

ADMINISTRATIVE REPORT

Title: DAV 25-117254\C – 436 Balmoral Street

Issue: For a Variance associated with an 18-storey 150-unit multi-family dwelling.

Critical Path: Director of Planning, Property, and Development

AUTHORIZATION

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

DECISION AND CONDITIONS

The Urban Planning and Design Division **rejects** the application to vary the “RMF-L Mature Communities PDO-1” development and design standards of *Winnipeg Zoning By-law 200/2006* as follows:

- ~~1. For the establishment of two residential zoning lots to permit:
 - a. a lot area of 7,654 square feet instead of 20,000 square feet on Proposed Lot 1;
 - b. a lot area of 7,704 square feet instead of 20,000 square feet on Proposed Lot 2;~~
- ~~2. For the maintenance of a multi-family dwelling on Proposed Lot 1 to permit:
 - a. a lot area per dwelling unit of 212 square feet per dwelling unit (19.69 square metres per dwelling unit) instead of 400 square feet per dwelling unit (37.16 metres per dwelling unit);
 - b. a north side yard of 3.9 feet (1.18 metres) instead of 12 feet (3.65 metres);
 - c. 0 parking spaces instead of 36 spaces;~~
- ~~3. For the construction of a multi-family dwelling on Proposed Lot 2 to permit:
 - a. a lot area per dwelling unit of 51 square feet per dwelling unit (4.7 square metres per dwelling unit) instead of 400 square feet per dwelling unit (37.16 metres per dwelling unit);
 - b. a front yard of 4 feet (1.2 metres) instead of 8 feet (2.43 metres);
 - c. a north side yard of 1.75 feet (0.53 metres) instead of 20 feet (6.1 metres);
 - d. a south side yard of 2 feet (0.61 metres) instead of 20 feet (6.1 metres);
 - e. a rear yard of 4.5 feet (1.37 metres) instead of 25 feet (7.62 metres);
 - f. a building height of 196 feet (59.74 metres) instead of 150 feet (45.72 metres);
 - g. 58 parking spaces instead of 150 parking spaces;
 - h. drive aisles ranging from 18 feet (5.48 metres) to 19.75 feet (6.02 metres) instead of 20 feet (6.1 metres);
 - i. insufficient street edge landscaping.~~

REASON FOR THE REPORT

- The applicant is proposing to maintain a 3½ -storey 36-unit multi-family dwelling on proposed Lot 1 and to construct a new 18-storey 150-unit multi-family dwelling on proposed Lot 2 and requires Variances for lot area, lot area per dwelling unit, building setback, building height, parking, drive aisle, and street edge landscaping 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 25-117254C
RELATED FILES: DASSF 521/2025
COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: 1.104 - (SPENCE)

SUBJECT: To Vary the "RMF-L Mature Communities PDO-1" development and design standards of Winnipeg zoning bylaw 200/2006 as follows:

- 1) for the establishment of two residential zoning lots to permit:
 - a) lot area of 7654 square feet instead of 20000 square feet on Proposed Lot 1;
 - b) a lot area of 7704 square feet instead of 20000 square feet on Proposed Lot 2:
- 2) For the maintenance of a multi-family dwelling on Proposed Lot 1 to permit;
 - a) a lot area per dwelling unit of 212 square feet per dwelling unit (19.69 square metres per dwelling unit) instead of 400 square feet per dwelling unit (37.16 metres per dwelling unit);
 - b) a north side yard of 3.9 feet (1.18 metres) instead of 12 feet (3.65 metres);
 - c) 0 parking spaces instead of 36 spaces;
- 3) For the construction of a multi-family dwelling on Proposed Lot 2 to permit;
 - a) A lot area per dwelling unit of 51 square feet per dwelling unit (4.7 square metres per dwelling unit) instead of 400 square feet per dwelling unit (37.16 metres per dwelling unit);
 - b) A front yard of 4 feet (1.2 metres) instead of 8 feet (2.43 metres);
 - c) A north side yard of 1.75 feet (0.53 metres) instead of 20 feet (6.1 metres);
 - d) A south side yard of 2 feet (0.61 metres) instead of 20 feet (6.1 metres);
 - e) A rear yard of 4.5 feet (1.37 metres) instead of 25 feet (7.62 metres);
 - f) A building height of 196 feet (59.74 metres) instead of 150 feet (45.72 metres);
 - g) 58 parking spaces instead of 150 parking spaces;
 - h) Drive aisles ranging from 18 feet (5.48 metres) to 19.75 feet

(6.02 metres) instead of 20 feet (6.1 metres);
i) Insufficient street edge landscaping.

LOCATION: 436 Balmoral Street
LEGAL DESCRIPTION: EXC WLY 8F & EXC ELY 7.75F LOT 194 PLAN 258; LOT 4 PLAN 33109 78 ST JA
APPLICANT: John Wintrup
Winnipeg, MB
OWNER: 5700664 MANITOBA LTD.
641 St Mary's Rd (C/O D-7 PROPERTY MANAGEMENT)
Winnipeg, MB R2M 3M2

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 Balmoral Street, between Sargent Avenue and Ellice Avenue, in the Spence neighbourhood of the Daniel McIntyre ward.
- The subject site is 11,507 square feet (1,069.03 square metres) in area for the lot at 436 Balmoral Street and 3,858 square feet (358.41 square metres) in area for the lot on roll # 13052076000.
 - Overall, the two subjects lots total 15,365 square feet (1,427.45 square metres) in area.
- The site is currently occupied by a 3½ -storey 36-unit multi-family dwelling and surface parking area (at 436 Balmoral Street) as well as a surface parking lot on the abutting lot to the north of 436 Balmoral (roll # 13052076000).
- The subject site is accessed by a concrete rear public lane.
- Under the *Complete Communities Direction Strategy 2.0*, the site is within the “Established Neighbourhood – Mature Communities” policy area.
- The property is zoned “RMF-L” (Residential Multi-Family – Large) district.



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

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: Surface parking lot (444 Balmoral Street), then a 54-unit multi-family dwelling zoned “RMF-L” (Residential Multi-Family – Large)

South: Side public lane, then a vacant park use (485 Ellice Avenue) zoned “C2” Commercial (Community), then Ellice Avenue, then a public and institutional education use (515 Portage Avenue) zoned “M” (Multiple-Use) under the *Downtown Zoning By-law*

East: Balmoral Street, then commercial office uses (435 Ellice Avenue) zoned “M” (Multiple-Use) under the *Downtown Zoning By-law*

West: Rear public lane, then single-family, two-family, multi-family dwelling uses zoned “R2” (Residential Two-Family) as well as a mixed-use residential and commercial use zoned “C1” (Commercial – Neighbourhood)

