Minutes – East Kildonan-Transcona Community Committee – June 22, 2026

PUBLIC HEARINGS

Item No. 2 Variance – 565 Watt Street
(Elmwood-East Kildonan Ward)
File DAV 156553/2026D

COMMUNITY COMMITTEE DECISION:

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

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

    A. a front yard of 10 feet (3.05 metres);

    B. a south side yard of 16.5 feet (5.03 metres);

    C. a south side yard balcony projection of 6.5 feet (2.0 metres);

    D. 145 parking spaces;

2. For the establishment of an accessory parking area to permit;

    A. 3 feet (0.9 metre) north side yard to parking space;

    B. 12 guest parking spaces.

Subject to the following conditions:

1. That prior to the issuance of any development permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include three (3) car share vehicles and three (3) dedicated parking stalls for the car share vehicles, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

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

DECISION MAKING HISTORY:

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

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

Carried

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

Carried

Moved by Councillor Durand-Wood,
That in accordance with Subsection 247(3) of The City of Winnipeg Charter, the Variance:

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

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

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

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

Supporting Reasons:

1. Generally, we really need more housing in Elmwood-East Kildonan, especially affordable housing, especially infill housing, so I think these variances are very reasonable to help make this development feasible.

DECISION MAKING HISTORY (continued):

2. Particularly the reduction of the front-yard setbacks supports a nice walkable pedestrian realm, while creating more flexibility in terms of the landscaping and parking placement.

3. I think the reduction in parking is acceptable, it's supported through the provision of 3 co-op cars, ample secure bike parking, and of course, the development is close to both public and active transportation.

4. I think this housing is going to be a big asset to the community and I'm looking forward to seeing it take shape.

Carried

Moved by Councillor Durand-Wood,

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

Carried

Moved by Councillor Durand-Wood,

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

Carried

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

DAV 156553/2026D

Before:	East Kildonan-Transcona Community Committee Councillor Wyatt, Chairperson Councillor Browaty Councillor Durand-Wood
Hearing:	June 22, 2026 Council Building, 510 Main Street
Applicant:	Futuremark (Alex Boersma)
Premises Affected:	565 Watt Street
Legal Description:	LOT 2 DASZ 40/2025, hereinafter called "the land"
Property Zoned:	"RMF-L Communities PDO-1 Mature Communities PDO-1" (Residential Multi-Family – Large Communities Planned Development Overlay-1 (District) Mature Communities Planned Development Overlay 1 (District))
Nature of Application:	To vary the "RMF-L Mature Communities PDO-1" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 as follows:

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

    A. a front yard of 10 feet (3.05 metres) instead of 25 feet (7.62 metres);

    B. a south side yard of 16.5 feet (5.03 metres) instead of 20 feet (6.1 metres);

C. a south side yard balcony projection of 6.5 feet (2.0 metres) instead of maximum 5 feet (1.5 metres);

D. 145 parking spaces instead of 180 parking spaces;

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

A. 3 feet (0.9 metre) north side yard to parking space instead of 8 feet (2.4 metres);

B. 12 guest parking spaces instead of 17 spaces.

It is the opinion of the East Kildonan-Transcona Community Committee that subject to the conditions listed below, if any, this Variance meets the statutory criteria as outlined in Subsection 247(3) of the City of Winnipeg Charter in that it:

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

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

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

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

Supporting Reasons:

1. Generally, we really need more housing in Elmwood-East Kildonan, especially affordable housing, especially infill housing, so I think these variances are very reasonable to help make this development feasible.

2. Particularly the reduction of the front-yard setbacks supports a nice walkable pedestrian realm, while creating more flexibility in terms of the landscaping and parking placement.

3. I think the reduction in parking is acceptable, it’s supported through the provision of 3 co-op cars, ample secure bike parking, and of course, the development is close to both public and active transportation.

4. I think this housing is going to be a big asset to the community and I'm looking forward to seeing it take shape.

ORDER:

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

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

    A. a front yard of 10 feet (3.05 metres);

    B. a south side yard of 16.5 feet (5.03 metres);

    C. a south side yard balcony projection of 6.5 feet (2.0 metres);

    D. 145 parking spaces;

2. For the establishment of an accessory parking area to permit;

    A. 3 feet (0.9 metre) north side yard to parking space;

    B. 12 guest parking spaces.

subject to the following conditions, which the East Kildonan-Transcona Community Committee considers necessary to ensure compliance with criteria (a) to (d) in Subsection 247(3) of the City of Winnipeg Charter, namely:

1. That prior to the issuance of any development permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include three (3) car share vehicles and three (3) dedicated parking stalls for the car share vehicles, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

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

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

DATE OF ORDER: June 24, 2026

CERTIFIED BY:



B. Harris
Committee Clerk

HOW TO APPEAL

If you object to this Order, you are entitled to file a notice of appeal. Your notice of appeal must:

(a) be in writing;

(b) contain your name, mailing address, and phone number;

(c) be addressed as set out below;

(d) be received at that office not later than 4:30 p.m. on July13, 2026;

[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD]

(e) refer to Variance Use Order No. DAV 156553/2026D; and

(f) provide the reason(s) for the appeal

The City Clerk may not schedule an appeal hearing until your notice of appeal meets the above requirements.

