Minutes – Appeal Committee – July 29, 2026

PUBLIC HEARINGS

Item No. 1 Appeal – Variance – 425 Osborne Street
(Fort Rouge–East Fort Garry Ward)
File DAV 159461A/2026C

COMMITTEE DECISION:

The Appeal Committee denied the appeals, concurred in the decision of the Director of Planning, Property and Development, confirmed Variance Order DAV 159461A/2026C and approved a Variance on "the land" to permit as follows:

1. The construction of a mixed use building having:

    A. a building height of 126 feet (38.40 metres)

    B. 17 parking spaces (1 car share parking included), with an additional 50 parking spaces provided on adjacent property

2. The establishment of an accessory parking area having:

    A. a van accessible parking space having no maneuvering area

    B. 10 bicycle parking spaces, with an additional 60 bicycle parking spaces provided on adjacent property

3. The construction of a garbage enclosure having:

    A. no west side yard to the garbage enclosure

    B. no screening provided on garbage enclosure along the west side yard.

Subject to the following conditions:

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

COMMITTEE DECISION (continued):

2. That, a Right-of-Way Closing (DAC) application shall be applied for by the property owner within five years of the date of this Order, unless the Director of Planning, Property and Development provides written confirmation that a DAC application is not necessary.

3. That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-11 for File No. DAV 26- 159461\C, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development;

   OR

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

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

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

4. That prior to the issuance of any development permits, the Owner shall provide a shared parking agreement for an additional 50 parking stalls, or other suitable alternative, to the Director of Planning, Property and Development.

Minutes – Appeal Committee – July 29, 2026

DECISION MAKING HISTORY:

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

Moved by Councillor 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.

DECISION MAKING HISTORY (continued):

Supporting Reasons:

1. This is creating affordable housing. As an area council that has a lot of housing that is all affordable, I think its really important for healthy communities that we do have mixed buildings, and this will be a prime example of a mixed building, which is really, really good for the community, and it also has offices on the main floor. I think it helps when those thoughtful developments happen, it really does help support the aligning business to stay healthy as well, to have businesses in the area, because those people are using the businesses as well.

2. This is where we want to see high density, is right on these major transit corridors, and close to our blue lines. This is a pedestrian friendly area, active transportation use, so this is a really prime location for the density that is required in this area.

3. It is replacing a vacant lot which I would love to see in my own community.

4. There are more stalls provided than is required, so I thought that was helpful to the community in hearing the concerns around the parking.

5. I liked that the parkade has a buffer from the sound. I think that that is something I've heard in the past as well.

6. There was community engagement done which is really great. A lot of times some developers don't do community engagement.

7. There was also accessible suites which I thought was really, really great.

8. I think this is a thoughtful development. I know that there might be some challenges with parking and hopefully Councillor Rollins and I are working on trying to come up with some plans for that with the city, however I do think this is a thoughtful design, I do believe in this type of development and I do believe this is the appropriate location for the development.

Carried

DECISION MAKING HISTORY (continued):

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 159461/2026C 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 159461A/2026C

Before:	Appeal Committee Councillor Santos, Chairperson Councillor Durand-Wood Councillor Gilroy
Hearing	July 29, 2026 Council Building, 510 Main Street
Applicant	Prairie Architects Inc. (Damien Fenez)
Premises Affected	425 Osborne Street
Legal Description	LOT 1/3 BLOCK 3 PLAN 301 28 ST B; EXC LANE PL 8411 LOT 29/30; LOT 31/32 BLOCK 10 PLAN 319 29 ST B; PF LANE SHEWN AS LOT 1 PLAN 8411 28/9 ST B hereinafter called "the land"
Property Zoned	“C3 Mature Communities PDO-1 Mature Communities PDO-1” (Commercial Corridor Mature Communities Planned Development Overlay (District))
Nature of the Application	To vary the "C3 Malls and Corridors PDO and 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 mixed use building to permit: A. a building height of 126 feet (38.40 metres) instead of 75 feet (22.86 metres);

B. 17 parking spaces instead of 59 spaces, with an additional 50 parking spaces provided on adjacent property;

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

A. a van accessible parking space having no maneuvering area;

B. 10 bicycle parking spaces instead of 66 spaces, with an additional 60 bicycle parking spaces provided on adjacent property;

3. for the construction of a garbage enclosure to permit:

A. no west side yard to the garbage enclosure instead of 2 feet (0.61 metre);

B. no screening provided on garbage enclosure along the west side yard.

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

The Director of Planning, Property and Development approved a Variance, File DAV 159461/2026C to Damien Fenez Prairie Architects Inc., for the premises located at 425 Osborne Street, for the following:

1. The construction of a mixed use building having:

A. a building height of 126 feet (38.40 metres);

B. 17 parking spaces (1 car share parking included), with an additional 50 parking spaces provided on adjacent property;

2. The establishment of an accessory parking area having:

A. a van accessible parking space having no maneuvering area;

B. 10 bicycle parking spaces, with an additional 60 bicycle parking spaces provided on adjacent property;

3. The construction of a garbage enclosure having:

   A. no west side yard to the garbage enclosure;

   B. no screening provided on garbage enclosure along the west side yard.

subject to the following conditions:

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

2. That, a Right-of-Way Closing (DAC) application shall be applied for by the property owner within five years of the date of this Order, unless the Director of Planning, Property and Development provides written confirmation that a DAC application is not necessary.

3. That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-11 for File No. DAV 26- 159461\C, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development;

   OR

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

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

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

4. That prior to the issuance of any development permits, the Owner shall provide a shared parking agreement for an additional 50 parking stalls, or other suitable alternative, to the Director of Planning, Property and Development.

Pursuant to the provisions of The City of Winnipeg Charter, Maryanne Clark, Patrick Clark, Joel Tranq, and Melanie Villa, appealed the Variance Order DAV 159461/2026C, and after Notice, the appeal was heard on July 29, 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. This is creating affordable housing. As an area council that has a lot of housing that is all affordable, I think its really important for healthy communities that we do have mixed buildings, and this will be a prime example of a mixed building, which is really, really good for the community, and it also has offices on the main floor. I think it helps when those thoughtful developments happen, it really does help support the aligning business to stay healthy as well, to have businesses in the area, because those people are using the businesses as well.

2. This is where we want to see high density, is right on these major transit corridors, and close to our blue lines. This is a pedestrian friendly area, active transportation use, so this is a really prime location for the density that is required in this area.

3. It is replacing a vacant lot which I would love to see in my own community.

4. There are more stalls provided than is required, so I thought that was helpful to the community in hearing the concerns around the parking.

5. I liked that the parkade has a buffer from the sound. I think that that is something I've heard in the past as well.

6. There was community engagement done which is really great. A lot of times some developers don't do community engagement.

7. There was also accessible suites which I thought was really, really great.

8. I think this is a thoughtful development. I know that there might be some challenges with parking and hopefully Councillor Rollins and I are working on trying to come up with some plans for that with the city, however I do think this is a thoughtful design, I do believe in this type of development and I do believe this is the appropriate location for the development.

ORDER:

The Appeal Committee orders that the appeal is dismissed and that Variance Order DAV 159461/2026C dated June 8, 2026, is confirmed.

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

DATE OF ORDER: July 31, 2026

CERTIFIED BY:



Karly Dolski
Senior Committee Clerk

THE FOLLOWING PERSONS MADE REPRESENTATIONS:

In Support of the Appeals:

Sweity Dana
Rachelle Sansom

In Opposition to the Appeals:

Sherri Rollins
Dillon Barker
Brett Drabot
Damien Fenez
Gary Mackinnon
John McNairnay
Sahla Mitchell
Moira Jones

For Information on the Appeals:

Nil

For the City:

D. Chyz-Lund, Planner, Planning, Property and Development Department
R. Mahe, Land Enhancement Administrator, Housing Accelerator Program, Chief Administrative Office
J. Crowder, Manager, Asset Management, Transit Department

EXHIBITS FILED FOR DAV 159461A/2026C

1. Order DAV 159461/2026C dated June 8, 2026
2. Notice of Appeal filed by Joel Tranq, received June 15, 2026
3. Notice of Appeal filed by Maryanne and Patrick Clark, received June 21, 2026
4. Notice of Appeal filed by Melanie Villa, received June 22, 2026
5. Notification of Public Hearing dated July 9, 2026
6. Manitoba Status of Title 3116804/1
7. Letter of authorization for 425 Osborne Street from The City of Winnipeg (Gord Chappell for the Director of Planning, Property & Development) to UWCRC 2.0 (Daneeka Abon) dated May 13, 2026
8. Surveyor's Building Location Certificate and sketch dated November 14, 2024
9. Caveat 1528163/1
10. Plans, Sheets 1 to 11 inclusive, for File DAV 159461/2026C dated May 25, 2026
11. Report from the Urban Planning Division dated June 3, 2026
12. Communication dated July 17, 2026, from Gary Mackinnon in opposition to the appeal
13. Inspection Report
14. Communication dated July 23, 2026, from Stéphane Oystryk in support of the appeal
15. Communication dated July 27, 2026, from Sahla Mitchell in opposition to the appeal
16. Communication dated July 27, 2026, from John McNairnay in opposition to the appeal
17. Communication dated July 28, 2026, from Rachelle Sansom in support of the appeal
18. Communication dated July 28, 2026, from Damien Fenez in opposition to the appeal
19. Communication dated July 28, 2026, from Dillon Barker in opposition to the appeal
20. Communication dated July 28, 2026, from Moira Jones in support of the appeal
21. Communication dated July 28, 2026, from Sweity Dana in support of the appeal

Exhibit “11” referred to in File DAV 159461A/2026C

ADMINISTRATIVE REPORT

Title: DAV 26-159461\C – 425 Osborne St

Issue: For consideration of Variances associated with the construction of a mixed use residential and commercial building.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

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

DECISION AND CONDITIONS

The Urban Planning and Design Division **approves** the application to vary the "C3 Malls and Corridors PDO and 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 mixed use building to permit:

a) a building height of 126 feet (38.40 metres) instead of 75 feet (22.86 metres);

b) 17 parking spaces instead of 59 spaces, with an additional 50 parking spaces provided on adjacent property;

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

a) a van accessible parking space having no maneuvering area;

b) 10 bicycle parking spaces instead of 66 spaces, with an additional 60 bicycle parking spaces provided on adjacent property;

3) for the construction of a garbage enclosure to permit:

a) no west side yard to the garbage enclosure instead of 2 feet (0.61 metre);

b) no screening provided on garbage enclosure along the west side yard.

Subject to the following condition(s):

1. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.
2. That, a Right-of-Way Closing (DAC) application shall be applied for by the property owner within five years of the date of this Order, unless the Director of Planning, Property and Development provides written confirmation that a DAC application is not necessary.
3. That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-11 for File No. DAV 26- 159461\C, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development;

   OR

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

   i. buildings;

   ii. accessory parking areas;

   iii. garbage enclosures;

   iv. fencing; and

   v. landscaping

   on the Owner's Land ("Works") to the Director of Planning, Property and Development for approval prior to the issuance of any building or development permit, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.
4. That prior to the issuance of any development permits, the Owner shall provide a shared parking agreement for an additional 50 parking stalls, or other suitable alternative, to the Director of Planning, Property and Development.

REASON FOR THE REPORT

- The applicant is proposing to build a mixed use building and requires Variances for the height, the number of parking spaces, the parking area layout, and the garbage enclosure layout.

- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE:	**DAV 26-159461\C**
RELATED FILES:	N/A
COMMUNITY:	City Centre Committee
NEIGHBOURHOOD #:	1.665 - (LORD ROBERTS)
SUBJECT:	To vary the "C3 Malls and Corridors PDO and 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 mixed use building to permit: a) a building height of 126 feet (38.40 metres) instead of 75 feet (22.86 metres); b) 17 parking spaces instead of 59 spaces, with an additional 50 parking spaces provided on adjacent property; 2) for the establishment of an accessory parking area to permit: a) a van accessible parking space having no maneuvering area; b) 10 bicycle parking spaces instead of 66 spaces, with an additional 60 bicycle parking spaces provided on adjacent property; 3) for the construction of a garbage enclosure to permit: a) no west side yard to the garbage enclosure instead of 2 feet (0.61 metre); b) no screening provided on garbage enclosure along the west side yard.
LOCATION:	425 Osborne St
LEGAL DESCRIPTION:	LOT 1/3 BLOCK 3 PLAN 301 28 ST B; EXC LANE PL 8411 LOT 29/30; LOT 31/32 BLOCK 10 PLAN 319 29 ST B; PF LANE SHEWN AS LOT 1 PLAN 8411 28/9 ST B
APPLICANT:	Damien Fenez (Prairie Architects Inc.) 139 Market Ave Unit 101 Winnipeg, MB R3B 0P5
OWNER:	CITY-TRANSIT 421 Osborne St (ATTN: RYAN MARSH) Winnipeg, MB R3L 2A2

HISTORY

N/A

DISCUSSION

CRITERIA FOR APPROVAL

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

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

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

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

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

SITE DESCRIPTION

- The subject site is located at the northwest corner of Osborne Street and Woodward Avenue, in the Lord Roberts neighbourhood of the Fort Rouge - East Fort Garry ward.
- The subject site is approximately 24,804 square feet in area.
- Under the *Complete Communities Direction Strategy 2.0, t*he site is located in an “Urban Mixed Use Corridor” policy area.
- The subject site is zoned “C3” Commercial – Corridor district.
- The subject site is currently vacant.
- The subject site is accessed by a front approach that is proposed to be closed, as well as a paved rear lane

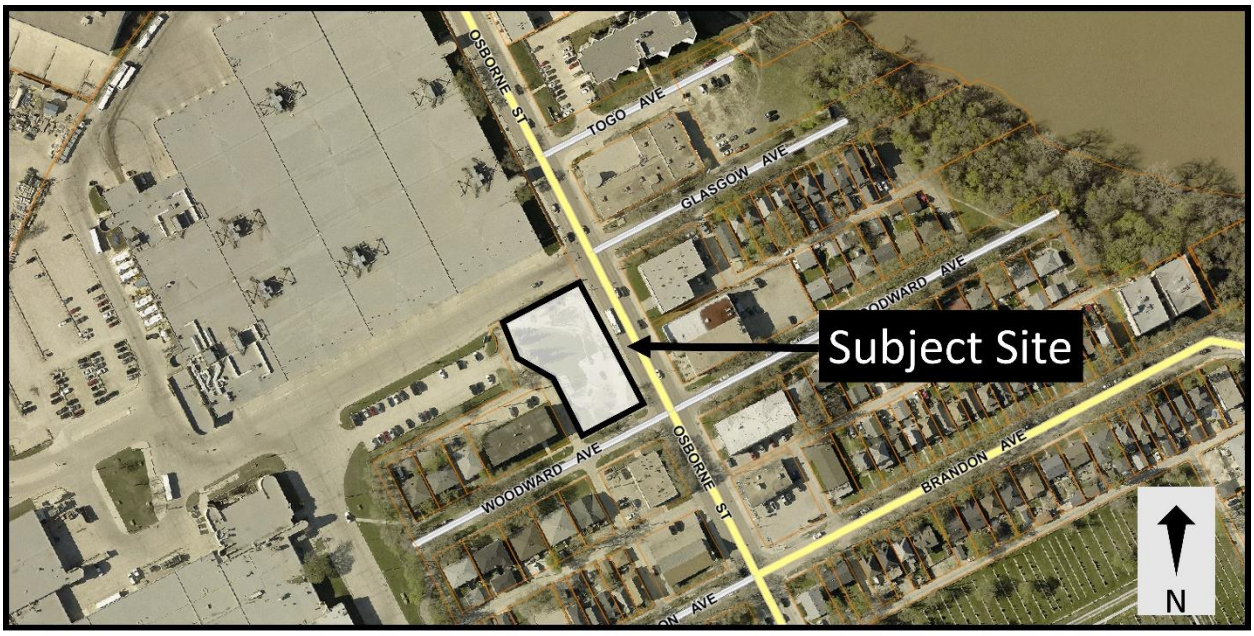


Figure 1: Aerial photo of subject site and surrounding area *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: An access road for Winnipeg Transit garages, zoned “C3” Commercial – Corridor District.

South: A rear lane, then a multi-family building zoned “R2” Residential – Two-Family district, as well as Woodward Avenue, then a multi-family building zoned “RMF-M” Residential Multi-Family (Medium) District.

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

West: A rear lane, then a parking area zoned “C3” Commercial – Corridor District and a multi-family building zoned “R2” Residential – Two-Family district.

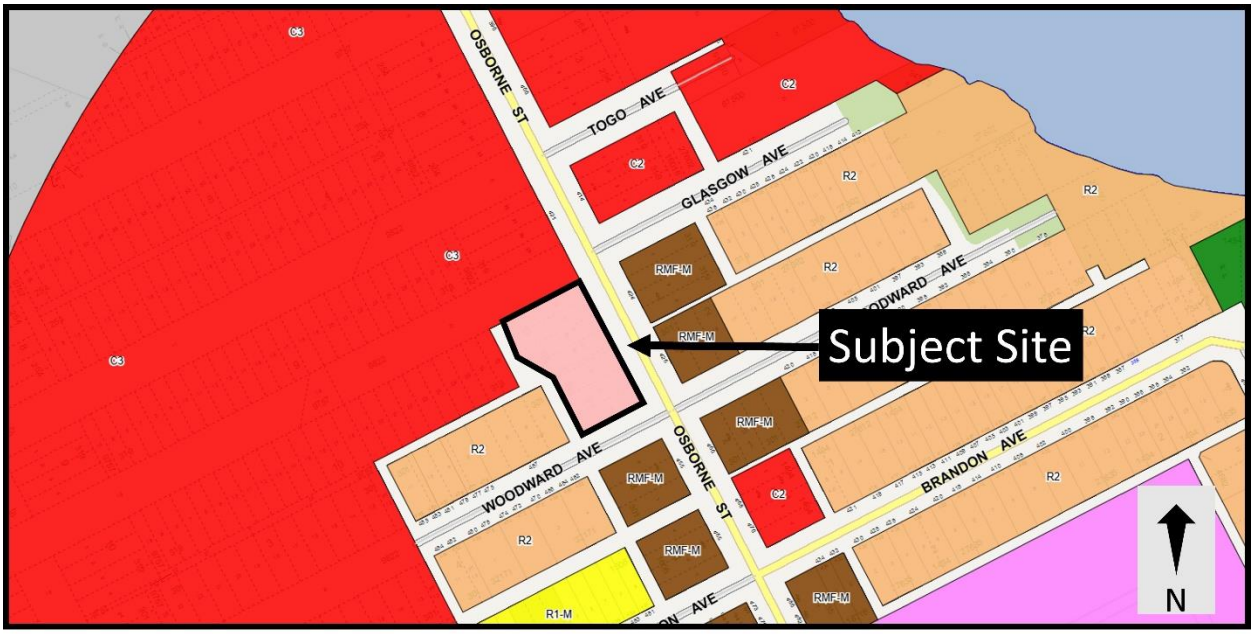


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to construct a 10-storey, 126’ tall mixed use building.
- Winnipeg Transit offices are proposed on the first and second floors, while the remaining eight floors will include 131 residential units.
- Of the 131 residential units, 30% of the suites will be deeply affordable, 15% will be affordable, and the remaining suites will be offered at market rates.
- The proposal includes 17 covered parking spaces within the building, and an additional 50 parking spaces provided north of the property at 421 Osborne Street. Similarly, 10 bicycle parking spaces will be provided on the site with an additional 60 bicycle parking spaces provided at 421 Osborne Street.
- Access to the parkade structure will be from Woodward Avenue.

- The building includes a recessed plaza from the public sidewalk that will serve as the main public entrance.
- Garbage collection is accessed from the rear lane.
- As part of the proposal, the applicant intends to apply for an encroachment into the north part of the lane that is not used for transiting to Woodward Avenue, and at a later date close that portion of the lane.

COLLABORATIVE PLANNING AND CONSULTATION

N/A

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

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

The subject site is located in an "Urban Mixed Use Corridor" policy area of *CCDS 2.0*. The following goals and policies of *CCDS 2.0* apply to the proposal:

- Goal 3 - *Ensure Corridors provide a comfortable pedestrian environment and attractive public realm.*
    - *Urban Mixed Use Corridors*
    - *3.1 Ensure that development on Urban Mixed Use Corridors is designed to prioritize a comfortable pedestrian environment and attractive public realm through the use of design elements which may include, but are not limited to the following:*

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

        3.1.2 Having entrances provide direct access to the public sidewalk.

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

        3.1.4 Encouraging balconies and public spaces, such as plazas, patios, or other pedestrian amenities.

        3.1.5 Minimizing impacts of vehicular access and parking on the pedestrian environment by having vehicular access off of existing lanes.

        3.1.7 Promoting pedestrian-scale signage.

The proposed building is located close to the front property line, with a sidewalk extension and planting boxes facing the sidewalk. In addition, there are benches and a plaza area with a direct ground-floor entrance. Lastly, Winnipeg Transit offices are located along the ground floor. Together, all of these features prioritize the pedestrian environment and an attractive public

realm by ensuring the building wall creates a well defined street edge and by ensuring that landscaping and seating increase space and comfort for pedestrians.

- *3.2 Fine-grained local commercial uses and vertical mixed-use buildings with ground floor commercial uses will be encouraged.*
- *3.5 Design the public realm and right-of-way to promote improvements to the pedestrian and cycling environment, including pedestrian- and transit-oriented streetscaping enhancements.*
- *3.10 Use tools such as local area planning, zoning, or design guidelines to further implement these design principles.*

The proposed building includes ground floor office uses, significant first and second floor window coverage and masonry veneer, and seating and landscaping that all serve to enable a vertical mixed use building that enhances the public realm facing Osborne Street.

- Goal 4 - *Use Corridors to provide local commercial amenities and opportunities for the surrounding neighbourhood and community.*
  - *Maintain ground floor commercial space when redeveloping properties in Urban Mixed Use Corridors.*

The proposed building will include a public-facing transit office at the ground floor.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Reasons for the Variances

Building Height

- The applicant is using the Malls and Corridors Planned Development Overlay, which permits a maximum building height of 75' at this location. However, the applicant has proposed a building height of 126'. Therefore, a Variance is required.

Insufficient parking and bicycle parking stalls

- The minimum number of vehicle and bicycle parking stalls on the site are 59 and 66, respectively, while the applicant has proposed 17 and 10, respectively. For these reasons, Variances are needed.

Van accessible space

- Van accessible spaces are required to be unencumbered for maneuvering, whereas there is a pillar within the maneuvering area. For this reason, a Variance is required.

Garbage enclosure with a reduced east side yard and no screening along the rear property line

- Garbage enclosures are required to be separated from side yards by at least 2', while the applicant has proposed no separation space. In addition, garbage enclosures are required to be screened from the side property line, while no screening to the side property line is proposed. For these reasons, Variances are required.

Analysis of Variances

Building Height

- The scale of the height Variance is substantial. It is an increase in the allowable height by 51'. For this reason, the Urban Planning and Design Division (UPD) considered requesting the applicant to make a Rezoning application rather than a Variance application. However, in considering this approach, UPD recognized that the most likely alternative zoning district would be "CMU" Commercial Mixed Use, which has a height maximum of 60'. This means that even if the applicant were to rezone the property, a height Variance would likely still be necessary. For this reason, a Variance rather than a Rezoning was considered appropriate
- Regarding the height itself, the site is located along an Urban Mixed Use Corridor. Complete Communities Direction Strategy 2.0 states that Corridors "provide the best opportunity for mixed-use intensification outside of Downtown." Corridors are a key component of the City's urban structure and are intended to accommodate increased development intensity.
- The proposed building would be separated from existing development on the east side of Osborne Street by an approximately 67-foot-wide right-of-way, providing substantial separation between structures.
- The proposed building would also be separated from existing development to the west by an approximately 20-foot-wide rear lane, and from existing development to the south by Woodward Avenue, which measures approximately 60 feet from property line to property line. Together, these separation distances ensure that the new building is not directly adjacent to existing structures and is instead buffered by significant public space.
- In addition, the proposed building is located primarily north and east of existing single-family and multi-family development on the west side of Osborne Street. As a result, shadow impacts on surrounding properties will be significantly reduced, as the building is situated predominantly north of existing development.
- For these reasons, the Variance is supportable.

