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

PUBLIC HEARINGS

Item No. 3 Variance – 545 Watt Street
(Elmwood-East Kildonan Ward)
File DAV 133832/2026D

COMMUNITY COMMITTEE DECISION:

The East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and approved a Variance on "the land" as follows:

1. For the construction of a mixed use building to permit:

    A. a front yard of 16.4 feet (5 metres)

    B. a north side yard of 13.5 feet (4.11 metres)

    C. a rear yard of 12.17 feet (3.71 metres)

    D. a lot area per dwelling unit of 381 square feet (35.4 square metres)

    E. a building height of 87 feet (26.52 metres)

    F. 71 parking spaces

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

    A. parking directly off the lane instead of driveway or aisle;

    B. no buffering of a parking area located within the 20 feet (6.1 metres) of a side lot line adjacent to a residential district.

Subject to the following condition:

1. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

DECISION MAKING HISTORY:

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

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

Carried

Moved by Councillor Durand-Wood,
That the receipt of public representations be concluded.

Carried

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

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

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

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

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

Supporting Reasons:

1. I think that this is a great project. The variances related to setbacks, et cetera, are supported by the public service, and I think help to make the project viable, they all seem reasonable to me.

DECISION MAKING HISTORY (continued):

2. Specifically for the parking, I think ECRC has done a really good job of consulting and understanding the parking needs that they'll have on site. They've got a good sense of what their staff will need. They've got a good sense, sort of informed knowledge, of what their future tenants will need, as well as their clients.

3. They do intend to work towards the co-op, which is great that'll be an amenity to their tenants as well as to the neighbourhood, but I think it's just a tricky situation with the car share of moving into a new area, so I feel confident that they're going to work towards it anyway and it would be a shame to let parking for cars essentially take precedence over housing for people, so I'm going to be supporting the removal of that condition.

Carried

Moved by Councillor Durand-Wood,

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

- Delete Condition 1 and renumber the remaining accordingly.

and the Variance be approved.

Carried

Moved by Councillor Durand-Wood,

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

Carried

THE CITY OF WINNIPEG
VARIANCE ORDER
EAST KILDONAN-TRANSCONA COMMUNITY COMMITTEE

DAV 133832/2026D

Before:	East Kildonan-Transcona Community Committee Councillor Wyatt, Chairperson Councillor Browaty Councillor Durand Wood
Hearing:	April 24, 2026 Council Building, 510 Main Street
Applicant:	Elmwood Community Resource Centre and Area Association Inc. (Nina Condo)
Premises Affected:	545 Watt Street
Legal Description:	EXC LANE PL 45284 LOT 3; LOT 4 PLAN 30623 92/93 K, hereinafter called "the land"
Property Zoned:	"CMU Mature Communities PDO-1" (Commercial Mixed Use Mature Communities Planned Development Overlay – 1 District)
Nature of Application:	To vary the "CMU Mature Communities PDO-1" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 as follows:

1. for the construction of a mixed use building to permit:

   A. a front yard of 16.4 feet (5 metres) instead of 25 feet (7.62 metres);

   B. a north side yard of 13.5 feet (4.11 metres) instead of 20 feet (6.10 metres);

C. a rear yard of 12.17 feet (3.71 metres) instead of 25 feet (7.62 metres)

D. a lot area per dwelling unit of 381 square feet (35.4 square metres) instead of 800 square feet (74.32 metres);

E. a building height of 87 feet (26.52 metres) instead of 70 feet (21.34 metres);

F. 71 parking spaces instead of 90 spaces;

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

A. parking directly off the lane instead of driveway or aisle;

B. no buffering of a parking area located within the 20 feet (6.1 metres) of a side lot line adjacent to a residential district.

It is the opinion of the East Kildonan-Transcona Community Committee that subject to the conditions listed below, if any, this Variance meets the statutory criteria as outlined in Subsection 247(3) of the City of Winnipeg Charter in that it:

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

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

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

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

Supporting Reasons:

1. I think that this is a great project. The variances related to setbacks, et cetera, are supported by the public service, and I think help to make the project viable, they all seem reasonable to me.

2. Specifically for the parking, I think ECRC has done a really good job of consulting and understanding the parking needs that they'll have on site. They've got a good sense of what their staff will need. They've got a good sense, sort of informed knowledge, of what their future tenants will need, as well as their clients.