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

THE FOLLOWING PERSONS MADE REPRESENTATIONS AND ARE ENTITLED TO APPEAL:

In Support:

Alex Boersma
Ken Borton
Sasa Radulovic

In Opposition:

Nil

For Information:

Nil

For the City:

C. Ho, Planner, Planning Property and Development Department.
A. McKinnon, Urban Planner, Planning, Property and Development Department

EXHIBITS FILED FOR DAV 156553/2026D

1. Application
2. Notification of Public Hearing dated May 27, 2026
3. Manitoba Status of Title 2169636/1
4. Letter of authorization dated May 8, 2026 from Gord Chappell for the Director of Planning, Property and Development to 10266046 Manitoba Ltd. (565 Watt Street Ltd.)
5. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
6. Plans, Sheets 1 to 5 inclusive, for File DAV 156553/2026D dated May 13, 2026
7. Report from the Urban Planning Division dated June 2, 2026
8. Inspection Report
9. Communication dated June 17, 2026, from Ken Borton in support of the application
10. Communication dated June 19, 2026, from Sasa Radulovic in support of the application

Exhibit “7” referred to in File DAV 156553/2026D

ADMINISTRATIVE REPORT

Title: DAV 26-156553\D – 565 Watt Street

Issue: For consideration of Variances associated with a 241-unit multi-family development

Critical Path: East Kildonan-Transcona Community Committee

AUTHORIZATION

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

RECOMMENDATIONS

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

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

    a. a front yard of 10 feet (3.05 metres) instead of 25 feet (7.62 metres);

    b. a south side yard of 16.5 feet (5.03 metres) instead of 20 feet (6.1 metres);

    c. a south side yard balcony projection of 6.5 feet (2.0 metres) instead of maximum 5 feet (1.5 metres);

    d. 145 parking spaces instead of 180 parking spaces;

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

    a. 3 feet (0.9 metre) north side yard to parking space instead of 8 feet (2.4 metres);

    b. 12 guest parking spaces instead of 17 spaces.

Subject to the following condition(s):

1. That prior to the issuance of any development permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include three (3) car share vehicles and three (3) dedicated parking stalls for the car share vehicles, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

2. That, 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 requires Variances for building yard setbacks, permitted projections, and parking 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 26-156553\D**
RELATED FILES:	DASZ 40/2025
COMMUNITY:	East Kildonan - Transcona Committee
NEIGHBOURHOOD #:	4.407 - (MUNROE WEST)
SUBJECT:	To vary the "RMF-L Mature Communities PDO-1" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 as follows: 1) for the construction of a multi family dwelling to permit: a) a front yard of 10 feet (3.05 metres) instead of 25 feet (7.62 metres); b) a south side yard of 16.5 feet (5.03 metres) instead of 20 feet (6.1 metres); c) a south side yard balcony projection of 6.5 feet (2.0 metres) instead of maximum 5 feet (1.5 metres); d) 145 parking spaces instead of 180 parking spaces; 2) for the establishment of an accessory parking area to permit; a) 3 feet (0.9 metre) north side yard to parking space instead of 8 feet (2.4 metres); b) 12 guest parking spaces instead of 17 spaces.

LOCATION:	565 Watt Street
LEGAL DESCRIPTION:	SP LOT 3 PLAN 30623 WLTO EXC, PUBLIC LANE, PLAN 45284 WLTO IN RL 92 AND 93 PARISH OF KILDONAN
APPLICANT:	Alex Boersma (Futuremark) Winnipeg, MB
OWNER:	THE CITY OF WINNIPEG 65 Garry St Floor 3rd Flr (C/O PLANNING PROPERTY DEVELOPMENT SERV) Winnipeg, MB R3C 4K4

HISTORY

DASZ 40/2025

- A Subdivision and Rezoning application was passed by Council in 2025 to subdivide and rezone the lands at 545-569 Watt Street to the "CMU Mature Communities PDO-1" Commercial Mixed Use district (545 Watt Street) and "RMF-L Mature Communities PDO-1" Residential Multi Family (Large) district (565-569 Watt Street) for the purpose of constructing a mixed use development on Proposed Lot 1 and a multi-family development on Proposed Lot 2, respectively.

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 Watt Street, between Trent Avenue and Munroe Avenue in the Munroe West Neighbourhood of the Elmwood-East Kildonan Ward.
- The site is currently zoned "R1-S Mature Communities PDO-1" (Residential Single-Family – Small). The site has been approved to be rezoned to "RMF-L Mature Communities PDO-1" zoning district, which received first reading in 2025.
- The lot is approximately 43,924 square feet (4080.7 square metres or 1 acres) in area.
- Watt Street is a collector road.

- The site is occupied by a building leased to the Elmwood Community Resource Centre.
- The subject property is located within an “Established Neighbourhoods - Mature Communities” policy area under *Complete Communities Direction Strategy 2.0* (CCDS 2.0).

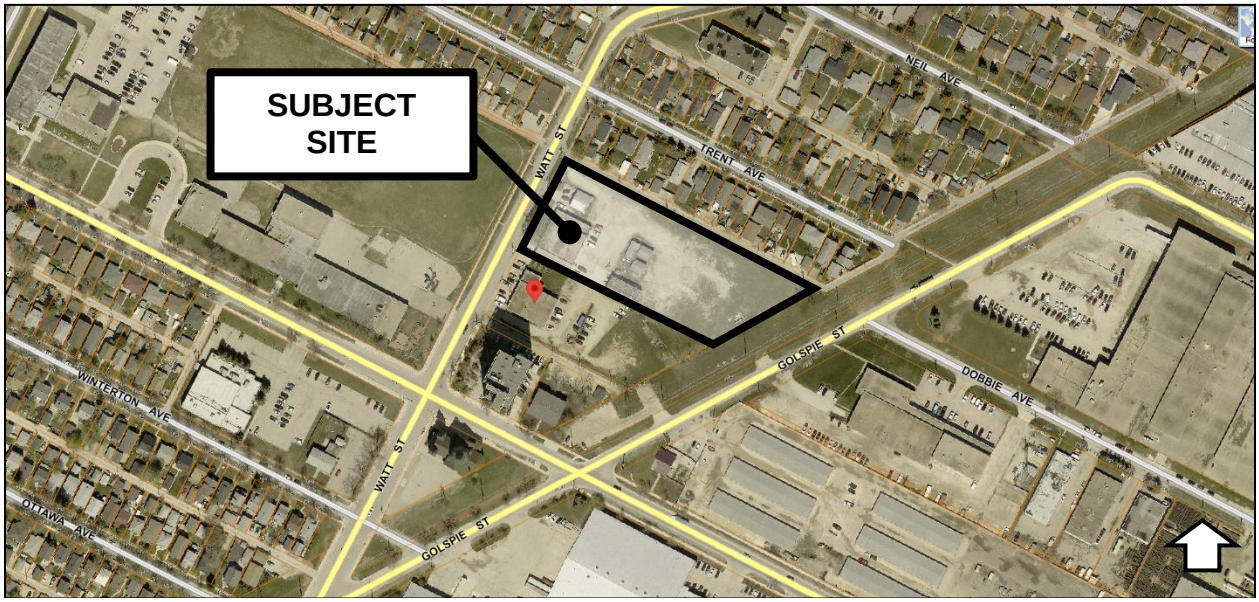


Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Paved lane, then 500-572 Trent Avenue – single-family dwelling uses zoned “R1-S Mature Communities PDO-1” (Residential Single-Family – Small)