Insufficient parking and bicycle parking stalls

- While the application is technically not meeting the minimum required vehicle and bicycle parking stalls, the application is proposing additional stalls on the property directly north of the subject site. When taken together, the stalls provided on the subject site and on the abutting site to the north exceed the minimum required number of vehicle and bicycle parking stalls.
- It should also be noted that the subject property is located along the Primary Transit Network and in close proximity to bicycle paths, providing alternative modes of transportation.
- For these reasons, the Variances are supportable.

Van accessible space

- Van accessible spaces are intended to be unencumbered to ensure the vehicles have ample space to maneuver in the loading area and that passengers have ample space to access the vehicle. However, the proposed van accessible space includes a single column near one of the corners of the loading space. The reduced maneuverability is a result of a relatively minor obstacle that is located next to the building wall, not in the middle of the loading area. This does not materially impact the functionality of the loading space, including

the ability to safely open vehicle doors or access the vehicle. The intent of the Zoning By-Law - to ensure adequate and usable loading space - is still met, and the regulation does not differentiate between minor and full-length encroachments into a loading area.

- For these reasons, the Variance is supportable.

Garbage enclosure with a reduced east side yard and no screening along the rear property line

- Under the Winnipeg Zoning By-law, only the northernmost portion of the west property line is considered the “rear yard,” while the remainder of the west property line is considered a “side yard.” This distinction is illustrated in Figure 3, where the **red line** identifies the rear property line and the **blue line** identifies the side property line. The approximate location of the garbage enclosure is shown by the green circle.

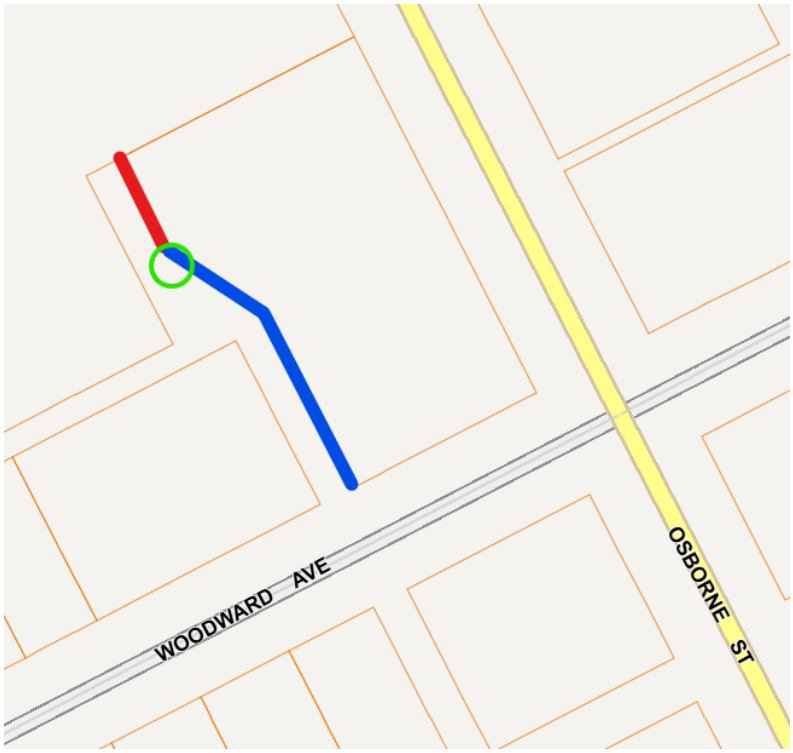


Figure 3: Property lines and Garbage Enclosure

- The lack of a west side yard setback and the lack of screening are both a result of the garbage enclosure straddling the property line and partially encroaching into the lane from 425 Osborne Street. Because the enclosure extends across the property line, it technically has no setback from that line. Similarly, while the enclosure is fully screened when considered as a single structure, the By-law technically requires screening at the property line itself. These circumstances are illustrated in Figure 4, where the **orange line** shows the extent of the enclosed and screened garbage enclosure, the **red line** identifies the property line, and the **green line** indicates where additional screening would be required to achieve technical compliance with the By-law.
- The intent of the screening requirement is to ensure that garbage enclosures are screened from neighbouring properties and that waste is contained on-site. Although the enclosure does not comply with the By-law in a technical sense due to its location across the property line, it functions as a fully enclosed and screened structure. In addition, the west side yard

does not directly abut a residential use. As such, the proposal satisfies the intent of the Winnipeg Zoning By-law despite the technical non-compliance.

- In addition, the portion of the lane that the garbage enclosure is proposed to encroach into is not the same portion of the lane that is used for access to properties on Woodward Avenue. It is a remnant portion of lane that is expected to be closed in the future.
- For these reasons, the Variances are supportable.

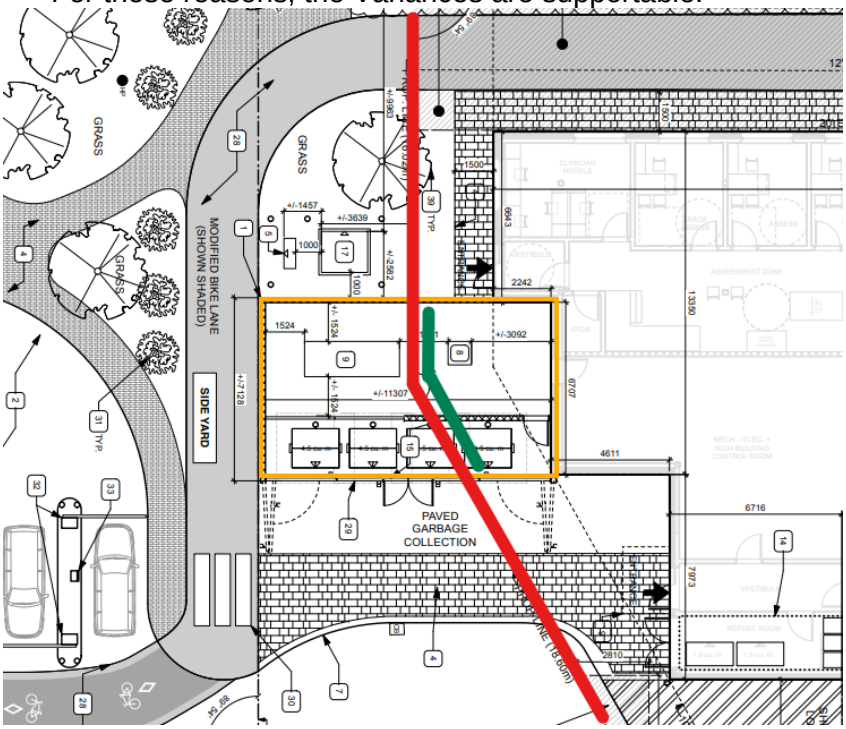


Figure 4: Garbage Enclosure and Screening

CONDITIONS OF APPROVAL

- Encroachment applications allow an applicant to “encroach” beyond their property into the public right-of-way. In this instance, the applicant will need to submit an encroachment application in order to construct their garbage enclosure within the rear lane, which is part of the public right-of-way. The City of Winnipeg’s Public Works Department has reviewed this proposal and is supportive. Over the longer term, the portion of the lane where the encroachment exists should be closed as it will be used for the site owners only. Therefore, a condition has been included requiring the property owner to apply for a DAC application in the future, unless the Director of Planning, Property, and Development determines it is unnecessary.

- Given that the applicant has submitted supportable plans of development, a condition requiring them to build in substantial conformance with those plans – or submit a separate Plan Approval application should their plans change – has been included.

- As the applicant has proposed meeting their parking requirement by dedicating stalls on the abutting property to the north, a condition requiring them to submit a shared parking agreement for an additional 50 parking stalls has been included as part of the approval.

REASONS FOR DECISION

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

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

In that, the proposed Variances will enable the construction of a mixed use building that is consistent with OurWinnipeg 2045 and 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, the proposed development's design details and location to the north of nearby properties reduces any adverse effects on adjoining 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 proposed Variances enable the establishment of a contextually-sensitive development along an Urban Mixed Use Corridor.

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

In that, surrounding uses include the Winnipeg Transit garage, an Urban Mixed Use Corridor (Osborne Street), and multi-family and single-family buildings zoned "R2" and "RMF-M," that are separated from the site by rights-of-way.

CONSULTATION

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

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg is the City of Winnipeg's long-range development plan. Applicable Policies for Urban Mixed Use Corridors include the following:

6.23 Urban Mixed Use Corridors

- *Prioritize the creation of a comfortable pedestrian environment and attractive public realm along Urban Mixed Use Corridors through design guidelines and infrastructure investments.*

The proposed development application aligns with *OurWinnipeg* for the following reasons:

- It facilitates the creation of a comfortable pedestrian environment through the use of active ground-floor uses and reduced setbacks to the street.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

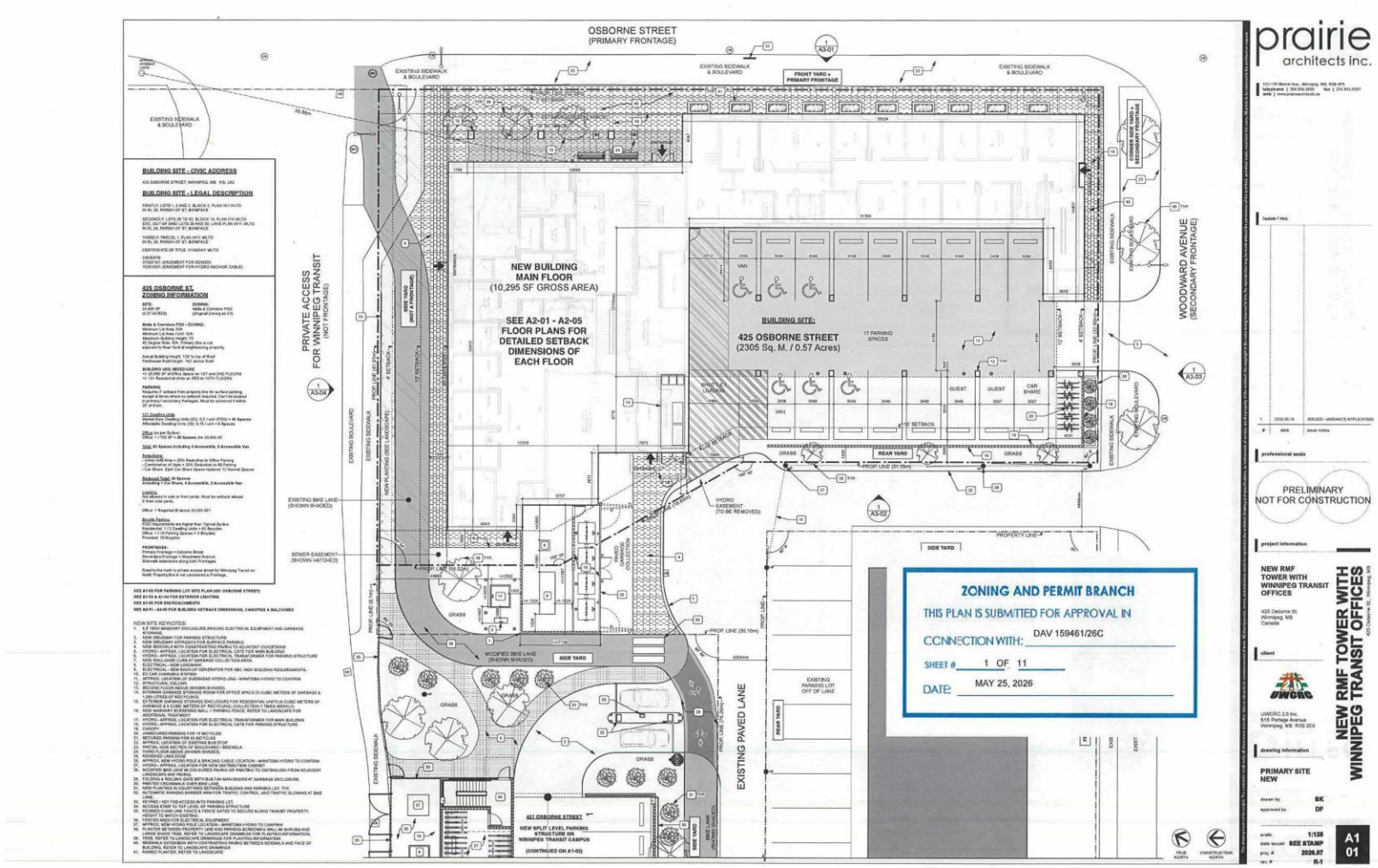
Goal 2: The City actively Plans for and Partners in Affordable Housing

