Minutes – City Centre Community Committee – September 4, 2026

PUBLIC HEARINGS

Item No. 3 Variance – 843 Dorchester Avenue
(Fort Rouge-East Fort Garry Ward)
File DAV 104706/2026D [c/r DAZ 212/2026]

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

The City Centre Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, 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 29 feet (8.84 metres).

    B. A two-storey front yard alcove projection.

    C. An east side yard of 4 feet (1.22 metres).

    D. A west corner side yard of 4 feet (1.22 metres).

    E. A west side alcove projection of 100 square feet (9.29 square metres).

    F. A two-storey rear yard alcove projection.

    G. A lot area per dwelling unit of 669 square feet (62.15 square metres).

    H. 5 parking spaces.

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

    A. Parking stall lengths of 21 feet (6.40 metres) instead of 23 feet (7.10 metres) for stalls accessed directly from a public lane.

    B. Insufficient buffering of a parking or loading area located within 20 feet (6.1 metres) of a side or rear lot line adjacent to a residential district.

COMMUNITY COMMITTEE DECISION:(continued):

Subject to the following conditions:

1. That the Developer shall preserve and protect City-owned trees, including those immediately adjacent to the subject site on Dorchester Ave and Wentworth St. Where work is to occur adjacent to City-owned trees, the developer shall adhere to the City's Tree Protection Specifications and consult with the Urban Forestry Branch to arrange for the necessary permissions and compensation prior to any pruning, excavation, or other activities that may result in the damage or removal thereof.

2. That the Variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DAZ 212/2026.

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

4. That a minimum of nine (9) indoor vertical bicycle wall mounts (1 per unit) shall be provided to the satisfaction of the Director of Planning, Property and Development.

DECISION MAKING HISTORY:

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

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

Carried

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

Carried

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

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

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

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

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

Supporting Reasons:

1. I do appreciate the height, its not overwhelming. Hopefully it would stay that way. I think the design is well-done with the materials they're using.

2. I think the densification of that corner from the little lady that used to live there with little bird cages, she was wonderful – but the site can handle a few more units.

DECISION MAKING HISTORY (continued):

Supporting Reasons (continued):

3. It is a desirable neighbourhood to live in. Close to Corydon and Grosvenor.

4. Transit is readily accessible, and its on a corner lot, not in the middle of the block.

5. For those reasons I can support it.

Carried

Moved by Councillor Orlikow,

That the recommendation of the Winnipeg Public Service be concurred in with the following amendment:

- Delete Condition 5 in its entirety.

and the Variance be approved.

Carried

Moved by Councillor Orlikow,

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

Carried

Winnipeg

THE CITY OF WINNIPEG
VARIANCE ORDER
CITY CENTRE COMMUNITY COMMITTEE

DAV 104706/2026D [c/r DAZ 212/2026]

Before:	City Centre Community Committee Councillor Rollins, Chairperson Councillor Gilroy Councillor Orlikow
Hearing:	September 4, 2026 Council Building, 510 Main Street
Applicant:	Articulated Design Union (Daniel MacGibbon)
Premises Affected:	843 Dorchester Avenue
Legal Description:	LOT 1/2 BLOCK 61 PLAN 306 35 ST B, hereinafter called "the land"
Property Zoned**:**	"R1-S PDO-1 Corydon Osborne" (Residential Single-Family) Proposed "RMF-M PDO Corydon Osborne" (Residential Multi-Family)
Nature of Application:	To vary the "RMF-M PDO Corydon Osborne" Development and Design standards of Winnipeg Zoning By-law No. 200/2006 to permit as follows:

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

    A. A front yard of 29 feet (8.84 metres) instead of 34 feet (10.36 metres);

    B. A two-storey front yard alcove projection instead of 1-storey;

Nature of Application:
(continued)

C. An east side yard of 4 feet (1.22 metres) instead of 6 feet (1.83 metres);

D. A west corner side yard of 4 feet (1.22 metres) instead of 20 feet (3.05 metres);

E. A west side alcove projection of 100 square feet (9.29 square metres) instead of 50 square feet (4.65 square metres);

F. A two-storey rear yard alcove projection instead of 1-storey;

G. A lot area per dwelling unit of 669 square feet (62.15 square metres) instead of 800 square feet (74.32 square metres);

H. 5 parking spaces instead of 9 spaces;

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

A. Parking stall lengths of 21 feet (6.40 metres) instead of 23 feet (7.10 metres) for stalls accessed directly from a public lane;

B. Insufficient buffering of a parking or loading area located within 20 feet (6.1 metres) of a side or rear lot line adjacent to a residential district.

It is the opinion of the City Centre 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. I do appreciate the height, its not overwhelming. Hopefully it would stay that way. I think the design is well-done with the materials they're using.

2. I think the densification of that corner from the little lady that used to live there with little bird cages, she was wonderful – but the site can handle a few more units.

3. It is a desirable neighbourhood to live in. Close to Corydon and Grosvenor.

4. Transit is readily accessible, and its on a corner lot, not in the middle of the block.

5. For those reasons I can support it.

ORDER:

The City Centre Community Committee orders that the provisions of the Proposed "RMF-M PDO-1 Corydon Osborne" 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 29 feet (8.84 metres).

   B. A two-storey front yard alcove projection.

   C. An east side yard of 4 feet (1.22 metres).

   D. A west corner side yard of 4 feet (1.22 metres).

   E. A west side alcove projection of 100 square feet (9.29 square metres).

   F. A two-storey rear yard alcove projection.

   G. A lot area per dwelling unit of 669 square feet (62.15 square metres).

   H. 5 parking spaces.

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

   A. Parking stall lengths of 21 feet (6.40 metres) instead of 23 feet (7.10 metres) for stalls accessed directly from a public lane.

   B. Insufficient buffering of a parking or loading area located within 20 feet (6.1 metres) of a side or rear lot line adjacent to a residential district.

Subject to the following conditions, which the City Centre 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 the Developer shall preserve and protect City-owned trees, including those immediately adjacent to the subject site on Dorchester Ave and Wentworth St. Where work is to occur adjacent to City-owned trees, the developer shall adhere to the City's Tree Protection Specifications and consult with the Urban Forestry Branch to arrange for the necessary permissions and compensation prior to any pruning, excavation, or other activities that may result in the damage or removal thereof.

