Minutes – East Kildonan-Transcona Community Committee – April 9, 2026

REPORTS

Item No. 3 Plan Approval – Ravenhurst Street (Transcona Ward) File DASZ 10/2017

COMMUNITY COMMITTEE DECISION:

The East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service and approved the plans for Ravenhurst Street, with the following amendments:

1. That one steel loop for the purpose of bike storage be installed on each rear patio of the townhouse units that have no garages.

2. That 24 additional coniferous trees be planted, at the developer's discretion, along north boundary and eastern boundary to increase buffering for the existing residents.

DECISION MAKING HISTORY:

The Chairperson called Councillor Durand-Wood to the Chair in order to move the following motion:

Moved by Councillor Wyatt,

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

- That one steel loop for the purpose of bike storage be installed on each rear patio of the townhouse units that have no garages.

- That 24 additional coniferous trees be planted, at the developer's discretion, along north boundary and eastern boundary to increase buffering for the existing residents.

Carried

Councillor Wyatt resumed the Chair.

Mark Funk, Architect, UrbanEdge Architecture Inc, submitted a communication in support of the matter.

ADMINISTRATIVE REPORT

Title: Plan Approval 25-254442 – Ravenhurst Street

Issue: For consideration of a Plan Approval for a mixed-use residential and commercial development

Critical Path: East Kildonan – Transcona Community Committee as per DASZ 10/2017

AUTHORIZATION

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

RECOMMENDATIONS

The Urban Planning and Design Division recommends ***approval*** of the submitted plans.

REASONS FOR REPORT

Per the Zoning Agreement for DASZ 10/2017:

> *For any portion of the Developer's Land zoned as "RMF-M" Residential Multi-Family (Medium) zoning district, an "RMU" Residential Mixed-Use zoning district, or a "CMU" Commercial Mixed-use zoning district, the owner must submit plans, including elevations, showing the location and design of any and all proposed:*
>
> *a) buildings,*
> *b) accessory parking areas,*
> *c) private approaches,*
> *d) garbage enclosures,*
> *e) fencing;*
> *f) outside lighting;*
> *g) landscaping, and*
> *h) free-standing signage*
>
> *on the Developer's Land (collectively, the "Works") to the City's Director of Planning, Property and Development (the "Director") and to the East Kildonan-Transcona Community Committee for approval prior to the issuance of any building permit or development permit in respect of Developer's Land, and thereafter must construct the Works in substantial conformance with the approved plans and maintain the works to the satisfaction of the Director.*

The applicant has submitted:

- Letter of Intent
- Site Plan with dimensions
- Landscaping Plan
- Colour Elevations with dimensions

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Urban Planning and Design Division are concurred in, the proposal ***can*** proceed.

HISTORY

DASZ 10/2017

- A Subdivision and Rezoning application was passed by Council in 2017, subject to a Zoning Agreement which stipulated Plan Approval as a condition.

FILE/APPLICANT DETAILS

FILE:	**ZR-PA 25-254442**
COMMUNITY:	Transcona
NEIGHBOURHOOD #:	4.414 - (CANTERBURY PARK)
SUBJECT:	Plans for a mixed-use residential and commercial development
LOCATION:	Ravenhurst Street
LEGAL DESCRIPTION:	LOT 9 BLOCK 8 PLAN 65095 E 1/2 3-11-4 EPM
APPLICANT:	Rockport Commercial Inc. (Matthew Nicolas)
OWNER:	CANADIAN MIDWEST DISTRICT OF THE CHRISTIAN AND MIS

DISCUSSION

SITE DESCRIPTION

The subject property is located on the east side of Ravenhurst Street, between Merkel Manza Boulevard and Renshaw Boulevard, in the Canterbury Park Neighbourhood of the Transcona Ward.

The site is 217,004 square feet (20,160.33 square meters or 4.98 acres) in area.

The site is currently vacant lands.

The property will have access from approaches on Ravenhurst Street and Renshaw Boulevard.

The subject property is located within an “Established Neighbourhood – Recent Community” under the *Complete Communities Direction Strategy 2.0*.

The property is zoned “RMU” Residential Mixed-Use district.

