSIBLE FOR REPORTING ANY DISCREPANCY TO THE ARCHITECT FOR ADJUSTMENT.	OTTO CHENG ARCHITECT INC. ARCHITECTURE INTERIORS T. (204) 453-8898			PROJECT TITLE AM-NORTH WINNIPEG MB	SHEET NO. A-4.1
		PROJECT NO. 24-018	DATE DEC 2025	SCALE AS NOTED	DRAWN BY OC/AF	DRAWING TITLE B1, B2 & B3 SIDE ELEVATIONS	REFER TO DRAWING A-XX



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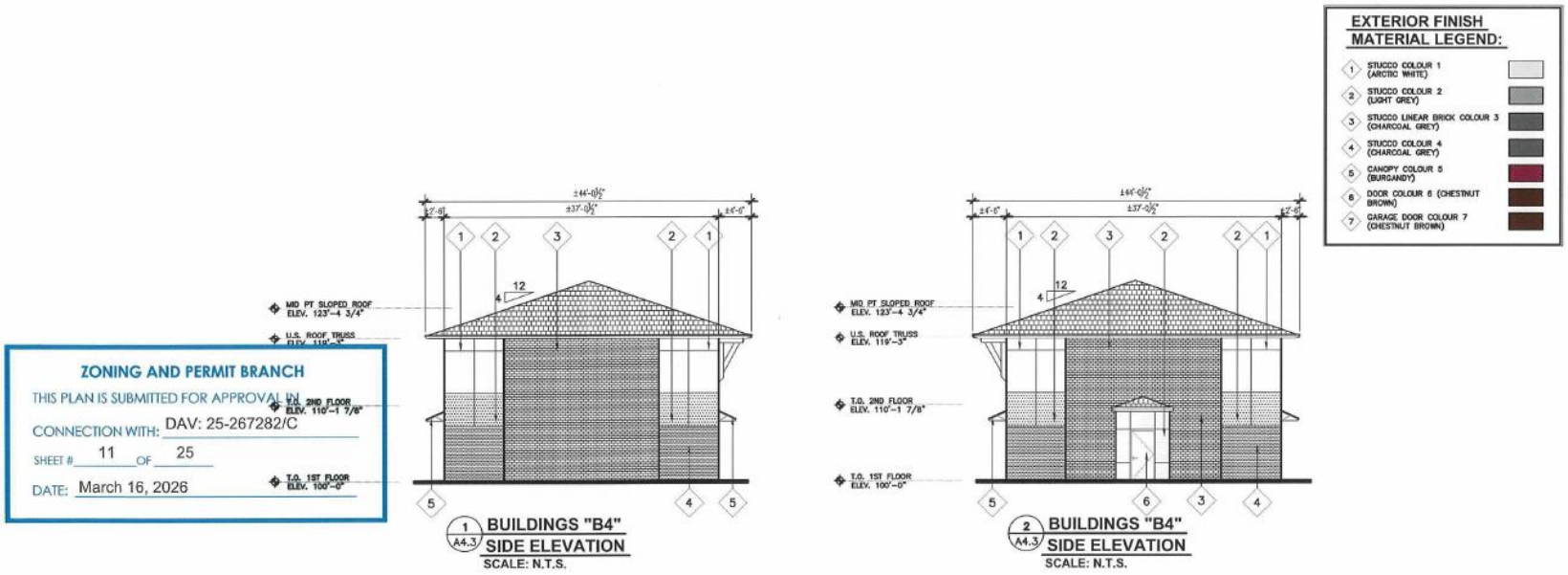
ISSUED FOR CLIENT REVIEW – 2025 11 20 ISSUED FOR PLAN APPROVAL – 25 12 18 ISSUED FOR PLAN APPROVAL REVISIONS – 26 01 05 ISSUED FOR PLAN APPROVAL (REV) – 26 02 19	THE CONTRACTOR SHALL VERIFY DIMENSIONS AND DATA NOTED HEREIN WITH CONDITIONS ON THE SITE AND IS HELD RESPONSIBLE FOR REPORTING ANY DISCREPANCY TO THE ARCHITECT FOR ADJUSTMENT.	ARCHITECTURE INTERIORS T. (204) 453-8898	AM-NORTH WINNIPEG MB	A-4.2
		PROJECT NO. 24–018 / DATE FEB 2025 / SCALE AS NOTED / DRAWN BY OC/AF	DRAWING TITLE B4 FRONT/REAR ELEVATIONS	REFER TO DRAWING A-XX



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ISSUED FOR CLIENT REVIEW – 2025 11 20 ISSUED FOR PLAN APPROVAL – 25 12 18 ISSUED FOR PLAN APPROVAL REVISIONS – 26 01 05	THE CONTRACTOR SHALL VERIFY DIMENSIONS AND DATA NOTED HEREIN WITH CONDITIONS ON THE SITE AND IS HELD RESPONSIBLE FOR REPORTING ANY DISCREPANCY TO THE ARCHITECT FOR ADJUSTMENT.	PROJECT NO. 24-018 | DATE DEC 2025 | SCALE AS NOTED | DRAWN BY OC/AF	DRAWING TITLE: B4 SIDE ELEVATIONS	REFER TO DRAWING: A-XX



***NOTE: ALL ADDRESSES ARE PREMILIMARY AND NOT OFFICIALLY ASSIGNED.

BUILDING D1: #51, #52, #53, #54, #55, #56, #57, #58, #59, #60, #61, #62, #63, #64, #65, #66, #67, #68

BUILDING D2: #69, #70, #71, #72, #73, #74, #75, #76, #77, #78, #79, #80, #81, #82, #83, #84, #85, #86

BUILDING D5: #125, #126, #127, #128, #129, #130, #131, #132, #133, #134, #135, #136, #137, #138, #139, #140, #141, #142

BUILDINGS "D1" & "D2" & "D5"- FRONT ELEVATION
A4.4 SCALE: N.T.S.