2. That the Variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DAZ 212/2026.

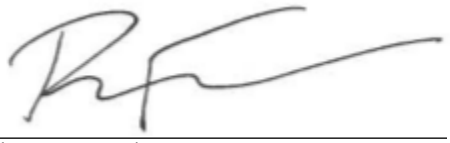
3. That prior to the issuance of any development permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include one (1) car share vehicle and one (1) dedicated parking stall for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

4. That a minimum of nine (9) indoor vertical bicycle wall mounts (1 per unit) shall be provided to the satisfaction of the Director of Planning, Property and Development.

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

DATE OF ORDER: September 9, 2026

CERTIFIED BY:



Rebecca Ford
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 September 28, 2026;

[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD]

(e) refer to Variance Use Order No. DAV 104706/2026D; 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:

Daniel MacGibbon

In Opposition:

Kenton Larsen
Clinton Roberts
Caroline Traweger

For Information:

Nil

For the City:

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

EXHIBITS FILED FOR DAV104706/2026D

1. Application dated May 20, 2026
2. Notification of Public Hearing dated August 20, 2026
3. Manitoba Status of Title 3373439/1
4. Letter of authorization dated January 5, 2026 from 6864776 Manitoba Ltd. (Sohan Jammu) to Daniel MacGibbon
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 6 inclusive, for File DAV 104706/2026D dated May 20, 2026
7. Report from the Urban Planning Division dated August 13, 2026
8. Inspection Report
9. Communication dated September 2, 2026 from Kenton Larsen in opposition to the application
10. Communication dated September 2, 2026 from Caroline Traweger in opposition to the application
11. Presentation dated September 2, 2026 from Daniel MacGibbon in support of the application
12. Communication dated September 3, 2026 from Clinton Roberts in opposition to the application

Exhibit “7” referred to in File DAV 104706/2026D

ADMINISTRATIVE REPORT

Title: DAV 26-104706\D – 843 Dorchester Ave

Issue: For consideration of a Variance associated with the construction of a 9-unit multi-family dwelling.

Critical Path: City Centre Community Committee

AUTHORIZATION

Author	Department Head	CFO	CAO
Isaiah Stonehouse, MCP	n/a	n/a	

RECOMMENDATIONS

The Urban Planning and Design Division **recommends approval** for the application to vary the Proposed "RMF-M PDO-1 Corydon Osborne" Development and Design standards of Winnipeg Zoning By-Law No. 200/2006 to permit as follows:

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

    a. a front yard of 29 feet (8.84 metres) instead of 34 feet (10.36 metres);

    b. a two-storey front yard alcove projection instead of 1-storey;

    c. an east side yard of 4 feet (1.22 metres) instead of 6 feet (1.83 metres);

    d. a west corner side yard of 4 feet (1.22 metres) instead of 20 feet (3.05 metres);

    e. a west side alcove projection of 100 square feet (9.29 square metres) instead of 50 square feet (4.65 square metres);

    f. a two-storey rear yard alcove projection instead of 1-storey;

    g. a lot area per dwelling unit of 669 square feet (62.15 square metres) instead of 800 square feet (74.32 square metres);

h. 5 parking spaces instead of 9 spaces;

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

    a. parking stall lengths of 21 feet (6.40 metres) instead of 23 feet (7.10 metres) for stalls accessed directly from a public lane;

    b. insufficient buffering of a parking or loading area located within 20 feet (6.1 metres) of a side or rear lot line adjacent to a residential district.

Subject to the following condition(s):

1. That the developer shall preserve and protect City-owned trees, including those immediately adjacent to the subject site on Dorchester Ave and Wentworth St. Where work is to occur adjacent to City-owned trees, the developer shall adhere to the City's Tree Protection Specifications and consult with the Urban Forestry Branch to arrange for the necessary permissions and compensation prior to any pruning, excavation, or other activities that may result in the damage or removal thereof.

2. That the Variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DAZ 212/2026.

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

4. That a minimum of nine (9) indoor vertical bicycle wall mounts (1 per unit) shall be provided to the satisfaction of the Director of Planning, Property and Development.

5. 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 9-unit multi-family dwelling and requires Variances for front yard, alcove projection, side yard, density, parking supply, parking stall length, and parking buffering 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 26-104706\D**
RELATED FILES: DAZ 212/2026, 26-146573 ZR
COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: 1.110 - (McMILLAN)

SUBJECT: To vary the Proposed "RMF-M PDO-1 Corydon Osborne" Development and Design standards of Winnipeg Zoning By-Law No. 200/2006 to permit as follows:

1. for the construction of a multi-family dwelling to permit:
    a. a front yard of 29 feet (8.84 metres) instead of 34 feet 10.36 metres);
    b. a two-storey front yard alcove projection instead of 1-storey;
    c. an east side yard of 4 feet (1.22 metres) instead of 6 feet (1.83 metres);
    d. a west corner side yard of 4 feet (1.22 metres) instead of 20 feet (3.05 metres);
    e. a west side alcove projection of 100 square feet (9.29 square metres) instead of 50 square feet (4.65 square metres);
    f. a two-storey rear yard alcove projection instead of 1-storey;
    g. a lot area per dwelling unit of 669 square feet (62.15 square metres) instead of 800 square feet (74.32 square metres);
    h. 5 parking spaces instead of 9 spaces;
2. for the establishment of an accessory parking area to permit:
    a. parking stall lengths of 21 feet (6.40 metres) instead of 23 feet (7.10 metres) for stalls accessed directly from a public lane;
    b. insufficient buffering of a parking or loading area located within 20 feet (6.1 metres) of a side or rear lot line adjacent to a residential district.

