Agenda – City Centre Community Committee – November 16, 2026

PUBLIC HEARINGS

Item No. 2 Variance – 491-507 Sherbrook Street
(Daniel McIntyre Ward Ward)
File DAV 197790/2026D [c/r DASZ 9/2026]

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

The Urban Planning and Design Division recommends approval-in-part, as modified of the application to vary the proposed "RMF-L Mature Communities PDO-1" Development and Design Standards Winnipeg Zoning By-law No. 200/2006 to permit the following:

1. On Proposed Lot 1:

    A. For the establishment of a residential zoning lot to permit a lot area of 7,304 square feet (678.56 square metres) instead of 20,000 square feet (1858.06 square metres);

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

        i. a front yard of ~~6.5 feet (1.98 metres)~~ 8.5 feet (2.59 metres) instead of 25 feet (7.62 metres);

        ii. a north side yard of 6. 5 feet (1.98 metres) instead of 12 feet (3.65 metres);

        iii. a south side yard of 9 feet (2.74 metres) instead of 12 feet (3.65 metres);

        ~~iv. insufficient street edge landscaping;~~

        v. 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;

        vi. 6 parking spaces instead of 14 spaces;

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

        i. no unassigned guest parking spaces instead of 1 space;

        ii. a parking length of 21 feet (6.4 metres) when accessed directly from the lane instead of 23 feet (7.01 metres).

2. On Proposed Lot 2:

WINNIPEG PUBLIC SERVICE RECOMMENDATION (continued):

A. For the establishment of a residential zoning lot to permit a lot area of 7006 square feet (650.87 square metres) instead of 20000square feet (1858.06 square metres);

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

i. a front yard of ~~6.5 feet (1.98 metres)~~ 8.5 feet (2.59 metres) instead of 25 feet (7.62 metres);

ii. a north side yard of 6. 5 feet (1.98 metres) instead of 12 feet (3.65 metres);

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i. no unassigned guest parking spaces instead of 1 space;

ii. a parking length of 21 feet (6.4 metres) when accessed directly from the lane instead of 23 feet (7.01 metres).

3. On Proposed Lot 3:

A. For the establishment of a residential zoning lot to permit a lot area of 7304 square feet (678.56 square metres) instead of 20000square feet (1858.06 square metres);

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

i. a front yard of ~~6.5 feet (1.98 metres)~~ 8.5 feet (2.59 metres) instead of 25 feet (7.62 metres);

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WINNIPEG PUBLIC SERVICE RECOMMENDATION (continued):

~~iv. insufficient street edge landscaping;~~

v. 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;

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

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ii. a parking length of 21 feet (6.4 metres) when accessed directly from the lane instead of 23 feet (7.01 metres).

Subject to the following condition(s):

1. That, the 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 DASZ 9/2026.

2. 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.

File: DAV 197790/2026D

Applicant: Serhal Consulting Inc. (Daniel Serhal)

Premises Affected: 491-507 Sherbrook Street

Legal Description: LOT 71 PLAN 33356 72/73 ST JA, hereinafter called "the land"

Property Zoned: "RMF-M Mature Communities PDO-1" (Residential Multi-Family, Medium)
Proposed "RMF-L" (Residential Multi-Family, Large)

Nature of Application: To vary the proposed "RMF-L Mature Communities PDO-1" development and design standards of Winnipeg Zoning By-law 200/2006 as follows:

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Nature of Application: (continued)

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Nature of Application:
(continued)

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Nature of Application:
(continued)

ii. length of 21 feet (6.4 metres) when accessed directly from the lane instead of 23 feet (7.01 metres).

Exhibits Filed:

1. Application dated August 7, 2026
2. Notification of Public Hearing dated October 30, 2026
3. Manitoba Status of Titles 3385404/1, 3381104/1
4. Letter of authorization dated March 1, 2026 from Daniel Serhal, 10223321 Manitoba Ltd. to Daniel Serhal, Serhal Consulting Inc.
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 8 inclusive, for File 197790/2026D
7. Report from the Urban Planning Division dated November 3, 2026
8. Inspection Report

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

Moved by Councillor

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

Moved by Councillor

That the receipt of public representations be concluded.

Moved by Councillor

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

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

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

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

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

Supporting Reasons:

Moved by Councillor

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

Moved by Councillor

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

Exhibit "7" referred to in File DAV 197790/2026D

ADMINISTRATIVE REPORT

Title: DAV 26-197790\D – 491-507 Sherbrook St

Issue: For consideration of Variances associated with the construction of three 14-unit multi-family buildings.

Critical Path: City Centre Community Committee

AUTHORIZATION

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

RECOMMENDATION

The Urban Planning and Design Division recommends **approval-in-part**, **as modified** of the application to vary the proposed "RMF-L Mature Communities PDO-1" Development and Design Standards Winnipeg Zoning By-law No. 200/2006 to permit the following:

1) On Proposed Lot 1:

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Subject to the following condition(s):

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REASON FOR THE REPORT

- The applicant is proposing to Subdivide and Rezone five properties – 491 through 507 Sherbrook Street – for the purpose of constructing a total of three new 14-unit multi-family buildings, with one located on each of the newly created lots.

- The proposed development does not meet the dimensional standards of the RMF-L district, or the required parking, and therefore Variances are needed.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE: **DAV 26-150461\D**
RELATED FILES: DASZ 9/2026,

COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: 1.104 - (SPENCE)

SUBJECT: To vary the proposed "RMF-L Mature Communities PDO-1" development and design standards of Winnipeg Zoning Bylaw 200/2006 as follows:

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LOCATION: 491 Sherbrook St
LEGAL DESCRIPTION: LOT 71 PLAN 33356 72/73 ST JA

APPLICANT: Daniel Serhal (Serhal Consulting Inc.)
47 Highland Creek Rd Unit
Winnipeg, MB R3Y 0E1

OWNER: 10223321 MANITOBA LTD.
47 Highland Creek Rd

Winnipeg, MB R3Y 0E1

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 properties are located on the east side of Sherbrook Street, in the Spence neighbourhood of the Daniel McIntyre ward.
- The subject properties are located in an “Established Neighbourhood-Mature Community” policy area as identified in *Complete Communities 2.0*.
- Altogether, the subject properties are 21,614 square feet in area. After Subdivision, two of the properties will be 7304 square feet in area and the third property will be 7006 square feet in area.
- The subject properties are currently zoned “RMF-M” Residential Multi-Family (Medium) district.
- The subject properties are accessed by a paved rear lane.