ZONING AND PERMIT BLANK
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267282/C
SHEET # 12 OF 25
DATE: March 16, 2026



BUILDINGS "D1" & "D2" & "D5"- REAR ELEVATION
2 A4.4 SCALE: N.T.S.

REVISION/ISSUANCE					
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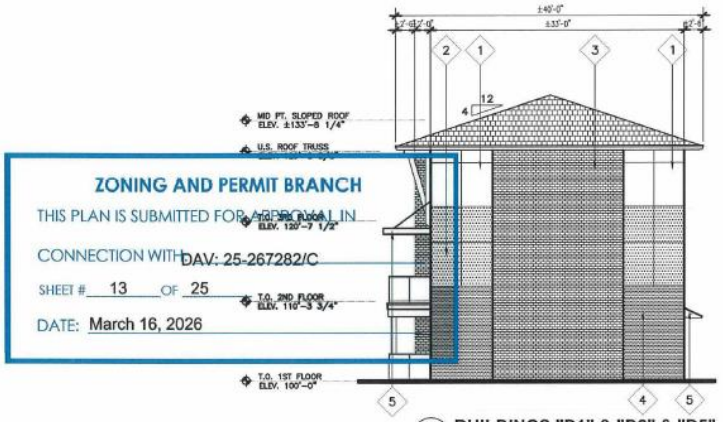
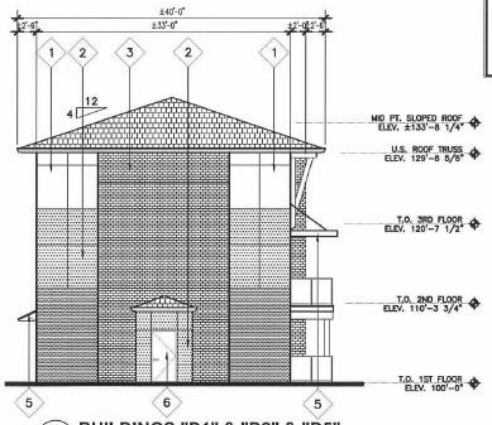
		PROJECT NO. 24-018	DATE FEB 2025	SCALE AS NOTED	DRAWN BY OC/AF	DRAWING TITLE D1, D2 & D5 FRONT/REAR ELEVATIONS	REFER TO DRAWING A-XX



1 A4.5 BUILDINGS "D1" & "D2" & "D5" SIDE ELEVATION

SCALE: N.T.S.



2 A4.5 BUILDINGS "D1" & "D2" & "D5" SIDE ELEVATION

SCALE: N.T.S.

EXTERIOR FINISH MATERIAL LEGEND:

1. STUCCO COLOUR 1 (ARCTIC WHITE)
2. STUCCO COLOUR 2 (LIGHT GREY)
3. STUCCO LINEAR BRICK COLOUR 3 (CHARCOAL GREY)
4. STUCCO COLOUR 4 (CHARCOAL GREY)
5. CANOPY COLOUR 5 (BURGANDY)
6. DOOR COLOUR 6 (CHESTNUT BROWN)
7. GARAGE DOOR COLOUR 7 (CHESTNUT BROWN)

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH DAV: 25-267282/C

SHEET # 13 OF 25

DATE: March 16, 2026

REVISION/ISSUANCE
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ISSUED FOR PLAN APPROVAL – 25 12 18
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OTTO CHENG ARCHITECT INC.
ARCHITECTURE INTERIORS
T. (204) 453-8898