LOCATION: 843 Dorchester Ave
LEGAL DESCRIPTION: LOT 1/2 BLOCK 61 PLAN 306 35 ST B

APPLICANT: Daniel MacGibbon (Architectural Design Union)
673 Mulvey Ave
Winnipeg, MB R3M 1G2

OWNER: 6864776 MANITOBA LTD.
311 Hargrave St 101
Winnipeg, MB R3B 0V8

HISTORY

N/A

DISCUSSION

CRITERIA FOR APPROVAL

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

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

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

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

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

SITE DESCRIPTION

- The subject property is located on the northeast corner of Dorchester Ave and Wentworth St, in the McMillan neighbourhood of the Fort Rouge - East Fort Garry ward.
- The subject site is 6,022 square feet in area. The site is currently occupied by a single-family dwelling built in 1950.
- The subject site is accessed by a paved back lane.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within an “Established Neighbourhood – Mature Community” policy area. The property is currently zoned “R1-S” Residential – Single-Family (Small) District. Under the associated rezoning application (DAZ 212/2026), the applicant is proposing that the site be rezoned to “RMF-M” Residential – Multi-Family (Medium).
- The property is designated as “Medium Density Residential” under the *Corydon-Osborne Area Plan* and *Corydon Osborne Planned Development Overlay* (PDO).

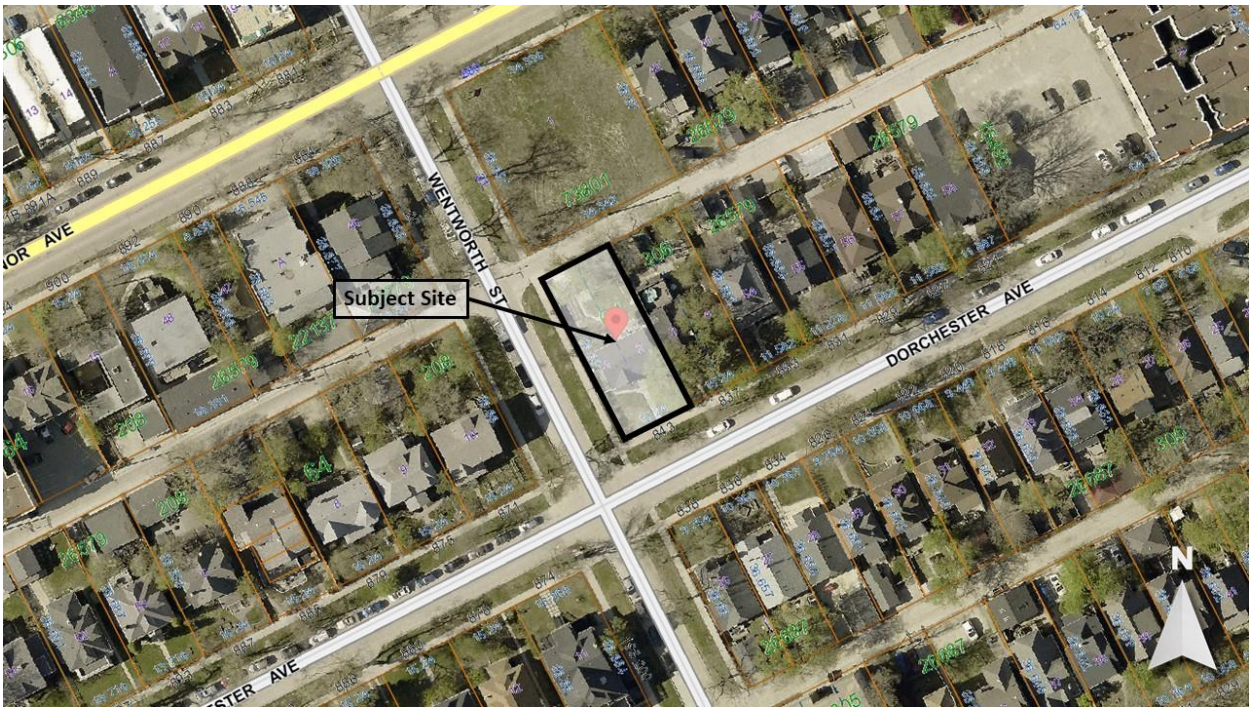


Figure 1: Aerial photo of subject site and surrounding area.

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Rear lane, then vacant land zoned “RMF-L” Residential – Multi-Family (Large).

South: Dorchester Ave, then single-family dwellings zoned “R1-S” Residential – Single-Family (Small).

East: Single-Family dwellings zoned “R1-S” Residential – Single-Family (Small).

West: Wentworth St, then single-, two-family, and triplex dwellings zoned “R2” Residential – Two-Family.

