Agenda – Assiniboia Community Committee – June 22, 2026

PUBLIC HEARINGS

Item No. 6 Variance – 2675 Portage Avenue
(St. James Ward)
File DAV 145001/2026D

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

The Urban Planning and Design Division recommends approval of the application to vary the "RMU PDO-1 Airport Vicinity" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 for the establishment of a parking area, accessory to a mixed use building, to permit parking stall lengths varying from 17.16 feet (5.23 metres) to 22 feet (6.7 metres) instead of 23 feet (7.10 metres) for stalls accessed directly from a public lane.

Subject to the following conditions:

1. That any parking stall less than 21 feet in length accessed directly from the public lane shall be posted with signage designated these stalls for small cars only, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development.

2. 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.

Agenda – Assiniboia Community Committee – June 22, 2026

File:	DAV 145001/2026D
Applicant:	Paragon Design Build (Christopher Gibson)
Premises Affected:	2675 Portage Avenue
Legal Description:	LOT 1 PLAN 74839, hereinafter called "the land"
Property Zoned:	"RMU PDO-1 Airport Vicinity Protection Area Malls and Corridors PDO PDO-1 Airport Vicinity Protection Area" (Residential Mixed Use, Planned Development Overlay-1 Airport Vicinity Protection Area, Malls and Corridors Planned Development Overlay and Planned Development Overlay-1)
Nature of Application:	To vary the "RMU PDO-1 Airport Vicinity" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 for the establishment of a parking area, accessory to a mixed use building, to permit parking stall lengths varying from 17.16 feet (5.23 metres) to 22 feet (6.7 metres) instead of 23 feet (7.10 metres) for stalls accessed directly from a public lane.
Exhibits Filed:	1. Application dated June 1, 2026 2. Notification of Public Hearing dated June 4, 2026 3. Manitoba Status of Title 3401145/1 4. Letter of authorization dated March 16, 2026 from 2675 Portage Avenue Ltd. (Alyce Kupskay) to Paragon Design Build (Christopher Gibson) 5. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising 6. Plans, Sheets 1 and 2, for File DAV 145001/2026D dated May 29, 2026 7. Report from the Urban Planning Division dated June 8, 2026 8. Inspection Report

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

Moved by Councillor

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

Moved by Councillor

That the receipt of public representations be concluded.

Moved by Councillor

That in accordance with Subsection 247(3) of The City of Winnipeg Charter, the Variance,

(a) ☐ is consistent ☐ is not consistent
with Plan Winnipeg, and any applicable secondary plan;

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

(c) ☐ is ☐ is not
the minimum modification of a zoning by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and

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

Supporting Reasons:

Moved by Councillor

That the recommendation of the Winnipeg Public Service be concurred in / not be concurred in and the Variance be approved / rejected.

Moved by Councillor

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

Exhibit "7" referred to in File DAV 145001/2026D

ADMINISTRATIVE REPORT

Title: DAV 26-145001/D – 2675 Portage Avenue

Issue: For consideration of a Variance associated with the construction of an accessory parking area

Critical Path: Assiniboia Community Committee

AUTHORIZATION

Author	Department Head	CFO	CAO
R. Galston, MCP	n/a	n/a	

RECOMMENDATIONS

The Urban Planning and Design Division recommends **approval** of the application to vary the "RMU PDO-1 Airport Vicinity" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 for the establishment of a parking area, accessory to a mixed use building, to permit parking stall lengths varying from 17.16 feet (5.23 metres) to 22 feet (6.7 metres) instead of 23 feet (7.10 metres) for stalls accessed directly from a public lane.