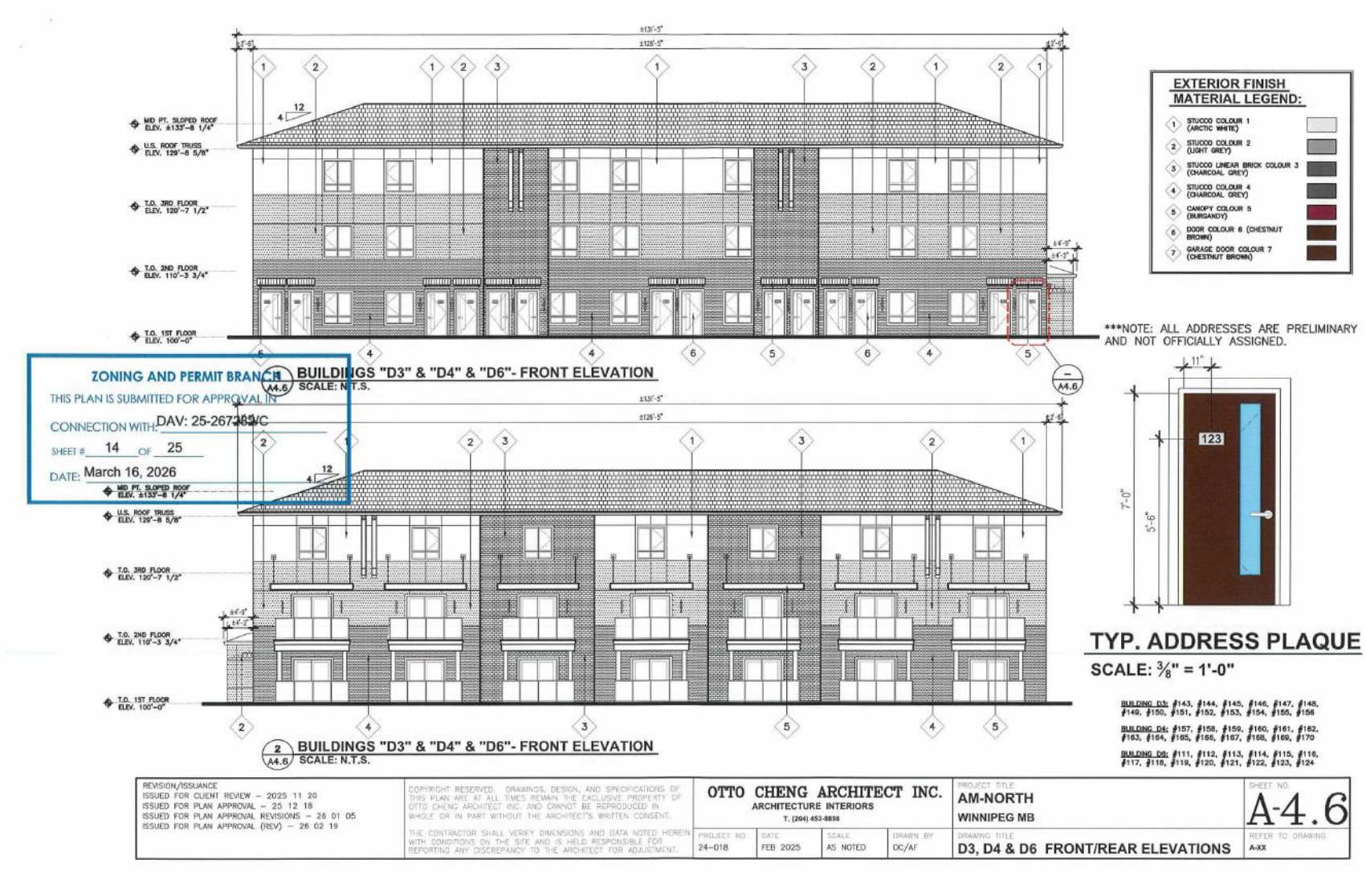
PROJECT NO.	DATE	SCALE	DRAWN BY
24–018	DEC 2025	AS NOTED	SD/AF

PROJECT TITLE: AM-NORTH
WINNIPEG MB

DRAWING TITLE: D1, D2 & D5 SIDE ELEVATIONS

SHEET NO. A-4.5

REFER TO DRAWING A-XX



REVISION/ISSUANCE
ISSUED FOR CLIENT REVIEW – 2025 11 20
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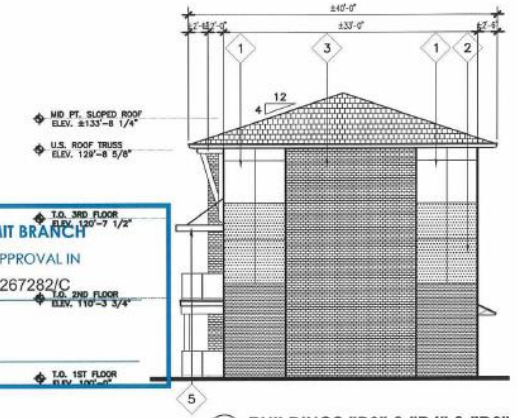
ARCHITECTURE INTERIORS
T. (204) 453-8898

PROJECT NO: 24-018
DATE: FEB 2025
SCALE: AS NOTED
DRAWN BY: OC/AF

PROJECT TITLE: AM-NORTH
WINNIPEG MB

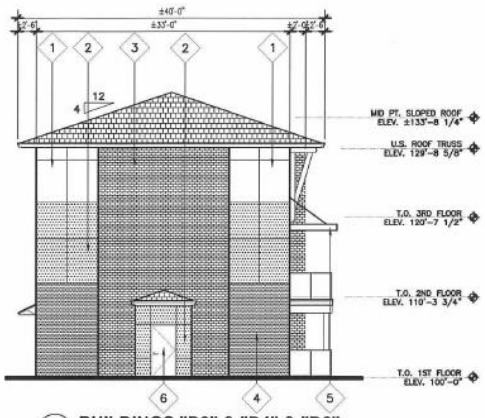
DRAWING TITLE: D3, D4 & D6 FRONT/REAR ELEVATIONS

SHEET NO: A-4.6
REFER TO DRAWING: A-XX



1 A4.7 **BUILDINGS "D3" & "D4" & "D6" SIDE ELEVATION**

SCALE: N.T.S.



2 A4.7 **BUILDINGS "D3" & "D4" & "D6" SIDE ELEVATION**

SCALE: N.T.S.

EXTERIOR FINISH MATERIAL LEGEND:

1. STUCCO COLOUR 1 (ARCTIC WHITE)
2. STUCCO COLOUR 2 (LIGHT GREY)
3. STUCCO LINEAR BRICK COLOUR 3 (CHARCOAL GREY)
4. STUCCO COLOUR 4 (CHARCOAL GREY)
5. CANOPY COLOUR 5 (BURGANDY)
6. DOOR COLOUR 6 (CHESTNUT BROWN)
7. GARAGE DOOR COLOUR 7 (CHESTNUT BROWN)

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV: 25-267282/C

SHEET # 15 OF 25

DATE: March 16, 2026

REVISION/ISSUANCE
ISSUED FOR CLIENT REVIEW – 2025 11 20
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OTTO CHENG ARCHITECT INC.
ARCHITECTURE INTERIORS
T. (204) 453-8898