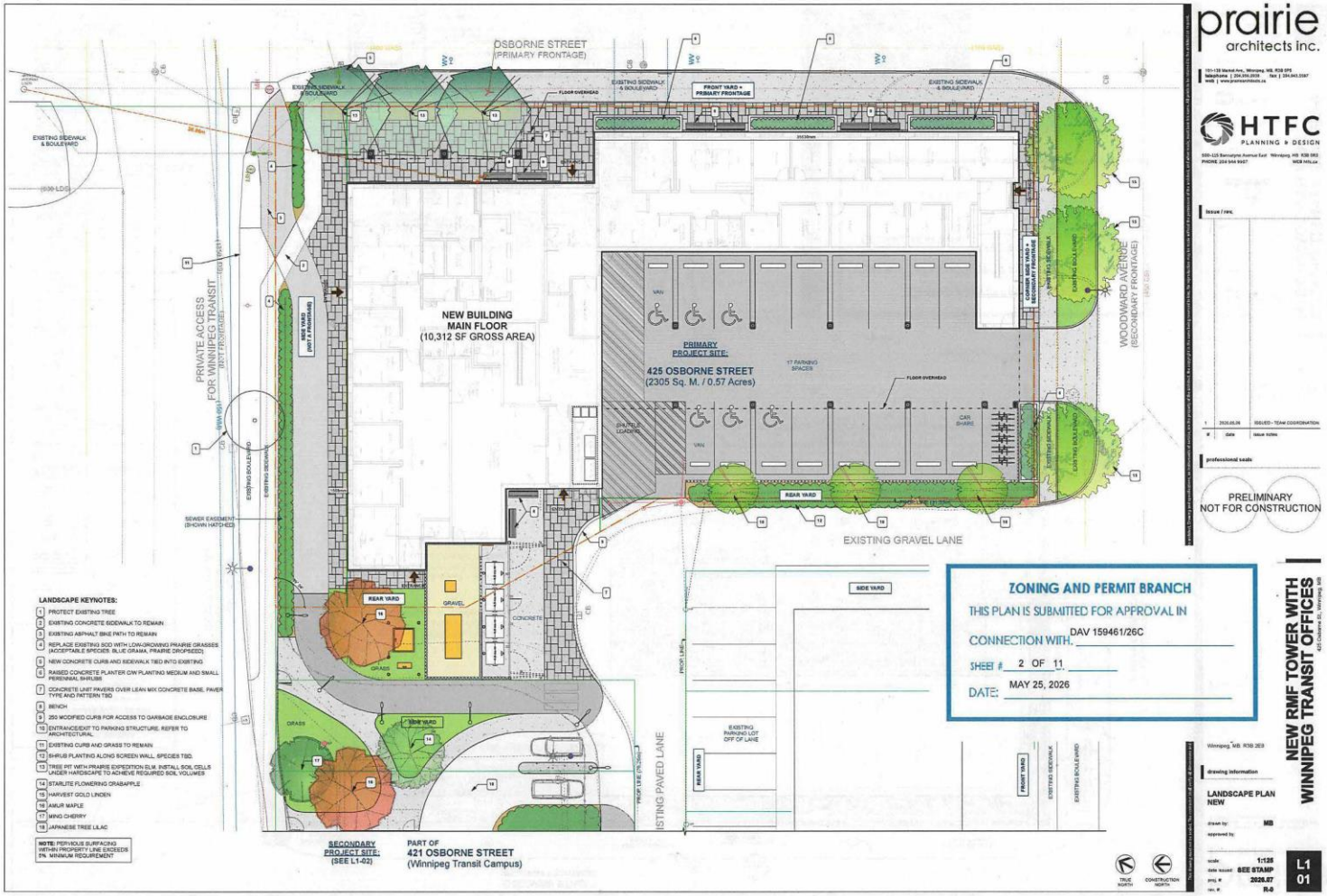
Goal 4: Community Well-Being Supports for those in Greatest Need are Increased

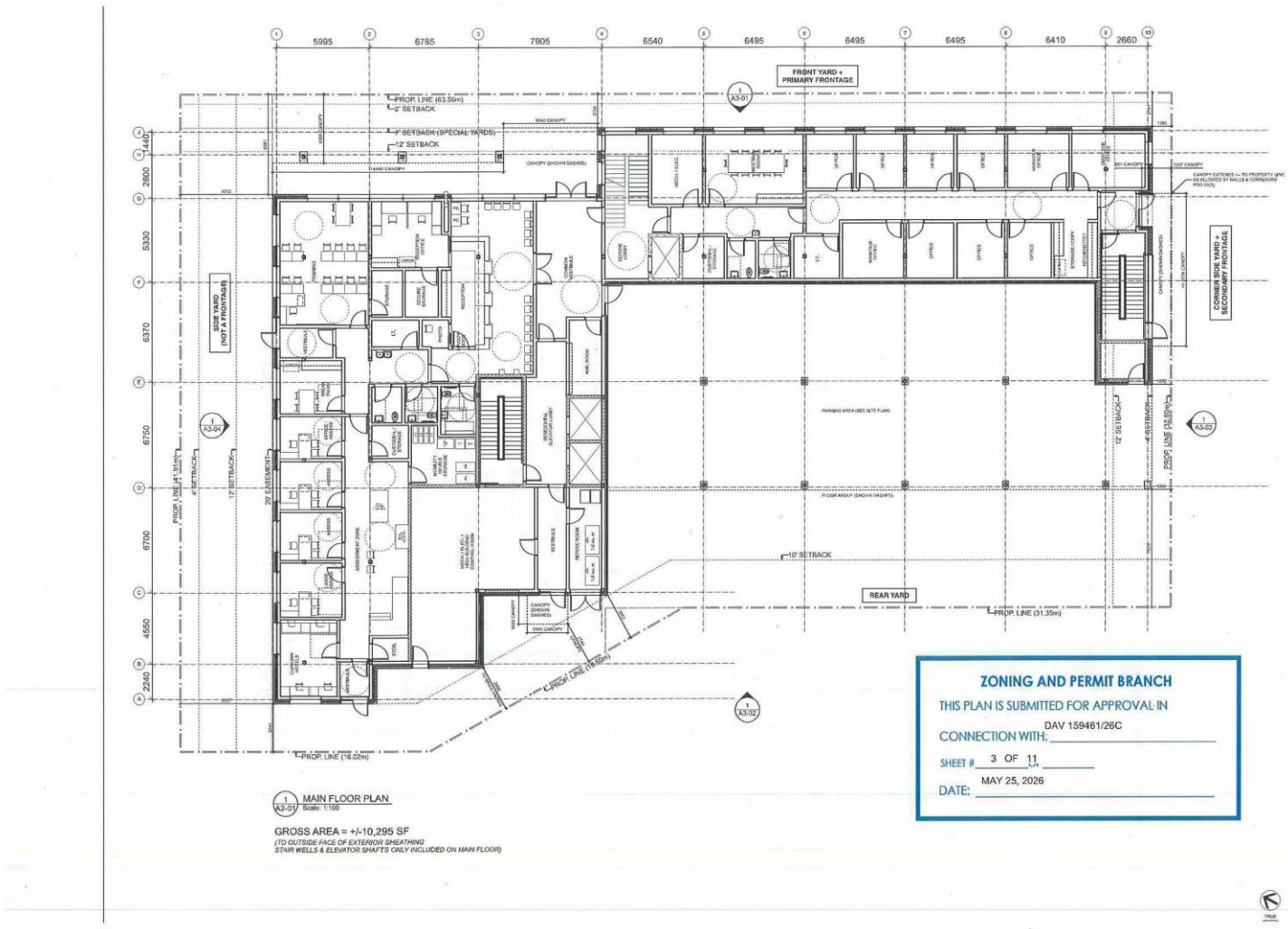
SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Dylan Chyz-Lund
Date:	Wednesday, June 3, 2026
File No.	DAV 26-159461\C

Exhibit “10” referred to in File DAV 159461A/2026C




OSBORNE STREET
(PRIMARY FRONTAGE)
NEW BUILDING
MAIN FLOOR
(10,312 SF GROSS AREA)
PRIMARY
PROJECT SITE:
425 OSBORNE STREET
(2305 Sq. M. / 0.57 Acres)
17 PARKING SPACES
WOODWARD AVENUE
(SECONDARY FRONTAGE)
PRIVATE ACCESS
FOR WINNIPEG TRANSIT
EXISTING GRAVEL LANE
EXISTING PAVED LANE
LANDSCAPE KEYNOTES:
1 PROTECT EXISTING TREE
2 EXISTING CONCRETE SIDEWALK TO REMAIN
3 EXISTING ASPHALT BIKE PATH TO REMAIN
4 REPLACE EXISTING SOD WITH LOW-GROWING PRAIRIE GRASSES (ACCEPTABLE SPECIES: BLUE GRAMA, PRAIRIE DROPSEED)
5 NEW CONCRETE CURB AND SIDEWALK TIED INTO EXISTING
6 RAISED CONCRETE PLANTER C/W PLANTING MEDIUM AND SMALL PERENNIAL SHRUBS
7 CONCRETE UNIT PAVERS OVER LEAN MIX CONCRETE BASE, PAVER TYPE AND PATTERN TBD
8 BENCH
9 250 MODIFIED CURB FOR ACCESS TO GARBAGE ENCLOSURE
10 ENTRANCE/EXIT TO PARKING STRUCTURE, REFER TO ARCHITECTURAL
11 EXISTING CURB AND GRASS TO REMAIN
12 SHRUB PLANTING ALONG SCREEN WALL, SPECIES TBD.
13 TREE PIT WITH PRAIRIE EXPEDITION ELM. INSTALL SOIL CELLS UNDER HARDSCAPE TO ACHIEVE REQUIRED SOIL VOLUMES
14 STARLITE FLOWERING CRABAPPLE
15 HARVEST GOLD LINDEN
16 AMUR MAPLE
17 MING CHERRY
18 JAPANESE TREE LILAC
NOTE: PERVIOUS SURFACING WITHIN PROPERTY LINE EXCEEDS 5% MINIMUM REQUIREMENT
SECONDARY
PROJECT SITE:
(SEE L1-02)
PART OF
421 OSBORNE STREET
(Winnipeg Transit Campus)
ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH. DAV 159461/26C
SHEET # 2 OF 11
DATE: MAY 25, 2026
PRELIMINARY
NOT FOR CONSTRUCTION
prairie
architects inc.
HTFC
PLANNING + DESIGN
NEW RMF TOWER WITH
WINNIPEG TRANSIT OFFICES
LANDSCAPE PLAN
NEW
L1
01



1 A2-01 MAIN FLOOR PLAN
Scale: 1:100

GROSS AREA = +/-10,295 SF
(TO OUTSIDE FACE OF EXTERIOR SHEATHING
STAIR WELLS & ELEVATOR SHAFTS ONLY INCLUDED ON MAIN FLOOR)

prairie architects inc.

issue / rev.