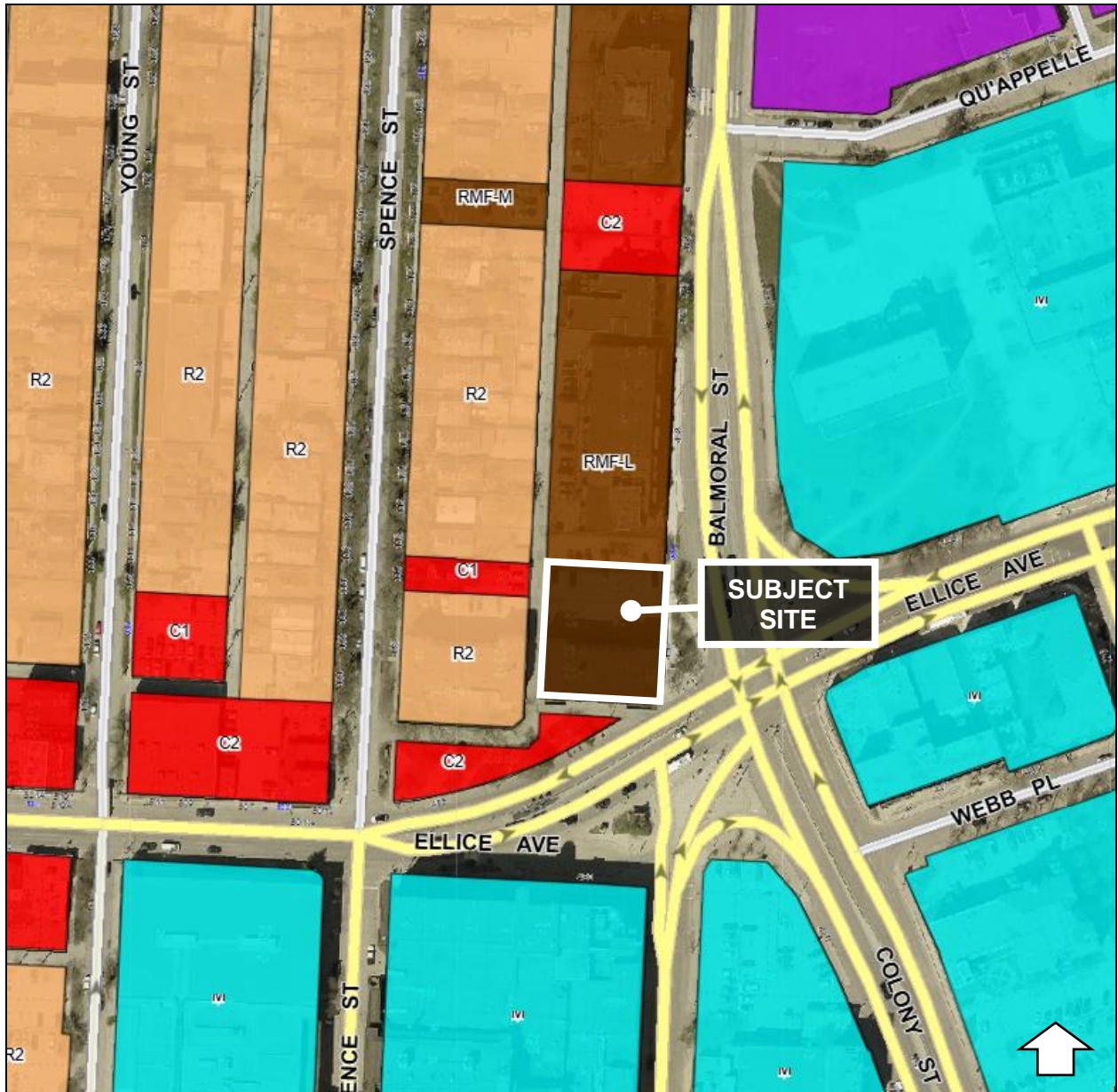


Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- A Short-Form Subdivision (DASSF) application is required for the approval of a plan of subdivision to create two new residential lots (**see Figure 3 and DASSF 521/2025**). Short-Form Subdivisions are approved administratively.

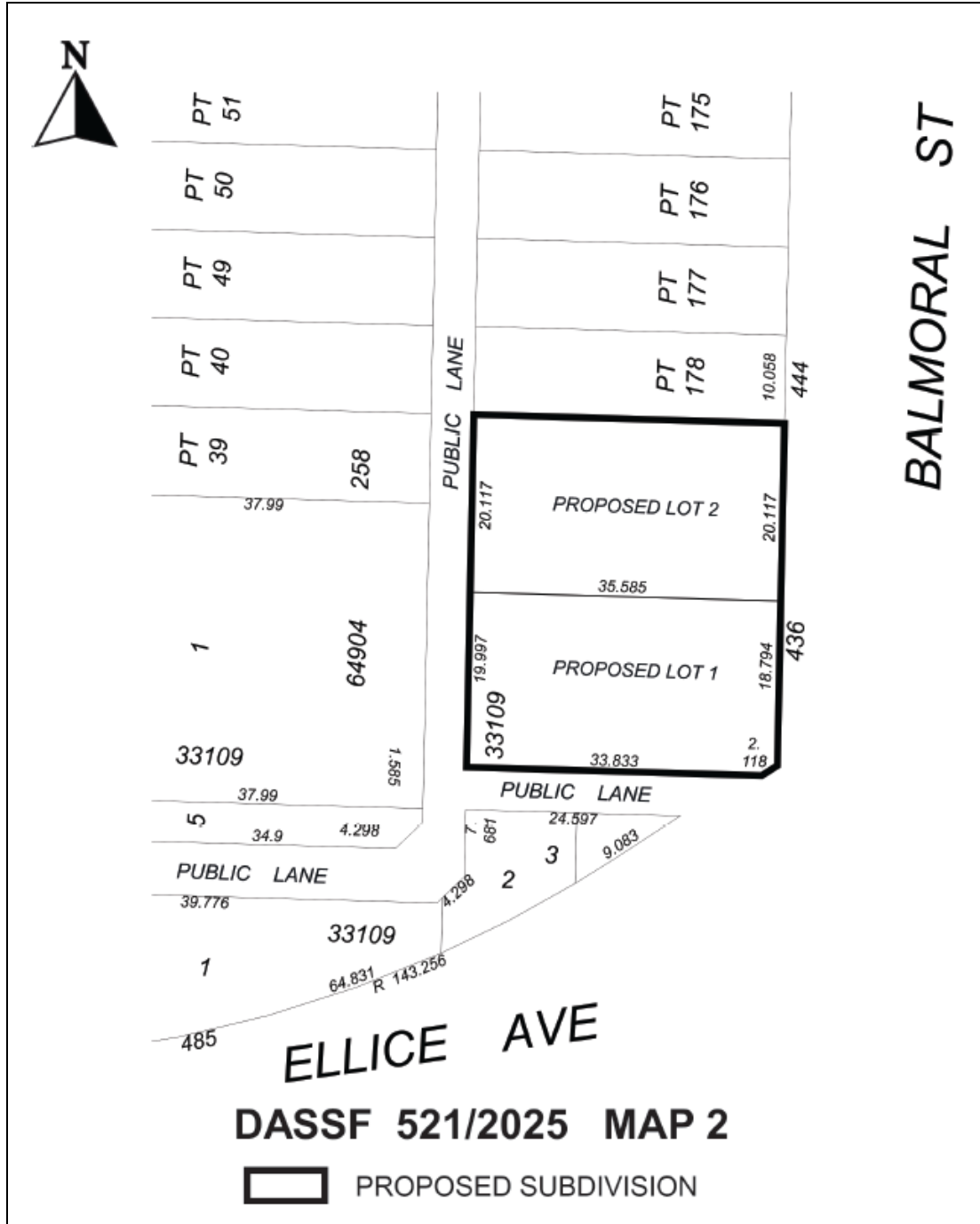


Figure 3: Proposed plan of subdivision

Proposed Lot 1:

- The existing 3 ½ -storey 36-unit multi-family dwelling at 436 Balmoral Street will remain on proposed Lot 1.
- The proposed lot area will be 7,654 square feet in area.
- The proposed lot area per dwelling unit will be 212 square feet (19.69 square metres) per dwelling unit.
- The proposed short-form subdivision will result in a 3.9 foot (1.18 metres) north side yard.
- Zero (0) parking spaces will be provided.