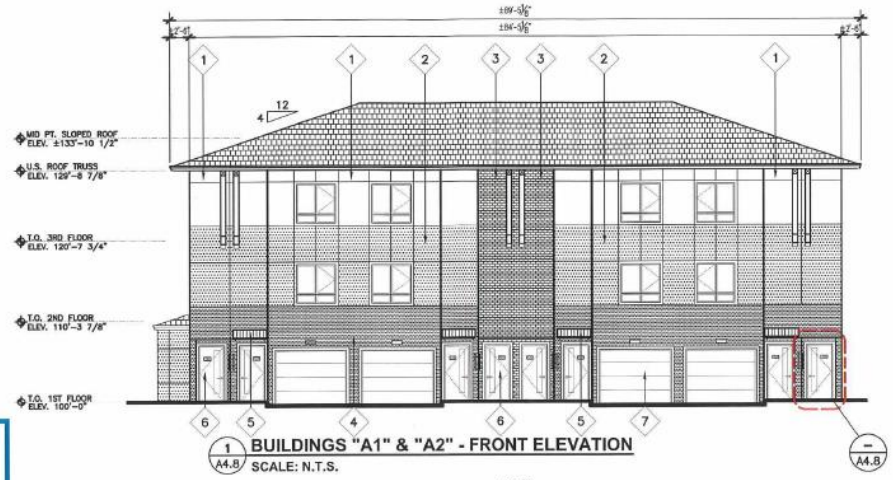
PROJECT NO.	DATE	SCALE	DRAWN BY
24-018	DEC 2025	AS NOTED	SD/AF

PROJECT TITLE: AM-NORTH
WINNIPEG MB

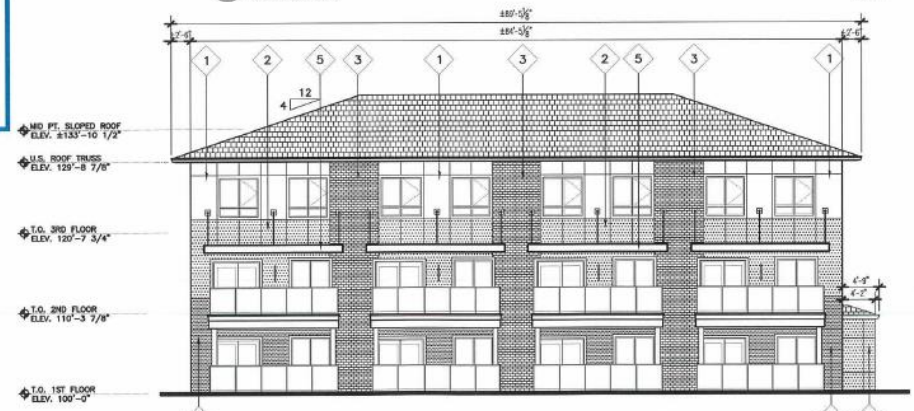
DRAWING TITLE: D3, D4 & D6 SIDE ELEVATIONS

SHEET NO. A-4.7

REFER TO DRAWING: A-XX



1 A4.8 **BUILDINGS "A1" & "A2" - FRONT ELEVATION**
SCALE: N.T.S.

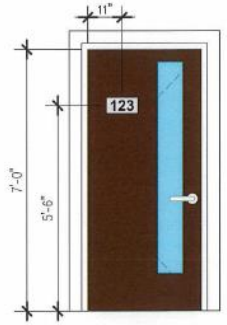


2 A4.8 **BUILDINGS "A1" & "A2" - REAR/PUBLIC STREET ELEVATION**
SCALE: N.T.S.

EXTERIOR FINISH MATERIAL LEGEND:

1. STUCCO COLOUR 1 (ARCTIC WHITE)
2. STUCCO COLOUR 2 (LIGHT GREY)
3. STUCCO LINEAR BRICK COLOUR 3 (CHARCOAL GREY)
4. STUCCO COLOUR 4 (CHARCOAL GREY)
5. CANOPY COLOUR 5 (BURGANDY)
6. DOOR COLOUR 6 (CHESTNUT BROWN)
7. GARAGE DOOR COLOUR 7 (CHESTNUT BROWN)

***NOTE: ALL ADDRESSES ARE PRELIMINARY AND NOT OFFICIALLY ASSIGNED.



TYP. ADDRESS PLAQUE
SCALE: 3/8" = 1'-0"

BUILDING A1: #09, #10, #11, #12, #13, #14, #15, #16

BUILDING A2: #01, #02, #03, #04, #05, #06, #07, #08

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267282/C
SHEET # 16 OF 25
DATE: March 16, 2026

REVISION/ISSUANCE
ISSUED FOR CLIENT REVIEW – 2025 11 20
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ISSUED FOR PLAN APPROVAL REVISIONS – 26 01 05
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OTTO CHENG ARCHITECT INC.
ARCHITECTURE INTERIORS
T. (204) 453-3898

