Minutes – East Kildonan-Transcona Community Committee – April 24, 2026

REPORTS

Item No. 6 Plan Approval – 545 Watt Street
(Elmwood-East Kildonan Ward)
File DASZ 40/2025

COMMUNITY COMMITTEE DECISION:

The East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service and approved the plans for 545 Watt Street, with the following amendment:

1. That the car share parking spot indicated by the letters “SH” on sheet 1 of 7 be removed.

subject to the following condition:

1. That the Plan Approval File No. 26-133296 shall come into force and effect upon the coming into force and effect of the Variance for the subject land under File No. DAV 26-133832\D.

DECISION MAKING HISTORY:

Moved by Councillor Durand-Wood,

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

1. That the car share parking spot indicated by the letters “SH” on sheet 1 of 7 be removed.

Carried

ADMINISTRATIVE REPORT

Title: Plan Approval 26-133296 – 545 Watt Street

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

Critical Path: East Kildonan - Transcona Community Committee as per condition 1E of Council's September 26, 2024, approval of Report Item Number 16 - Amendments to the Real Estate Policy Framework in Support of Affordable Housing

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 subject to the following condition:

1. That the Plan Approval File No. 26-133296 shall come into force and effect upon the coming into force and effect of the Variance for the subject land under File No. DAV 26-133832\D.

REASONS FOR REPORT

Pursuant to the "Real Estate – Declaration as Surplus and Sale of Property" adopted by Council on September 29, 2021, and amended on September 26, 2024:

- *All sale agreements intended for affordable housing and coordinated through the HAF program until January 1, 2027 will include a condition for plan approval by the relevant Community Committee.*
- A Plan Approval to the East Kildonan-Transcona Community Committee is required prior to the issuance of permits.

The applicant has submitted:

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

- Colour Elevations with dimensions
- Colour Renderings

IMPLICATIONS OF THE RECOMMENDATIONS

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

HISTORY

DASZ 40/2025

- A Subdivision and Rezoning application was passed by Council in 2025 to subdivide and rezone the lands at 545-569 Watt Street to the “CMU Mature Communities PDO-1” Commercial Mixed Use district (545 Watt Street) and “RMF-L Mature Communities PDO-1” Residential Multi Family (Large) district (565-569 Watt Street) for the purpose of constructing a mixed use development on Proposed Lot 1 and a multi-family development on Proposed Lot 2, respectively.

FILE/APPLICANT DETAILS

FILE:	**ZR-PA 26-133296**
COMMUNITY:	Elmwood - East Kildonan
NEIGHBOURHOOD #:	4.407 - (MUNROE WEST)
SUBJECT:	Plans for a mixed-use development
LOCATION:	545 Watt Street
LEGAL DESCRIPTION:	EXC LANE PL 45284 LOT 3; LOT 4 PLAN 30623 92/93 K
APPLICANT:	Elmwood Community Resource Centre and Area Association Inc. (Nina Condo)
OWNER:	THE CITY OF WINNIPEG

DISCUSSION

SITE DESCRIPTION

- The subject property is located on Watt Street, between Trent Avenue and Munroe Avenue in the Munroe West Neighbourhood of the Elmwood-East Kildonan Ward.

- The site is currently zoned “R1-S Mature Communities PDO-1” (Residential Single-Family – Small). There is a pending application to rezone the subject property to “CMU Mature Communities PDO-1” zoning district, which received first reading in 2025.
- The lot is approximately 43,924 square feet (4080.7 square metres or 1 acres) in area.
- Watt Street is a collector road.
- The site is occupied by a building leased to the Elmwood Community Resource Centre.
- The subject property is located within the “Established Neighbourhoods - Mature Communities” policy area under *Complete Communities Direction Strategy 2.0* (CCDS 2.0).