East: 510 Golspie Street – Hydro and parking uses split-zoned “R1-S Mature Communities PDO-1” (Residential Single-Family – Small) and “M1 Mature Communities PDO-1” (Manufacturing – Light), then Golspie Street, then storage and manufacturing/warehouse uses zoned “M1 Mature Communities PDO-1” (Manufacturing – Light)

South: 565-569 Watt Street – future redevelopment zoned “RMF-L Mature Communities PDO-1” (Residential Multi Family - Large), then paved lane, then 505 Munroe Avenue – a 15-storey, 125 dwelling unit multi-family use zoned “RMF-L Mature Communities PDO-1” (Residential Multi-Family – Large) and 511 Munroe Avenue – a 2-storey, 8-unit multi-family use zoned “RMF-S Mature Communities PDO-1” (Residential Multi-Family – Small)

West: Watt Street, then 491 Munroe Avenue – a school use zoned “PR2 Mature Communities PDO-1” (Parks and Recreation – Community)

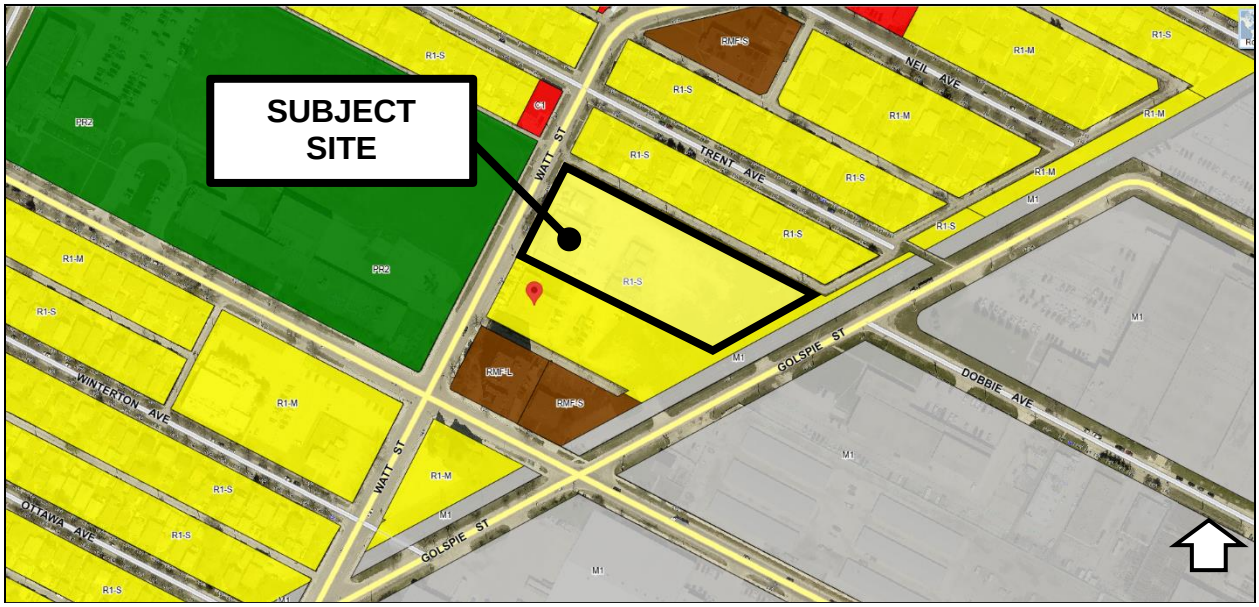


Figure 2: Zoning of the site and surrounding area (*NB: the site has been approved to be rezoned to RMF-L*)

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- A Subdivision and Rezoning application (**see Report for DASZ 40/2025**) was approved by Council in 2025 to subdivide and rezone the subject property "RMF-L Mature Communities PDO-1" Residential Multi Family (Large) district.
- The applicant proposes a 241-unit multi-family development.
- There are 72 affordable units.
- The site has a lot area of 2.28 acres (99,044 square feet).
- There are four (4) buildings in total, with Building Block 1A and Building Block 1B are connected with a common lobby space, as is Building Block 2A and Building Block 2B.
- The four (4) buildings are each 140 feet deep by 60 feet wide.
- The building height is 7-storeys or 70 feet.
- The building has a mix of 1-bedroom, 2-bedroom, and 3-bedroom units.
- The west front yard building setback (along Watt Street) is 10 feet.
- The east rear yard building setback (next to the Hydro lands) is 25 feet.
- The north side yard building setback is over 40 feet.
- The south side yard setback is 16.5 feet.
- Access to the site is via an approach off Watt Street.
- There are 145 vehicle parking spaces (98 outdoor and 47 indoor), of which five (5) are accessible, including 2 van accessible, as well as 12 guest parking spaces.
- There are three (3) designated car-share parking space.
- There are 122 bicycle parking spaces (40 outdoor secured, 15 outdoor, and 67 indoor).
- The elevations show EFIS building materials in various colours.

- The proposed landscaping is located throughout the subject site and between buildings.
- The garbage and recycling collection area is located near Building Block 2A in the north side yard.
- On-site outdoor amenities include balconies, open patios at grade, and interspersed green/open spaces.

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

- The applicant engaged with the Public Service to discuss the application before making a formal submission.