SURROUNDING LAND USE AND ZONING



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

North: A single-family dwelling zoned “RMF-M” Residential Multi-Family (Medium) district.

South: A multi-family dwelling zoned “RMF-M” Residential Multi-Family (Medium) district.

East: Rear lane, then a variety of one to four-unit dwellings zoned “R2” Residential – Two-Family district.

West: Sherbrook Street, then one and two-unit buildings and a multi-family building zoned “RMF-M” Residential Multi-Family (Medium) district.

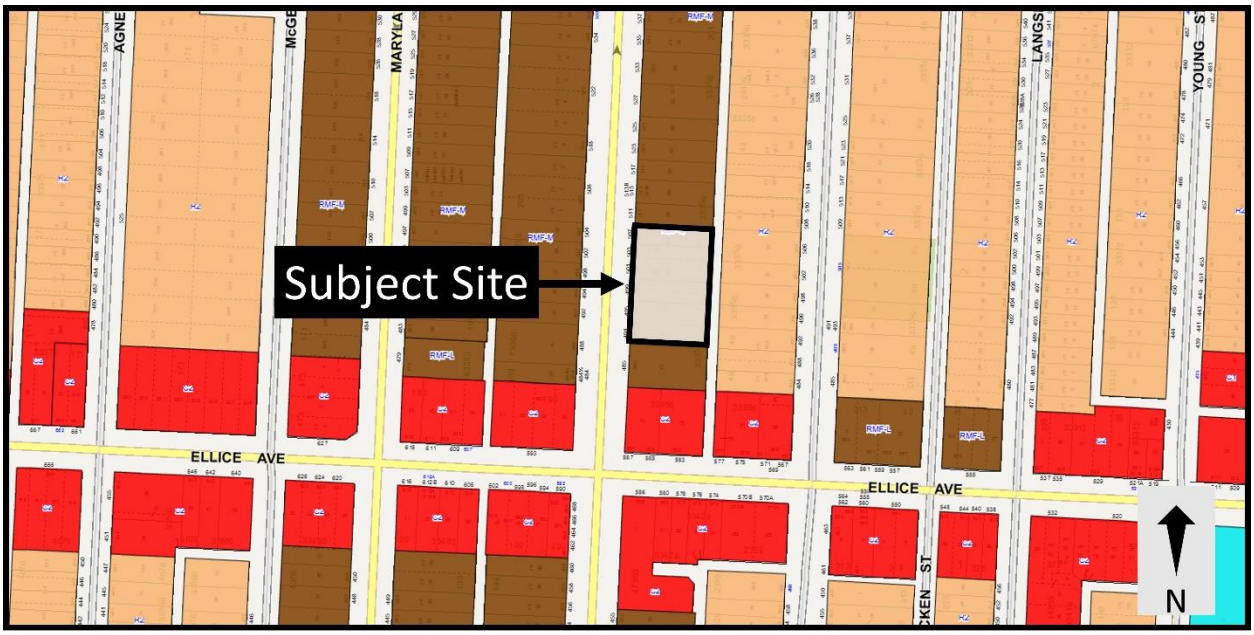


Figure 2: Zoning of the subject site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- After subdividing the five lots into three roughly equal lots, the applicant intends to construct one 14-unit multi-family building on each of the three lots.
- At this time, the applicant has submitted one site plan showing the three buildings, and one set of elevations showing one building. Their intent is to submit additional sets of elevations that show a distinct building on each lot when they seek Plan Approval in future. The currently submitted plans and elevations show:
    - A three storey (38’ – 8 13/32”) building oriented towards Sherbrook Street.
    - An 8’ – 7 3/32” front yard to the Sherbrook Street property line.
    - A 9’ 2” side yard to the properties abutting the subject site, and a 6’ 8” side yard between the proposed new buildings.
    - A 26’ 6” rear yard setback to the lane.
    - A 32’ 6” rear yard setback to the lane.
    - Primary entrances oriented to Sherbrook Street with Include a primary entrance along the east façade facing Agnes Street with a direct pedestrian connection to the sidewalk.
    - A varied roofline, covered entryway, and balcony oriented towards Sherbrook Street.
- The site plan also shows:
    - 18 parking stalls, including three accessible stalls.

Collaboration with the Public Service:

- The Public Service requested that the applicant move their building further back from the front property line in order to preserve the existing boulevard trees. The Public Service agreed to support parking stall lengths of 21’ instead of 23’ as a means to accommodate a greater front yard.
- The applicant agreed and moved the proposed building back by 2’.

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 “Established Neighbourhood – Mature Communities” policy area of *CCDS 2.0*. The following goals and policies of *CCDS 2.0* apply to the proposal:

- Goal 1 - *Encourage compatible residential development within Established Neighbourhoods to build more Complete Communities and align with the City's residential intensification target.*

  General policies

  - *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.*

At three stories, the proposed building is considered a low-rise development under *CCDS 2.0* policies. The building will increase the population in this established neighbourhood and increase housing options for residents while positively contributing to the neighbourhood through design elements detailed under Goal 2.

- Goal 2 - *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.*

  Building Setbacks

  - *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.*

The proposed front yard setbacks are 8'-7 3/32", bringing the future buildings close to the front property line along Sherbrook Street and enhancing the pedestrian orientation. This is a common feature on this block, where buildings exist close to or at the front property line, including 485, 488, and 508 Sherbrook Street. These features – paired with a modest building height and ample window coverage, define a clear edge, supporting the pedestrian environment.