Proposed Lot 2:

- The owner intends to construct a new 18-storey 150-unit multi-family dwelling.
- The proposed lot area will be 7,704 square feet in area.
- The proposed lot area per dwelling unit will be 51 square feet (4.7 square metres) per dwelling unit.
- The submitted site plan show the proposed 18-storey 150-unit multi-family dwelling on proposed Lot 2 will be approximately 62 feet (18.89 metres) wide and approximately 108 feet (32.91 metres) deep.
- The submitted elevations indicate a building height of approximately 196 feet (59.74 metres).
- The building façade materials include gray stucco, white stucco, black stucco, wood panels, and stone.
- The proposed multi-family dwelling will have the following setbacks:
 - 4-foot (1.2 metres) front yard setback
 - 4.5-foot (1.37 metres) rear yard setback
 - 1.75-foot (0.53 metres) north side yard setback
 - 2-foot (0.61 metres) south side yard setback
- Vehicle parking will take access from the rear public lane.
 - A total of 58 parking spaces will be provided
 - 14 spaces will be located on basement level 2 (below grade)
 - 11 spaces will be located on basement level 1 (below grade)
 - 9 spaces will be located on the main level (at grade)
 - 11 spaces will be on level 2 (above grade)
 - 13 spaces will be on level 3 (above grade)
 - 4 of the 58 spaces will be accessible spaces
 - 6 of the 58 spaces will be guest parking
- The submitted site plan shows zero (0) new trees and 12 new shrubs.

- The submitted floor plans show the following number of unit types, sizes, and amenities:
 - 45 two-bedroom units ranging from 570-713 square feet (52.95-66.23 square metres) in area
 - 30 one-bedroom units at 570 square feet (52.95 square metres) in area
 - 75 bachelor/studio units ranging from 399-428 square feet (37.06-39.76 square metres) in area
 - All 150 dwelling units will have an inset outdoor balcony

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

- The owner of the subject site engaged the Urban Planning and Design Division for preliminary discussions and to determine support for the site plans and elevations prior to making a formal application.
- The Urban Planning and Design Division requested revisions to the drawings and informed the owner the proposal for an 18-storey development would not be supportable.
- No revisions were submitted to the Division following these communications.
- When an application was submitted, the Division shared the following questions and comments to the applicant, similar to the feedback shared to the owner:
 - Due to lack of compliance with *Complete Communities Direction Strategy 2.0* (CCDS 2.0) mid-rise policies for this site, the development as proposed is not supportable.
 - The Division has an openness to support some of the Variances dependent upon revisions to the submitted drawings making them comply with policies of CCDS 2.0.
 - To confirm if any consultation was conducted with the existing tenants, neighbours, and community.
- The applicant neither responded to the questions or comments nor revised the drawings.

With the Public

- The applicant did not submit any letters or signatures of support with their application.

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The *Complete Communities Direction Strategy 2.0* (CCDS 2.0) supports *OurWinnipeg 2045*, and has statutory authority as a citywide secondary plan. *CCDS 2.0* guides land use and development in Winnipeg.
- The subject site is located in the “Established Neighbourhoods - Mature Communities” policy area in *CCDS 2.0*. Applicable goals and policies to this proposal include:
 - Goal 1: 1.0 Encourage compatible residential development within Established Neighbourhoods to build more Complete Communities and align with the City’s residential intensification target.

- *“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.”*
- *“1.3 The subdivision of land or the consolidation of land may occur when it is done in a context-sensitive manner, and only when in compliance with policy section 9.1 of the Strategic Infrastructure and Resources section.”*
- *“1.4 Support opportunities for further residential intensification within approximately 400 metres of a rapid transit station, where appropriate and in accordance with the TOD Handbook.”*
- *“1.5 Support up to mid-rise residential development in Established Neighbourhoods that is compatible with neighbourhood context.”*
- *“1.6 In the absence of a secondary plan guiding the local development of an Established Neighbourhood, intensification should be guided by a number of factors to ensure compatible development, including:*
 - *a. Applicable City-endorsed policies or guidelines;*
 - *b. Existing zoning of the property and adjacent properties;*
 - *c. Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks, and layout;*
 - *d. Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;*
 - *e. Characteristics of the lot, including whether it is a corner lot, a larger lot than is typical for the neighbourhood, or the shape of the lot;*
 - *f. Proximity to Downtown, Mixed Use Centres, Major Redevelopment Sites and Mixed Use Corridors;*
 - *g. The supporting street network (ex. local, collector, or arterial streets) and the street network’s ability to support proposed development;*
 - *h. The supporting transit, pedestrian and active transportation network; and*
 - *i. The supporting water, wastewater, and land drainage infrastructure and capacity to accommodate a proposed development or ability to make the required upgrades necessary to accommodate a proposed development.”*
- *“1.7 Mid-rise residential uses will generally be accommodated on arterial streets where compatible with adjacent land uses, where they can be conveniently served by transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.*
- Goal 2: 2.0 Design new development in Established Neighbourhoods to a high standard of urban design and construction to ensure new development adds value to public and private urban spaces to create a sense of place and civic pride.
 - *“2.3 Encourage, where contextually suitable, the location of multi-family buildings at or near the front and corner side property lines to create a pedestrian orientation that is respectful of the area context. Use setbacks to provide landscaping, front*

courtyards for individual units or other amenities that support the pedestrian environment, building design and relationship to the street.”

- *“2.4 Encourage the use of high-quality, energy efficient, and durable exterior building façade materials.”*
- *“2.5 Encourage a variety of architectural styles.”*
- *“2.6 Encourage building design to include a range of architectural features that create visual interest and positively contribute to the aesthetics of the street and neighbourhood.”*
- *“2.9 Buildings with multi unit residential uses should be designed to support pedestrian activity and reinforce the public realm through thoughtful use of architectural features which may include, but are not limited to, the following:*
 - *a. Window placement that supports passive surveillance;*
 - *b. Unit entrances with direct access to the street;*
 - *c. Front porches;*
 - *d. Balconies;*
 - *e. Awnings;*
 - *f. Lighting; and*
 - *g. Height of primary entrances.”*
- *“2.11 Multi-family residential or mixed-use buildings that front public streets and contain internal parking areas should provide a main entrance facing the public street.”*
- *“2.12 New developments should respect and complement the existing character of the built form of surrounding properties.”*
- *“2.13 Where appropriate, taller buildings should use step backs and roof design to mitigate negative impacts on adjacent properties and provide a more comfortable pedestrian environment.”*
- *“2.15 Encourage the use of architectural features to articulate building walls in order to mitigate the impact of new building mass.”*
- *“2.16 For properties with public lane access, vehicular access should be taken from the public lane in order to:*
 - *a. Reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property;*
 - *b. Preserve green space and protect existing trees that can be impacted by the establishment of front approaches and corresponding private driveways; and*
 - *c. Prevent fragmentation of the public boulevard in order to better accommodate on-street motor vehicle parking and public snow clearing.”*
- *“2.17 Locate commercial, mixed-use, or multiple family residential parking underground or behind buildings in order to create a more pedestrian-oriented built form. Active uses should be located at grade when these buildings face public streets.”*

- *“2.21 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.”*
- Goal 3: 3.0 Ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs.
 - *“3.1 Encourage a variety of housing types and tenures within Established Neighbourhoods to meet life-cycle housing needs and affordability ranges.”*
 - *“3.2 Encourage a mix of types, tenures and unit sizes within residential developments. Make provisions for unit sizes that can accommodate varying family sizes and multi-generational households.”*

WINNIPEG ZONING BY-LAW 200/2006

Reason for the Variances

Lot Area:

- In the *Winnipeg Zoning By-law*, a multi-family dwelling in the “RMF-L” zoning district requires a minimum lot area of 20,000 square feet (1,858.06 square metres). The proposed lot areas are 7,654 square feet (711.07 square metres) and 7,704 square feet (715.72 square metres) in area, for proposed Lot 1 and Lot 2, respectively.
 - For these reason, Variances are required.