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- *The Complete Communities Direction Strategy 2.0* (CCDS 2.0) is a citywide secondary plan that guides growth, development, and land use in Winnipeg.
- The subject property is located in an Established Neighbourhood designated as a "Recent Community" as outlined in *Complete Communities Direction Strategy 2.0.* Applicable goals and policies include:
- **Goal 2** states "design new development in Established Neighbourhoods to a high standard of urban design and construction to ensure new development adds value to public and private urban spaces to create a sense of place and civic pride.
    - *2.3 Encourage, where contextually suitable, the location of multi-family buildings at or near the front and corner side property lines to create a pedestrian orientation that is respectful of the area context. Use setbacks to provide landscaping, front courtyards for individual units or other amenities that support the pedestrian environment, building design and relationship to the street.*
    - *2.4 Encourage the use of high-quality, energy efficient, and durable exterior building façade materials.*
    - *2.5 Encourage a variety of architectural styles.*
    - *2.6 Encourage building design to include a range of architectural features that create visual interest and positively contribute to the visual aesthetics of the street and neighbourhood.*
    - *2.9 Buildings with multi unit residential uses should be designed to support pedestrian activity and reinforce the public realm through thoughtful use of architectural features which may include, but are not limited to, the following: a. Window placement that supports passive surveillance; b. Unit entrances with direct access to the street; c. Front porches; d. Balconies; e. Awnings; f. Lighting; and g. Height of primary entrances.*
    - *2.10 Discourage building designs that orient the back of the building to the street.*
    - *2.11 Multi-family residential or mixed-use buildings that front public streets and contain internal parking areas should provide a main entrance facing the public street.*

- *2.12 New development should respect and complement the existing character of the built form of surrounding properties.*
- *2.13 Where appropriate, taller buildings should use step backs and roof design to mitigate negative impacts on adjacent properties and provide a more comfortable pedestrian environment.*
- *2.14 Avoid buildings that create long blank walls facing public streets.*
- *2.15 Encourage the use of architectural features to articulate building walls in order to mitigate the impact of new building mass.*
- *2.16 For properties with public lane access, vehicular access should be taken from the public lane in order to: a. Reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property; b. Preserve green space and protect existing trees that can be impacted by the establishment of front approaches and corresponding private driveways; and c. Prevent fragmentation of the public boulevard in order to better accommodate on-street motor vehicle parking and public snow clearing.*
- *2.17 Locate commercial, mixed-use, or multiple family residential parking underground or behind buildings in order to create a more pedestrian-oriented built form. Active uses should be located at grade when these buildings face public streets.*
- *2.18 Strongly discourage locating surface parking lots between streets and building fronts.*
- *2.19 Where motor vehicle parking must be accessed from a front street, it should be effectively screened or incorporated into the building in a manner that positively contributes to the attractiveness of the streetscape.*
- *2.20 Where loading areas require access from a street, they should be discreet and incorporated into the building in a manner that contributes to the attractiveness of the streetscape.*
- *2.21 Site design should take cues from the character of the neighbourhood or street and should mitigate the potential for land use conflict with adjacent properties that have different scales, densities and uses. Parking location (motor vehicle and bicycle), vehicular access, servicing elements, building placement and landscaping treatment will be important design elements to ensure context-sensitive design.*
- *2.22 Create or reinforce compact, pedestrian-oriented urban development patterns by ensuring the siting, form and scale of new development has a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.*

<u>Goal 2 Established Neighbourhoods – Mature Communities Policy Alignment:</u>

- The proposed development meets the policies mentioned above. Namely:
    - The westernmost building (Block 1A) is near the front property line (Watt Street) to create a pedestrian orientation along Watt Street while providing respectful setbacks from nearby uses.

- The building setbacks provide for landscaping, internal open/green spaces, as well as other outdoor amenities that support the pedestrian environment, building design, and relationship to the street.
- There are balconies, height to the primary entrances, and a substantial amount of transparent glazing and windows placed to support eyes on the street and reinforce the public realm.
- The ground floor uses support pedestrian activity by providing building elements such as direct pedestrian access to the main building entrance, transparent glazing, open patios at grade and pedestrian oriented amenities that increase visual interest.
- Some of the parking is underground to help create a strong pedestrian realm. The parking accessed from the public lane is also effectively screened with landscaping to enhance the streetscape along Watt Street.
- There is no parking from the side public lane to reduce potential conflict between pedestrians and vehicles.
- The site design mitigates potential land use conflicts with careful and considered parking location (under or beside the building), vehicular access (internal to the site), building placement and orientation (setback as far away from adjacent residential uses), and with interspersed areas of landscaping.
- The proposal creates a pedestrian-oriented residential development by ensuring the siting and form has a strong relationship to the street, public spaces and amenities that is consistent with the neighbourhood context.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Reason for Variances

West Front Yard Building Setback

- The west front yard building setback is calculated as 25 feet. The development proposes a west front yard building setback of 10 feet. For this reason, a Variance is required.

South Side Yard Building Setback

- The south side yard building setback is calculated as 20 feet. The development proposes a south side yard building setback of 13.5 feet. For this reason, a Variance is required.

South Side Yard Balcony Projection

- The south side yard balcony projection is calculated as maximum 5 feet. The development proposes a south side yard balcony projection of 6.5 feet. For this reason, a Variance is required.

Parking Spaces

- The required number of parking spaces is 180 spaces. The development proposes 145 parking spaces. For this reason, a Variance is required.

North Side Yard Setback to an Accessory Parking Area

- The north side yard setback to an accessory parking area is calculated as 8 feet. The development proposes a setback of 3 feet. For this reason, a Variance is required.

Guest Parking Spaces

- The required number of guest parking spaces is 17 spaces. The development proposes 12 guest parking spaces. For this reason, a Variance is required.

Analysis of Variances

Reduced West Front Yard Building Setback

- The west front yard building setback is 10 feet instead of 25 feet. Multi-family buildings are encouraged to be located near the front property line to create a pedestrian orientation. There is space for landscaping. There are no abutting residential dwellings and uses along this property line.
    - For these reasons, the Division supports this Variance.