Building Design

- *2.4 Encourage the use of high-quality, energy efficient, and durable exterior building façade materials.*
- *2.5 Encourage a variety of architectural styles.*
- *2.6 Encourage building design to include a range of architectural features that create visual interest and positively contribute to the visual aesthetics of the street and neighbourhood.*

The proposed buildings include two types of siding in both a vertical and horizontal pattern. In addition, the buildings include a varied roofline, a balcony, and a covered entryway. Together, these features create visual interest that positively contribute to the aesthetics of the street. It is important to note that the Public Service would not support identical elevations for each building, and will require that each building be visually distinct from one another through the Plan Approval process.

Pedestrian orientation

- *2.9 Buildings with multi unit residential uses should be designed to support pedestrian activity and reinforce the public realm through thoughtful use of architectural features which may include, but are not limited to, the following:*
  - *a. Window placement that supports passive surveillance;*
  - *b. Unit entrances with direct access to the street;*
  - *c. Front porches;*
  - *d. Balconies;*
  - *e. Awnings;*
  - *f. Lighting; and*
  - *g. Height of primary entrances*

The proposed buildings include a ground floor entrance that provides direct access to Sherbrook Street, along with significant window coverage along the street. Together, these features promote the pedestrian orientation of the building.

Massing and scale

- *2.12 New development should respect and complement the existing character of the built form of surrounding properties.*
- *2.14 Avoid buildings that create long blank walls facing public streets.*
- *2.15 Encourage the use of architectural features to articulate building walls in order to mitigate the impact of new building mass.*

The proposed three storey buildings are consistent with surrounding development, which include one to four-storey developments. The use of varying façade materials, changed window size / shape, significant window coverage, and a balcony all break up the horizontal massing of the proposed buildings.

Parking and loading

- *2.16 For properties with public lane access, vehicular access should be taken from the public lane in order to:*
  a. Reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property;
  b. Preserve green space and protect existing trees that can be impacted by the establishment of front approaches and corresponding private driveways; and

c. Prevent fragmentation of the public boulevard in order to better accommodate on-street motor vehicle parking and public snow clearing

The parking is accessed from the rear lane. Parking taken from the rear lane, rather than from a front drive aisle, reduces the risk of conflict between pedestrians and vehicles and preserves the existing green space along the public boulevard.

Site design

- *2.21 Site design should take cues from the character of the neighbourhood or street and should mitigate the potential for land use conflict with adjacent properties that have different scales, densities and uses. Parking location (motor vehicle and bicycle), vehicular access, servicing elements, building placement and landscaping treatment will be important design elements to ensure context-sensitive design.*
- *2.22 Create or reinforce compact, pedestrian-oriented urban development patterns by ensuring the siting, form and scale of new development has a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.*

As discussed, the proposed building height of three stories is similar to surrounding development.

SMALL SCALE AND LOW-RISE RESIDENTIAL DEVELOPMENT GUIDELINESS FOR MATURE COMMUNITIES

- The *Small Scale and Low-Rise Residential Development Guidelines for Mature Communities (Infill Guidelines)* were adopted by Council on June 24, 2021 and are applicable to this proposal.
- In this case, a low-rise multi-family development is already permitted because the properties are zoned “RMF-M” Residential Multi-Family (Medium) district. However, the proposed development does meet the preferred location criteria contained in the *Infill Guidelines* to support a low-rise multi-family development. Specifically, the *Infill Guidelines* support low-rise development where:
  - The rear yard abuts a lane;
  - The site is located within 400 metres of the Primary Transit Network;
  - The site is located along an arterial street.

Reasons for the Variances

Reduced lot area (Variances 1 a, 2 a, and 3a)

- The “RMF-L” district requires a minimum lot area of 20,000 square feet. The proposal includes two properties that would be 7304 sqaure feet in area and one property that would be 7006 square feet in area. For these reasons, Variances are needed.

Reduced front yard (Variances 1 b I, 2 b I, and 3 b i)

- Front yards along established streets are required to meet either the average front yard of surrounding development, or the required Special Yard listed in the Zoning By-Law, whichever is more restrictive. In this case, the average front yard for this portion of the block of Sherbrook Street is 25', while the applicant has proposed a front yard of 8' – 7 3/32". For these reasons, Variances are needed.

Reduced side yards (Variances 1 b ii and iii, 2 b ii and iii, and 3 b ii and iii)

- In the "RMF-L" district, side yards are required to be a minimum of 8', plus an additional 2' for each storey above the ground floor. This results in required side yards of 12' for this development, while the applicant has proposed side yards that range from 6' 6" to 9'. For these reasons, Variances are needed.

Insufficient street edge landscaping (Variances 1 b iv, 2 b iv, and 3 b iv)

- The street edge landscaping requirement for these properties is a total of two trees and nine shrubs, while the applicant has proposed one tree and 11 shrubs. For these reasons, Variances are needed.

Insufficient buffering of a parking area (Variances 1 b v, 2 b v, and 3 b v)

- Parking within 20' of a rear lot line is required to be buffered if it is adjacent to residential uses. In this case, the application shows parking perpendicular to the lane with no buffering between the stalls and the lane.

Reduced parking and guest parking (Variances 1 b vi, 2 b vi, and 3 b vi) and (Variances 1 c i, 2 c i, and 3 c i)

- Multi-family developments in mature neighbourhoods require parking at a ratio of one stall per dwelling unit. The number of proposed dwelling units is 14 per property, while the number of proposed parking stalls is six per property. There are no designated visitor parking stalls, instead of the required one stall per property here. For these reasons, Variances are needed.

Insufficient parking stall lengths (Variances 1c ii, 2 c ii, and 3 c ii)

- Parking stalls located off of a rear lane are required to be a minimum of 23', while the applicant has proposed parking stall lengths of 21'. For this reason, Variances are needed.

Analysis of Variances

Reduced lot area (Variances 1 a, 2 a, and 3a)

- The present zoning on each of these lots enables one dwelling unit per 800 square feet of lot area, or one dwelling unit per 720 square feet of lot area with a density Variance. The applicant's proposal would result in densities between one dwelling unit per 500 square feet of lot area and one dwelling unit per 521 square feet of lot area. Densities in the surrounding

area – including on this portion of the block – include one dwelling unit per 456 square feet of lot area (522 Sherbrook Street), one dwelling unit per 385 square feet of lot area (508 Sherbrook St), and one dwelling unit per 437 square feet of lot area (485 Sherbrook Street). This demonstrates that "RMF-L" densities are common in the immediate vicinity, and an RMF-L zoning designation would fit with the density characteristics in this area. Conversely, the proposed density could not be accommodated under the existing zoning, despite it being less than the density on many of the surrounding properties. For these reasons, the Variances are supportable.