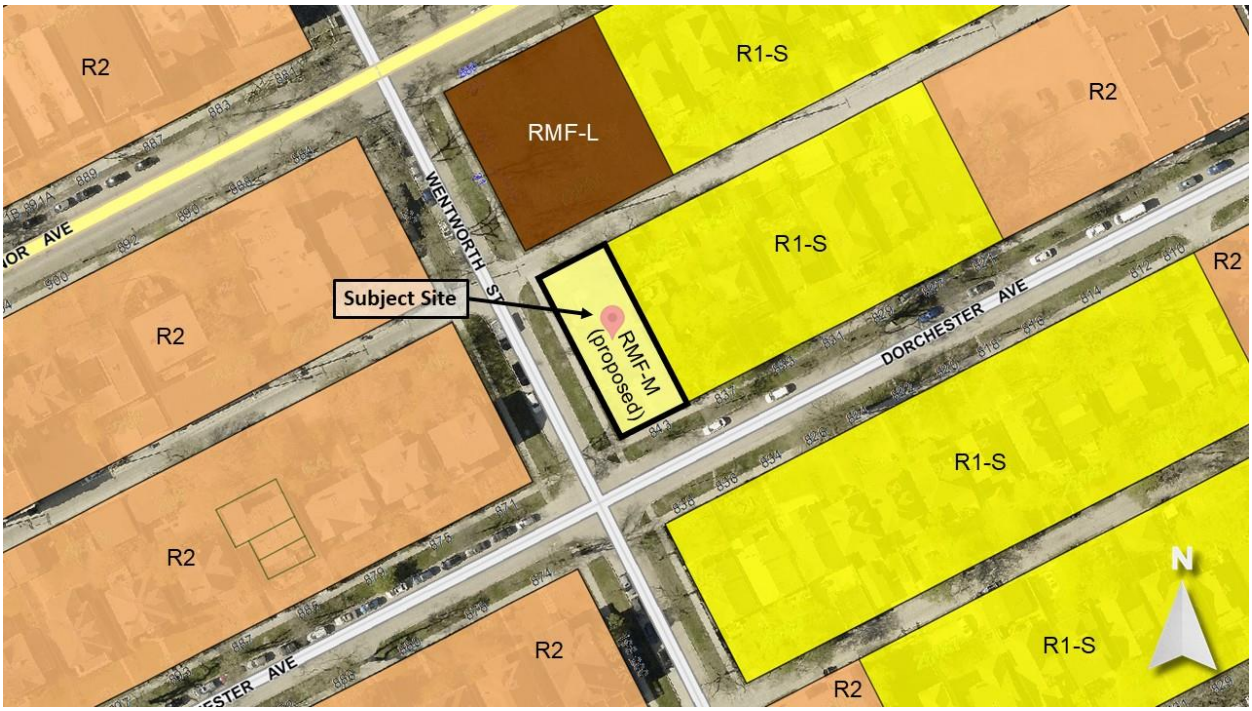


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to construct a 9-unit multi-family dwelling.
- The building façade will include a mix of grey stucco, black metal pro rib, and red brick.
- The existing single-family home on site will be demolished.
- The submitted site plan shows that the proposed 3-storey building will be 31 feet in height, and 65 feet long by 44 feet wide.
- 5 parking spaces are proposed, to be accessed from the rear lane.
- 1 car share parking stall and vehicle is to be provided.
- 2 to 4 outdoor bicycle parking stalls are to be provided, located underneath the rear yard alcove projection.
- The landscaping plan shows that a total of 4 trees and 25 shrubs will be provided.
- A rezoning from “R1-S” to “RMF-M” is also required to support the proposal, which is detailed in the Administrative Report for the Associated File DAZ 212/2026.

REASON FOR APPLICATION

- <u>Front Yard</u>

  The minimum front yard setback, per abutting lots, was calculated by Zoning and Permits to be 34 feet. The applicant is proposing a front yard of 29 feet, therefore a Variance is required.

- East Side Yard

  The applicant is proposing an east side yard of 4 feet instead of the required 6 feet per the *Winnipeg Zoning By-Law*, therefore a Variance is required.

- West Corner Side Yard

  The applicant is proposing a west corner side yard of 4 feet instead of the required 20 feet per the *Winnipeg Zoning By-Law*, therefore a Variance is required.

- Two-Storey Front Yard Alcove Projection, West Side Alcove Projection, and Rear Yard Alcove Projections

  Per the Winnipeg Zoning By-Law, alcove projections are limited to one storey and a maximum floor area of 50 square feet in any yard. The applicant is proposing a two-storey alcove projection measuring 100 square feet, therefore Variances are required.

- Density

  Properties zoned “RMF-M” have a minimum required lot area per dwelling unit of 800 square feet for multi-family. The applicant is proposing a lot area per dwelling unit of 669 square feet, therefore a Variance is required.

- Parking Supply

  The applicant is proposing 5 parking stalls instead of the required 9 parking stalls, therefore a Variance is required.

- Parking Stall Length

  Per the Parking and Loading Standards of the *Winnipeg Zoning By-law*, the length of parking stalls accessed directly from a lane must be at least 23 feet. The applicant is proposing parking stalls accessed directly from a lane with lengths of 21 feet, therefore a Variance is required.

- Parking Buffering Requirements

  Per the Landscaping and Buffering Standards of the *Winnipeg Zoning By-law*, a landscaped buffer must be installed when a parking or loading area accessory to any use, other than a single- or two-family residential use, is located within 20 feet of a side or rear lot line abutting or adjacent to a residential zoning district. The applicant is proposing no buffering of a parking area located within 20 feet of a residential zoning district, therefore a Variance is required.

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

The applicant engaged with the Division prior to the submission of the application. Planning expressed support for the Variances with the inclusion of secure bicycle parking (mounted vertical stalls) and a car share vehicle, and recommended proceeding with the Variance application.

With the Public

The applicant completed public engagement processes as part of the proposal, which included distributing 41 flyers on February 16th to adjacent and nearby properties, hosted a website to obtain feedback (https://www.designunion.ca/843-dorchester), and put up 2 signs for approximately 30 days. After receiving feedback from the community, the applicant made several changes including updating building façade colours and materials to better align with the community vision.

ANALYSIS AND ISSUES

Complete Communities Direction Strategy 2.0 (CCDS 2.0)

CCDS 2.0 is a direction strategy supporting *OurWinnipeg*, the city's long-range development plan, and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg.

- The subject property is located in an Established Neighbourhood designated as a "Mature Community" as outlined in *CCDS 2.0.*
- The Vision for Established Neighbourhoods is for them to continue to evolve as complete communities, to increase the diversity of housing choices, improve housing affordability, and more efficiently use land, infrastructure and services.
- Goal 1 states "encourage compatible residential development within Established Neighbourhoods to build more *Complete Communities* and align with the City's residential intensification target."
- General policies for Established Neighbourhoods that relate to the subject proposal are as follows:

  1.1 Encourage residential development that positively contributes to neighbourhood character while expanding housing options for residents in a manner that is sensitive and complementary to existing development

  1.2 Increase the population within Established Neighbourhoods to contribute to the physical renewal and revitalization of older neighbourhoods.

  1.5 Support up to mid-rise residential development in Established Neighbourhoods that is compatible with neighbourhood context.

  1.9 Small-scale residential uses other than single-family residential may be accommodated on collector streets and local streets with a public lane and where compatible with adjacent land uses, and in consideration of the factors listed in policy section 1.6.
- *CCDS 2.0* states Mature Communities "present some of the best opportunities to accommodate infill development, to increase housing choice and to maximize the use of existing infrastructure."
- 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."
- General policies for Established Neighbourhoods that relate to the subject proposal are as follows:

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 aesthetics of the street and neighbourhood.

2.8 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.

2.11 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.