Subject to the following condition(s):

1. That any parking stall less than 21 feet in length accessed directly from the public lane shall be posted with signage designated these stalls for small cars only, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development.
2. 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 multi-family development and accessory parking area and requires a Variance to the 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 26-145001/D**
RELATED FILES:	
COMMUNITY:	Assiniboia Committee
NEIGHBOURHOOD #:	2.208 (Booth)
SUBJECT:	To vary the "RMU PDO-1 Airport Vicinity" Development and Design Standards of Winnipeg Zoning By-Law No. 200/2006 for the establishment of a parking area, accessory to a mixed use building, to permit parking stall lengths varying from 17.16 feet (5.23 metres) to 22 feet (6.7 metres) instead of 23 feet (7.10 metres) for stalls accessed directly from a public lane.
LOCATION:	2675 Portage Avenue
LEGAL DESCRIPTION:	LOT 1 PLAN 74839
APPLICANT:	Christopher Gibson (Paragon Design Build) 45 South Landing Drive Oak Bluff, MB R4G 0C4
OWNER:	2675 Portage Avenue Ltd. 45 South Landing Drive Oak Bluff, MB R4G 0C4

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 on the north side of Portage Avenue between Harcourt Street and Ronald Street. It is in the Booth Neighbourhood of the St James Ward.
- The subject site is approximately 34,711 square feet in area. It is currently vacant.
- The subject site is currently zoned “RMU” Residential Mixed Use.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the Regional Mixed Use Corridor policy area.



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

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Public lane, then residential uses zoned “RMF-L” Residential Multi-Family (Large) and a place of worship use zoned “R1-L” Residential Single-Family (Large).

South: Portage Avenue, then a mix of residential and commercial uses zoned “C2” Commercial Corridor.

East: Commercial uses zoned “C2” Commercial Corridor.

West: Commercial use zoned “C2” Commercial Corridor.



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant proposes to construct a residential mixed-use building on the subject site. This proposed building will be seven (7) storeys, with a height of approximately 74 feet.
- A total of 150 dwelling units are proposed, and will include a mix of one, two, and three-bedroom units.
- Of these 150 dwelling units, 60 units will be leased at rates below 70 percent of Median Market Rent (MMR). They are therefore considered affordable dwelling units by the City of Winnipeg.
- Approximately 750 square feet of commercial floor space will be provided. This commercial space will be on the ground floor and oriented to Portage Avenue.
- Vehicular access to the subject site will be taken from the public lane at the rear of the property.

DASZ 10/2024

- The proposed mixed-use development described above was approved by the Assiniboia Community Committee on June 21, 2024, under file no. DASZ 10/2024.
- Minor site plan modifications at the rear of the building have resulted in the current Variance application. See below for further discussion of this Variance.

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

- The applicant spoke with the Urban Planning and Design Division prior to submitting their application.

With the Public

- Given that this Variance application is caused by a minor change to the site design, no additional public consultation was undertaken, beyond what public consultation occurred prior to submitting the application under DASZ 10/2024.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- Under the *Complete Communities Direction Strategy 2.0,* the proposed development is located within the Regional Mixed-Use Corridor Policy Area.
- Relevant policies under Complete Communities 2.0 include the following:

B.1. General Growth

- Policies in the "General Growth" section of the *Complete Communities Direction Strategy 2.0* direct growth to strategic locations within the City of Winnipeg.

Goal 3

3.0 Direct the highest residential and employment densities to areas that can provide the best transit service.

Policies

Align maximum permitted residential densities with transit

3.1 Where compatible with surrounding land uses and subject to other applicable policies of this By-law, direct the highest multi-family residential densities to the areas that provide the best transit service.

3.1.1 High multi-family residential densities may be encouraged Downtown and in proximity to existing rapid transit station and Corridors. Support the highest densities in this range in closest proximity to transit stations.

3.1.2. Medium multi-family residential densities may be encouraged in proximity to the existing and planned Primary Transit Network. Support the highest densities in this range in close proximity to transit stations.

3.1.3. Multi-family residential densities elsewhere in the Urban Structure will be directed in accordance with other policies from other sections of this By-law.