Reduced front yard (Variances 1 b I, 2 b I, and 3 b i)

- This portion of Sherbrook Street is characterized by a wide variety of front yards, ranging from approximately 30' on the existing properties to 0' on the property abutting to the south (485 Sherbrook Street) or at 508 Sherbrook Street. There is not a singular pattern to the front yards in this area, but all of the multi-family buildings on the block have zero or near-zero front yards.
- The Public Service requested that the applicant move their building back by 2' – creating a front yard setback of 8' – 7 3/32" to the Sherbrook Street property line – in order to preserve the existing trees on the boulevard, which the applicant agreed to do. AN 8' – 7 3/32" setback is comparable to existing multi-family setbacks on the block (and greater than many setbacks) while also increasing the likelihood that the boulevard trees will survive.
- While the applicant has agreed to the amended front yard setback, the original Variance of 6.5' was already posted on the site. For these reasons, Variance-as-amended to allow for a front yard of 8.5' is supportable.

Reduced side yards (Variances 1 b ii and iii, 2 b ii and iii, and 3 b ii and iii)

- The side yards in the "RMF-L" district are intended to ensure that large buildings – up to 150' in height – are sufficiently separated from adjacent development. However, the proposal is nowhere near the maximum allowed height for an "RMF-L" building and is instead 3.5 stories in height
- In addition to the Zoning By-Law, the Infill Guidelines provide further guidance for side yard setbacks. On arterial streets, the Infill Guidelines typically support side yards of 6' for buildings 35' tall or less, and 10' for buildings that are greater than 35' in height. The proposal includes 9' setbacks to the neighbouring properties at the south and north of the subject site which are very close to the requirement of the Infill Guidelines. In addition, the built form in this area is characterized by reduced side yards for multi-family buildings, such as the building abutting to the south (485 Sherbrook Street), the building directly across the street (484 Sherbrook Street), and other multi-family buildings further north on this block, all which have side yards that are substantially smaller than the proposed 9'.
- For these reasons, the Variances are supportable.

Insufficient street edge landscaping (Variances 1 b iv, 2 b iv, and 3 b iv)

- The applicant intends to provide all required street edge landscaping, making this Variance no longer necessary.

Insufficient buffering of a parking area (Variances 1 b v, 2 b v, and 3 b v)

- Given the proposed development provides parking off the rear lane, it is not possible to provide a landscaped buffer between the rear of this property and the adjacent residential zoning district. No landscaped buffer between parking areas at the rear of properties and adjacent residential development is a common feature of this neighbourhood, including this lane. For these reasons, the Variance is supportable.

Reduced parking and guest parking (Variances 1 b vi, 2 b vi, and 3 b vi) and (Variances 1 c i, 2 c i, and 3 c i)

- In this area, the Public Service regularly supports parking ratios of 0.6 stalls per dwelling unit. This is in recognition of the fact that vehicle use is substantially lower than the Winnipeg average (see Figure 3), the high concentration of surrounding amenities, and access to frequent transit.
- The applicant has proposed a total of six parking stalls per property including one accessible stall. In addition, the applicant has agreed to provide one car share stall for all three of the properties. Car share stalls are counted as an additional 12 stalls. Together, the provided stalls and car share enable a parking ratio of 0.7.
- For these reasons, the Variances are supportable.

MAIN MODE OF COMMUTING*	Spence			CITY OF WINNIPEG
15 years and over, employed labour force[1]	Male	Female	% of Total	% of Total
Car, truck or van - as a driver	360	190	45.3%	73.4%
Public transit	210	155	30.0%	9.2%
Car, truck or van - as a passenger	40	80	9.9%	9.3%
Walk	90	75	13.6%	4.7%
Bicycle	0	0	0.0%	1.3%
Other method	0	15	1.2%	2.0%
TOTAL	700	515	100%	100%

[1] Employed labour force with a usual place of work or no fixed workplace address.

Figure 3: Main Mode of Commuting in the Spence Neighbourhood, 2021.

Insufficient parking stall lengths (Variances 1c ii, 2 c ii, and 3 c ii)

- The Public Service generally requires parking stalls accessed from a rear lane to have a minimum length of 23 feet. In this instance, however, the Public Service requested that the applicant increase the front-yard setback beyond what would typically be required in order to retain the existing boulevard trees. The applicant has agreed to accommodate this request. As a result of the additional front-yard setback, a reduction in the required parking stall length to 21 feet is necessary to facilitate the proposed development on the site. For this reason, the Variances are supportable.

CONDITIONS OF APPROVAL

Given that part of the rationale for supporting the parking Variance is the provision of one car share vehicle, a condition has been included requiring one car share vehicle be provided.

REASONS FOR DECISION

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

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

In that, the proposed Variances will enable the establishment of three multi-family residential buildings in alignment with the policies of 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 setbacks and contextual design reduce potential impacts on adjacent uses.

(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 on a lot where multi-family residential development is encouraged via CCDS 2.0 policies and the Infill Guidelines.

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

In that, the proposed building has been designed to blend into the existing area context by orienting the main entrance to the street, using similar setbacks to existing development, and maintaining a similar height to existing development on the block.

CONSULTATION

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

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg Goal: 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.

- Facilitate growth and change strategically within Winnipeg's unique Transformative Areas and Established Neighbourhoods, to enhance the ability of the urban environment to contribute towards this Plan's goals.

Objective 2: Integrate resilient land use, transportation and infrastructure planning, and investments.

- Ensure that land use, transportation, and infrastructure planning are aligned to provide the conditions for compact, complete and connected communities, supported by sustainable transportation options and municipal infrastructure capacity.

Objective 3: Facilitate development opportunities that complete established communities, and plan new communities as complete and connected from the outset.