- Goal 3 states *"ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs."*
- General policies for Established Neighbourhoods that relate to the subject proposal are as follows:

  3.1 Encourage a variety of housing types and tenures within Established Neighbourhoods to meet life-cycle housing needs and affordability ranges.

- Goal 8 states "facilitate the redevelopment of Established Neighbourhoods that contributes to the further development of walkable, bikeable and transit-oriented communities in accordance with city pedestrian and cycling strategies".
- General policies for Established Neighbourhoods that relate to the subject proposal are as follows:

  8.4 For properties with public lane access, vehicular access should be taken from the public lane in order to reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property.

  8.5 All developments should provide a private pedestrian pathway that connects to a public sidewalk or multi-use pathway where present.

The subject proposal aligns with the above applicable policies for Mature Communities for the following reasons:

- The development will help achieve residential intensification targets, including that a minimum of 50% of all new dwelling units be accommodated in the intensification target area of the City;
- The development will positively contribute to the surrounding neighbourhood by providing additional housing options;
- The proposed development will better utilize existing infrastructure including the street network, water and wastewater service capacity and city services such as library, recreation and education;
- The proposed density is compatible with the surrounding context and meets the intention of the "Medium Density Residential" designation in the *Corydon-Osborne Area Plan*; and
- The building is oriented to the street, has a height and scale similar to surrounding buildings, uses a variety of building materials, adds to the architectural interest of the area, includes features such as balconies, and takes vehicular access from the rear laneway.

Corydon-Osborne Area Plan

- The *Corydon-Osborne Area Plan* provides policies for development in the Corydon and Osborne neighbourhoods, and has statutory authority as a secondary plan. The *Area Plan* is made up of specified designations that respect the existing development patterns in place, and provide opportunities for future growth.

- The proposed development is compatible with the surrounding context and meets the intention of the "Medium Density Residential" designation in the *Area Plan*, which is described as:

    - *3.5.21. Medium Density Residential Areas: Up to four unit development will be permitted, subject to zoning by-law requirements and applicable design guidelines / controls. Small multi-family development may be accommodated subject to design guidelines / controls and the discretionary review process. The maximum building height in these areas should be 3 storeys. On corners, medium multi-family development may be accommodated subject to design guidelines / controls and the discretionary review process. The maximum building height on corners should be 4 storeys. Greater increases in height or density would be considered on a case-by-case basis through the rezoning process.*

The North of Corydon Residential Design Guidelines apply to this property, as follows:

North of Corydon Residential Design Guideline Recommendations:

- *Buildings should be parallel to the street frontage property line.*
- *Building setbacks should be within 1.5 metres (5 feet) of the average of the two adjacent buildings' setbacks.*
- *Roofs should be pitched unless adjacent buildings are flat roofed.*

- *Buildings should have their main entrance facing the street.*
- *Windows and entrances should be articulated.*
- *Façade lighting should be wall mounted luminaries no higher than top of first floor and all light should be cast down and fully shielded.*
- *Front yard fences should be less than 1.2 metres (4 feet), and mostly transparent.*
- *Multi-family buildings should reflect the surrounding residential building character.*
- *Multi-family buildings should have variable setback across the façade.*
- *Corner lots may have greater lot coverage.*
- *All parking lots should provide appropriate screening to preserve the residential character of the surrounding area.*
- *Residential development should provide pedestrian access at the street level and locating parking, loading and services entrances at the rear of buildings.*
- *Residential development should have consideration for light, view and privacy of adjacent buildings and areas.*
- *Residential development should ensure pedestrian access is a predominant feature in the site design.*
- *Residential development should ensure the use of building design elements that are consistent with surrounding properties, including materials, finishing, signage, placement of windows and doors and height and massing of buildings.*
- *Residential development should encourage preservation of existing mature canopy shade trees and natural areas through good design.*

VARIANCES

Front Yard

The applicant has proposed a front yard setback of 29 feet instead of the required 34 feet.

The character of this specific block of Dorchester Avenue includes several buildings with front yards closer than 34 feet, including two corner multi-family buildings at the east end of the block. The front yard is pedestrian-oriented with a 5-foot walkway and landscaping features, and meets *CCDS 2.0* policies, including Policy 2.3. Additionally, the North of Corydon Residential Design Guidelines (part of the *Corydon Osborne Area Plan*) allows building setbacks to be within 5 feet of the average of adjacent building setbacks. For these reasons, the Urban Planning and Design Division supports this Variance.

Alcove Projections

The applicant has proposed a two-storey alcove projection (instead of one-storey) totaling 100 square feet in floor area (instead of 50 square feet).

The proposed alcove is minimal in size and will have no perceived negative impacts on surrounding properties, and meets Crime Prevention Through Environmental Design (CPTED) principals by adding additional window coverage and “eyes-on-the-street.” The projection adds character to the multi-family building, helping meet design guidelines for the North of Corydon Residential area, including:

- Multi-family buildings should have variable setback across the façade
- Corner lots may have greater lot coverage
- Residential design should strongly encourage the incorporation of concepts of Universal Design and Crime Prevention Through Environmental Design (CPTED) into building, streetscape and site design

For these reasons, the Urban Planning and Design Division supports this Variance.

East Side Yard and West Corner Side Yard

The applicant has proposed an east side yard of 4 feet instead of 6 feet, and a west corner side yard of 4 feet instead of 20 feet.

At 31 feet in height, the proposed multi-family building is of very similar height to nearby single-family, two-family, and triplex dwellings. The requested east side yard reduction is a minimal reduction to the requirement and has no perceived negative impacts on the abutting property.

Regarding the west corner side yard, the proposed development meets several policies outlined in CCDS 2.0 and the Corydon-Osborne Area Plan (COAP) by providing direct access to the street from residential units (see *CCDS 2.0*, MC policies 2.3 and 2.8, and the *COAP* North of Corydon Residential Design Guideline Recommendations).

For these reasons, the Urban Planning and Design Division supports this Variance.

Density

A Variance has been requested for a lot area per dwelling unit of 669 square feet instead of 800 square feet.