Reduced South Side Yard Building Setback

- The south side yard building setback is 16.5 feet instead of 20 feet. This setback is to the corner of a portion of Building Block 1B and 2B; the majority of the building walls meet or exceed the 20 feet. The setback provides adequate separation distance from the future abutting 7-storey mixed-use development to the south. There is landscaping and accessible walkways provided.
    - For these reasons, the Division supports this Variance.

Increased South Side Yard Balcony Projection

- The south side yard balcony projection is 6.5 feet instead of 5 feet. These projections are for a single set of balconies at the corner of Building Block 1B and 2B. The projections will have minimal impact from the future abutting 7-storey mixed-use development to the south. The balconies provide outdoor amenity space.
    - For these reasons, the Division supports this Variance.

Reduced Parking Spaces

- There are 145 parking spaces provided instead of 180. Parking relaxations may be considered where a car share and bicycle parking is provided. Three (3) car-share vehicles and 122 bicycle parking spaces (40 outdoor secured, 15 outdoor, and 67 indoor) are provided, which will help offset the parking shortage as well as encouraging alternative and sustainable transportation options for residents and the community. The site is within 800 metres of the Primary Transit Network, within a block of the Roch Street Neighbourhood Greenway Active Transportation path to the west, and within a longer block of the Northeast Pioneers Greenway Active Transportation path to the east.
    - For these reasons, the Division supports this Variance.

Reduced North Side Yard Setback to an Accessory Parking Area

- The north side yard setback to an accessory parking area is 3 feet instead of 8 feet. There is still space for landscaping (shrubs). A fence is provided to help with buffering the parking area from the dwelling across the public lane. Only a portion of the accessory parking area is within this side yard, the other portion is within the 8 feet.
    - For these reasons, the Division supports this Variance.

Reduced Guest Parking Spaces

- There are 12 guest parking spaces provided instead of 17. The proposal provides car-shares and bicycle parking spaces as alternative and sustainable transportation options. The reduced guest parking spaces allow the on-site parking supply to be prioritized for residents. The site is within 800 metres of the Primary Transit Network, within a block of the Roch Street Neighbourhood Greenway Active Transportation path to the west, and within a longer block of the Northeast Pioneers Greenway Active Transportation path to the east.
    - For these reasons, the Division supports this Variance.

REASONS FOR RECOMMENDATIONS

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

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

***In that**, the proposed development is consistent with policies in OurWinnipeg 2045 and Complete Communities Direction Strategy 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**, the site design and building design mitigate land use conflicts and massing impacts with the abutting and adjacent properties.*

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

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

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

***In that,** the proposed intensity introduces a compatible new development on the block, in the neighbourhood, and within the ward.*

OURWINNIPEG 2045 POLICY ALIGNMENT

Goal: Good Health and Well-Being

Objectives

1. Enable access to basic needs for good physical and mental health.
2. Support positive health outcomes through the built and natural environments.
3. Proactively identify and address threats to community safety and well-being.

Policies

- ***4.4 Affordable and Supportive Housing Options:** Enable collaborative partnerships that provide a continuum of existing or new affordable housing, making use of municipal supports such as fiscal, regulatory and measurement tools to ensure those most in need have increased access throughout the resident and building life-cycle.*

Goal: Social Equity

Objectives

1. Uphold human rights so that no one is left behind.
2. Build bridges spanning ideas, cultures, identities and generations on a foundation of truth, understanding, and rights-based reconciliation.
3. Build social cohesion through community development solutions, coordinated, effective partnerships, and responsive service delivery.

Policies

- ***5.2 Affordable and Supportive Housing Options:*** *Conserve and increase development of a continuum of affordable and supportive housing throughout the city as a fundamental human right.*

Goal: City Building

Objectives

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

Policies

- ***6.39 Affordable and Supportive Housing Options:*** *Facilitate affordable and supportive housing in all neighbourhoods, through a continuum of private and non-profit housing development that includes a mix of sizes, forms and tenures; resilient, low-carbon, and energy-efficient construction; adaptable, universal design accessibility; and proximity to integrated and, sustainable transportation options.*

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

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

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Goal 2: The City actively plans for and partners in affordable housing.

10-year Objectives:

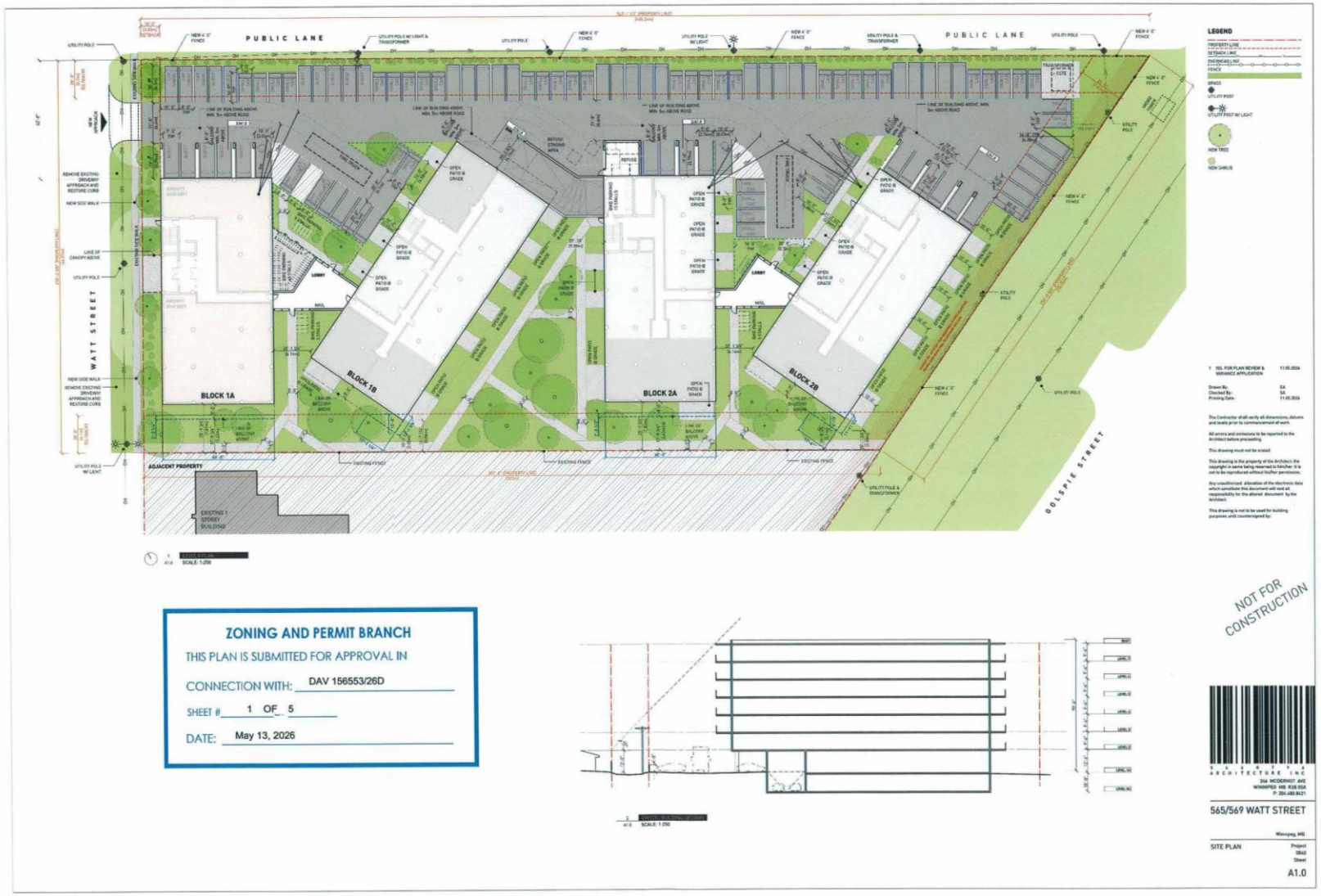
- ***A.*** *The City's capacity and commitment to advancing affordable housing initiatives are increased.*