- New and existing communities are complete when they demonstrate: universally designed environments; mixed-income neighbourhoods; a continuum of housing types; multi-modal connections within and to elsewhere in the city; heritage conservation; opportunities for physical activity, social interaction, and access to

health food, daily needs, employment, education, recreation, and green infrastructure.

Applicable Policies for Established Neighbourhoods – Mature Communities

6.1 Sustainable Urban Growth

- The City must accommodate physical development that reflects this Plan's goals, and achieves a continuum of complete and connected communities over the lifecycle of the Plan.

6.16 Established Neighbourhoods

- Designate Established Neighbourhoods within the Urban Structure, representing lands that will accommodate additional growth in a context-sensitive manner, while promoting the efficient use of land, cost-effective municipal servicing, enhanced housing choice and affordability, and conservation of green infrastructure and heritage resources and districts, as defined in Complete Communities.

6.44 Compatible Growth

- Plan for and protect green and built infrastructure and resources from incompatible development that would compromise achievement of this Plan's goals.

The proposed development aligns with *OurWinnipeg2045* in general because it would facilitate the development of a multi-family building in an area characterized by multi-family buildings, mixed use buildings, and one and two-family buildings.

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.

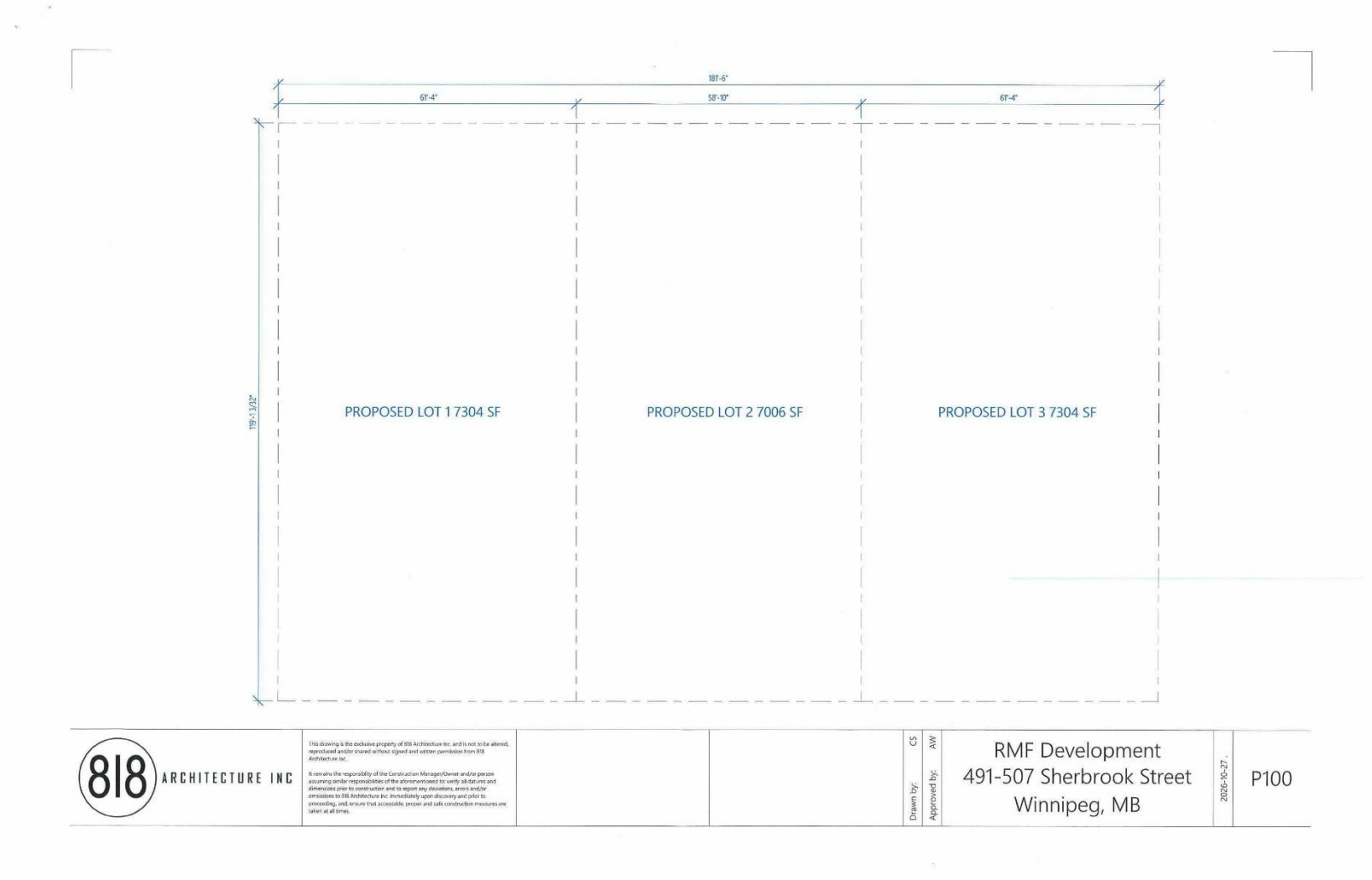
WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