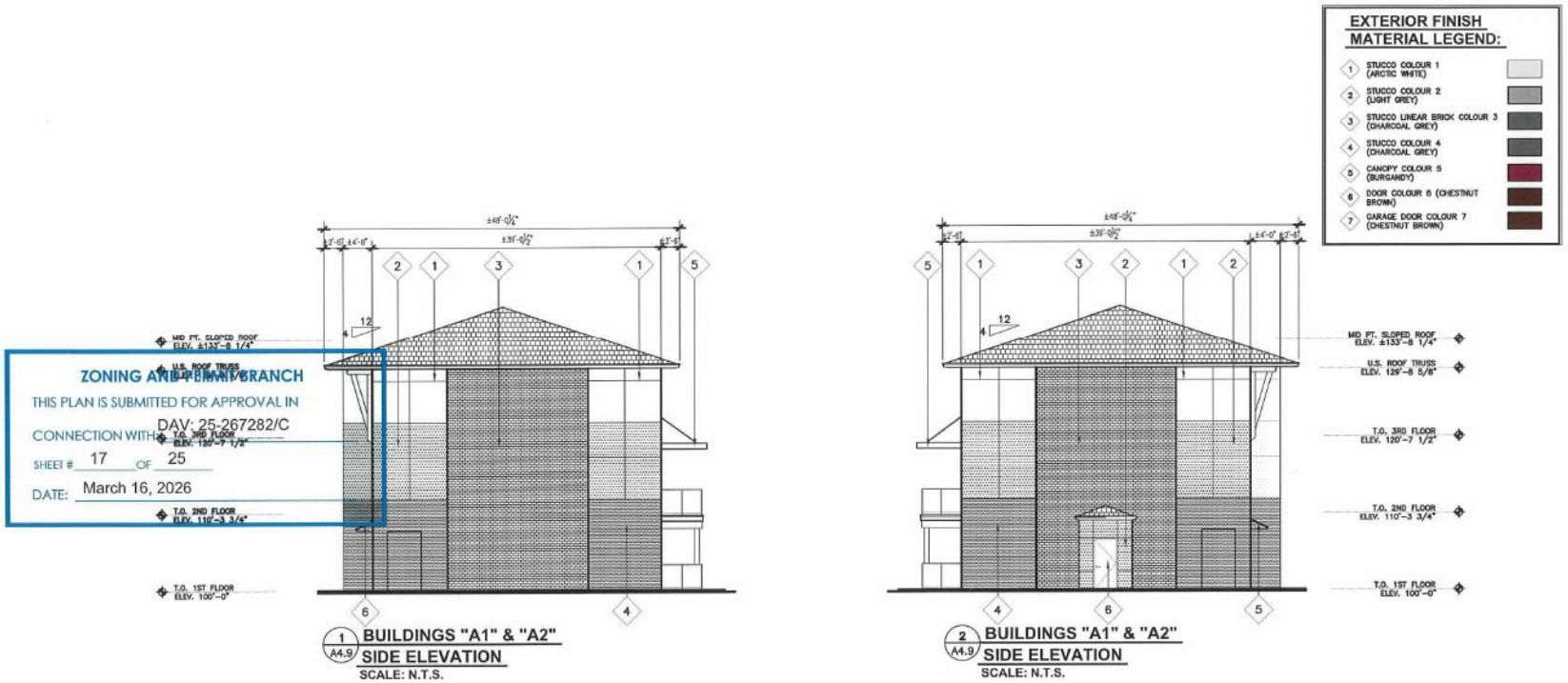
PROJECT NO. 24-018 | DATE FEB 2025 | SCALE AS NOTED | DRAWN BY OC/AF

PROJECT TITLE: AM-NORTH, WINNIPEG MB

DRAWING TITLE: A1 & A2 FRONT/REAR ELEVATIONS

SHEET NO. A-4.8

REFER TO DRAWING: A-XX



1 A4.9 **BUILDINGS "A1" & "A2" SIDE ELEVATION**
SCALE: N.T.S.

2 A4.9 **BUILDINGS "A1" & "A2" SIDE ELEVATION**
SCALE: N.T.S.

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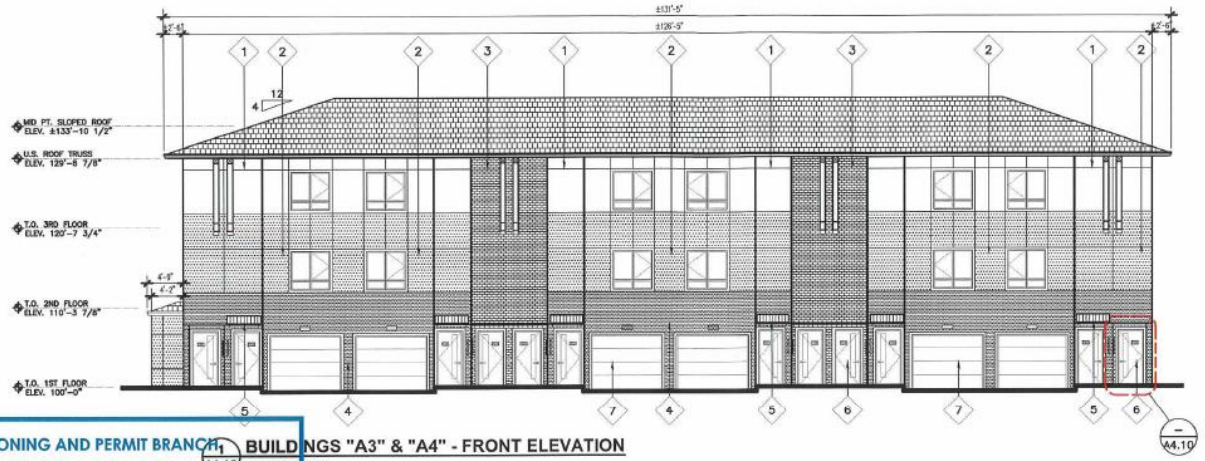
		PROJECT NO. 24-018	DATE DEC 2025	SCALE AS NOTED	DRAWN BY OC/AF
		DRAWING TITLE A1 & A2 SIDE ELEVATIONS			SHEET NO. A-4.9 REFER TO DRAWING A-XX



1 A4.10 **BUILDINGS "A3" & "A4" - FRONT ELEVATION**
SCALE: N.T.S.



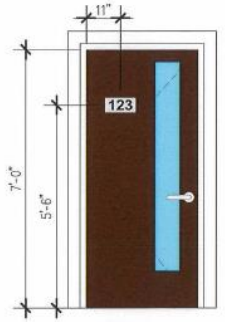
2 A4.10 **BUILDINGS "A3" & "A4" - REAR ELEVATION**
SCALE: N.T.S.