3. They do intend to work towards the co-op, which is great that'll be an amenity to their tenants as well as to the neighbourhood, but I think it's just a tricky situation with the car share of moving into a new area, so I feel confident that they're going to work towards it anyway and it would be a shame to let parking for cars essentially take precedence over housing for people, so I'm going to be supporting the removal of that condition.

ORDER:

The East Kildonan-Transcona Community Committee orders that the provisions of the "CMU Mature Communities PDO-1" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 are varied on "the land" for as follows:

1. For the construction of a mixed use building to permit:

    A. a front yard of 16.4 feet (5 metres)

    B. a north side yard of 13.5 feet (4.11 metres)

    C. a rear yard of 12.17 feet (3.71 metres)

    D. a lot area per dwelling unit of 381 square feet (35.4 square metres)

    E. a building height of 87 feet (26.52 metres)

    F. 71 parking spaces

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

    A. parking directly off the lane instead of driveway or aisle;

    B. no buffering of a parking area located within the 20 feet (6.1 metres) of a side lot line adjacent to a residential district.

subject to the following condition, which the East Kildonan-Transcona Community Committee considers necessary to ensure compliance with criteria (a) to (d) in Subsection 247(3) of the City of Winnipeg Charter, namely:

1. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

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

DATE OF ORDER: April 28, 2026

CERTIFIED BY:



B. Harris
Committee Clerk

HOW TO APPEAL

If you object to this Order, you are entitled to file a notice of appeal. Your notice of appeal must:

(a) be in writing;

(b) contain your name, mailing address, and phone number;

(c) be addressed as set out below;

(d) be received at that office not later than 4:30 p.m. on May 15, 2026;

[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD]

(e) refer to Variance Use Order No. DAV 133832/2026D; and

(f) provide the reason(s) for the appeal

The City Clerk may not schedule an appeal hearing until your notice of appeal meets the above requirements.

Address: City Clerk, City of Winnipeg
c/o Appeal Committee
Susan A. Thompson Building
Main Floor, 510 Main Street
Winnipeg, Manitoba, R3B 1B9

Fax: 204-947-3452
Email: CLK-Appeals@winnipeg.ca

THE FOLLOWING PERSONS MADE REPRESENTATIONS AND ARE ENTITLED TO APPEAL:

In Support:

George Cibinel
Nina Condo
Naomi Gichungu
Marko Gjuric
Ben McGillivary

In Opposition:

Nil

For Information:

Nil

For the City:

C. Ho, Planner, Planning, Property and Development Department
G. Kolody, Planner, Planning, Property and Development Department

EXHIBITS FILED FOR DAV 133832/2026D

1. Application
2. Notification of Public Hearing dated April 8, 2026
3. Manitoba Status of Titles 1345416/1 and 2169636/1
4. Letter of authorization for 545-569 Watt Street from the City of Winnipeg (Gord Chappell for the Director of Planning, Property & Development) to Mike Lennon, Housing Accelerator Fund Program Support Specialist at the City of Winnipeg, dated June 26th, 2025
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 DAV 133832/2026D dated April 7, 2026
7. Report from the Urban Planning Division dated April 14, 2026
8. Inspection Report
9. Communication dated April 22, 2026, from Naomi Gichungu in support of the application
10. Communication dated April 23, 2026, from Marko Gjuric in support of the application

Exhibit "7" referred to in File DAV 133832/2026D

ADMINISTRATIVE REPORT

Title: DAV 26-133832\D – 545 Watt Street

Issue: For a Variance associated with a mixed-use development.

Critical Path: East Kildonan-Transcona Community Committee > Standing Policy Committee on Property and Development > Executive Policy Committee > Council

AUTHORIZATION

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

RECOMMENDATIONS

The Urban Planning and Design Division recommends **approval** of the application to vary the "CMU Mature Communities PDO-1" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 as follows:

1. for the construction of a mixed use building to permit:

    a. a front yard of 16.4 feet (5 metres) instead of 25 feet (7.62 metres);

    b. a north side yard of 13.5 feet (4.11 metres) instead of 20 feet (6.10 metres);

    c. a rear yard of 12.17 feet (3.71 metres) instead of 25 feet (7.62 metres);

    d. a lot area per dwelling unit of 381 square feet (35.4 square metres) instead of 800 square feet (74.32 square metres);

    e. a building height of 87 feet (26.52 metres) instead of 70 feet (21.34 metres);

    f. 71 parking spaces instead of 90 spaces;

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

a. parking directly off the lane instead of driveway or aisle;

b. no buffering of a parking area located within the 20 feet (6.1metres) of a side lot line adjacent to a residential district.