Lot Area per Dwelling Unit:

- In the *Winnipeg Zoning By-law*, a multi-family dwelling in the “RMF-L” zoning district requires a maximum lot area per dwelling unit of 400 square feet (37.16 square metres) per dwelling unit. The proposed lot area per dwelling unit are 212 square feet (19.69 square metres) and 51 square feet (4.7 square metres) in area, for proposed Lot 1 and Lot 2, respectively.
 - For these reason, Variances are required.

Yard Setbacks:

- In the *Winnipeg Zoning By-law*, a multi-family dwelling in the “RMF-L” zoning district requires a minimum interior side yard of 8 feet (3.65 metres) plus 2 feet for each storey above the ground floor to a maximum of 20 feet. 20 feet is the requirement in this case. The proposed north side yard is 3.9 feet (1.18 metres) for the existing 3 1/2-storey multi-family dwelling on proposed Lot 1.
 - For this reason, a Variance is required.
- In the *Winnipeg Zoning By-law*, a multi-family dwelling in the “RMF-L” zoning district requires a minimum interior side yard of 8 feet (3.65 metres) plus 2 feet for each storey above the ground floor to a maximum of 20 feet. 20 feet is the requirement in this case. The proposed north side yard is 1.75 feet (0.53 metres) and the proposed south side yard is 2 feet (0.61 metres) for the proposed 18-storey multi-family dwelling on proposed Lot 2.

- For these reason, Variances are required.
- In the *Winnipeg Zoning By-law*, a multi-family dwelling in the “RMF-L” zoning district requires a minimum rear yard of 25 feet (7.62 metres). The proposed rear yard is 4.5 feet (1.37 metres) for the proposed multi-family dwelling on proposed Lot 2.
 - For this reason, a Variance is required.

Front Yard Building Alignment:

- In the *Winnipeg Zoning By-law*, the new structure must be developed with a front yard consistent with the average of the existing front yards within that block or portion of the block. The proposed front yard building alignment is 4 feet (1.2 metres) instead of 8 feet (2.43 metres) for the proposed multi-family dwelling on proposed Lot 2.
 - For this reason, a Variance is required.

Building Height:

- In the *Winnipeg Zoning By-law*, a multi-family dwelling in the “RMF-L” zoning district requires a maximum building height of 150 feet (45.72 metres). The proposed building height is 196 feet (59.72 metres) for the proposed 18-storey multi-family dwelling on proposed Lot 1.
 - For this reason, a Variance is required.

Parking:

- In the *Winnipeg Zoning By-law*, a multi-family dwelling within Urban Infill Area 1 requires one (1) parking space per dwelling unit. The existing 36-unit multi-family dwelling on proposed Lot 1 provides zero (0) parking spaces.
 - For this reason, a Variance is required.
- In the *Winnipeg Zoning By-law*, a multi-family dwelling within Urban Infill Area 1 requires one (1) parking space per dwelling unit. The proposed 150-unit multi-family dwelling on proposed Lot 2 provides 58 parking spaces.
 - For this reason, a Variance is required.

Drive Aisles:

- In the *Winnipeg Zoning By-law*, the minimum two-way parking aisle width required is 20 feet (6.1 metres). The drive aisles range from 18 feet (5.48 metres) to 19.75 feet (6.02 metres) in width for proposed Lot 2.
 - For this reason, a Variance is required.

Street Edge Landscaping:

- In the *Winnipeg Zoning By-law*, all required or voluntary yards must contain a minimum of one deciduous or coniferous tree for each 30 feet of linear street frontage. There are zero (0) trees for proposed Lot 2.
 - For this reason, a Variance is required.

Analysis of the Variances

The Urban Planning and Design Division **rejects** the proposed Variance application for the following reasons:

Substandard Lot Area per Dwelling Unit:

- In *CCDS 2.0*, the residential density for sites in Established Neighbourhoods – Mature Communities along arterials streets is intended to accommodate a medium range of density. The proposed densities for Lot 1 and Lot 2 do not meet this represented range.
- The proposed lot area of 221 square feet and 51 square feet per dwelling unit, for proposed Lot 1 and proposed Lot 2, respectively, is not characteristic of the block or surrounding lots within the Mature Communities PDO-1 policy area.
- The existing multi-family dwelling at 436 Balmoral Street was already the highest density building on the west side of Balmoral Street with a lot area of 319 square feet per dwelling unit; the 212 square feet per dwelling unit for proposed Lot 1 is a moderate departure.
- The 51 square feet per dwelling unit for proposed Lot 2 is a substantially higher density and is several orders of magnitude higher than the maximum density ranges supported in this location per policies in *CCDS 2.0*.

Reduced Yard Setbacks:

- The rear and side yard setbacks for proposed Lot 2 pose potential negative impacts on the amenities, use, safety, and convenience of the adjoining and adjacent properties, particularly for the tenants at the existing 3 ½-storey multi-family dwelling at 436 Balmoral Street as well as for the neighbouring residents to the rear of the overall proposed development on Spence Street.

Reduced Front Yard Building Alignment:

- The development on proposed Lot 2 is proposing a 4-foot front yard setback whereas the front yard building alignment is 8 feet. For a medium or large scale building in this location, the Division believes that 8 feet or a slight reduction is supportable but that 4 feet does not provide enough setback nor space for required landscaping.

Increased Building Height:

- In *CCDS 2.0*, the residential height for sites in Established Neighbourhoods – Mature Communities along arterials streets is intended to accommodate mid-rise residential uses which allows predominately medium scale multi-residential buildings 4-8 storeys in height.
 - The proposed height for Lot 2 is 18-storeys and thus does not meet the policies outlined in *CCDS 2.0*.
- There is no precedent in the Spence neighbourhood of buildings at or near this height of 196 feet (59.72 metres).
- The proposed building height is an over 30% increase to the permitted maximum *Winnipeg Zoning By-law* building height of 150 feet (45.72 metres). Even if the proposal was for an “RMF-L” zoning compliant height of 150 feet (45.72 metres), it is important to note that all dimensional standards of the *Winnipeg Zoning By-Law* for a given zoning district are to be taken together. A maximum height is tied to “RMF-L” minimum yards, parking, landscaping and other regulations, which are not met in this proposal.

- The building of this height poses potential negative impacts on the amenities of the adjoining and adjacent properties, particularly for the tenants at the existing 3 ½-storey multi-family dwelling at 436 Balmoral Street as well as for the neighbouring residents to the rear of the overall proposed development on Spence Street.

Reduced Parking:

- With the rationale that this area of the city is pedestrian, bike, and transit friendly, a parking reduction is not uncommon, however, a parking reduction of this magnitude (58 spaces instead of required 186 (36 for proposed Lot 1 and 150 for proposed Lot 2) would typically only be supported with the provision of affordable housing and car share vehicle(s) in addition to indoor bike parking.
 - The proposal does not provide parking offsets, such as affordable housing and car share vehicle(s) and thus the Division does not support this Variance.