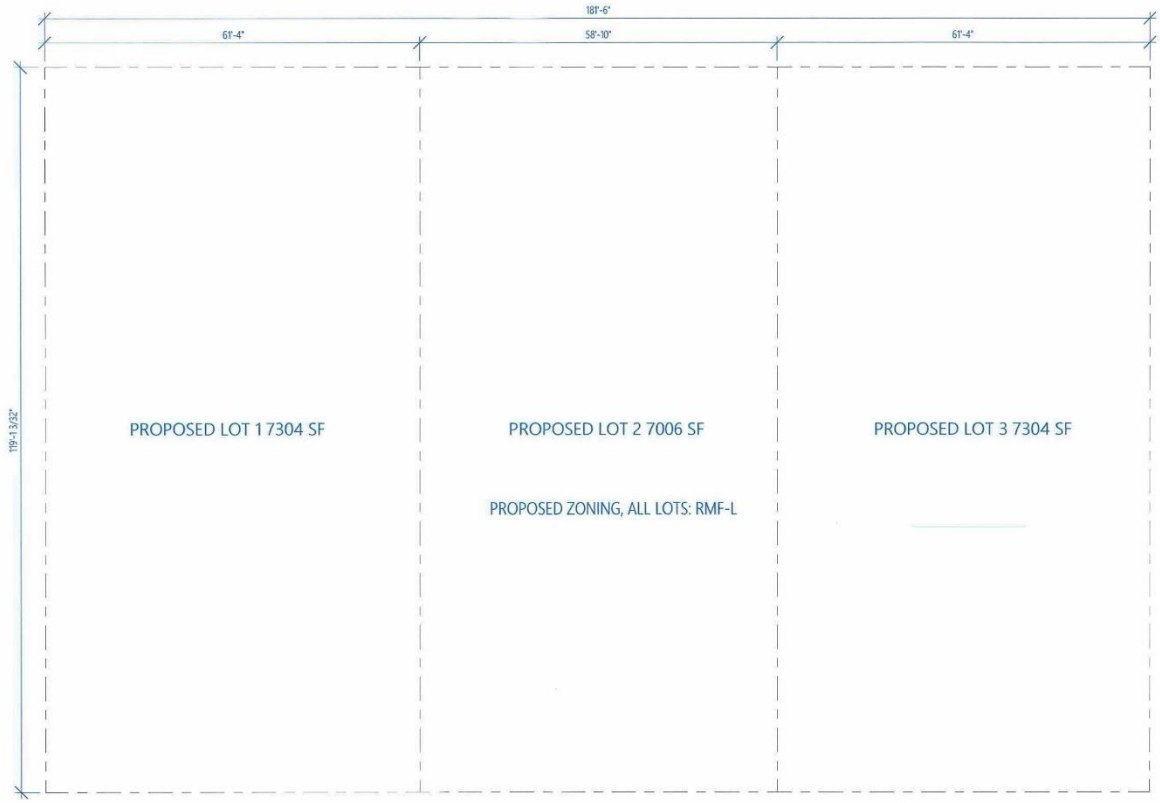
Consideration was given to whether this report connects to any of the specific Goals and Objectives in the *PRS* and it was determined the *PRS* is not applicable to this specific report.

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Dylan Chyz-Lund, RPP, MCIP
Date:	Tuesday, November 3, 2026
File No.	DAV 26-150461\D

Exhibit “6” referred to in File DAV 197790/2026D





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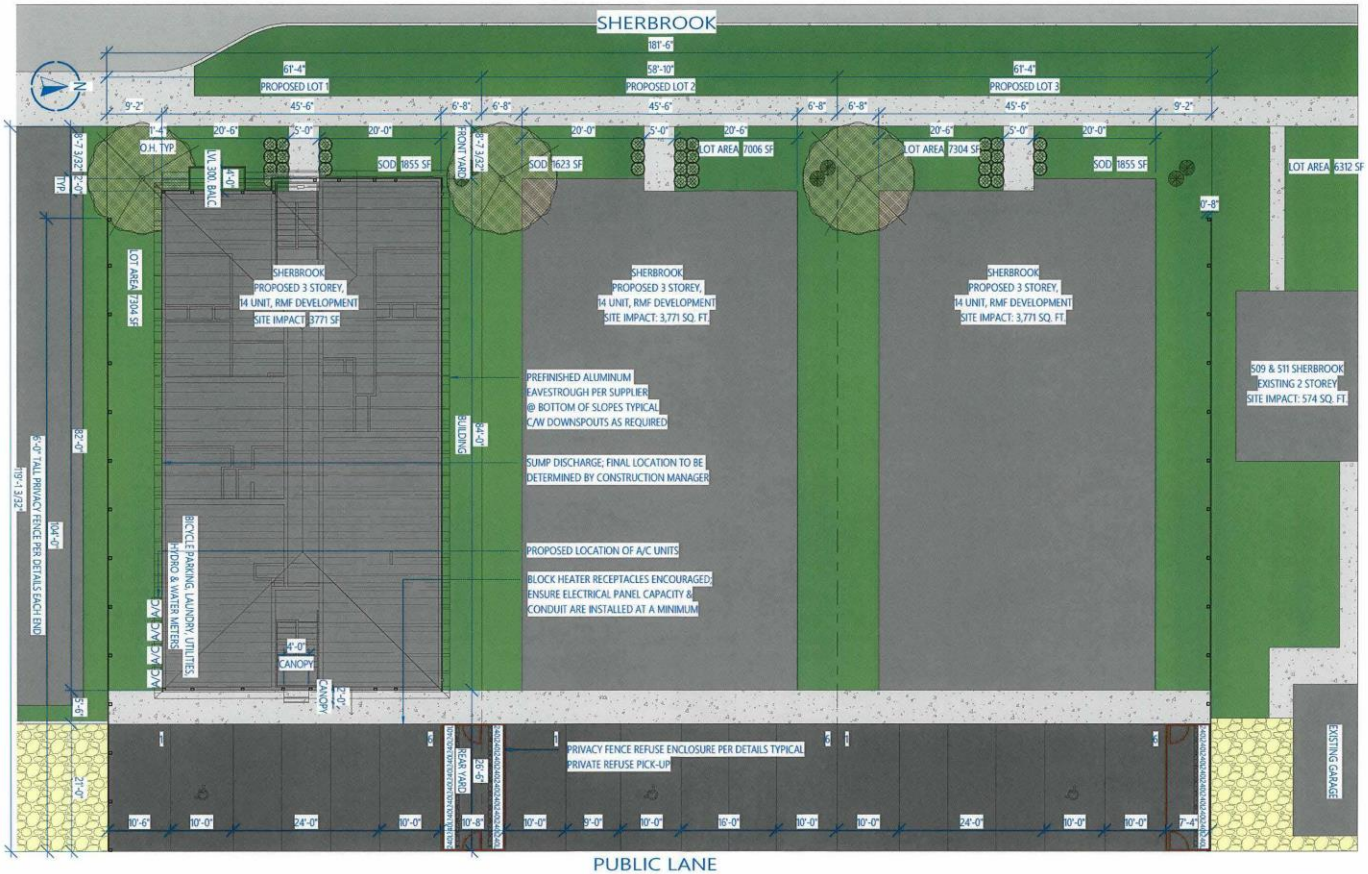