Subject to the following condition(s):

1. 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.

2. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

REASON FOR THE REPORT

- The applicant is proposing to build a mixed-use development and requires Variances for building yard setbacks, lot area per dwelling unit, height, and parking requirements of the *Winnipeg Zoning By-Law*.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE:	**DAV 26-133832\D**
RELATED FILES:	DASZ 40/2025
COMMUNITY:	East Kildonan - Transcona Committee
NEIGHBOURHOOD #:	4.407 - (MUNROE WEST)
SUBJECT:	To vary the "CMU Mature Communities PDO-1" Development and Design Standards of the Winnipeg Zoning By-law No. 200/2006 as follows: 1) for the construction of a mixed use building to permit: a) a front yard of 16.4 feet (5 metres) instead of 25 feet (7.62 metres); b) a north side yard of 13.5 feet (4.11 metres) instead of 20 feet (6.10 metres); c) a rear yard of 12.17 feet (3.71 metres) instead of 25 feet (7.62 metres); d) a lot area per dwelling unit of 381 square feet (35.4 square metres) instead of 800 square feet (74.32 square metres);

e) a building height of 87 feet (26.52 metres) instead of 70 feet (21.34 metres);
f) 71 parking spaces instead of 90 spaces;

2) for the establishment of an accessory parking area to permit;
a) parking directly off the lane instead of driveway or aisle;
b) no buffering of a parking area located within the 20 feet (6.1metres) of a side lot line adjacent to a residential district.

LOCATION:	545 Watt Street
LEGAL DESCRIPTION:	EXC LANE PL 45284 LOT 3; LOT 4 PLAN 30623 92/93 K
APPLICANT:	Nina Condo (Elmwood Community Resource Centre and Area Association Inc.) 545 Watt Street Winnipeg, MB R2K 2S2
OWNER:	THE CITY OF WINNIPEG 65 Garry St Floor 3rd Flr (C/O PLANNING PROPERTY DEVELOPMENT SERV) Winnipeg, MB R3C 4K4

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.

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 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).