C.2. Corridors

- Under the *Complete Communities Direction Strategy 2.0,* the proposed development is located within the Regional Mixed-Use Corridor Policy Area. With regard to this proposal, key goals and policies guiding development of Regional Mixed Use Corridors include:

Goal 1

1.0 Encourage strategic residential intensification on Corridors.

Policies

1.1 Support densities in accordance with Policy 3.1 of the General Growth section, at a height and scale compatible with surrounding land uses.

Goal 3

3.0 Ensure Corridors provide a comfortable pedestrian environment and attractive public realm.

Policies

1.7 Encourage development on Regional Mixed Use Corridors to enable a comfortable pedestrian environment and attractive public realm through the use of design elements which may include, but are not limited to the following:

1.7.1 Providing minimal building setbacks from the public right-of-way to define the street edge.

1.7.2 Having entrances provide direct access to the public sidewalk.

1.7.3 Promoting a fine-grained and transparent street-level façade with active ground floor uses.

G1. Mobility

- This section of Complete Communities 2.0 seeks to better integrate transportation systems and land use planning in Winnipeg. With regard to this proposal, key goals and policies concerning mobility include:

Goal 3

3.0 Support and encourage land uses and investments in the transportation network that reduce Vehicle Kilometres Travelled (VKT).

Policies

Integrated planning

3.2 Encourage the highest residential and employment densities close to rapid transit and the Primary Transit Network.

Goal 4

4.0 Pursue innovative parking strategies that encourage transportation means other than the personal automobile, encourage a more efficient use of land, and enable the establishment of more affordable housing options.

Policies

Parking requirements

4.2 Provide opportunities in the development approval process to reduce the number of parking spaces required by the Winnipeg Zoning By-law, when transportation demand offsets are present. Considerations for parking reduction include:

a. Proximity to Rapid Transit Corridors and stations;

b. Proximity to transit routes operating at a high frequency;

c. Proximity to employment, institutional and commercial amenities;

d. Proximity to structured parking;

e. Provision of carsharing services;

f. Shared parking arrangements with adjacent development;

g. Bicycle facilities that exceed the Winnipeg Zoning By-law;

h. End of trip cycling facilities including lockers and shower rooms; and

i. Proximity to bike share stations.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

- Per the Winnipeg Zoning By-law, parking stalls directly accessed from a public lane must have a minimum length of 23 feet. The applicant is proposing parking stalls directly off the rear lane with lengths ranging from 17.2 feet to 22 feet. As such, a Variance for parking stall lengths is required.

ANALYSIS OF VARIANCE

- Since the time that the proposed development was approved under file no. DASZ 10/2024, the site plan has been modified by moving the garbage collection area to the northwest corner of the subject site. Previous plans showed the garbage collection area to the north of the proposed building. By relocating the garbage collection area, the applicant has reconfigured the parking stalls parking stalls accessed directly from the rear lane.
- An additional change to the development plans is the provision of two (2) ground-level covered mechanical systems at the rear of the building. These have resulted in four (4) stalls that were previously 20 feet in length now being 17.2 feet in length.
- As such, the 19 parking stalls directly off the rear lane have lengths ranging from 17.2 feet to 22 feet.
- It should be noted the building's rear yard setback is reduced by 4.5 feet as a result of the lane widening requested by the Winnipeg Public Service.
- This previous parking stall length of 20 feet directly accessed from the public lane, was approved by a Variance under file no. DAV 24-136543/D.
- The Urban Planning and Design Division is supportive of the Variance for parking stalls off the lane with insufficient length, subject to a recommended condition that will designate the parking stalls less than 21 feet in length as for small cars only.
- In this manner, these shorter stalls can adequately accommodate parked vehicles while leaving enough room for snow storage and clearing operations in the public lane.

CONDITION OF APPROVAL

- As noted above, a condition of approval is recommended which will designate any parking stall accessed directly from the lane that is less than 21 feet in length as a small car only stall. Furthermore, this condition requires that signage be posted that marks these stalls as being for small cars only.