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267882/C
SHEET # 18 OF 25
DATE: March 16, 2026

EXTERIOR FINISH MATERIAL LEGEND:

1	STUCCO COLOUR 1 (ARCTIC WHITE)
2	STUCCO COLOUR 2 (LIGHT GREY)
3	STUCCO LINEAR BRICK COLOUR 3 (CHARCOAL GREY)
4	STUCCO COLOUR 4 (CHARCOAL GREY)
5	CANOPY COLOUR 5 (BURGANDY)
6	DOOR COLOUR 6 (CHESTNUT BROWN)
7	GARAGE DOOR COLOUR 7 (CHESTNUT BROWN)

***NOTE: ALL ADDRESSES ARE PRELIMINARY AND NOT OFFICIALLY ASSIGNED.



TYP. ADDRESS PLAQUE
SCALE: 3/8" = 1'-0"

BUILDING A3: #98, #99, #100, #101, #102, #103, #104, #105, #106, #107, #108, #109

BUILDING A4: #86, #87, #88, #89, #90, #91, #92, #93, #94, #95, #96, #97

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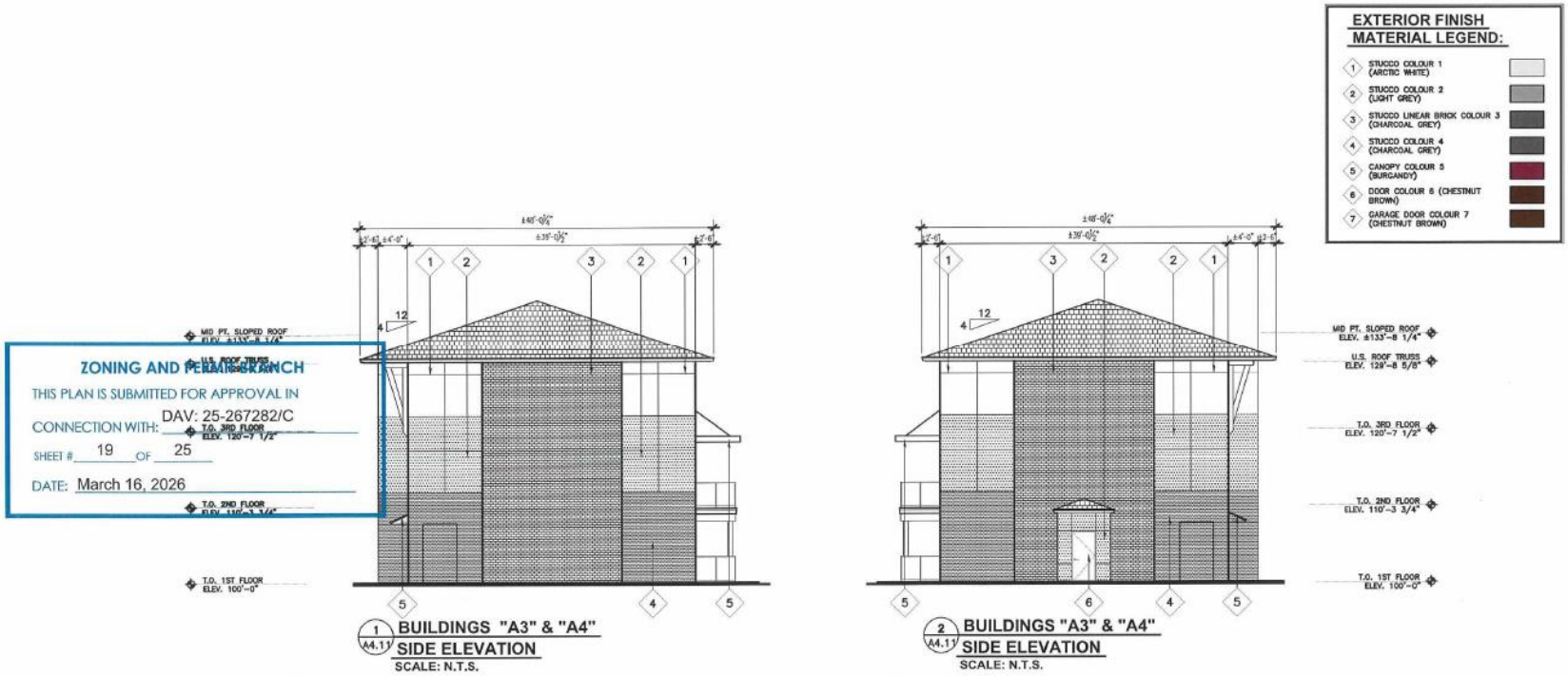
		PROJECT NO. 24-018	DATE FEB 2025	SCALE AS NOTED	DRAWN BY OC/AF
		DRAWING TITLE **A1 & A2 FRONT/REAR ELEVATIONS**			REFER TO DRAWING A-XX



ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267282/C
SHEET # 19 OF 25
DATE: March 16, 2026

REVISION/ISSUANCE
ISSUED FOR CLIENT REVIEW – 2025 11 20
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ISSUED FOR PLAN APPROVAL REVISIONS – 26 01 05

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PROJECT NO.	DATE	SCALE	DRAWN BY
24-018	DEC 2025	AS NOTED	OC/AF

PROJECT TITLE: AM-NORTH
WINNIPEG MB

DRAWING TITLE: A3 & A4 SIDE ELEVATIONS

SHEET NO. A-4.11

REFER TO DRAWING A-XX



1 A5.0 **BUILDINGS "B" FRONT COLOUR ELEVATION**
SCALE: N.T.S.

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267282/C
SHEET # 20 OF 25
DATE: March 16, 2026



2 A5.0 **BUILDINGS "B"- REAR/PUBLIC STREET COLOUR ELEVATION**
SCALE: N.T.S.

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		PROJECT NO. 24-018	DATE DEC 2025	SCALE AS NOTED	DRAWN BY OC/AF	DRAWING TITLE B FRONT/REAR COLOUR ELEVATIONS	REFER TO DRAWING A-XX

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267282/C
SHEET # 21 OF 25
DATE: March 16, 2026



1 / A5.1 BUILDINGS "B" SIDE COLOUR ELEVATION
SCALE: N.T.S.

2 / A5.1 BUILDINGS "B" SIDE COLOUR ELEVATION
SCALE: N.T.S.