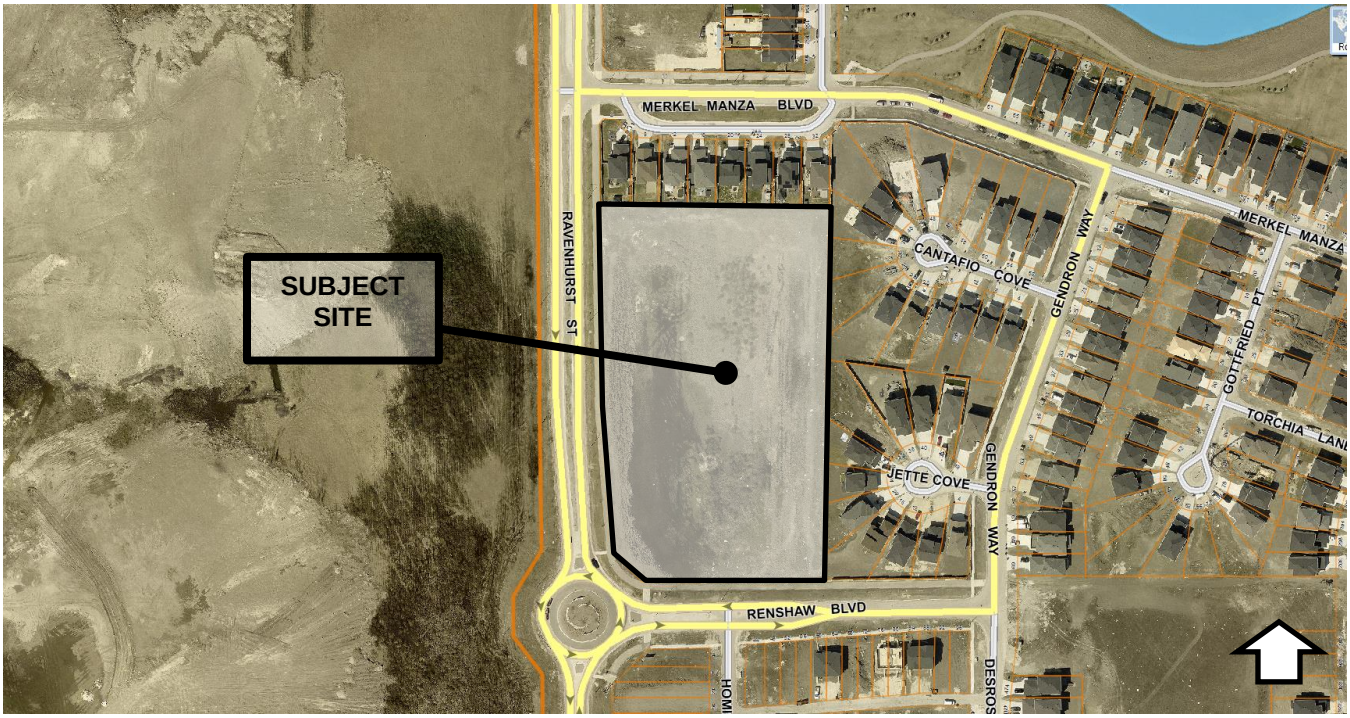

Figure 1: Aerial photo of subject site and surrounding area *(flown 2024)*

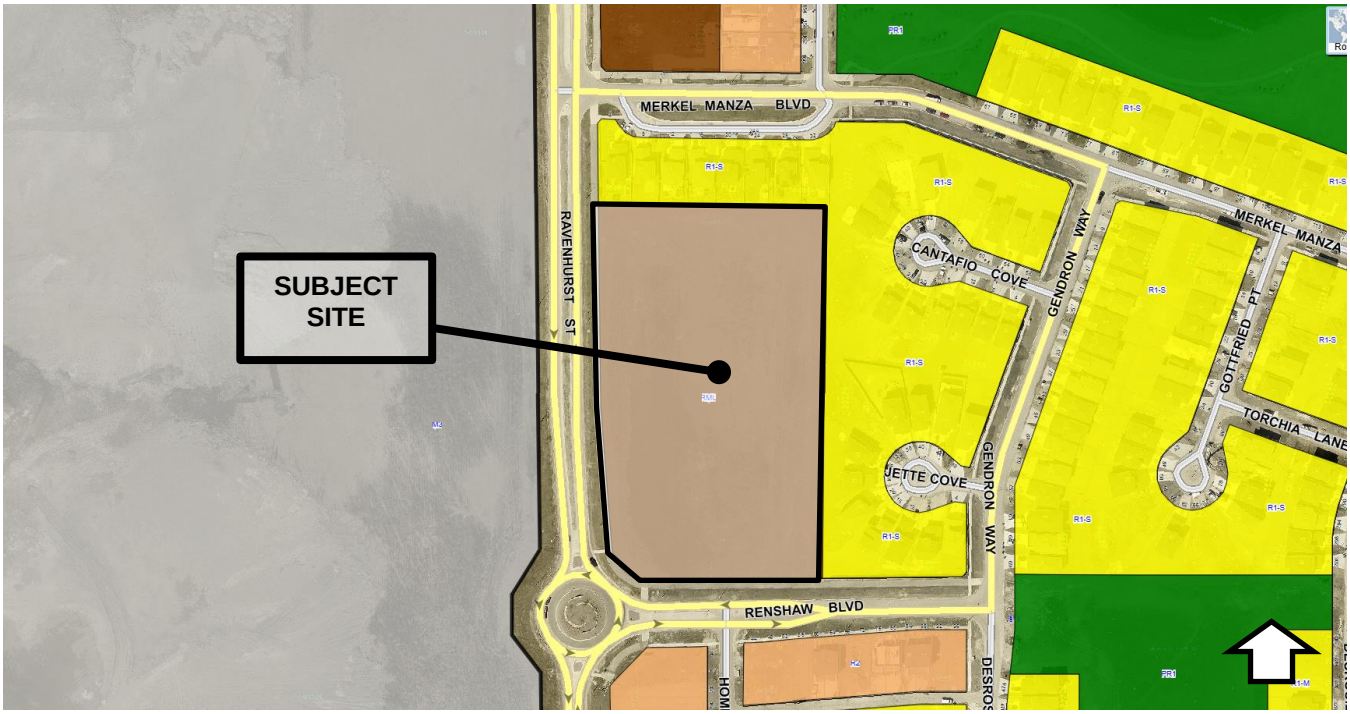

Figure 2: Zoning of the site and surrounding area.

SURROUNDING LAND USE AND ZONING

North: 4-32 Merkel Manza Boulevard – single-family dwelling uses zoned "R1-S" (Residential Single-Family – Small), then Merkel Manza Boulevard, then multi-use path

South: Multi-use path, then Renshaw Boulevard, then multi- then 4 Hominick Place and 44-68 Renshaw Boulevard – Vacant and single-family dwelling uses zoned "R2" (Residential Two-Family)

East: 24-36 Cantafio Cove Boulevard – Vacant and single-family dwelling uses zoned "R1-S" (Residential Single-Family – Small), and 16-32 Jette Cove – Vacant and single-family dwelling uses zoned "R1-S" (Residential Single-Family – Small)

West: Multi-use path, then Ravenhurst Street, then 770 Pandora Avenue East – vacant lands zoned "M3" Manufacturing (Heavy)

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing a mixed-use residential and commercial development:
    - There are 11 rowhouse-style buildings (for 56 residential townhomes) and 1 commercial building in total.
        - 47 – two-storey townhomes with garages
            - About 25 feet in height
        - 9 – one-storey townhomes without garages

        - About 15 feet in height
    - 1 – 10,000 square feet commercial building
        - About 24 feet in height

- The typical floor plans show there are 1-bedroom and up to 3-bedroom townhouses proposed.
- Vehicle access is via approaches off Ravenhurst Street and Renshaw Boulevard to an internal two-way private road.
- There is a total of 165 vehicle parking spaces:
    - 94 are internal to the townhomes with garages
        - 2 spaces for each of the 47 townhomes with 2-car garages
    - 71 are outdoor parking spaces
        - 1 space for each of the 9 townhomes without garages
        - The remaining outdoor spaces are for guests, accessible parking needs, as well as the commercial tenants and patrons.
- There are 14 outdoor bike parking spaces located near the corner of Ravenhurst and Renshaw by the commercial building.
- The landscaping plan shows street edge, building foundation, and parking lot interior landscaping:
    - 46 Coniferous trees (along where there are abutting single-family homes)
    - 127 Deciduous trees (along Ravenhurst and Renshaw)
    - 394 Shrubs
- The façade of the residential and commercial buildings features lap siding – fibre cement in various colours and textures, as well as brick veneer
- Garbage/recycling enclosures for the commercial building are located near the building, and residential garbage/recycling collection will be door to door along the internal private road.