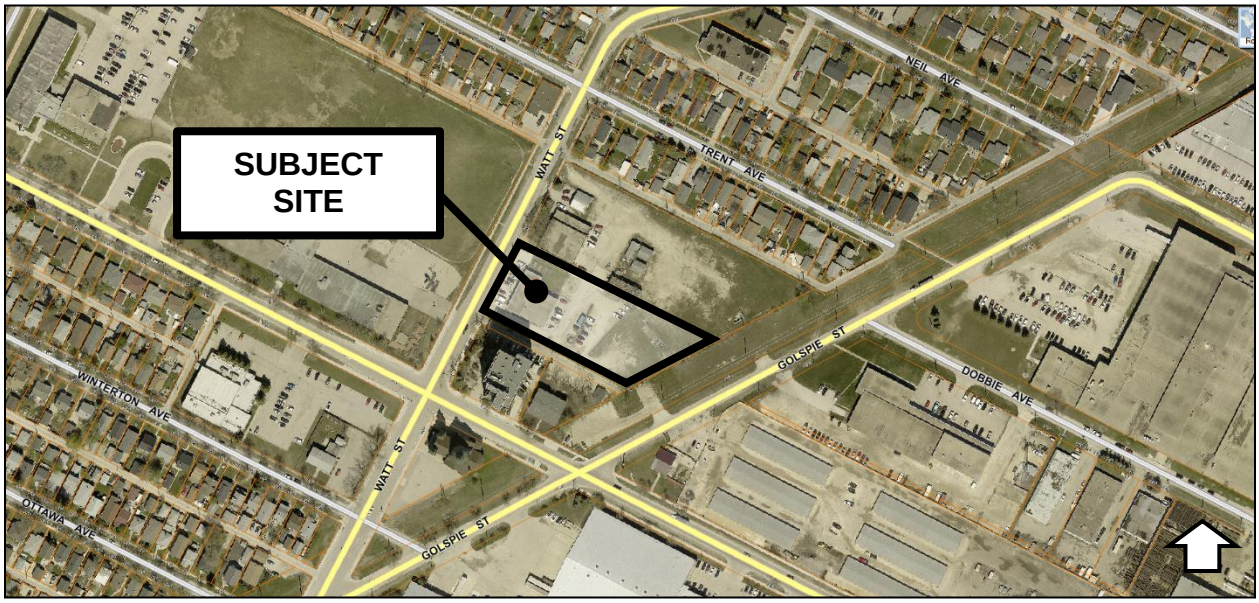


Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

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 $\pm$15 feet.
- The east rear yard building setback (next to the Hydro lands) is $\pm$14 feet.
- The north interior side yard building setback is 13.5 feet.
- The south side yard setback is $\pm$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 one of four direction strategies supporting *OurWinnipeg 2045*, the city's long-range development plan, and has statutory authority as a secondary plan. The Strategy guides land use and development in Winnipeg.
- The subject properties are in the "Established Neighbourhoods – Mature Communities" policy area of *CCDS 2.0*. Applicable goals and policies 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.*
    - *1.5 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.*

- **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.
    - *2.2 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 rightof-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 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.*
  - *3.3 Increase the supply of affordable housing within Established Neighbourhoods in proximity to commercial amenities, recreational opportunities and frequent transit service*
  - *3.4 Encourage development that incorporates affordable housing to locate close to the Primary Transit Network, rapid transit stations, and Urban Mixed Use Corridors.*
  - *3.5 Encourage multi-family residential development to incorporate affordable housing in accordance with Goal 1 and its associated policies outlined in the Housing section of this By-law.*
  - *3.6 Encourage new developments that incorporates housing types that enable "aging in place" in Established Neighbourhoods.*
- **Goal 5** 5.0 Ensure Established Neighbourhoods accommodate a variety of public and institutional uses to meet a broad range of community needs.
  - *5.1 Support public and institutional uses where residential neighbourhoods are not well served by these amenities or are areas of higher need. These uses may include day cares, places of worship, elementary schools, libraries, community centres, public parks, and recreation facilities.*

Goal 1, 2, 3 and 5 – Established Neighbourhoods – Mature Communities Policy Alignment

- The proposal increases the population within Established Neighbourhoods to align with the City's residential intensification target.
- The site design and building design is to a high standard of urban design which adds value to public and private urban spaces to create a sense of place and civic pride.
- The developments provides a diversity of housing types and tenures and incorporates affordable housing.
- The proposed developments provides residential, commercial, and public and institutional uses to meet community needs.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

Reason for Variances

Front Yard Building Setback

- The west front yard building setback is calculated as 25 feet. The development proposes a west front yard building setback of 16 feet 4 inches. For this reason, a Variance is required.

North Side Yard Building Setback

- The north side yard building setback is calculated as 20 feet. The development proposes a south rear yard building setback of 13.5 feet. For this reason, a Variance is required.

Rear Side Yard Building Setback

- The east rear yard building setback is calculated as 25 feet. The development proposes a south rear yard building setback of 13 feet 11 inches. For this reason, a Variance is required.

Lot Area per Dwelling Unit

- "CMU" zoned lots that have multi-family residential structures follow the "RMF-M" dimensional standards for lot area per dwelling unit of 800 square feet per dwelling unit. The development proposes a lot area per dwelling unit of 381 square feet per dwelling unit. For this reason, a Variance is required.

Building Height

- "CMU" zoned lots that have multi-family residential structures follow the "RMF-M" dimensional standards for building height of 70 feet. The development proposes a south rear yard building setback of 78 feet. For this reason, a Variance is required.

Parking Spaces

- The required number of parking spaces is 90 spaces. The development proposes 71 parking spaces. For this reason, a Variance is required.

Parking Directly off the Lane

- An accessory parking area must be provided with a driveway or aisle. The development proposes parking directly off the lane. For this reason, a Variance is required.

Buffering of an Accessory Parking Area

- An accessory parking area located within 20 feet of a side lot line adjacent to a residential district requires a landscaped buffer. The development proposes no buffering. For this reason, a Variance is required.

Analysis of Variances

Reduced Front Yard Building Setback

- The front yard building setback is 16 feet 4 inches instead of 25 feet. Mixed-use buildings are encouraged to be located near the front property line to create a pedestrian orientation. A pedestrian plaza is proposed in portions of the front yard setback to reinforce the public realms through landscaping, benches, and bicycle parking. There are no abutting residential dwellings and uses.
    - For these reasons, the Division supports this Variance.

Reduced North Side Yard Building Setback

- The north side yard building setback is 13.5 feet instead of 20 feet. This setback is still substantial to allow safe egress from the building. The setback will provide adequate separation distance from the future abutting development to the north.
    - For these reasons, the Division supports this Variance.