The addition of 9 units is an appropriate density for Dorchester Avenue and fits within the vision for corner properties per the “Medium Density Residential” designation of the *Corydon Osborne Area Plan*. This property is also located in close proximity to public transit (routes D16, D19, D11, 28, and 889 are all located within 400 metres), and to two major arterial streets, including Stafford Street to the west and Corydon Avenue to the south. Most importantly, the *Corydon-Osborne Area Plan* permits this scale of residential. Specifically, Policy 3.5.21 (Medium Density Residential Areas) states the following:

> *"Up to four unit development will be permitted, subject to zoning by-law requirements and applicable design guidelines / controls. Small multi-family development may be accommodated subject to design guidelines / controls and the discretionary review process. The maximum building height in these areas should be 3 storeys. On corners, medium multi-family development may be accommodated subject to design guidelines / controls and the discretionary review process. The maximum building height on corners should be 4 storeys. Greater increases in height or density would be considered on a case-by-case basis through the rezoning process."*

Based on the above, the proposed density is consistent with *CCDS 2.0* and the *Corydon-Osborne Area Plan*, and fits within the context of the block. Therefore, the Urban Planning and Design Division supports this Variance.

Parking Supply

The applicant has proposed 5 parking stalls instead of the required 9 parking stalls.

The provision of indoor, secure bicycle parking and access to reliable public transportation are two factors that the Urban Planning and Design Division typically look for when determining whether to support a Variance for parking stalls. The applicant has indicated that secure, indoor bicycle spaces (vertical mounts in units) will be provided as part of the development. These have been labelled on the proposed plans. As well, the subject site is located in proximity to several bus routes including the D16, D19, D11, 28, and 889.

Lastly, through discussion with the applicant, the Division has placed a recommended condition on the approval for the provision of one (1) car share vehicle and one (1) dedicated parking stall for the car share vehicle.

Given the provision of secure, indoor bicycle parking, the site's proximity to transit, and the provision of a car share vehicle, the Urban Planning and Design Division supports this Variance.

Parking Stall Length

The applicant has proposed parking stall lengths of 21 feet instead of 23 feet for stalls accessed directly from a public lane.

This is a relatively minor Variance, and given the site's limited area, this Variance provides flexibility and relieves the injurious effect of the zoning by-law on the applicant's property. For this reason, the Urban Planning and Design Division supports this Variance.

Parking Buffering Requirements

A Variance has been requested for a parking area located less than 20 feet from a side or rear lot line adjacent to a residential district.

This Variance is triggered by the presence of five parking stalls located directly off of the rear lane. Given the presence of the rear lane between these parking stalls and the residential properties to the north, a buffered parking area would create no greater privacy to the residential lots than what already exists with the rear lane adjacent to the rear lot lines. For this reason, the Urban Planning and Design Division supports this Variance.

REASONS FOR DECISION

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

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

In that, *the proposed Variances will enable a development that increases neighbourhood population and to contributes to the physical renewal and revitalization of an older neighbourhood.*

(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 elements of the proposed development align with the surrounding context and help reduce any potential adverse effects on the neighbouring properties and surrounding area.*

(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 would allow the applicant to introduce additional density on the site in a manner that is consistent with the policies guiding development under the "Established Neighbourhoods - Mature Communities" policy area within the Complete Communities Direction Strategy 2.0 and under the "Medium Density Residential" designation within the Corydon-Osborne Area Plan.*

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

In that, *the proposed development is compatible with existing development on Dorchester Avenue and in the McMillan neighbourhood.*

CONSULTATION

In preparing this report there was internal consultation with: Land Development

OURWINNIPEG 2045 POLICY ALIGNMENT

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

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

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

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Isaiah Stonehouse
Date:	Thursday, August 13, 2026
File No.	DAV 26-104706\D

List of Appendices

Appendix A: North of Corydon Residential Design Guidelines

Exhibit “6” referred to in File DAV 104706/2026D



ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN
CONNECTION WITH: DAV 26-104706/D
SHEET # 2 OF 6
DATE: May 20, 2026

Architectural Design Union
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email: info@designunion.ca



Wentworth



Public Lane



Residential side



Dorchester

Consultant:

Consultant:

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No.	REVISIONS	Date
1	Col/Mat Rev.	3/23/2026
2	Rear/Front Yard	4/16/2026