#	date	issue notes
1	2026.05.15	ISSUED - VARIANCE APPLICATION

professional seals

PRELIMINARY NOT FOR CONSTRUCTION

project information

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

425 Osborne St, Winnipeg, MB Canada

client

UWCRC 2.0 Inc.
515 Portage Avenue
Winnipeg, MB R3B 2E9

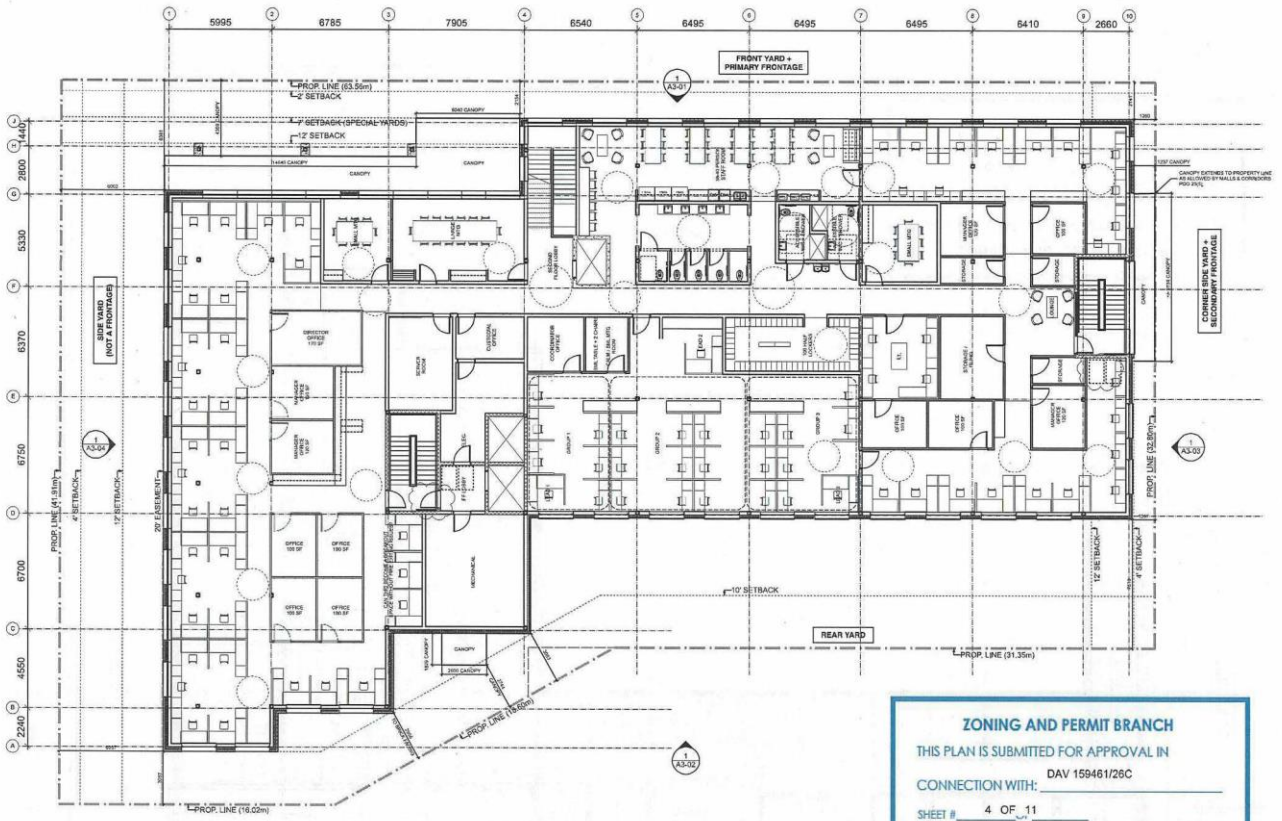
drawing information

MAIN FLOOR PLAN

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES
425 Osborne St, Winnipeg, MB

drawn by:	SK
approved by:	DF
scale:	1:100
date issued:	SEE STAMP
proj. #:	2026.07

A2 01



1 SECOND FLOOR PLAN
A2-02 Scale: 1:100

GROSS AREA = +/-14,400 SF
(TO OUTSIDE FACE OF EXTERIOR SHEATHING
STAIR WELLS & ELEVATOR SHAFTS ONLY INCLUDED ON MAIN FLOOR)

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 159461/26C

SHEET # 4 OF 11

DATE: MAY 25, 2026

prairie architects inc.

issue / rev.

#	date	issue notes
1	2026.05.15	ISSUED - VARIANCE APPLICATION

professional seals

PRELIMINARY NOT FOR CONSTRUCTION

project information

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

425 Osborne St, Winnipeg, MB Canada

client

UWCRC 2.0 Inc. 515 Portage Avenue Winnipeg, MB R3B 2E9

drawing information

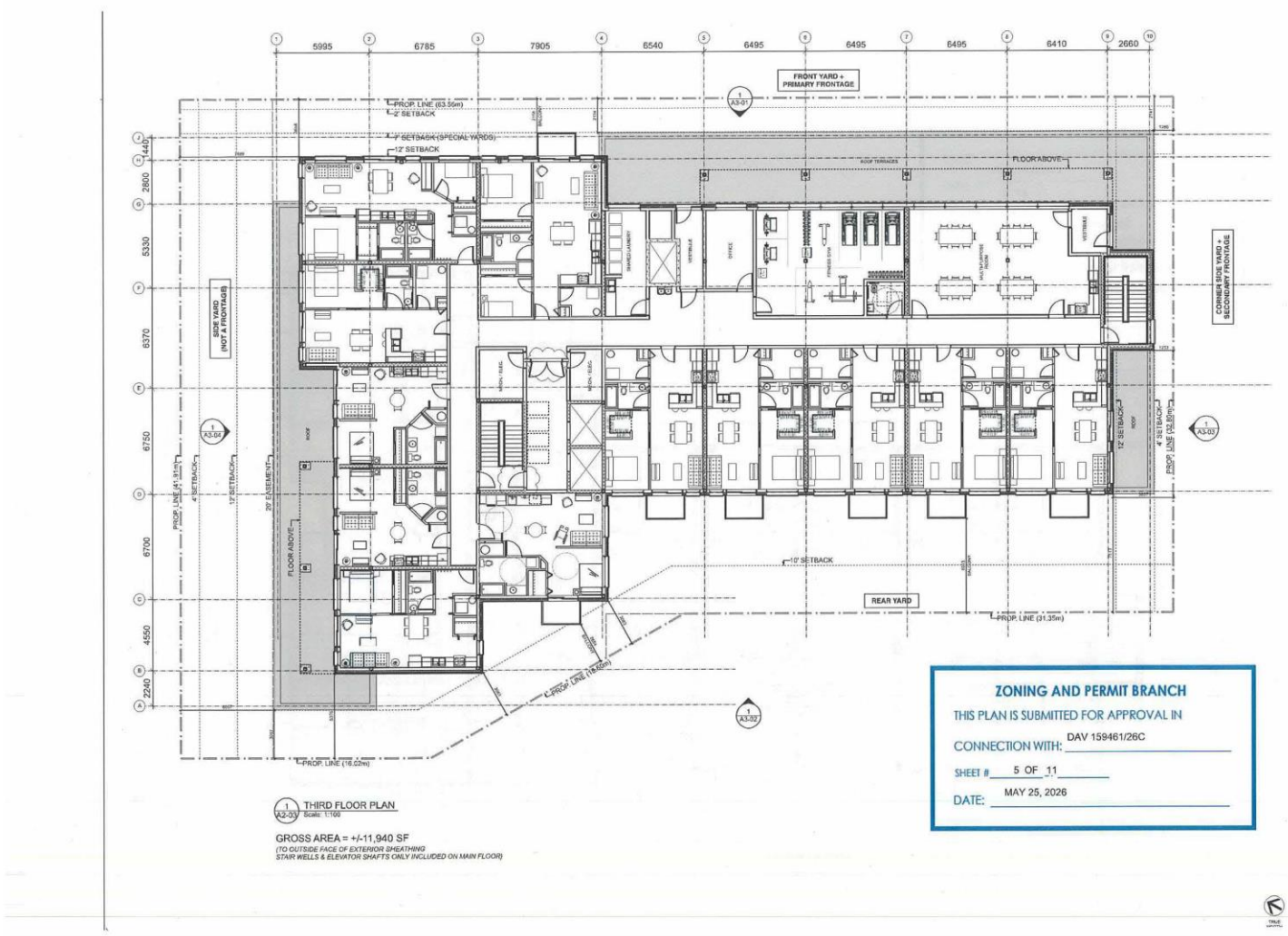
SECOND FLOOR PLAN

drawn by: SK
approved by: DF

scale: 1:100
date issued: SEE STAMP
proj. # 2026.07

A2 02

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES



prairie architects inc.

PRELIMINARY NOT FOR CONSTRUCTION

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

425 Osborne St, Winnipeg, MB Canada

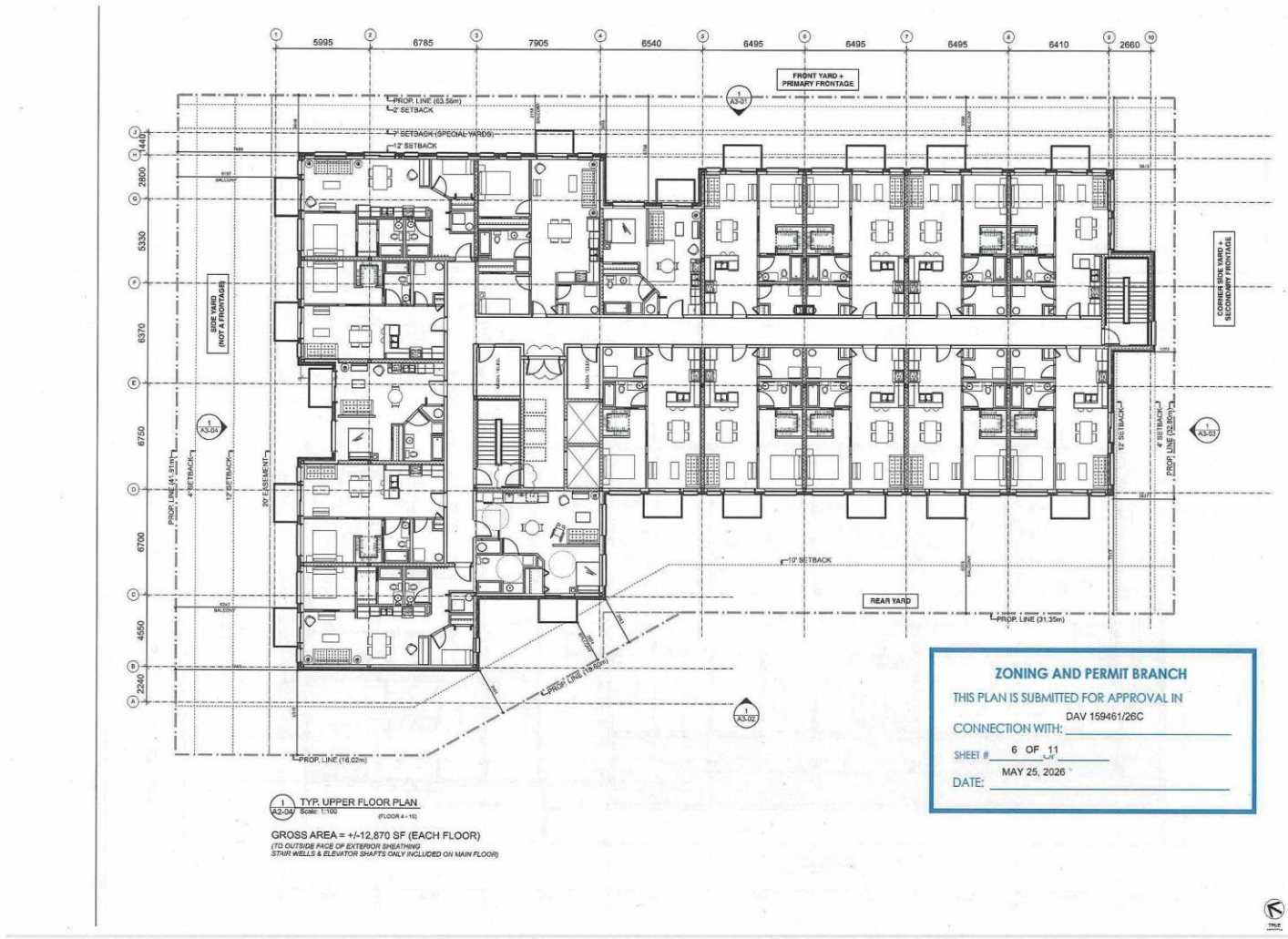
LIVCRC 2.0 Inc.
515 Portage Avenue
Winnipeg, MB R3B 2E9