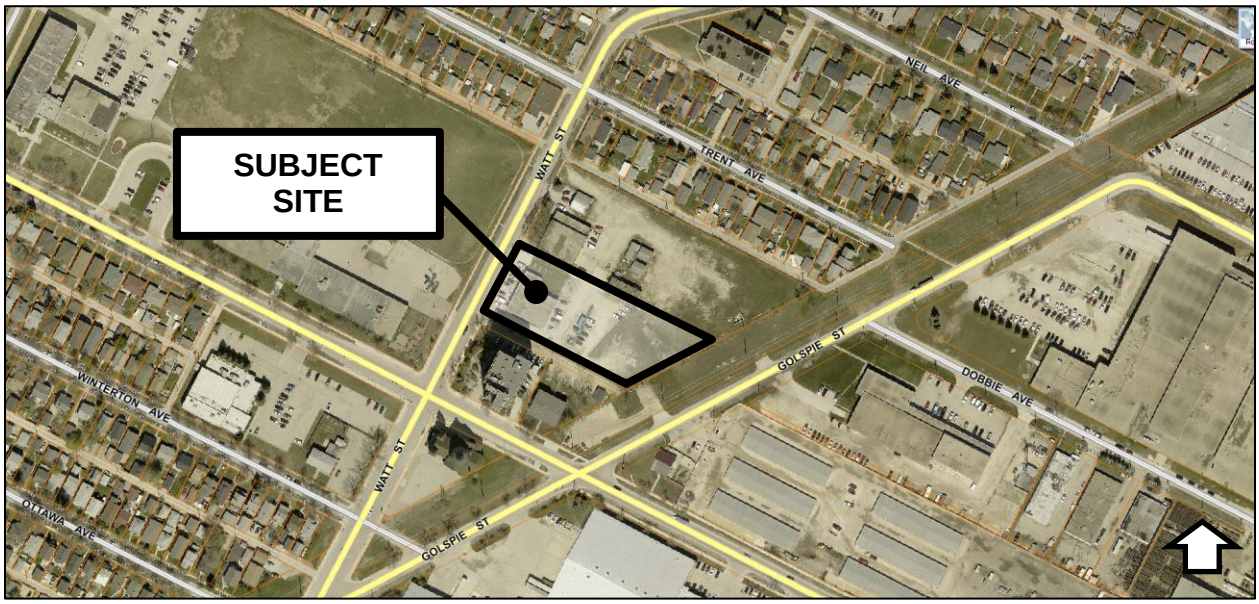

Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: 565-569 Watt Street – future redevelopment zoned “RMF-L Mature Communities PDO-1” (Residential Multi Family - Large), then paved lane, then 500-572 Trent Avenue – single-family dwelling uses zoned “R1-S Mature Communities PDO-1” (Residential Single-Family – Small)

East: 510 Golspie Street – Hydro and parking uses zoned “M1 Mature Communities PDO-1” (Manufacturing – Light), then Golspie Street, then storage and manufacturing/warehouse uses zoned “M1 Mature Communities PDO-1” (Manufacturing – Light)

South: Paved lane, then 505 Munroe Avenue – a 15-storey, 125 dwelling unit multi-family use zoned “RMF-L Mature Communities PDO-1” (Residential Multi-Family – Large) and 511 Munroe Avenue – a 2-storey, 8-unit multi-family use zoned “RMF-S Mature Communities PDO-1” (Residential Multi-Family – Small)

West: Watt Street, then 491 Munroe Avenue – a school use zoned “PR2 Mature Communities PDO-1” (Parks and Recreation – Community)



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- A Subdivision and Rezoning application (**see Report for DASZ 40/2025**) was approved by Council in 2025 to subdivide and rezone the subject property at 545 Watt Street to the "CMU Mature Communities PDO-1" Commercial Mixed Use district to construct a mixed-use development.
- The existing one-story building leased by the Elmwood Community Resource Centre (ECRC) will be demolished.
- The letter of intent indicates ECRC has a team of over 40 staff with 70% coming from Black, Indigenous & people of colour communities, and many hired from the Elmwood area.
    - As a nonprofit Family Resource Centre, ECRC provides essential resources and support free of charge, serving over 6,000 community members each year.
    - With over 12 programs running simultaneously, ECRC has outgrown its current office and programming spaces. The programs include:
        - Drop-in Program: System navigation, crisis counselling, mental health support, and access to resources and technology.
        - Counselling: Support for gender-based violence intervention and addiction recovery.
        - Immigrant Settlement: Assists newcomers with integration and settlement services.
        - Building Futures: Employment program for adult immigrants, providing career counselling, skills training, and certification.