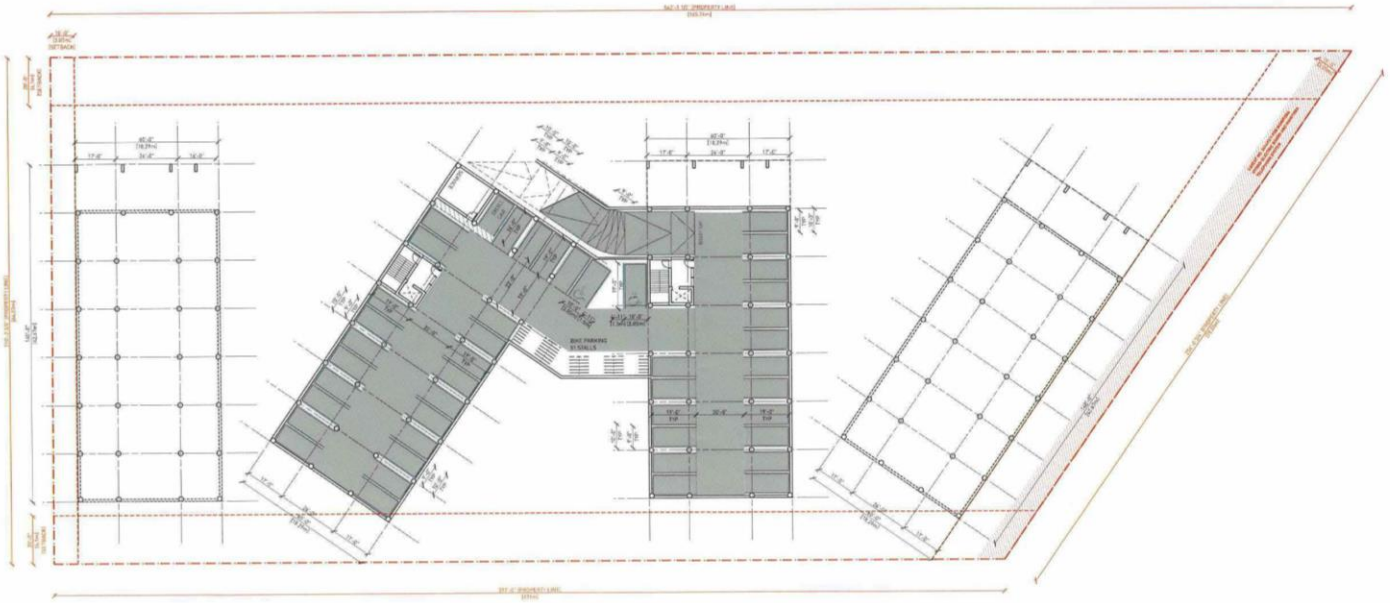
- ***C.*** *Municipal tools, resources and partnerships are developed and used to encourage and facilitate affordable housing development.*

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Choi Ho, RPP, MCIP
Date:	June 2, 2026
File No.	DAV 26-156553\D

Exhibit “6” referred to in File DAV 156553/2026D





ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 156553/26D

SHEET # 2 OF 5

DATE: May 13, 2026

1 ISS. FOR PLAN REVIEW & VARIANCE APPLICATION 11.05.2026

Drawn By: BA
Checked By: SA
Printing Date: 11.05.2026

The Contractor shall verify all dimensions, datums and levels prior to commencement of work.

All errors and omissions to be reported to the Architect before proceeding.

This drawing must not be scaled.