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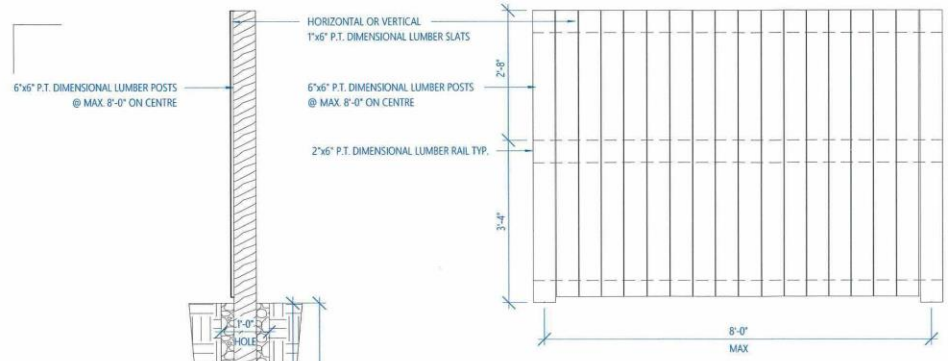
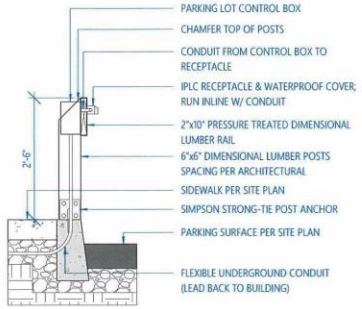


1 PRIVACY FENCE 1/2" = 1'-0"



2 PARKING FENCE 1/2" = 1'-0"

ZONING ANALYSIS (PER PROPOSED LOT)

ZONING RMF-L (PROPOSED)

CATEGORY	MINIMUM	MAXIMUM	PROVIDED
LOT AREA	20,000 SQ. FT.		MIN. 7,000 SQ. FT.
LOT AREA / UNIT	400 SQ. FT.		MIN. 500 SQ. FT.
LOT WIDTH	25'-0"		MIN. 58'-10"
FRONT YARD	25'-0" / - PER COW ALIGNMENT		6'-7"
REAR YARD	25'-0" / 30'-0"		28'-6"
SIDE YARD	12'-0"		MIN. 6'-8"
BUILDING HEIGHT		150'-0"	38'-9 5/32"
LOT COVERAGE		N/A	3,771 SQ. FT.

PARKING ANALYSIS (PER PROPOSED LOT)

TYPE	REQUIRED	PROVIDED
TOTAL VEHICULAR	14 UNITS x 1.5 = 21	6
ACCESSIBLE STALL	1	1
VAN	0	0
BICYCLE	17/10 = 2	9

SITE PLAN CONSTRUCTION ASSEMBLIES

PREPARED GRADE
GRADE WHICH IS REASONABLY SMOOTH AND FREE FROM STONE, ROOTS OR OTHER DEBRIS AND CONFORMS TO ALIGNMENTS, GRADE AND CROSS-SECTIONS AS INDICATED ON DRAWINGS

TYPICAL SOD
SOD CONSISTING OF VIGOROUS GROWING DENSE PERENNIAL GRASS TURF W/ A MINIMUM THICKNESS OF 1" ON PREPARED GRADE MOISTENED TO A MINIMUM DEPTH OF 6"

TYPICAL SIDEWALK CONSTRUCTION
5" THICK CONCRETE SLAB
(CLASS: C-2, STRENGTH: 32 MPa @ 28 DAYS, CEMENT: GU / I(0), MAX. AGG.: 20mm, AIR: 5-8%) R/W 10M BARS @ 16" O/C EACH WAY TOP ON 6" THICK 1/4"Ø DOWN LIMESTONE COMPACTED W/ MINIMUM 500 LB PLATE COMPACTOR W/ (2) PASSES IN ALTERNATING DIRECTIONS ON WOVEN GEOTEXTILE ON PREPARED GRADE

TYPICAL ASPHALT CONSTRUCTION
ASPHALT PARKING SURFACE
BASE: 6" THICK 1/4"Ø DOWN LIMESTONE COMPACTED W/ MINIMUM 500 LBS PLATE COMPACTOR W/ (2) PASSES IN ALTERNATING DIRECTIONS ON WOVEN GEOTEXTILE ON PREPARED GRADE

TYPICAL ROCK MULCH CONSTRUCTION
MINIMUM 3/4"Ø BLACK GRANITE WASHED BEFORE OCCUPANCY ON WOVEN GEOTEXTILE ON PREPARED BASE

TYPICAL WOOD MULCH CONSTRUCTION
BROWN OR BLACK WOOD BARK MULCH ON WOVEN GEOTEXTILE ON PREPARED BASE

LANDSCAPING ANALYSIS

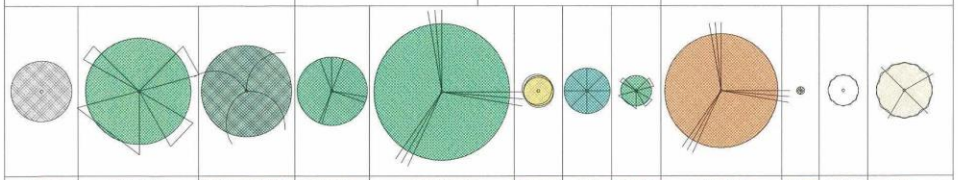
STREET EDGE LANDSCAPING (PER PROPOSED LOT)
LINEAR LENGTH 62'-0"

TYPE	REQUIRED	PROVIDED
TREES	1 PER 30'-0" LIN. FT. = 2	2
SHRUBS	3 PER 20'-0" LIN. FT. = 9	11
SOFTSCAPING	20% (1,400 SQ. FT.)	1,562 MIN.
FOUNDATION	N/A IN URBAN INFILL AREAS	