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		PROJECT NO. 24-018	DATE DEC 2025	SCALE AS NOTED	DRAWN BY OC/AF	DRAWING TITLE B SIDE COLOUR ELEVATIONS	REFER TO DRAWING A-XX



1 / A5.2 BUILDINGS "D"- FRONT COLOUR ELEVATION
SCALE: N.T.S.

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV-25-
SHEET # 22 OF 25
DATE: March 16, 2026



2 / A5.2 BUILDINGS "D"- REAR COLOUR ELEVATION
SCALE: N.T.S.

REVISION/ISSUANCE
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PROJECT NO.	DATE	SCALE	DRAWN BY
24-018	DEC 2025	AS NOTED	OC/AF

PROJECT TITLE: AM-NORTH, WINNIPEG MB
DRAWING TITLE: D FRONT/REAR COLOUR ELEVATIONS
SHEET NO.: A-5.2
REFER TO DRAWING: A-XX



ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV: 25-267282/C
SHEET # 23 OF 25
DATE: March 16, 2026

1 A5.3 **BUILDINGS "D" SIDE COLOUR ELEVATION**
SCALE: N.T.S.

2 A5.3 **BUILDINGS "D" SIDE COLOUR ELEVATION**
SCALE: N.T.S.

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ARCHITECTURE INTERIORS
T. (204) 453-6898

PROJECT NO.	DATE	SCALE	DRAWN BY
24-018	DEC 2025	AS NOTED	SD/AF

PROJECT TITLE: AM-NORTH
WINNIPEG MB

DRAWING TITLE: D SIDE COLOUR ELEVATIONS

SHEET NO: A-5.3
REFER TO DRAWING: A-XX



1 A5.4 **BUILDINGS "A" - FRONT COLOUR ELEVATION**
SCALE: N.T.S.

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV: 25-267282/C
SHEET # 24 OF 25
DATE: March 16, 2026



2 A5.4 **BUILDINGS "A" - REAR COLOUR ELEVATION**
SCALE: N.T.S.

REVISION/ISSUANCE
ISSUED FOR CLIENT REVIEW – 2025 11 20
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PROJECT NO.	DATE	SCALE	DRAWN BY
24-018	DEC 2025	AS NOTED	OC/AF

PROJECT TITLE: AM-NORTH
WINNIPEG MB

DRAWING TITLE: A FRONT/REAR COLOUR ELEVATIONS

SHEET NO.: A-5.4

REFER TO DRAWING: A-XX

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: 282/C
SHEET # 25 OF 25
DATE: March 16, 2026



1/A5.5 BUILDINGS "A"
SIDE COLOUR ELEVATION
SCALE: N.T.S.

2/A5.5 BUILDINGS "A"
SIDE COLOUR ELEVATION
SCALE: N.T.S.

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		PROJECT NO. 24-018	DATE DEC 2025	SCALE AS NOTED	DRAWN BY OC/AF	DRAWING TITLE A SIDE COLOUR ELEVATIONS	REFER TO DRAWING A-XX

Exhibit “5” referred to in File DAV 267282A/2025C

Greetings, I am a first time condo owner who bough into the Refinery District for the proposed Transit Centrist Development Plan; now there is a proposed change to take away the Grocery Store Zone and replace it with more Housing Units in an already over dense neighbourhood.

I have to drive 10-15 minutes to my closest grocery stores, I cannot reasonably walk in winter conditions to a pharmacy or for basic single meal grocery shopping after transit use from work. With the current building of a 55+ development in the area, and the excessive density of apartment units, ours in the only condo in the area, and we residents are outraged that this development - like Waverly West - is backtracking on the livability amenities that drew our interests to making this a long term residence.

Please deny the zoning change DAV-25-267282C on Newmarket Blvd.
We should be a banner development for the City to promote as a model for other development across Winnipeg, I really enjoy the beauty of our neighbourhood layout and ease of access to the Winnipeg Transit Blue Line; Don't let us become a failed plan that leads to neighbourhood decay and car culture increasing our infrastructure costs.

Thank you
Daniel Oakes

Exhibit “4” referred to in File DAV 267282A/2025C

To Whom It May Concern,

I am writing to formally appeal the decision made for DAV 25-267282C on Newmarket Boulevard.

I recently purchased a brand new condo on Ballantrae Drive. I bought it in 2022, and took possession in 2024 after two years of construction. My long-term investment in this community was based on a neighbourhood planned around walkability, nearby services, and Transit Oriented Development.

This decision overrides so many of these principals. By re-zoning this land from CMU to RMU, it essentially removes any possibility of a grocery store or pharmacy being built in the Refinery District. With over 2,000 housing units, and a brand new 55+ residence opening next year, this would be a severe mistake. The next closest grocery stores are too far a distance to be considered walkable, and require a vehicle for most people. Even by car, travel times are around 10 minutes to the nearest grocery store. By removing such an important piece of a walkable community, the vision for the Refinery District is being failed.

Additionally, allowing these housing units to not have a main entrance on the facade of the building nearest to and facing a street is a complete deviation from Transit Oriented Development principles. The plans for this complex completely prioritize single-occupant automobiles, which even further deviates from the vision and purpose of the Refinery District.

I regret that I am unable to speak to the Appeals Committee in person as I work in Manitoba’s bustling film industry and do not control my work hours. I strongly urge the City to reconsider this decision. I am available by phone or email to discuss further, if you so wish.

Thank you for your time and consideration.

Joshua Hood

Exhibit “3” referred to in File DAV 267282A/2025C

To whom it may concern,
I am writing to appeal the decision regarding DAV 25-267282C on Newmarket Boulevard.