Substandard Drive Aisles:

- The minimum 20-foot parking aisle aides in the safe and efficient maneuvering and movement of vehicles when there is two-way traffic.
- The substandard drive aisle widths potentially pose adverse effects for drivers moving in/out of the proposed development for Lot 2 as well as potentially impacting the safety of residents, guests, and others who will move in/around the parking areas and for those who will use the off-street parking spaces. Although 18 feet is a minor Variance it must be viewed together with the other requested Variances for this application.

Insufficient Street Edge Landscaping:

- The provision of street edge landscaping improves the public realm and provides a pedestrian orientation along Balmoral Street. However, there are zero (0) trees provided for proposed Lot 2.

Only one (1) tree is required to meet the *Winnipeg Zoning By-law*. The inability to provide tree(s) here is related to the reduced 4-foot front yard which is not supported by the Division.

SUMMARY - VARIANCES

- The request for Variances far in excess of what is supportable under policy in this location suggests that the design is an overbuild for the lot.
- *CCDS 2.0* identifies six (6) types of “Transformative Areas” in which high densities and building heights are supportable: Downtown, Corridors, Rapid Transit Corridors, Commercial Areas, Major Redevelopment Sites and New Communities. These are the areas Council has targeted for accommodating proposals for major land use intensification. The subject site at 436 Balmoral is not located in any of these Transformative Areas but is within a Mature Community which as noted is targeted for mid-rise residential ideally up to 6-8 storeys and contextual dimensions.

REASONS FOR DECISION

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

- (a) is **not** consistent with *Plan Winnipeg* and any applicable secondary plan;
In that, policies for Established Neighbourhoods – Mature Communities in Complete Communities Direction Strategy 2.0 do not support this proposed development.
- (b) **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;
In that, the non-context-sensitive proposal poses numerous potential negative impacts for the abutting and adjacent properties.
- (c) 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
In that, there are contextually suitable and/or alternative options in which to design and develop the site to reduce or eliminate the proposed Variances.
- (d) is **not** compatible with the area in which the property to be affected is situated.
In that, the proposed development on proposed Lot 1 and Lot 2 introduces a new precedent of built form related to building mass, height, lot coverage, setbacks and layout to Balmoral Street, the Spence neighbourhood, and the Daniel McIntyre ward.

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.

- *“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.”*

City Building 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 healthy food, daily needs, employment, education, recreation, and green infrastructure.”*

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

- *“4.1 Increase Strategic Infill Development that provides access to and capitalizes on existing and planned corridors with frequent transit service.”*

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

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

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning and Design
Prepared by: Choi Ho, RPP, MCIP
Date: April 10, 2025
File No. DAV 25-117254\C