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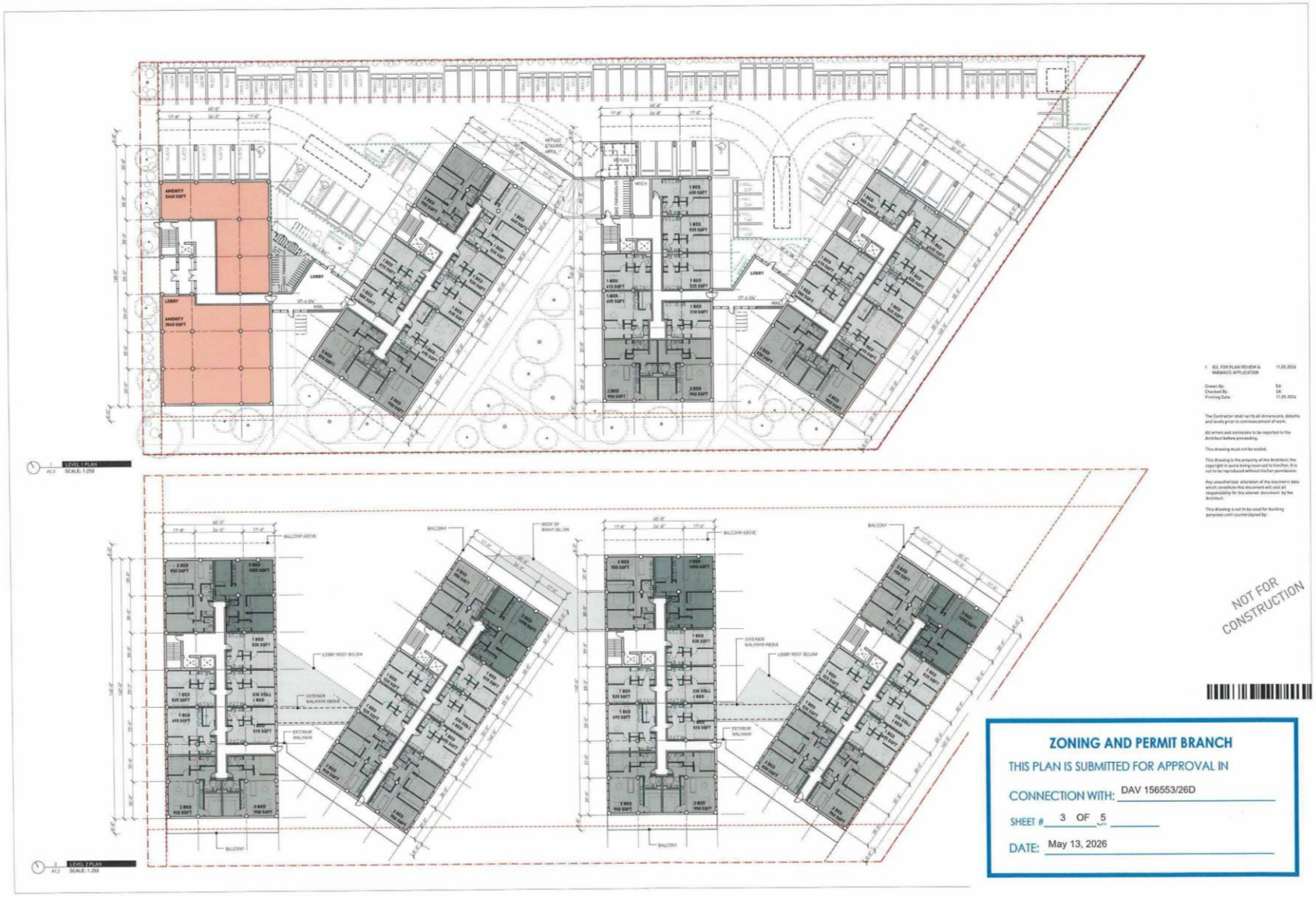
ARCHITECTURE INC
266 MODERMOT AVE
WINNIPEG MB R3D 0S8
P: 204.482.8421

565/569 WATT STREET

Winnipeg, MB.