REASONS FOR THE RECOMMENDATIONS

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

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

In that, *the Variance will allow the applicant to develop a mixed-use development in a manner consistent with policies for Regional Mixed Use Corridors under* Complete Communities 2.0.

(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, *subject to the recommended condition of approval, the Variance does not adversely effect adjacent properties limit operation of the rear public lane.*

(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 Variance will enable the applicant to provide parking stalls directly off a public lane that is being widened per the conditions of file no. DASZ 10/2024.*

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

In that, *subject to the recommended condition of approval, the Variance is compatible with the surrounding area.*

CONSULTATION

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

OURWINNIPEG 2045 POLICY ALIGNMENT

6.21 Regional Mixed Use Corridors

- *Recognize that a primary function of designated Regional Mixed-Use Corridors is for the efficient movement of people, goods, and services, while transitioning the functional design over time to support mixed-use intensification and transit orientation.*

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

- *Increase strategic infill development that provides access to and capitalizes on existing and planned corridors with frequent transit service.*

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

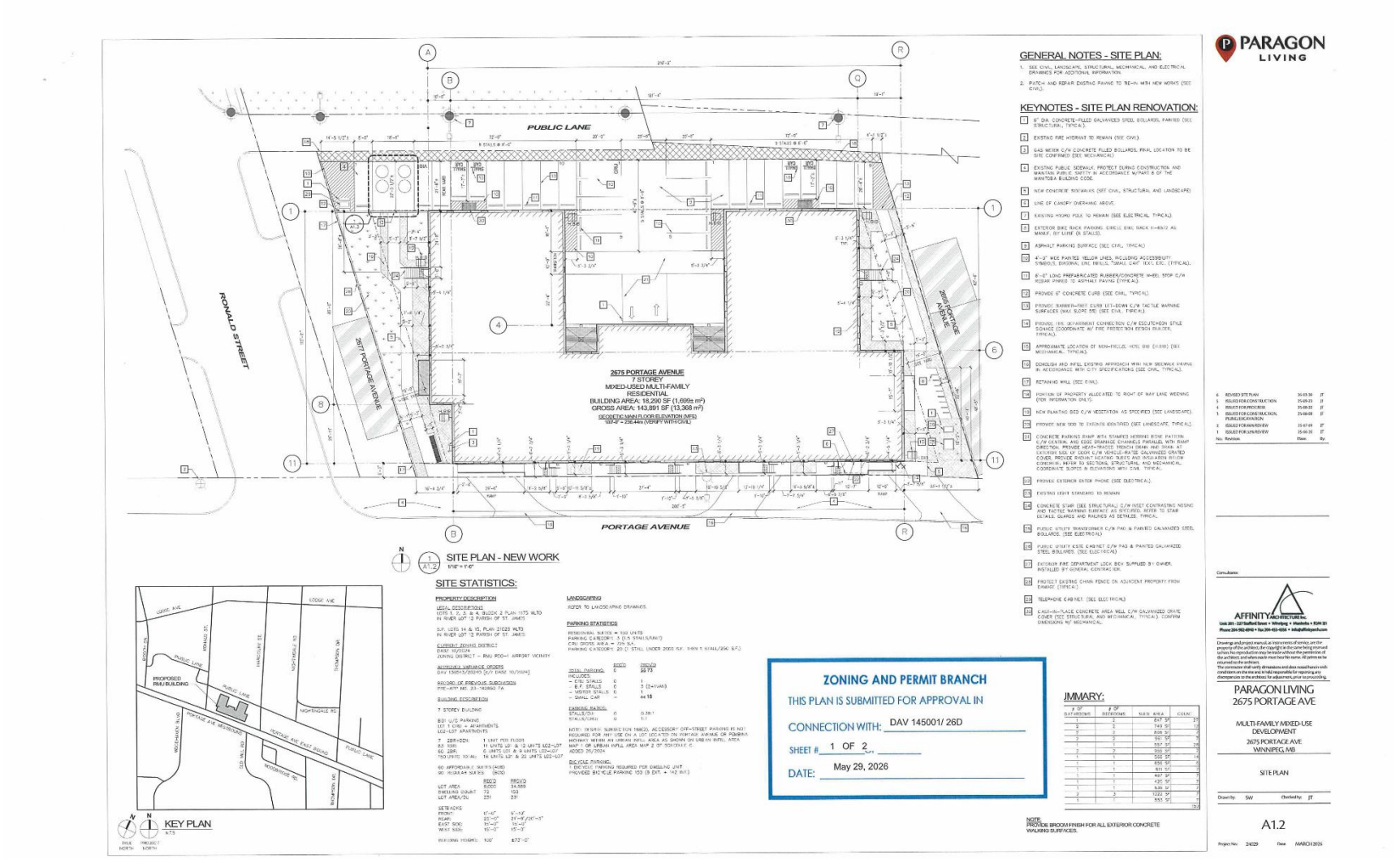
Consideration was given to whether this report connects to any of the specific Goals and Objectives in the *PRS* and it was determined the *PRS* is not applicable to this specific report.