CLIENT
442 Balmoral st

PROJECT

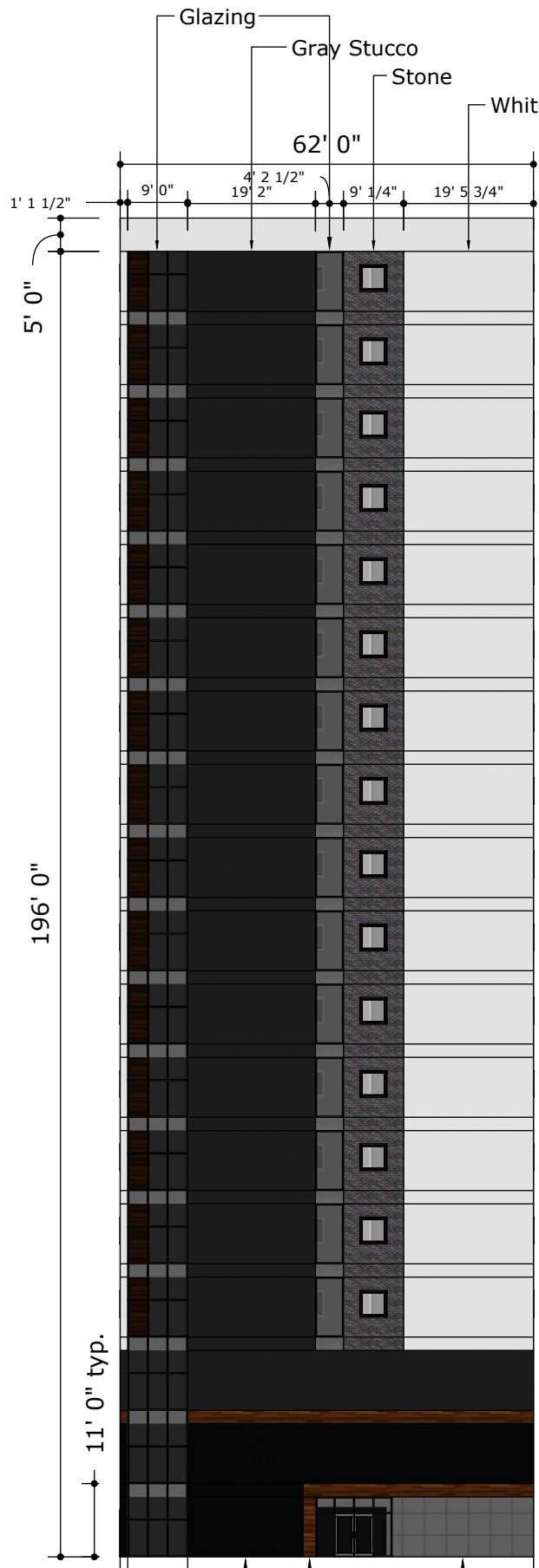
PROJECT NO.
N/A

ISSUE
January 28, 2025

DRAWN BY
LH

DESCRIPTION
Site Plan





East Elevation



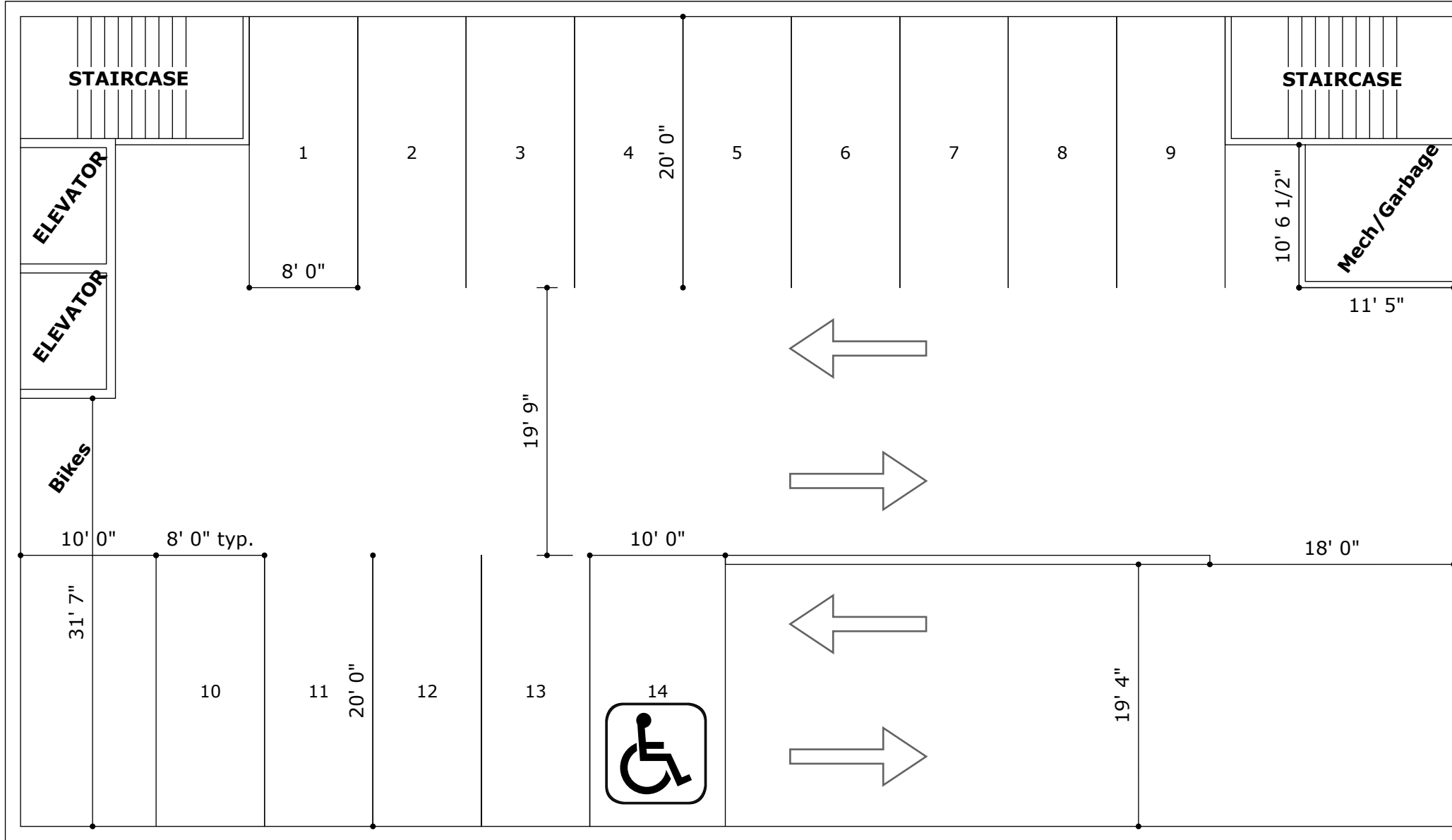
North Elevation