LEVEL 0 PLAN

Project
0860
Sheet
A1.1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A1.2 SCALE: 1:250
2 LEVEL 2 PLAN
A1.2 SCALE: 1:250
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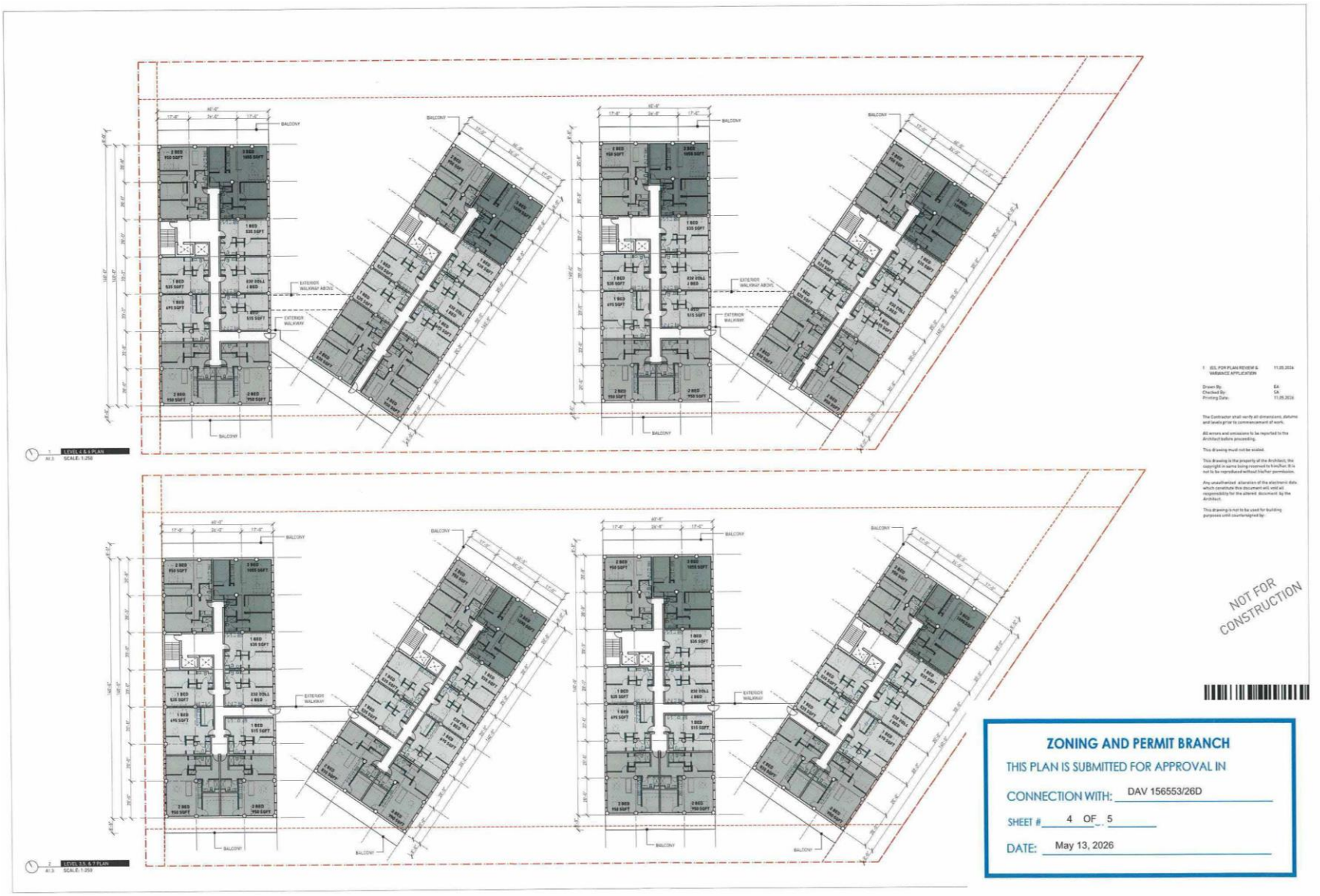
SHEET # 3 OF 5
DATE: May 13, 2026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2 LEVEL 3,5, & 7 PLAN
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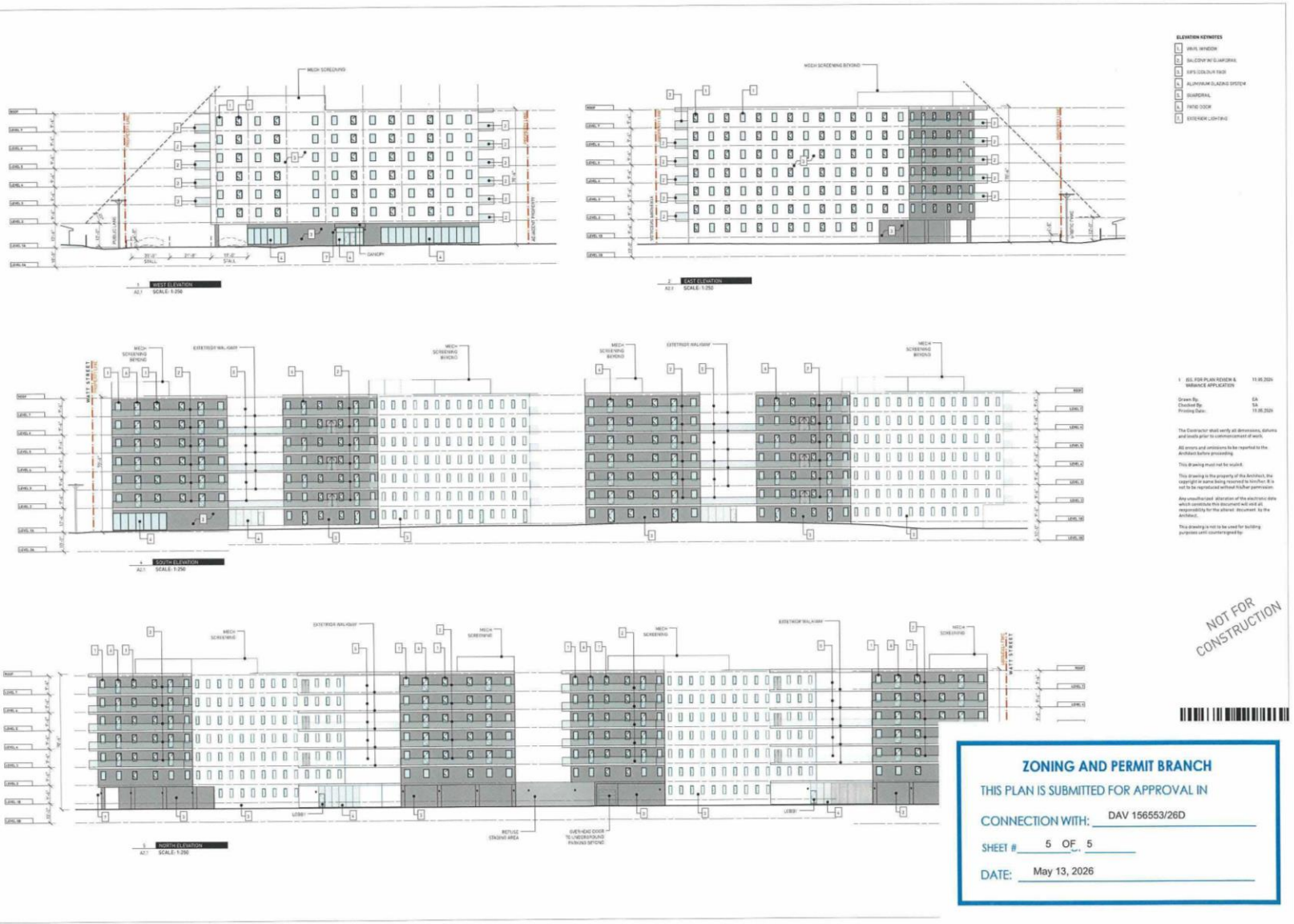
SHEET # 4 OF 5
DATE: May 13, 2026


ELEVATION KEYNOTES
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2 BALCONY W/ GUARDRAIL
3 EIFS COLOUR TAN
4 ALUMINUM GLAZING SYSTEM
5 GUARDRAIL
6 PATIO DOOR
7 EXTERIOR LIGHTING
1 WEST ELEVATION
SCALE: 1:250
2 EAST ELEVATION
SCALE: 1:250
3 SOUTH ELEVATION
SCALE: 1:250
4 NORTH ELEVATION
SCALE: 1:250
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SHEET # 5 OF 5
DATE: May 13, 2026