ACCEPTABLE SHRUB SPECIES INCLUDE:
- BROADMOOR JUNIPER
- GLOBE CEDAR
- GOLD MOUND SPIREA
- MANGO TANGO POTENTILLA
- MUGHO PINE
- NINEBARK
- PYGMY CARAGANA
- WINTERCREEPER DWARF

ACCEPTABLE TREE SPECIES INCLUDE:	
- AMERICAN ELM	L
- AMERICAN LINDEN	L
- BUR OAK	L
- MANITOBA MAPLE	L
- PRAIRIE SKY POPLAR	L
- BLACK HILLS SPRUCE	M
- COLORADO SPRUCE	M
- DISCOVERY ELM	M
- AMUR MAPLE	S
- JUNIPER	S
- SHOWY MOUNTAIN ASH	S
- TREE LILAC	S

PLANT SPECIFICATIONS
- MUST BE NO. 1 GRADE NURSERY STOCK
- INSTALLED IN CONFORMANCE WITH THE LATEST "CANADIAN STANDARDS FOR NURSERY STOCK"
- SPECIES MUST BE SALT TOLERANT
- 2 1/2" MINIMUM DECIDUOUS TREE CALIPER LOCATED WITHIN 5'-0" OF PATH OF TRAVEL
- 1 3/4" MINIMUM DECIDUOUS TREE CALIPER ELSE
- 6'-0" MINIMUM CONIFER TREE HEIGHT
- TREES TO BE PLANTED MINIMUM 6.56' FROM SIDEWALK & 3.28' FROM PROPERTY LINE
- LOCATE TREES TO ALLOW FOR FULL CANOPY & ROOT DEVELOPMENT



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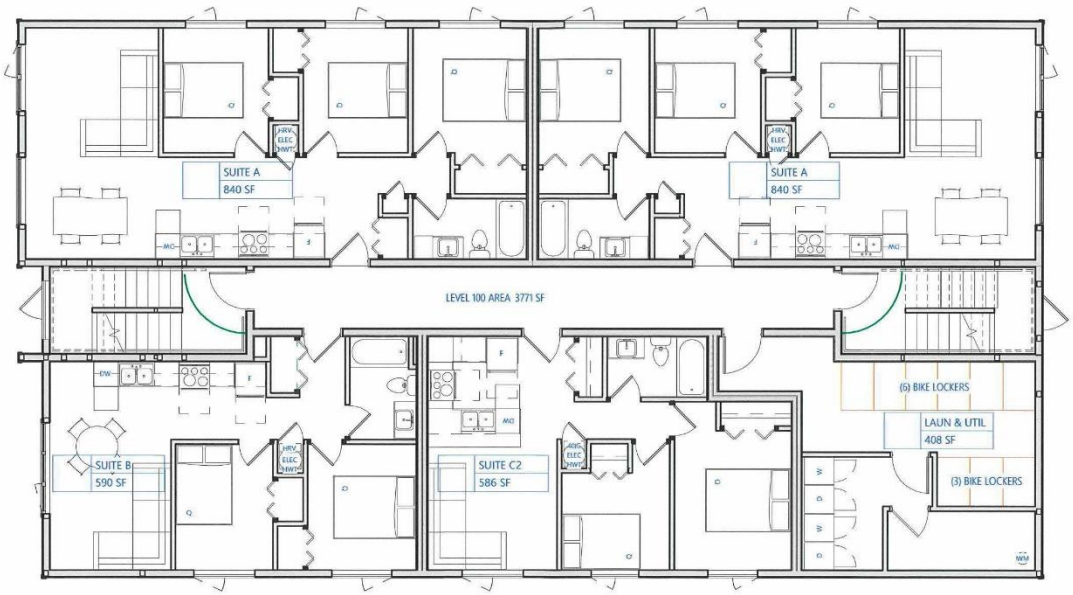

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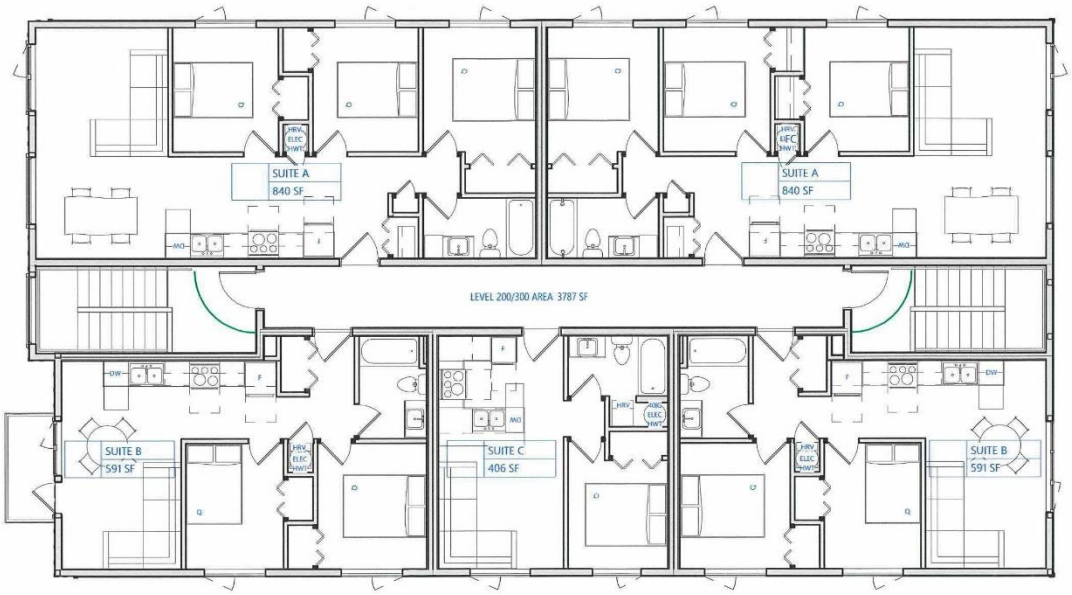

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1 WEST 3/32" = 1'-0"



2 SOUTH 3/32" = 1'-0"

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1 EAST 3/32" = 1'-0"



2 NORTH 3/32" = 1'-0"

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