West Elevation



South Elevation



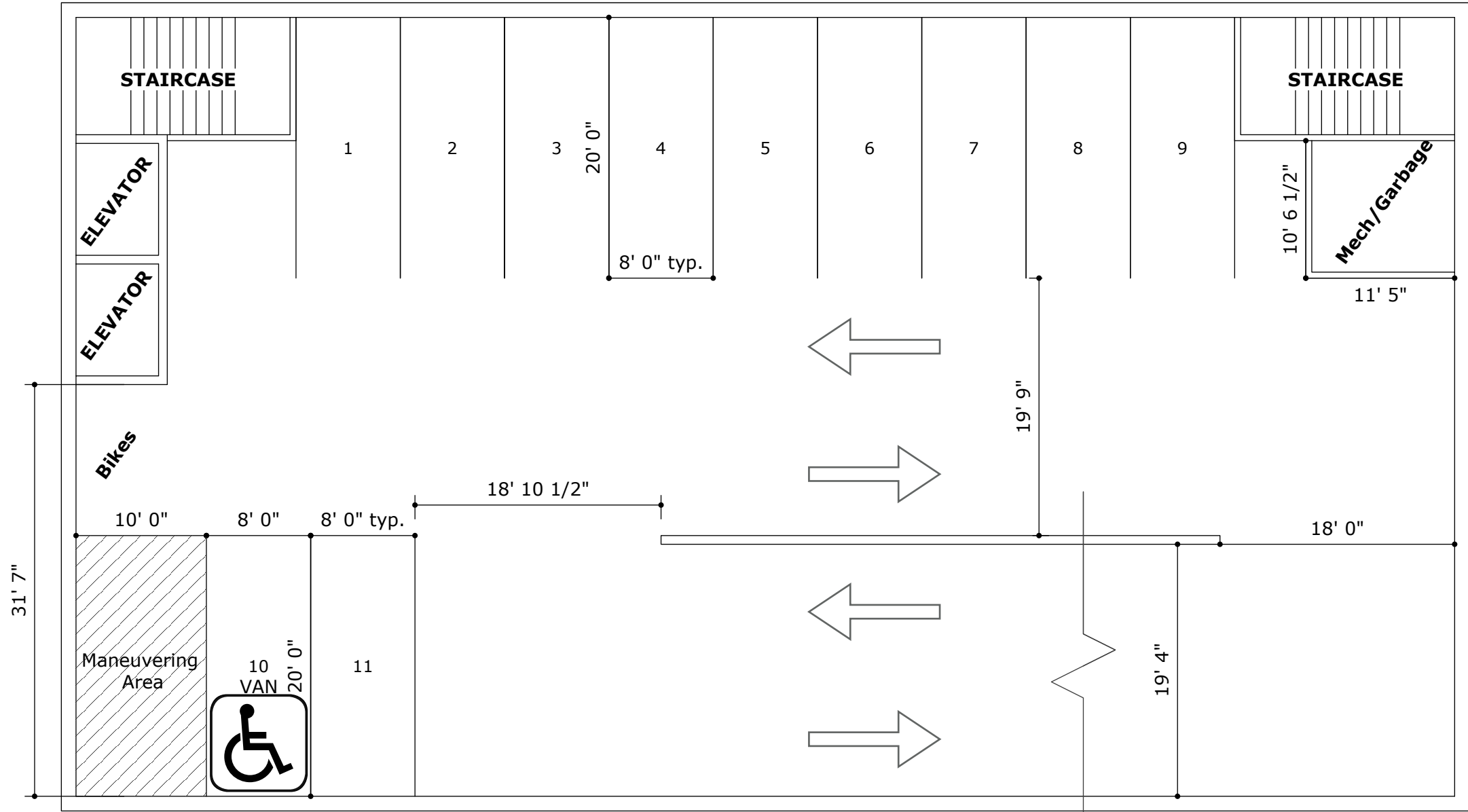
FLOOR (-2) - BASEMENT PLAN

CLIENT
442 Balmoral st

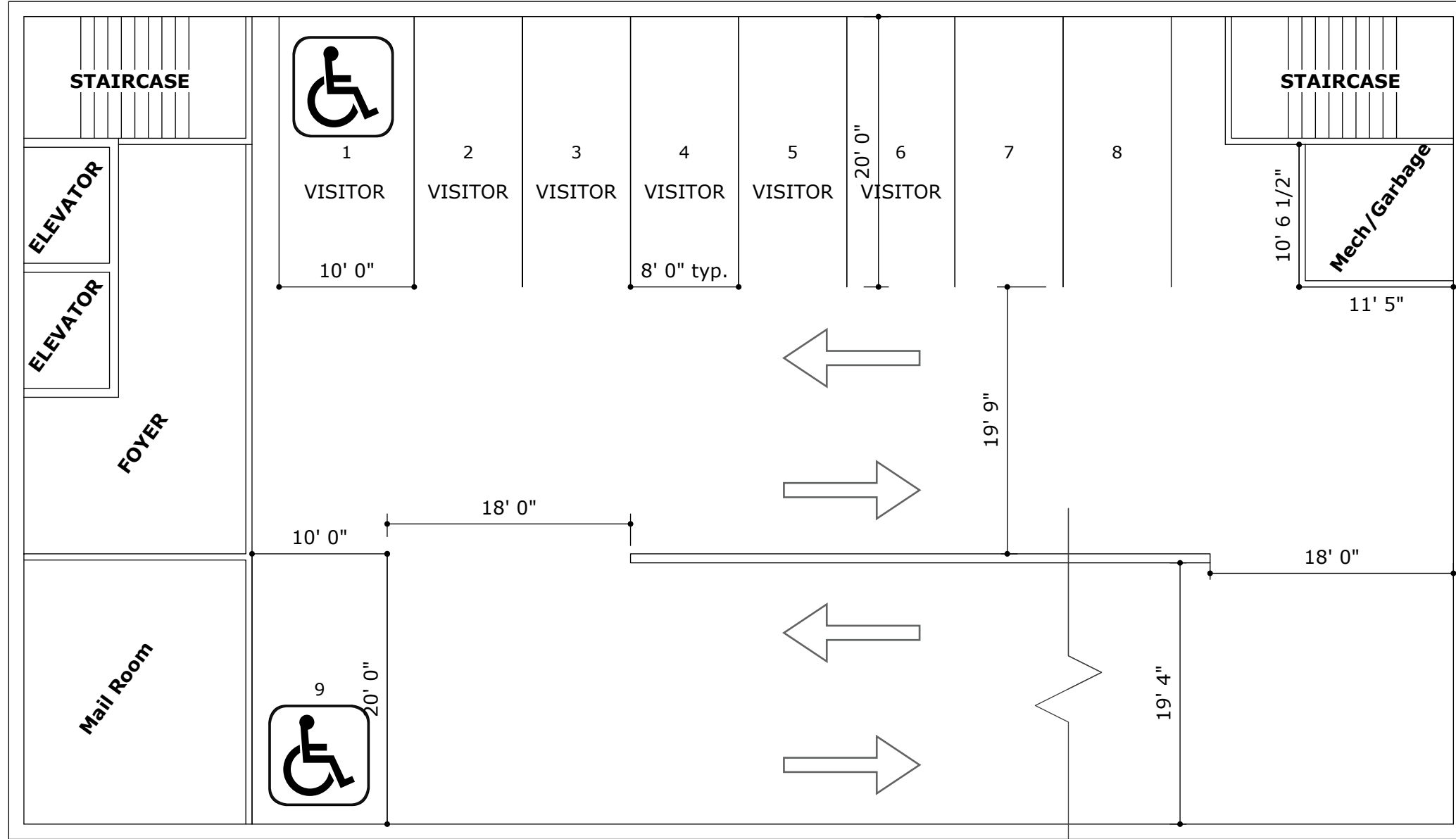
ISSUE
June 20, 2024
RE-ISSUE
January 28, 2025