THIRD FLOOR PLAN

drawn by: SK
approved by: DP

scale: 1:100
date issued: SEE STAMP
proj. #: 2026.07

A2 03



TYP. UPPER FLOOR PLAN
SCALE: 1:100 (FLOOR 4 - 10)

GROSS AREA = +/-12,870 SF (EACH FLOOR)
(TO OUTSIDE FACE OF EXTERIOR SHEATHING
STAIR WELLS & ELEVATOR SHAFTS ONLY INCLUDED ON MAIN FLOOR)

prairie architects inc.

issue / rev.

professional seals

PRELIMINARY NOT FOR CONSTRUCTION

project information

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

425 Osborne St.
Winnipeg, MB
Canada

client

UWCRC 3.0 Inc.
515 Portage Avenue
Winnipeg, MB R3B 2E9

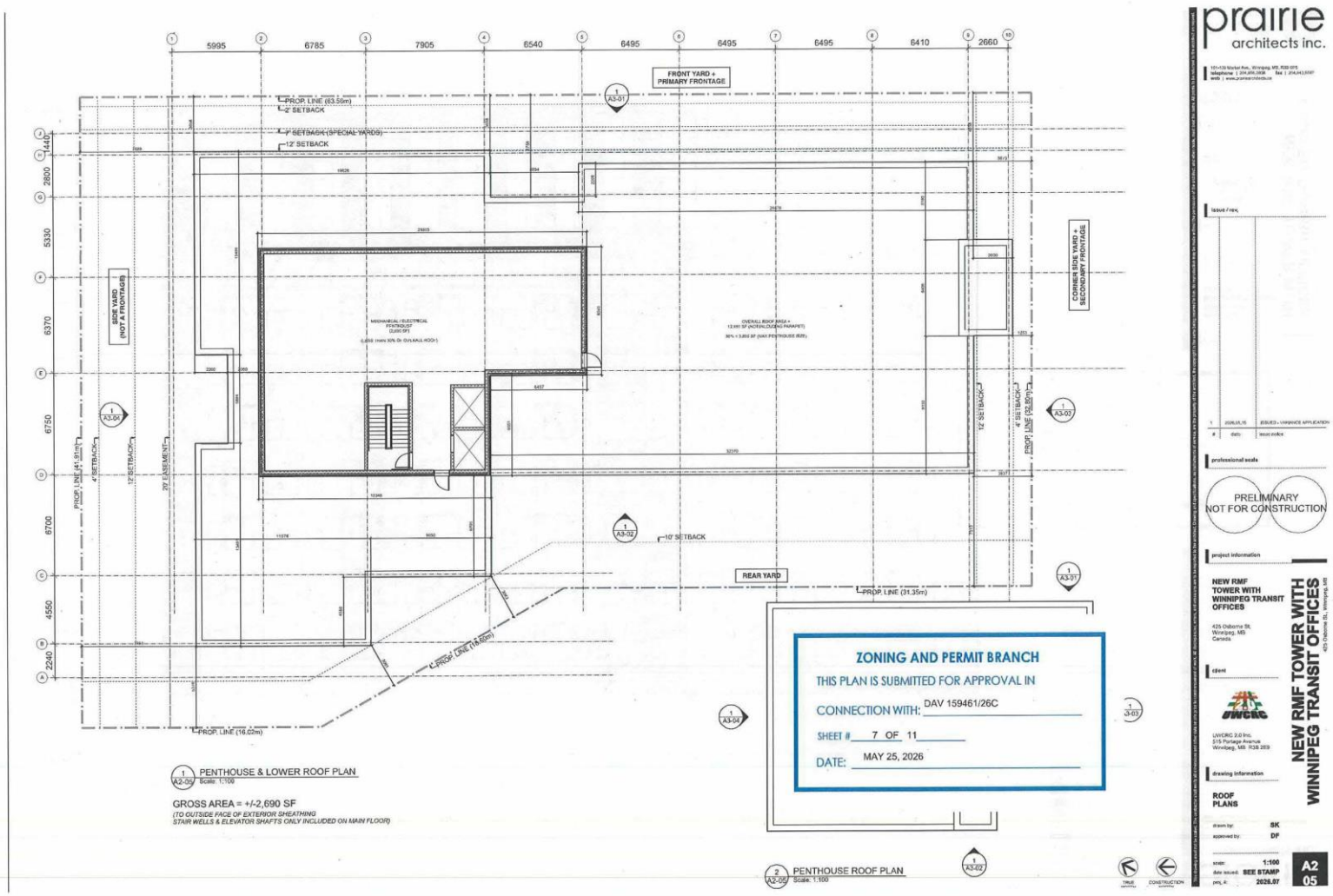
drawing information

TYP. FLOOR PLAN (4TH FLOOR TO 10TH FLOOR)

drawn by: SK
approved by: DF

scale: 1:100
date issued: SEE STAMP
proj. #: 2026.07

A2 04



1 A2-05 PENTHOUSE & LOWER ROOF PLAN
Scale: 1:100

GROSS AREA = +/-2,690 SF
(TO OUTSIDE FACE OF EXTERIOR SHEATHING
STAIR WELLS & ELEVATOR SHAFTS ONLY INCLUDED ON MAIN FLOOR)

2 A2-05 PENTHOUSE ROOF PLAN
Scale: 1:100

prairie architects inc.

issue / rev.

professional seals

PRELIMINARY
NOT FOR CONSTRUCTION

project information

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

425 Osborne St,
Winnipeg, MB
Canada

client

UWCRC 2.0 Inc.
515 Portage Avenue
Winnipeg, MB R3B 2E9

drawing information

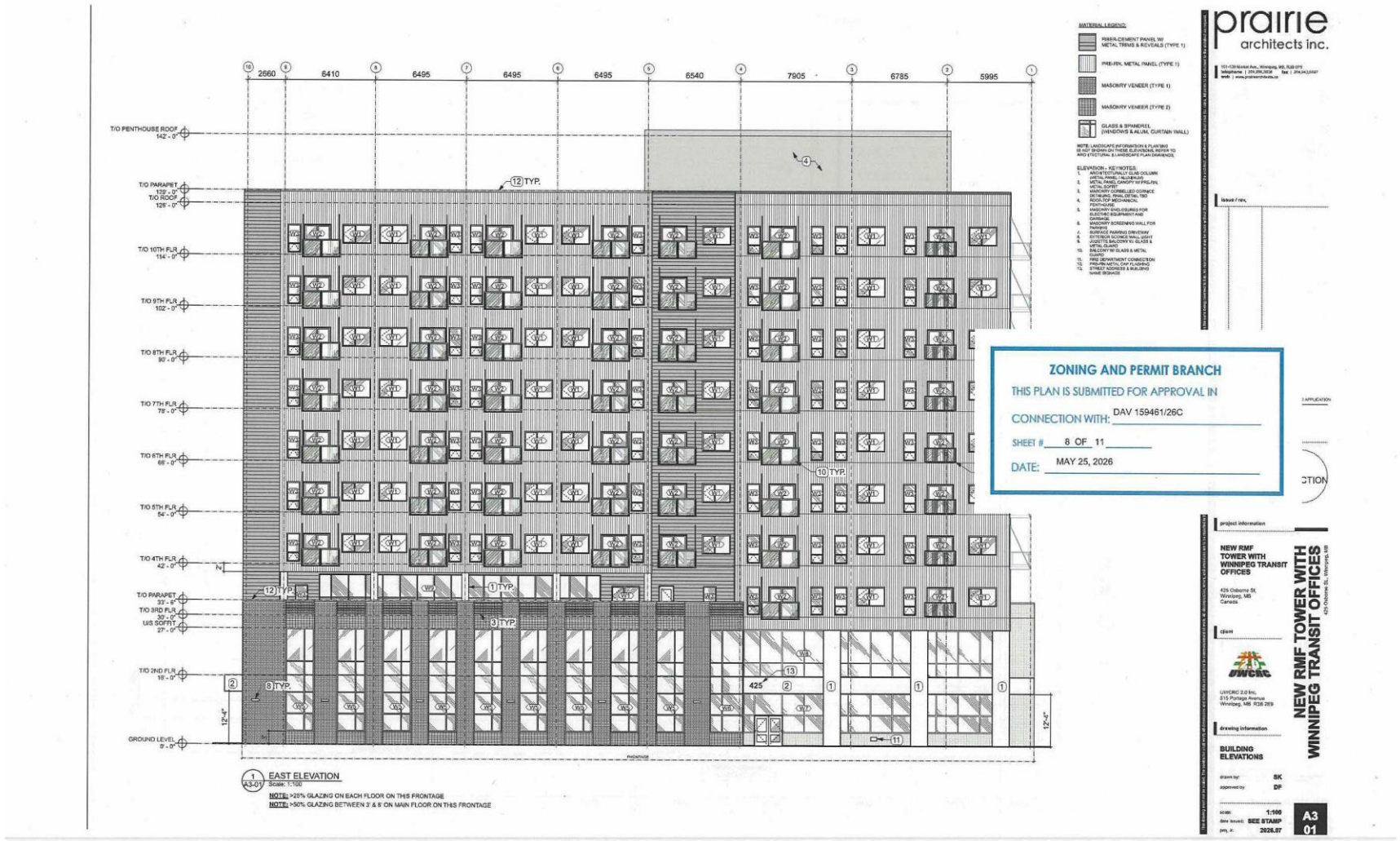
ROOF PLANS

drawn by: SK
approved by: DF

scale: 1:100
date issued: SEE STAMP
proj. #: 2026.07

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

A2
05


2660
6410
6495
6495
6495
6495
6540
7905
6785
5995
T/O PENTHOUSE ROOF 142' - 0"
T/O PARAPET 139' - 0"
T/O ROOF 126' - 0"
T/O 10TH FLR 114' - 0"
T/O 9TH FLR 102' - 0"
T/O 8TH FLR 90' - 0"
T/O 7TH FLR 78' - 0"
T/O 6TH FLR 66' - 0"
T/O 5TH FLR 54' - 0"
T/O 4TH FLR 42' - 0"
T/O PARAPET 33' - 0"
T/O 3RD FLR 30' - 0"
U/S SOFFIT 27' - 0"
T/O 2ND FLR 18' - 0"
GROUND LEVEL 0' - 0"
12 TYP.
10 TYP.
1 TYP.
3 TYP.
8 TYP.
425
12'-4"
12'-4"
FRONTAGE
1 A3-01 EAST ELEVATION
Scale: 1:100
NOTE: >25% GLAZING ON EACH FLOOR ON THIS FRONTAGE
NOTE: >50% GLAZING BETWEEN 3' & 8' ON MAIN FLOOR ON THIS FRONTAGE
MATERIAL LEGEND:
FIBER-CEMENT PANEL W/ METAL TRIMS & REVEALS (TYPE 1)
PRE-FIN. METAL PANEL (TYPE 1)
MASONRY VENEER (TYPE 1)
MASONRY VENEER (TYPE 2)
GLASS & SPANDREL (WINDOWS & ALUM. CURTAIN WALL)
ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV 159461/26C
SHEET # 8 OF 11
DATE: MAY 25, 2026
prairie architects inc.
issue / rev.
project information
NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES
425 Osborne St
Winnipeg, MB
Canada
client
UWCRC 2.0 Inc.
515 Portage Avenue
Winnipeg, MB R3B 2E9
drawing information
BUILDING ELEVATIONS
drawn by: SK
approved by: DF
scale: 1:100
date issued: SEE STAMP
proj. #: 2026.07
NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES
425 Osborne St., Winnipeg, MB
A3
01



1 WEST ELEVATION
A3-02 Scale: 1:100

MATERIAL LEGEND

- FIBER-CEMENT PANEL W/ METAL TRIMS & REVEALS (TYPE 1)
- PRE-FIN. METAL PANEL (TYPE 1)
- MASONRY VENEER (TYPE 1)
- MASONRY VENEER (TYPE 2)
- GLASS & SPANDREL (WINDOWS & CURTAIN WALL)

NOTE: LANDSCAPE INFORMATION & PLANTING IS NOT SHOWN ON THESE ELEVATIONS, REFER TO ARCHITECTURAL & LANDSCAPE PLAN DRAWINGS.