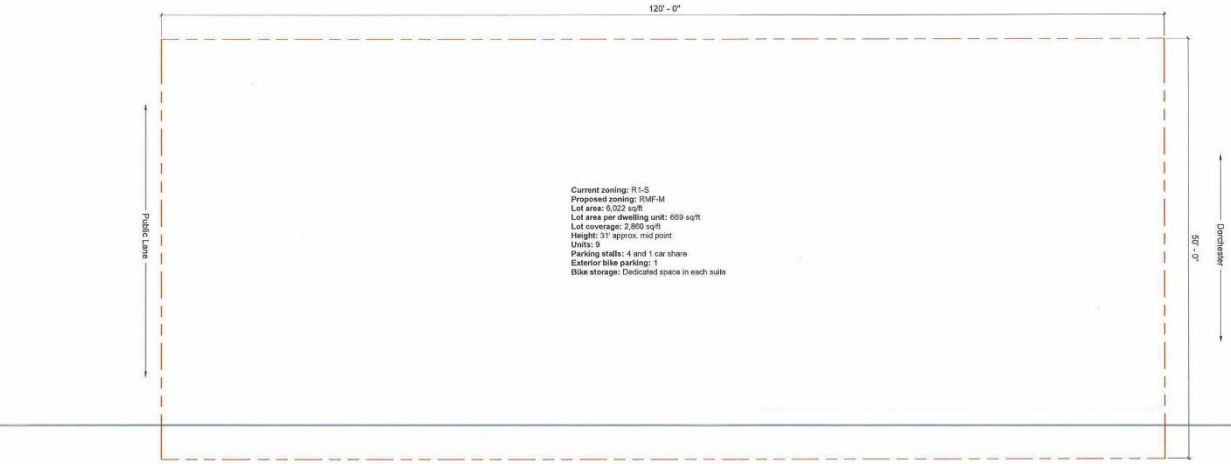
Project:
843 Dorchester Ave

Rendered Elevations

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2	Rear/Front Yard	4/16/2026

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843 Dorchester Ave

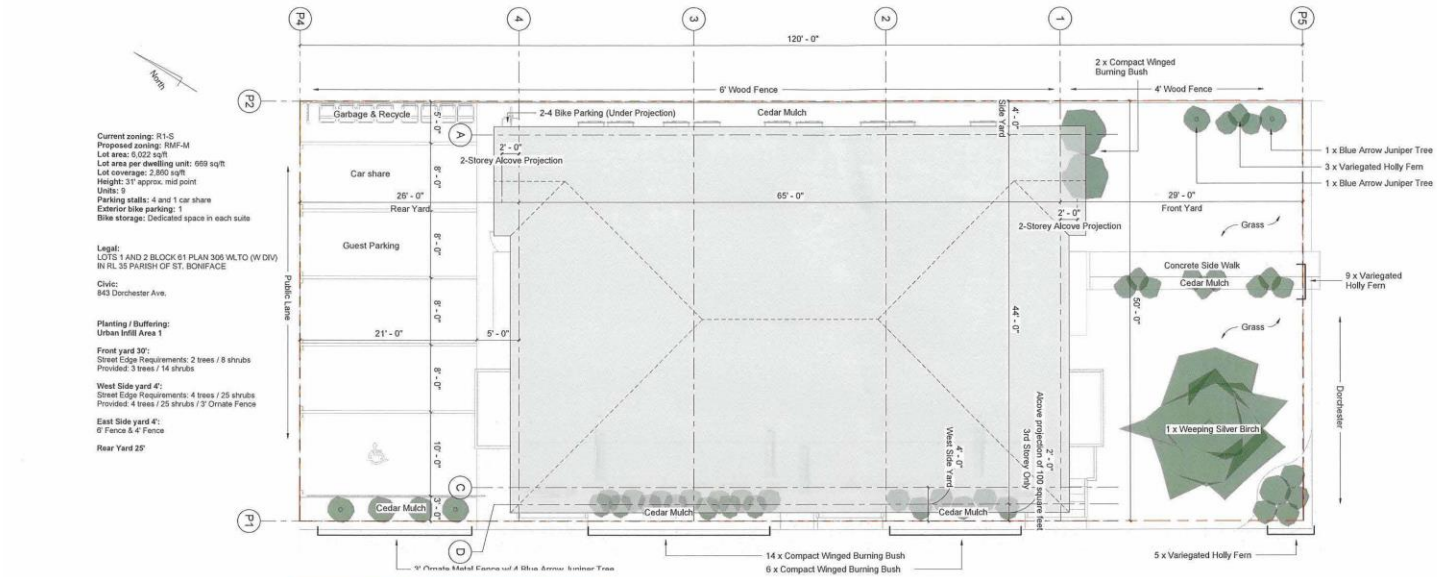
Title Plot
& Plan of Rezoning

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SHEET # 3 OF 6
DATE: May 20, 2026

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Current zoning: R1-S
Proposed zoning: RMF-M
Lot area: 6,022 sq/ft
Lot area per dwelling unit: 669 sq/ft
Lot coverage: 2,860 sq/ft
Height: 31' approx. mid point
Units: 9
Parking stalls: 4 and 1 car share
Exterior bike parking: 1
Bike storage: Dedicated space in each suite

Legal:
LOTS 1 AND 2 BLOCK 61 PLAN 305 WLTO (W DIV)
IN RL 35 PARISH OF ST. BONIFACE

Civic:
843 Dorchester Ave.

Planting / Buffering:
Urban Infill Area 1

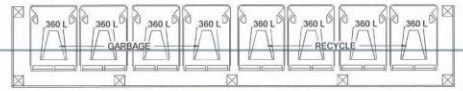
Front yard 30':
Street Edge Requirements: 2 trees / 8 shrubs
Provided: 3 trees / 14 shrubs

West Side yard 4':
Street Edge Requirements: 4 trees / 25 shrubs
Provided: 4 trees / 25 shrubs / 3' Ornate Fence

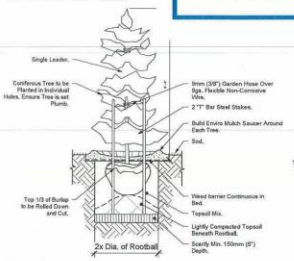
East Side yard 4':
6' Fence & 4' Fence

Rear Yard 25'

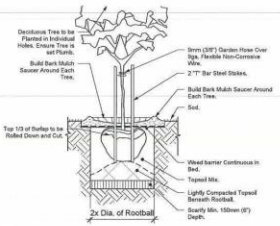
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CONNECTION WITH: DAV 26-104706/D
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DATE: May 20, 2026



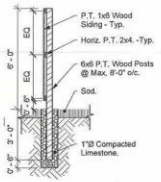
2 Garbage Enclosure Plan
1/2" = 1'-0"



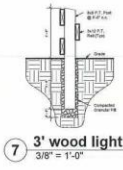
5 Coniferous Tree
3/8" = 1'-0"



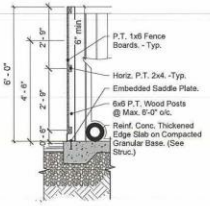
4 Deciduous Tree
3/8" = 1'-0"



6 6' wood fence detail
3/8" = 1'-0"



7 3' wood light proof parking rail detail
3/8" = 1'-0"



3 Garbage Enclosure Fence Detail
1/2" = 1'-0"

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No.	REVISIONS	Date
1	Col/Mat Rev.	3/23/2026
2	Rear/Front Yard	4/16/2026