PROJECT NO.
N/A
PROJECT

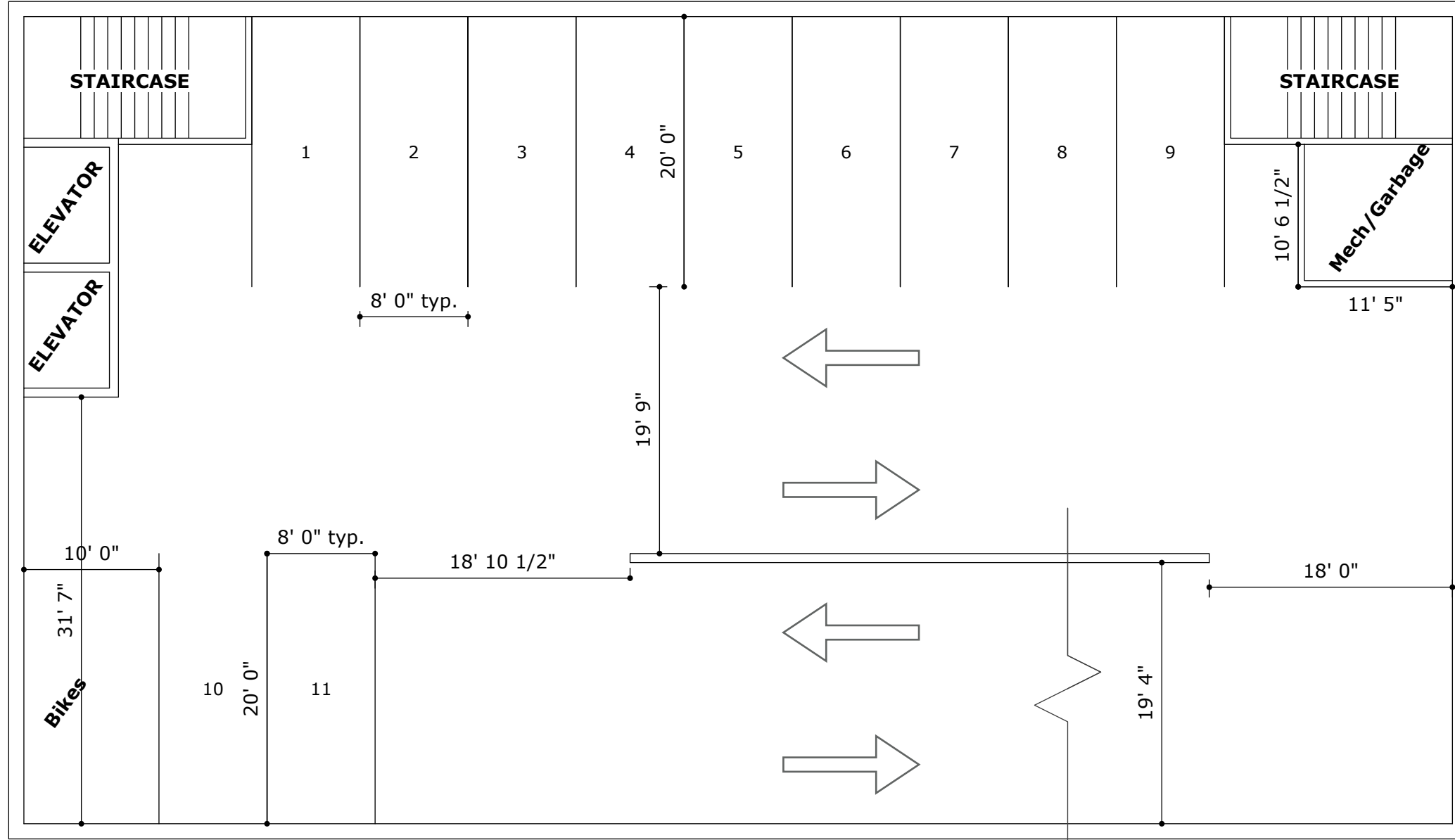
DRAWN BY
LH
DESCRIPTION
Site Plan



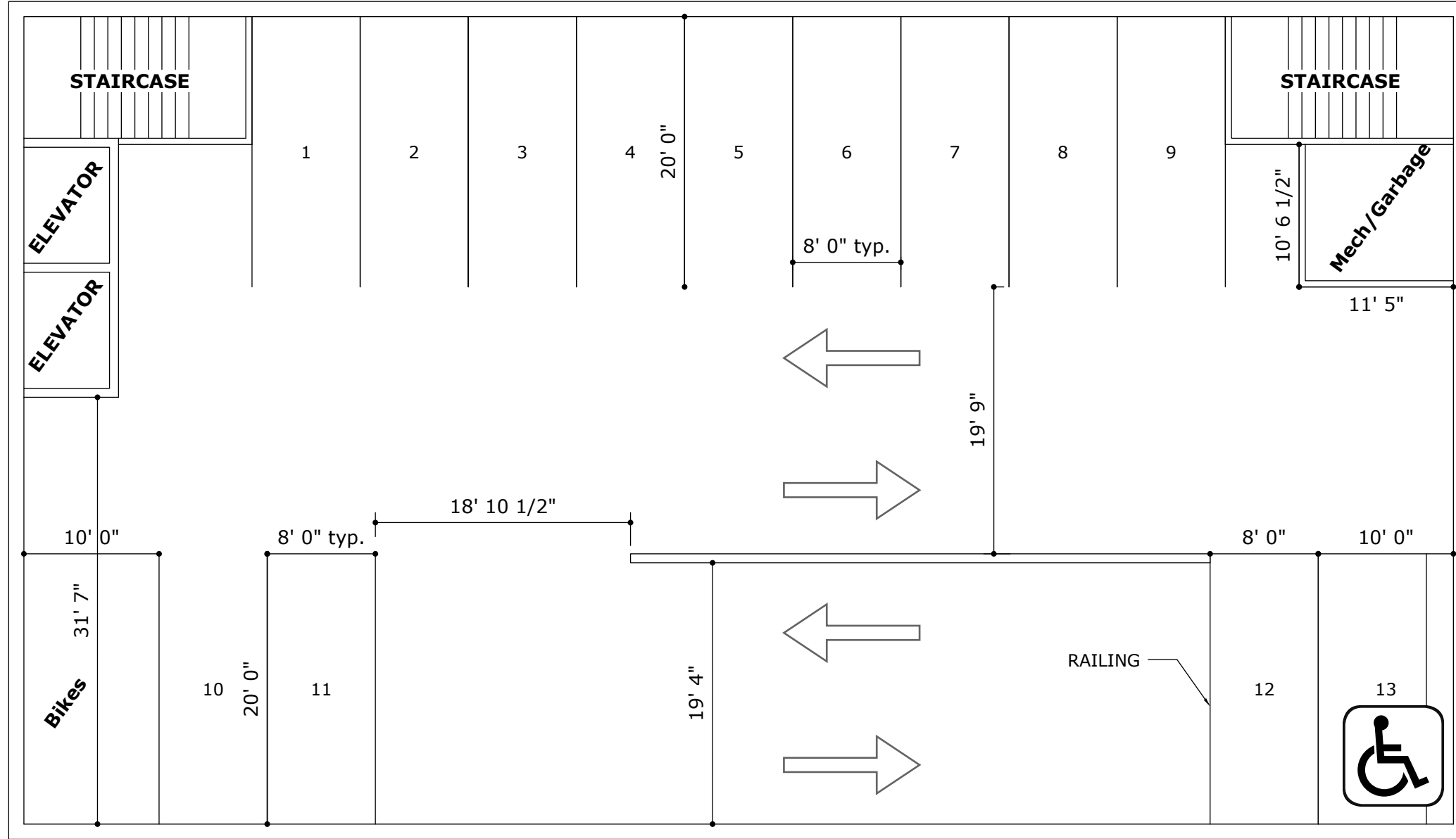
FLOOR (-1) - PLAN



FLOOR 1 - MAIN PLAN



FLOOR 2 - PLAN



FLOOR 3 - PLAN



FLOOR 4-18 - PLAN

CLIENT
 442 Balmoral st

ISSUE
 June 20, 2024
 RE-ISSUE
 January 28, 2025

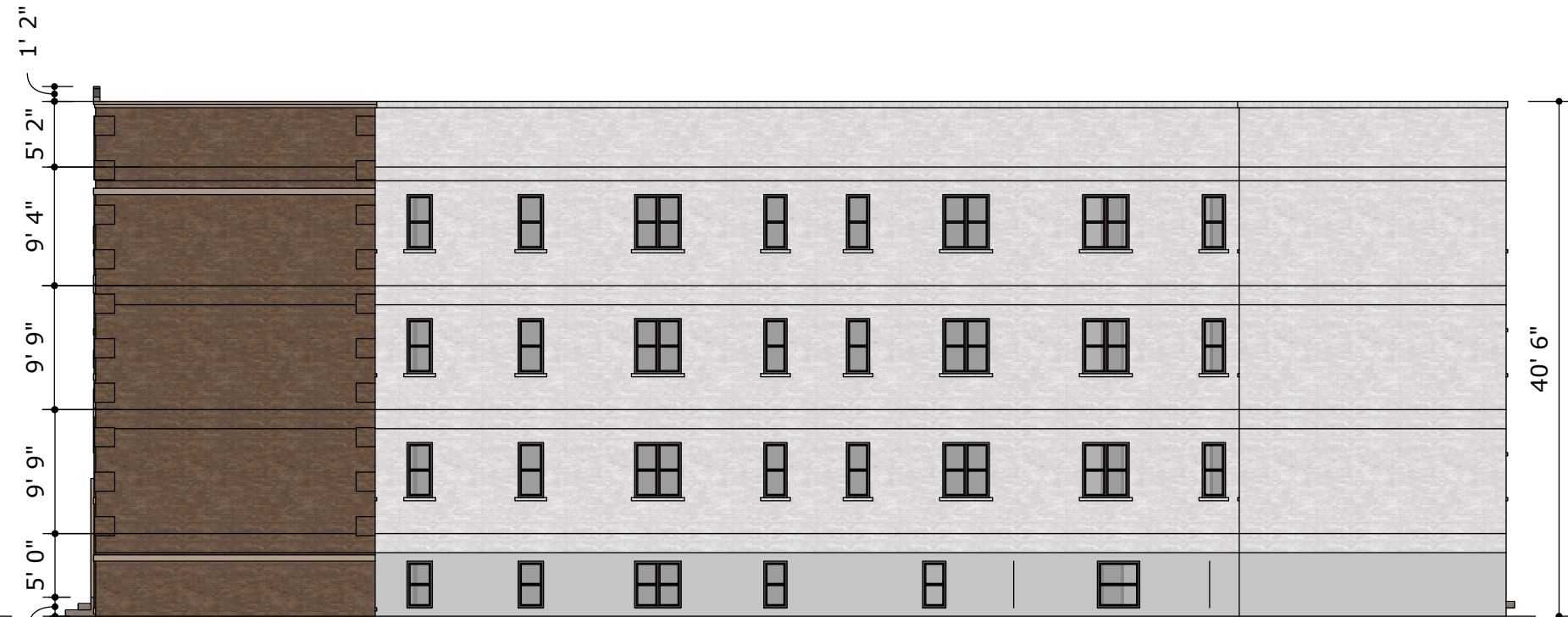
PROJECT NO.
 N/A
 PROJECT

DRAWN BY
 LH
 DESCRIPTION
 Site Plan

EXISTING BUILDING Proposed Lot 1



East Elevation



North Elevation

Total Area: 4495.5 ft²
Wall: 4175.25 ft² (93%)
Openings: 320.25 ft² (7%)



West Elevation



South Elevation

ELLICE AVENUE

PUBLIC LANE

BALMORAL STREET

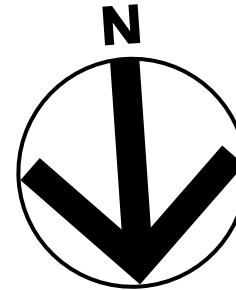
REAR PUBLIC LANE

**EXISTING BUILDING
Proposed Lot 1**

**NEW BUILDING
Proposed Lot 2**

APPROVED SHRUBS

PAVED ACCESS



SITE PLAN