ELEVATION - KEYNOTES:

1. ARCHITECTURALLY CLAD COLUMN (METAL PANEL / ALUMINUM)
2. METAL PANEL CANOPY (BY PRE-FIN. METAL EXPECTED)
3. MASONRY CORBELLED CORNICE
4. ROOF TOP MECHANICAL EQUIPMENT TBD
5. ROOF TOP MECHANICAL PENTHOUSE
6. MASONRY ENCLOSURES FOR ELECTRIC EQUIPMENT AND GENERATOR
7. MASONRY SCREENING WALL FOR PARKING
8. SURFACE PARKING DRIVEWAY
9. EXTERIOR SCONCE WALL LIGHT
10. METAL & BALCONY W/ GLASS & METAL GUARD
11. BALCONY W/ GLASS & METAL GUARD
12. PRE-ENGINEERED CONNECTION
13. PRE-FIN METAL CAP FLASHING
14. STREET ADDRESS & BUILDING NAME SIGNAGE

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 159461/26C

SHEET # 9 OF 11

DATE: MAY 25, 2026

NOT FOR CONSTRUCTION

prairie architects inc.

project information

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

425 Osborne St, Winnipeg, MB, Canada

client

UWCRC 2.0 Inc.
515 Portage Avenue
Winnipeg, MB R3B 2E9

drawing information

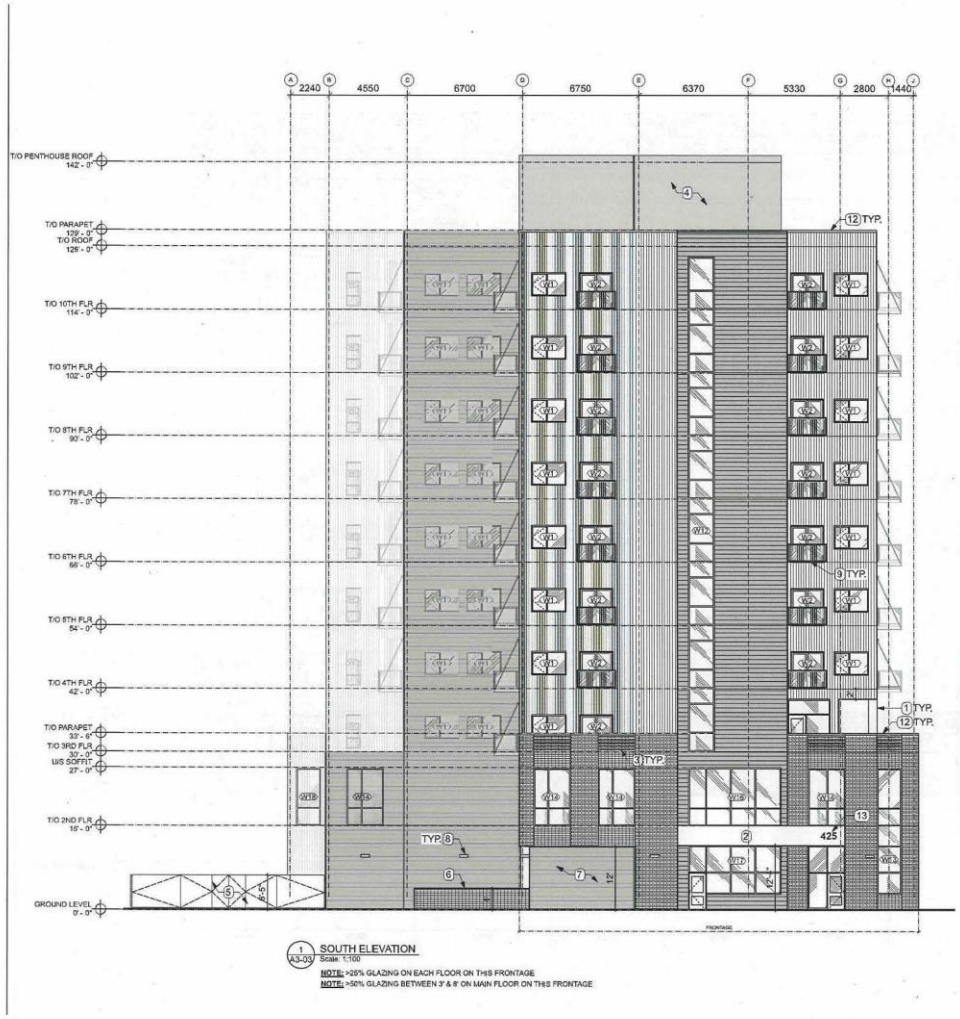
BUILDING ELEVATIONS

drawn by: SK
approved by: DF

scale: 1:100
date issued: SEE STAMP
proj. #: 2026.07

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES
425 Osborne St, Winnipeg, MB

A3 02



MATERIAL LEGEND:

- FIBER-CEMENT PANEL W/ METAL TRIMS & REVEALS (TYPE 1)
- PRE-FIN. METAL PANEL (TYPE 1)
- MASONRY VENEER (TYPE 1)
- MASONRY VENEER (TYPE 2)
- GLASS & SPANDREL (WINDOWS & CURTAIN WALL)

NOTE: LANDSCAPE INFORMATION & PLANTING IS NOT SHOWN ON THESE ELEVATIONS. REFER TO ARCHITECTURAL & LANDSCAPE PLAN DRAWINGS.

ELEVATION - KEYNOTES:

1. ARCHITECTURALLY CLAD COLUMN (METAL PANEL FINISH)
2. METAL PANEL CANOPY W/ PRE-FIN. METAL SOFFIT
3. MASONRY CORBELLED CORNICE DETAILING, FINAL DETAIL TBD
4. ROOF-TOP MECHANICAL PENTHOUSE
5. MASONRY ENCLOSURES FOR ELECTRIC EQUIPMENT AND GARBAGE
6. MASONRY SCREENING WALL FOR PARKING
7. SURFACE PARKING DRIVEWAY
8. EXTERIOR SIGNAGE WALL LIGHT
9. JUSTITE BALCONY W/ GLASS & METAL GUARD
10. BALCONY W/ GLASS & METAL GUARD
11. FIRE DEPARTMENT CONNECTION
12. PRE-FIN METAL CAP FLASHING
13. STREET ADDRESS & BUILDING NAME SIGNAGE

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 159461/26C

SHEET # 10 OF 11

DATE: MAY 25, 2026

prairie architects inc.

151-130 Market Ave., Winnipeg, MB, R3B 0P5
telephone | 204.956.2636 fax | 204.943.6997
web | www.prairiearchitects.ca

issue / rev.

#	date	issue notes
1	2025.05.15	ISSUED - VARIANCE APPLICATION

professional seals

PRELIMINARY
NOT FOR CONSTRUCTION

project information

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

425 Osborne St.
Winnipeg, MB
Canada

client

UWCRC 2.0 Inc.
515 Portage Avenue
Winnipeg, MB R3B 2E9

drawing information

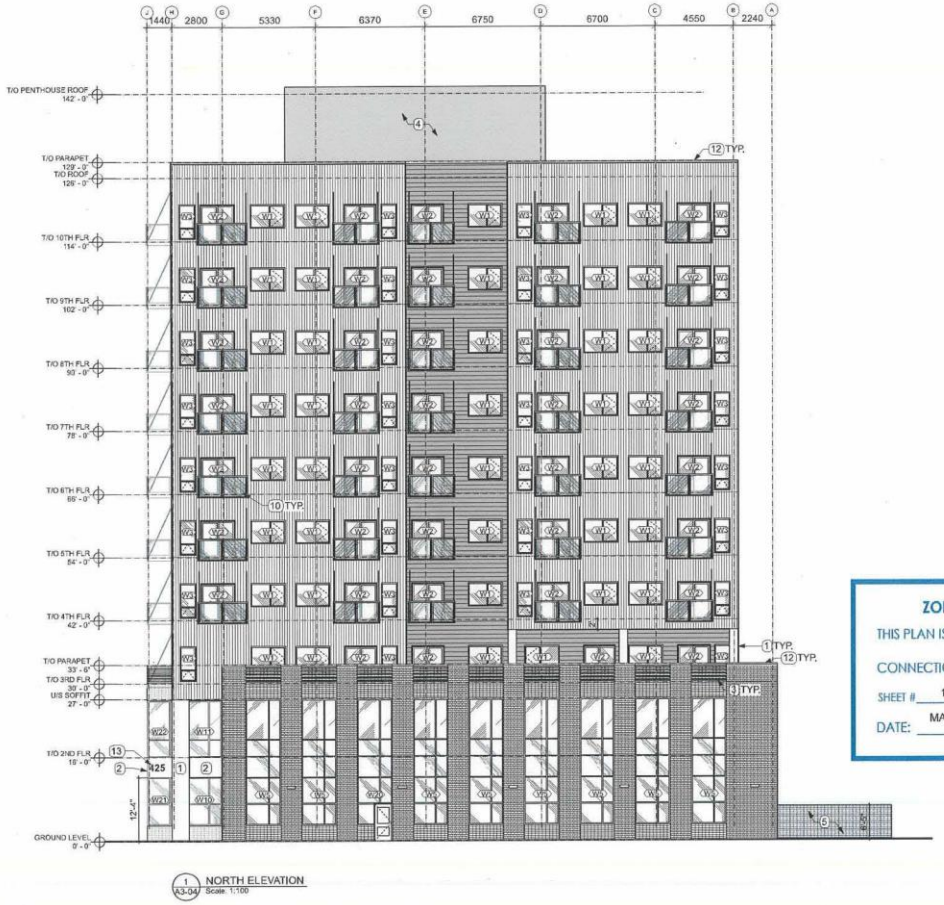
BUILDING ELEVATIONS

drawn by: SK
approved by: DF

scale: 1:100
date issued: SEE STAMP
proj. #: 2026.07

A3
03

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES
425 Osborne St., Winnipeg, MB



MATERIAL LEGEND:

- FIBER-CEMENT PANEL W/ METAL TRIMS & REVEALS (TYPE 1)
- PRE-FIN. METAL PANEL (TYPE 1)
- MASONRY VENEER (TYPE 1)
- MASONRY VENEER (TYPE 2)
- GLASS & SPANDREL (WINDOWS & CURTAIN WALL)

NOTE: LANDSCAPE INFORMATION & PLANTING IS NOT SHOWN ON THESE ELEVATIONS, REFER TO ARCHITECTURAL & LANDSCAPE PLAN DRAWINGS.