        - Elmwood Youth Employment Experience: Job prep for youth, including resume writing, interview techniques, and soft skills training.
    - The proposed mixed-use development will be occupied by ECRC and its tenants.
    - The main floor will include a gym, classroom, and multipurpose room to support youth after-school programming and community events, as well as a commercial kitchen for food preparation.
    - There upper floors will contain 115 mixed-income dwelling units, including 46 affordable dwelling units at less than 80% of the median market rent (MMR) and 18 units are barrier free units.
        - The 2nd to 7th floors includes residential amenities such as a small gym, indoor games area, library, sauna etc.
        - The 3rd floor is a residential floor comprising of 20 units of second-stage housing for survivors of Gender-Based Violence.
- The site has a lot area of 1 acre (43,932 square feet)
- The building is about 312 feet deep by 66 ft wide.
- The building height is 7-storeys or 78 feet.
- The residential portion of the building has a mix of studio, 1-bedroom, 2-bedroom, and 3-bedroom units.

- The west front yard building setback (along Watt Street) is ±15 feet.
- The east rear yard building setback (next to the Hydro lands) is ±14 feet.
- The north interior side yard building setback is 13.5 feet.
- The south side yard setback is ±44 feet.
- Access to the site is via the public lane off Watt Street.
- There are 71 vehicle parking spaces (21 outdoor and 50 indoor), of which five (5) are accessible, including 2 van accessible, as well as 7 guest parking spaces.
- There is a designated car-share parking space.
- There are 77 bicycle parking spaces (12 outdoor and 65 indoor).
- The elevations show the following building materials: EFIS, and stone veneer
- The proposed landscaping includes:
    - 19 trees, 110 shrubs, 7 evergreen shrubs, 12 perennials, and 48 ornamental grasses.
- The garbage and recycling collection area is located inside the building.

- On-site outdoor amenities include balconies, a pedestrian plaza with seating, fenced play area, healing garden, contemplative garden, and a gathering plaza.

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING AND CONSULTATION

With the Urban Planning and Design Division

- The applicant engaged with the Public Service to discuss the application before making a formal submission.

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

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

- *2.9 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.*
- *2.10 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.*
- *2.15 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.*
- *2.18 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.*
- *2.20 Where loading areas require access from a street, they should be discreet and incorporated into the building in a manner that 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.*

Goal 2 Established Neighbourhoods – Mature Communities Policy Alignment:

- The proposed mixed-use development meets the policies mentioned above. Namely:
    - The building is near the front property line to create a pedestrian orientation along Watt Street while providing respectful setbacks from nearby uses.
    - The building setbacks provide for landscaping, front, side, and rear yard plaza spaces, as well as other outdoor amenities that support the pedestrian environment, building design, and relationship to the street.
    - There are balconies, height to the primary entrance, and a substantial amount of transparent glazing and windows placed to support eyes on the street and reinforce the public realm.
    - The ground floor uses support pedestrian activity by providing building elements such as direct pedestrian access to the main building entrance, transparent glazing, and pedestrian oriented amenities that increase visual interest.
    - Most of the parking is underground to create a strong pedestrian realm. The parking accessed from the public lane is also effectively screened with landscaping to enhance the streetscape along Watt Street.
    - The parking is from the lane to reduce potential conflict between pedestrians and vehicles, preserve green space, and prevent fragmentation of the public boulevard.
    - The site design mitigates potential land use conflicts with careful and considered parking location (under or beside the building), vehicular access (from the public lane), building placement and orientation (setback as far away from adjacent uses), and with substantial landscaping.
    - The proposal creates a pedestrian-oriented mixed-use development by ensuring the siting and form has a strong relationship to the street, public spaces and amenities that is consistent with the neighbourhood context.

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:	April 14, 2026
File No:	ZR-PA 26-133296