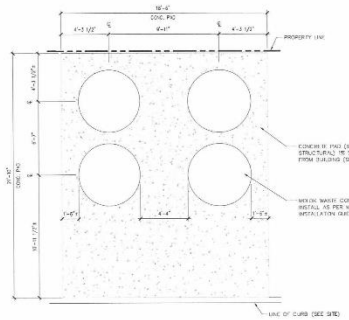
SUBMITTED BY

Department: Planning, Property and Development

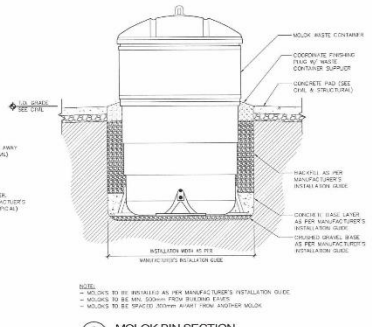
Division: Urban Planning and Design
Prepared by: Robert Galston, MCP
Date: Monday, June 8, 2026
File No. DAV 26-145001/D

Exhibit “6” referred to in File DAV 145001/2026D





1 A1.3 MOLOK BINS ENLARGED PLANS
1/4" = 1'-0"



NOTE:
- MOLOKS TO BE INSTALLED AS PER MANUFACTURER'S INSTALLATION GUIDE
- MOLOKS TO BE MIN. 500mm FROM BUILDING EAVES
- MOLOKS TO BE SPACED 300mm AWAY FROM ANOTHER MOLOK

2 A1.3 MOLOK BIN SECTION
1/2" = 1'-0"

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 145001/ 26D

SHEET # 2 OF 2 OF

DATE: May 29, 2026

PARAGON LIVING

No.	Remarks	Date	By
6	REVISED SITE PLAN	26-03-30	JT
5	ISSUED FOR CONSTRUCTION	25-09-23	JT
4	ISSUED FOR PROGRESS	25-08-22	JT
3	ISSUED FOR CONSTRUCTION, PLUNGE/EXCAVATION	25-08-08	JT
2	ISSUED FOR AIRS REVIEW	25-07-03	JT
1	ISSUED FOR SITE REVIEW	25-06-30	JT

Consultants:

AFFINITY ARCHITECTURE Inc.
Unit 201 - 227 Stafford Street • Winnipeg • Manitoba • R3M 2J1
Phone 204-982-8940 • Fax 204-925-4556 • 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.

PARAGON LIVING
2675 PORTAGE AVE

MULTI-FAMILY MIXED-USE DEVELOPMENT
2675 PORTAGE AVE
WINNIPEG, MB

SITE DETAILS

Drawn by: SW Checked by: JT

A1.3

Project No.: 24029 Date: MARCH 2026