ELEVATION - KEYNOTES:

1. ARCHITECTURALLY CLAD COLUMN
2. METAL PANEL CANOPY W/ PRE-FIN. METAL SOFFIT
3. MASONRY CORBELLED CORNICE
4. ROOF MECHANICAL DETAIL TBD - SCREENED FOR MECHANICAL PENTHOUSE
5. MASONRY ENCLOSURE FOR ELECTRIC EQUIPMENT AND GENERATOR
6. MASONRY SCREENING WALL FOR PARKING
7. SURFACE PARKING DRIVEWAY
8. EXTERIOR SCONCE WALL LIGHT
9. JULIETTE BALCONY W/ GLASS & METAL GUARD
10. BALCONY W/ GLASS & METAL GUARD
11. FIRE DEPARTMENT CONNECTION
12. PRE-FIN METAL CAP FLASHING
13. SYMBOLS ARE TYP. & BUILDING NAME SIGNAGE

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 159461/26C

SHEET # 11 OF 11

DATE: MAY 25, 2026

prairie architects inc.

issue / rev.

#	date	issue notice
1	2026.05.15	ISSUED - VARIANCE APPLICATION

professional seals

PRELIMINARY NOT FOR CONSTRUCTION

project information

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

425 Osborne St.
Winnipeg, MB
Canada

client

LIVEDRC 2.0 Inc.
515 Portage Avenue
Winnipeg, MB R3B 2E9

drawing information

BUILDING ELEVATIONS

drawn by:	SK
approved by:	DP
scale:	1:100
date issued:	SEE STAMP
proj. #	2026.07

NEW RMF TOWER WITH WINNIPEG TRANSIT OFFICES

425 Osborne St., Winnipeg, MB

A3 04

This plan and all the information on it is the property of prairie architects inc. and is not to be used in any way without permission. Verify all dimensions on the job. Do not scale drawings.

Exhibit “4” referred to in File DAV 159461A/2026C

City Clerk
City of Winnipeg

Re: DAV 26-159461 (tel:26-159461)/C – 425 Osborne Street

Dear Members of the Appeals Committee,

I am writing regarding the proposed development at 425 Osborne Street.

I would first like to state that I support the redevelopment of this site and support the creation of additional housing, including affordable housing, in our neighbourhood. I believe that residential development at this location has the potential to be a positive addition to South Osborne.

My intention is not to oppose development on this site. Rather, I would like to outline several conditions which, if incorporated into the proposal, would address many of the neighborhood concerns and help avoid the need to proceed further through the appeal process.

The primary concern relates to the scale and density of the proposed development. The current proposal for a 10-storey building represents a substantial increase over what is currently permitted under the zoning bylaw. The proposed height of approximately 126 feet represents roughly a 68% increase over the currently permitted height of 75 feet.

While I recognize that additional height may be appropriate for this location, I believe that a seven-storey building would represent a more reasonable balance between increasing housing supply and maintaining compatibility with the surrounding neighbourhood. A seven-storey building would still exceed existing zoning requirements by approximately 20%, which is still a significant variance. However, it would reduce the overall density and lessen the impact on existing neighbourhood infrastructure while still providing a substantial number of new housing units, including affordable housing.

The second major concern relates to parking.

Residents in the immediate area have experienced significant parking shortages for many years, particularly during evening and overnight hours. Despite existing parking restrictions and repeated complaints to City officials and 311, these issues remain unresolved. As a resident, I regularly experience difficulty finding parking near my home despite paying for residential parking privileges.

Parking pressures in the area are already considerable due to the proximity of the Fort Rouge Transit Base. Existing restrictions have not adequately addressed these concerns to date. Consequently, I am concerned that the density associated with a 10-storey, 131-unit development will further exacerbate an already strained parking situation. City councillor Sherri Rollins can speak at length to the parking issues that have consistently plagued the Lord Roberts and Riverview neighborhoods.

Statistics Canada data indicates that approximately 82.6% of Winnipeg commuters travel to work by car, truck, or van, while only 9.3% primarily use public transit. Winnipeg remains a highly automobile-oriented city. Given that many of the proposed units are intended to attract young professionals, it is reasonable to anticipate that a significant proportion of residents will own and rely upon personal vehicles. Insufficient on-site parking may therefore result in additional spillover parking onto surrounding residential streets.

In addition, there is already an existing staff parking lot located on Brandon Avenue that was specifically created to accommodate Winnipeg Transit employees. Based on regular observation by area residents, this facility appears to be significantly underutilized, often operating at only a small fraction of its available capacity. At many times, the lot appears to be no more than approximately 20% occupied.

Despite the availability of this dedicated parking facility, Winnipeg Transit staff continue to park on surrounding residential streets, further contributing to the parking shortages experienced by local residents. This existing pattern raises concerns that additional employee parking associated with the proposed development may not alleviate neighbourhood parking pressures and may instead perpetuate the current situation.

Given the apparent underutilization of the existing Brandon Avenue staff parking lot, I believe that employee parking needs should be addressed through more effective use of existing facilities rather than through the allocation of parking spaces within a housing development. This further supports the position that parking within the proposed parkade should be prioritized for residents and visitors of the development.

For this reason, I respectfully request that sufficient parking be provided to ensure that at least 85% of residential units have access to an on-site parking stall.

I am also concerned that a significant portion of the proposed parkade appears intended for Winnipeg Transit staff rather than for residents of the development. Given that this project is being advanced as both an affordable housing initiative and a transit-oriented, sustainable development, I believe that available parking should be prioritized for residents and visitors of the building.

Winnipeg Transit employees already receive complimentary access to Winnipeg Transit services as part of their employment benefits, and there is an existing employee parking facility located at the end of Brandon Avenue. Given these existing transportation benefits and facilities, I question whether dedicating additional parking infrastructure to employee parking represents the best use of space on a site intended primarily for housing.

Accordingly, I request that the proposed parkade be designated primarily for residential use rather than employee parking. The primary purpose of this development is housing, and therefore the available parking resources should first serve those who live in the building.

My concern is not with the addition of housing itself. I support housing, including affordable housing, on this site. Rather, my concern is whether the current scale of the proposal appropriately reflects existing neighbourhood conditions, particularly with respect to parking availability and infrastructure capacity.

In summary, I would support the project provided that the following conditions are incorporated into the final approval:

Reduce the building height from 10 storeys to 7 storeys.
Ensure that at least 85% of residential units have access to an on-site parking stall.

Prioritize the proposed parkade for residents and visitors of the development rather than employee parking.

I believe that these modifications would create a more balanced development that supports both housing growth and neighbourhood liveability.

Thank you for your consideration.

Sincerely,

Melanie Villa

Exhibit “3” referred to in File DAV 159461A/2026C

Hello,

We object the the planning of 425 Osbourne Garage and affordable housing.

We have been in the area for over 30 years and don’t agree with this massive 10 story building going up.

This is going to cause more traffic and as it is you currently turn right off osbourne onto Brandon due to the parking spots in the street.

Traffic light take for ever to turn green in the morning.

Way more traffic and not interested in this political way to call it Affordable housing (low income) .

If this is a GO then this means a long time resident will need to put there home up for sale as we won’t stay in the area our kids grew up and went to school .

Maryanne and Patrick Clark

Exhibit "2" referred to in File DAV 159461A/2026C

From: Joel Tranq
Sent: June 15, 2026 8:28 AM
Subject: Osborne Street, DAV 26-159461C

Hi There,

In response to DAV 26-159461C, I – as an area resident – object to the following variances being sought and for the following reasons:

1. 1)a) a building height of 126 feet instead of 75 feet.
    1. I feel that this building height would be out of character for the neighbourhood given that the proposed building height is 10-storeys however, the current range of mid-rise development in the area is 6-8 storeys. This is especially of concern given the proposed building's closer proximity to the mature established residential neighbourhoods on the west side of Osborne Street. The scale of the proposed building will be overbearing.
2. 1)b) 17 parking spaces instead of 59, with an additional 50 parking stalls on an adjacent property.
    1. Although I recognize that the proposed building's proximity to public transit and bicycle infrastructure should allow a reduction for parking minimums, 67 parking stalls for a proposed building of 131 units and mixed-use off seems too low. This is especially of concern since there is a chronic lack of street parking throughout the neighbourhood. Bus drivers, on their way to work, will often park their private vehicles on the street (leaving the transit garage parking seemingly underutilized). Even now, it is difficult to have guests over to my house due to lack of available street parking.
        1. Has a parking study been undertaken to evaluate neighbourhood parking, taking into account the unique reality of bus drivers parking in the public sphere? My concern is that a new residential building with insufficient parking will compound the problem of inadequate street parking for the adjacent residential neighbourhood.

It is important to note that I am not anti-development, however, the two variances above are of particular concern given the context of the neighbourhood.

Looking forward to a response.

JOEL TRANQ

Exhibit “1” referred to in File DAV 159461A/2026C

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 26-159461/C

APPLICANT:	Damien Fenez Prairie Architects Inc. 139 MARKET AVE UNIT 101 WINNIPEG MB R3B 0P5
PREMISES AFFECTED:	425 Osborne ST
LEGAL DESCRIPTION:	LOT 1/3 BLOCK 3 PLAN 301 28 ST B; EXC LANE PL 8411 LOT 29/30; LOT 31/32 BLOCK 10 PLAN 319 29 ST B; PF LANE SHEWN AS LOT 1 PLAN 8411 28/9 ST B hereinafter called "the land".
PROPERTY ZONED:	C3 Mature Communities PDO-1 Mature Communities PDO-1
ZONING ATLAS SHEET:	AC25

NATURE OF APPLICATION:

To vary the "C3 Malls and Corridors PDO and 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 mixed use building to permit:
   a) a building height of 126 feet (38.40 metres) instead of 75 feet (22.86 metres);
   b) 17 parking spaces instead of 59 spaces, with an additional 50 parking spaces provided on adjacent property;

2) for the establishment of an accessory parking area to permit:
   a) a van accessible parking space having no maneuvering area;
   b) 10 bicycle parking spaces instead of 66 spaces, with an additional 60 bicycle parking spaces provided on adjacent property;

2) for the construction of a garbage enclosure to permit:
   a) no west side yard to the garbage enclosure instead of 2 feet (0.61 metre);
   b) no screening provided on garbage enclosure along the west side yard.

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: 425 Osborne ST

The Director of Planning, Property and Development Department hereby orders that the provisions of the "C3 Malls and Corridors PDO Mature Communities PDO-1" 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 mixed use building having:
   a) a building height of 126 feet (38.40 metres);
   b) 17 parking spaces (1 car share parking included), with an additional 50 parking spaces provided on adjacent property;

2) The establishment of an accessory parking area having:
   a) a van accessible parking space having no maneuvering area;
   b) 10 bicycle parking spaces, with an additional 60 bicycle parking spaces provided on adjacent property;

2) The construction of a garbage enclosure having:
   a) no west side yard to the garbage enclosure;
   b) no screening provided on garbage enclosure along the west side yard.

Subject to the following condition(s) which the Director of Planning, Property and Development

Department considers necessary to ensure compliance with criteria (a) to (d) above, namely:

1) That, if any variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.
2) That, a Right-of-Way Closing (DAC) application shall be applied for by the property owner within five years of the date of this Order, unless the Director of Planning, Property and Development provides written confirmation that a DAC application is not necessary.
3) That the development shall be constructed in substantial conformance with the plans attached and identified as Sheets 1-11 for File No. DAV 26- 159461\C, and thereafter maintained to the satisfaction of the Director of Planning, Property and Development;

OR

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

i. buildings;
ii. accessory parking areas;
iii. garbage enclosures;
iv. fencing; and
v. landscaping

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

3. That prior to the issuance of any development permits, the Owner shall provide a shared parking agreement for an additional 50 parking stalls, or other suitable alternative, to the Director of Planning, Property and Development.

DATE OF ORDER: June 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 June 22, 2026

[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD.]

(c) refer to Variance Order No. DAV 26-159461/C, give brief reasons and

(d) 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
Email: clk-appeals@winnipeg.ca