ANALYSIS AND ISSUES

<u>COLLABORATIVE PLANNING AND CONSULTATION</u>

With the Urban Planning and Design Division

- The applicant engaged the Urban Planning and Design Division for preliminary discussions prior to submitting a formal plan approval application.

<u>COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0</u>

- *The Complete Communities Direction Strategy 2.0* (CCDS 2.0) is a citywide secondary plan that guides growth, development, and land use in the city of Winnipeg.
- The subject property is located in an Established Neighbourhood designated as a "Recent Community" as outlined in *Complete Communities Direction Strategy 2.0.*
- **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:

  2.2 Encourage the location of commercial or mixed-use buildings at or near the front and corner side property lines to create a pedestrian orientation. Use setbacks to reinforce the public realm through landscaping and pedestrian amenities, such as entryways, patios, benches, and bicycle parking.

  2.4 Encourage the use of high-quality, energy efficient, and durable exterior building façade materials.

  2.5 Encourage a variety of architectural styles

  2.6 Encourage building design to include a range of architectural features that create visual interest and positively contribute to the visual aesthetics of the street and neighbourhood.

  2.8 Buildings with commercial uses should be designed to support pedestrian activity by providing building elements that increase visual interest which may include, but are not limited to, the following: a. Direct pedestrian access to main building entrances from the street; b. Transparent storefront displays; c. Human scaled signage; and d. Decorative lighting, awnings, benches and other pedestrian oriented amenities.

  2.10 Discourage building designs that orient the back of the building to the street

  2.11 Multi-family residential or mixed-use buildings that front public streets and contain internal parking areas should provide a main entrance facing the public street.

  2.12 New development should respect and complement the existing character of the built form of surrounding properties.

  2.14 Avoid buildings that create long blank walls facing public streets.

  2.15 Encourage the use of architectural features to articulate building walls in order to mitigate the impact of new building mass.

  2.17 Locate commercial, mixed-use, or multiple family residential parking underground or behind buildings in order to create a more pedestrian-oriented built form. Active uses should be located at grade when these buildings face public streets.

  2.18 Strongly discourage locating surface parking lots between streets and building fronts.

  2.19 Where motor vehicle parking must be accessed from a front street, it should be effectively screened or incorporated into the building in a manner that positively contributes to the attractiveness of the streetscape.

2.21 Site design should take cues from the character of the neighbourhood or street and should mitigate the potential for land use conflict with adjacent properties that have different scales, densities and uses. Parking location (motor vehicle and bicycle), vehicular access, servicing elements, building placement and landscaping treatment will be important design elements to ensure context-sensitive design.

2.22 Create or reinforce compact, pedestrian-oriented urban development patterns by ensuring the siting, form and scale of new development has a strong relationship to the street, public spaces and amenities in a way that is consistent with neighbourhood context.

<u>Goal 2 Policy Alignment:</u>

- The proposed mixed-use residential and commercial development meet the policies mentioned above. Namely:
    - The buildings are at or near the front and corner property lines to create a pedestrian orientation, along Ravenhurst Street and Renshaw Boulevard while providing respectful setbacks from abutting low-density uses.
    - The setbacks provide for landscaping that support the building design and relationship to the street
    - The commercial building has main entrances facing Ravenhurst Street, and transparent storefront displays.
    - The parking is effectively screened with landscaping buffers or incorporated into the site in a manner that positively contributes to the attractiveness of the streetscape.
    - Architectural features that create visual interest include an area projecting or recessed from the front façade, varied rooflines, covered entries, and building articulations.
    - There are balconies for a majority of the townhouse dwellings and windows placed to support eyes on the street and reinforce the public realm
    - The vertical banding and mixture of colours, textures, and brick tone building façade materials articulate the building walls and help break up the impact of new building mass.
    - The site design mitigates potential land use conflicts with careful and considered building heights less than 2-storeys, parking location, guest parking locations, vehicular accesses, building orientations, and substantial landscaping.

- The pedestrian-oriented mixed-use residential and commercial development is consistent in siting, form, and scale with the neighbourhood context and to other developments in the area.

REASONS FOR THE RECOMMENDATIONS

The Urban Planning and Design Division recommends ***approval*** of the submitted plans for the following reasons:

- The plans are consistent with the applicable policies in *Complete Communities Direction Strategy 2.0.*

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Choi Ho, RPP, MCIP
Date:	March 25, 2026
File No:	ZR-PA 25-254442