Project:
843 Dorchester Ave

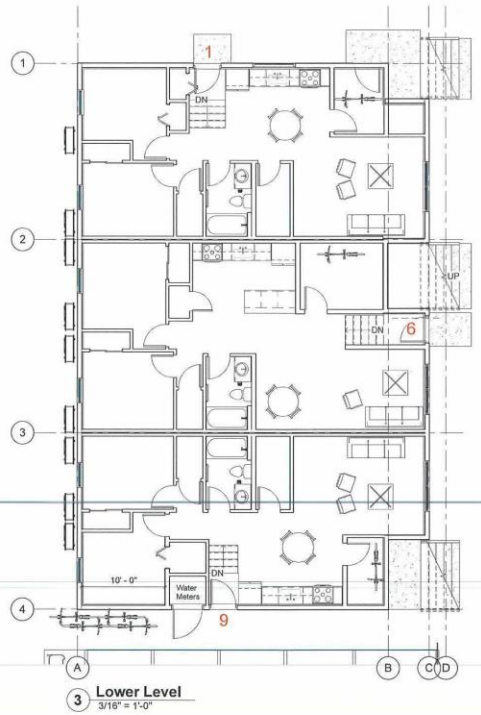
Site Plan

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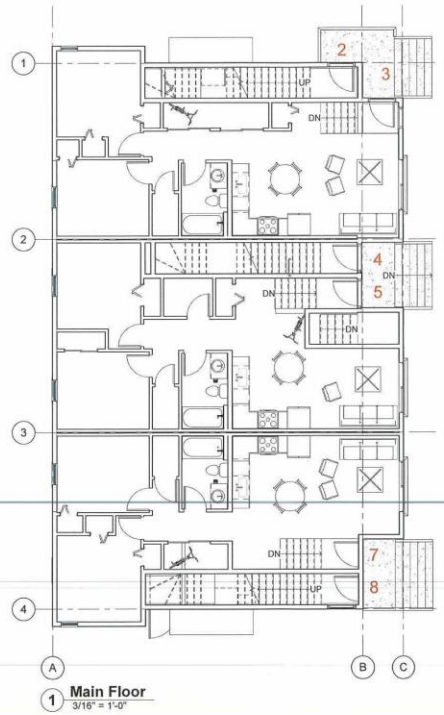
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SHEET # 5 OF 6
DATE: May 20, 2026

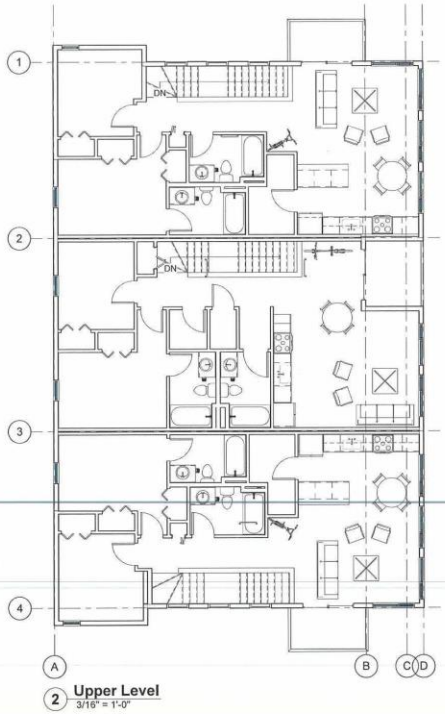
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3 Lower Level
3/16" = 1'-0"



1 Main Floor
3/16" = 1'-0"



2 Upper Level
3/16" = 1'-0"

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No.	REVISIONS	Date
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2	Rear/Front Yard	4/16/2026

Project:
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Floor Plans

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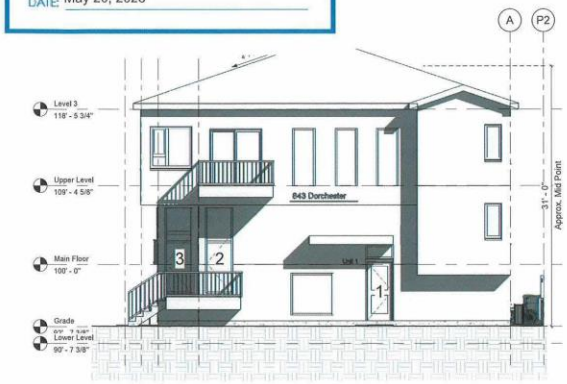
ZONING AND PERMIT BRANCH

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CONNECTION WITH: DAV 26-104706/D

SHEET # 6 OF 6

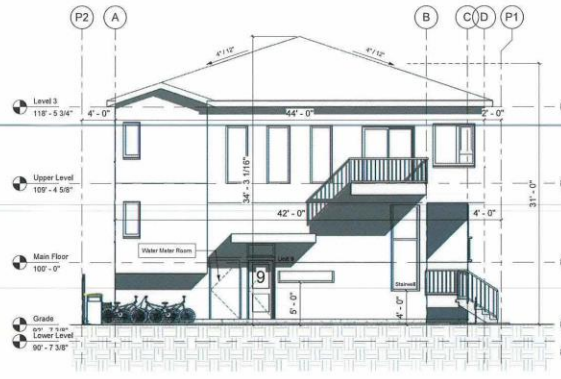
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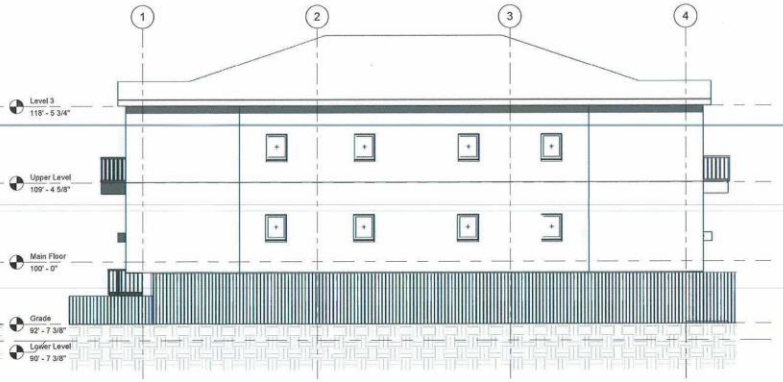
2 **South - Dorchester (Front)**
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1 **West - Wentworth (Side)**
3/16" = 1'-0"



3 **North - Rear (Public Lane)**
3/16" = 1'-0"



4 **East - Side (Residential)**
3/16" = 1'-0"

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No.	REVISIONS	Date
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2	Rear/Front Yard	4/16/2026

Project:
843 Dorchester Ave

Elevations

Page Number:	A104
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