As someone who owns in this neighbourhood, I am concerned about the impact of changing this land from Commercial Use to Residential Use. This area is already very dense, with many existing and upcoming residential units. Because of that, it is important that the neighbourhood includes basic services that residents can actually access without having to drive out of the area. I invested in this neighbourhood exactly because it was planned to be a walkable and transit oriented community.
A grocery store, pharmacy, or similar essential service would make a major difference for people living here. Without that kind of commercial space, the neighbourhood becomes much less practical for residents who do not drive, and getting groceries is already difficult. The nearest grocery stores are not reasonably walkable, especially when carrying groceries, dealing with winter weather, or relying on transit. There is a brand new senior living being built across the street and they would likely suffer the most with this decision.
In a neighbourhood with this many residents, essential services should not require a vehicle. This is especially important for seniors, people with mobility limitations, and residents who chose to live in this area expecting a more walkable community.
Approving another residential development on land that could support needed commercial services risks making the area more car-dependent and less livable. I believe the City should preserve space for services such as a grocery store or pharmacy so residents can meet basic needs close to home.
For these reasons, I ask that the City Of Winnipeg reconsider this decision.
Thank you for your time and consideration.
Regards,
Angelo Sanzovo Neto

Exhibit “2” referred to in File DAV 267282A/2025C

To Whom It May Concern,

I am writing to express my strong opposition to the proposed rezoning of the land across from Grand Pacific Gardens in the Refinery District from Commercial to Residential use.

When I purchased my home at Grand Pacific Gardens, a major factor in my decision was the neighbourhood’s planned development and zoning. The understanding was that this area would include important commercial amenities, including a grocery store, which would help support a walkable and complete community. Changing this land designation now fundamentally alters the vision that many residents bought into and relied upon.

The decision to replace planned commercial development with two-storey townhouses is disappointing and concerning. With a 55+ residence currently under construction nearby, the community’s need for accessible services such as a grocery store, pharmacy, medical offices, and other retail amenities is only increasing. These are essential services that support residents of all ages, especially seniors and those with limited mobility.

Removing commercial opportunities from the Refinery District weakens the goals of Transit Oriented Development by reducing walkability and forcing residents to travel farther for everyday necessities. A successful and sustainable neighbourhood requires a balance of residential housing and accessible commercial services.

This rezoning also sets a troubling precedent. Residents purchased homes and invested in this area based on the City’s original development plans and zoning intentions. Changing those plans after the fact undermines confidence in long-term community planning and the expectations of homeowners.

I strongly urge the City to reconsider this rezoning proposal and preserve the commercial designation for this site so the Refinery District can continue developing into the complete and walkable community that was originally promised.

Thank you for your time and consideration.

Sincerely,

Alan Ford

Exhibit “1” referred to in File DAV 267282A/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 25-267282/C

APPLICANT:	John Wintrup John Scott Wintrup Planning & Development 139 ROSLYN RD UNIT 301 WINNIPEG MB R3L 0G7
PREMISES AFFECTED:	Newmarket Boulevard
LEGAL DESCRIPTION:	LOT 4 PLAN 64662 16/18 ST V hereinafter called "the land".
PROPERTY ZONED:	CMU PDO-1 Bishop Grandin Crossing
ZONING ATLAS SHEET:	AH23

NATURE OF APPLICATION:

To vary the "CMU PDO-1 Bishop Grandin Crossing " Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 as follows:

1) for the construction of a multi-family dwelling building to permit:
   a) a west corner side yard of 12 feet (3.66 metres) instead of 20 feet (6.10 metres);
   b) an east side yard of 8 feet (2.44 metres) instead of 12 feet (3.66 metres);
   c) a rear yard of 9 feet (2.74 metres) instead of 25 feet (7.62 metres);
   d) balcony projections of 5.58 feet (1.70 metres) instead of 5 feet (1.52 metres);
   e) not providing a main entrance on the facade of the building nearest to and facing a street;

2) for the establishment of an accessory parking area to permit:
   a) indoor parking spaces having no direct access to a drive-way or drive aisle, due to tandem parking of outdoor spaces;
   b) 194 parking spaces instead of 255 spaces;
   c) 20 unassigned guest parking spaces instead of 25 spaces;
   d) parking spaces located within 10 feet (3.05 metres) of a window to a habitable room where the sill is located 5 feet (1.52 metres) or less from grade;
   e) a parking area and driveway without direct access to a street or public lane.

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: Newmarket Boulevard

The Director of Planning, Property and Development Department hereby orders that the provisions of the "CMU PDO-1 Bishop Grandin Crossing" 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 building having:

   a) a west corner side yard of 12 feet (3.66 metres);
   b) an east side yard of 8 feet (2.44 metres);
   c) a rear yard of 9 feet (2.74 metres);
   d) balcony projections of 5.58 feet (1.70 metres);
   e) not providing a main entrance on the facade of the building nearest to and facing a street;

2) The establishment of an accessory parking area having:

   a) indoor parking spaces having no direct access to a drive-way or drive aisle, due to tandem parking of outdoor spaces;
   b) 194 parking spaces;
   c) 20 unassigned guest parking spaces;
   d) parking spaces located within 10 feet (3.05 metres) of a window to a habitable room where the sill is located 5 feet (1.52 metres) or less from grade;
   e) a parking area and driveway without direct access to a street or public lane.

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 gates/entrances be installed on all ground floor balconies for Buildings A1, A2, D1, and D2, as identified on Sheet 1 for File No. DAV 25-267282/C to the satisfaction of the Director of Planning, Property, and Development.
2. That all tandem parking stalls be assigned to the same residential suites, to the satisfaction of the Director of Planning, Property, and Development.
3. That a light-proof fence be provided between the parking stalls and Buildings D1 and D2, as identified on Sheet 1 for File No. DAV 25-267282/C to the satisfaction of the Director of Planning, Property, and Development.

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

DATE OF ORDER: May 08, 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 22, 2026
[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD.]

(c) refer to Variance Order No. DAV 25-267282/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