Reduced Rear Side Yard Building Setback

- The east rear yard building setback is 13 feet 11 inches instead of 25 feet. This setback is to the 2 storey gym use, the majority of the building massing is over 70 feet from the rear property line measured on a diagonal There are no abutting residential dwellings and uses to the east, only Hydro lands.
    - For these reasons, the Division supports this Variance.

Substandard Lot Area per Dwelling Unit

- The lot area per dwelling unit is 381 instead of 800 square feet per dwelling unit. The Public Service recommended the “CMU” zoning district under File No. DASZ 40/2025 to enable flexibility to permit attractive commercial, institutional, recreational, and/or service facilities needed to support surrounding neighbourhoods and the community at-large. The proposed density closer to the “RMF-L” dimensional standards is supportable here as there is a 15-storey multi-family dwelling precedent to the south, across the public lane, at 505 Munroe Avenue with a 161 square feet lot area per dwelling unit. The lot characteristics (internal corner lot, larger than typical for the neighbourhood, and direct access to a lane) make it easier to accommodate larger buildings or higher densities than is typical within a neighbourhood. As well, the proposal incorporates and increases the supply of affordable,

accessible and other housing options into new development within an Established Neighbourhood.
    - For these reasons, the Division supports this Variance.

Increased Building Height

- The building height is 78 feet instead of 70 feet. This is a deviation of 11%. The Public Service recommended the "CMU" zoning district under File No. DASZ 40/2025 to enable flexibility to permit attractive commercial, institutional, recreational, and/or service facilities needed to support surrounding neighbourhoods and the community at-large. The proposed building height that is within the "RMF-L" dimensional standards is supportable here as there is a 15-storey multi-family dwelling precedent to the south, across the public lane, at 505 Munroe Avenue. The lot characteristics (internal corner lot, larger than typical for the neighbourhood, and direct access to a lane) make it easier to accommodate a larger building than is typical within a neighbourhood. The potential sun/shadow impacts to abutting and adjacent uses are minimal.
    - For these reasons, the Division supports this Variance.

Reduced Parking Spaces

- There are 71 parking spaces provided instead of 90. Parking relaxations may be considered where a car share and bicycle parking is provided. A car-share vehicle and 77 bicycle parking spaces (12 outdoor and 65 indoor secure bike storage) are provided, which will help offset the parking shortage as well as encouraging alternative and sustainable transportation options for staff, residents and the community.
    - For these reasons, the Division supports this Variance.

Parking Directly off the Lane

- Parking is directly off the lane instead of from a driveway or aisle. This is common in Mature Communities to have parking directly off the lane. The public lane is paved, at least 20 feet wide, and the proposed parking spaces have a minimum parking space length of 23 feet to mitigate potential concerns related with public lane maintenance, maneuvering of vehicles, and snow storage.
    - For these reasons, the Division supports this Variance.

No Buffering of an Accessory Parking Area

- For infill developments in Mature Communities, this Variance is often unavoidable where lots are often constrained (deep and narrow) versus larger greenfield sites.
    - For this reason, the Division supports this Variance.

REASONS FOR DECISION

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

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

***In that**, the proposed development is consistent with policies in OurWinnipeg 2045 and Complete Communities Direction Strategy 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 site design and building design mitigate land use conflicts and massing impacts with the abutting and adjacent properties.*

(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 Variances are the minimum modification to mitigate negative impacts on the property.*

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

***In that,** the proposed intensity introduces a compatible new development on the block, in the neighbourhood, and within the ward.*

OURWINNIPEG 2045 POLICY ALIGNMENT

Goal: Good Health and Well-Being

Objectives

1. Enable access to basic needs for good physical and mental health.
2. Support positive health outcomes through the built and natural environments.
3. Proactively identify and address threats to community safety and well-being.

Policies

- ***4.4 Affordable and Supportive Housing Options:** Enable collaborative partnerships that provide a continuum of existing or new affordable housing, making use of municipal supports such as fiscal, regulatory and measurement tools to ensure those most in need have increased access throughout the resident and building life-cycle.*

Goal: Social Equity

Objectives

1. Uphold human rights so that no one is left behind.
2. Build bridges spanning ideas, cultures, identities and generations on a foundation of truth, understanding, and rights-based reconciliation.
3. Build social cohesion through community development solutions, coordinated, effective partnerships, and responsive service delivery.

Policies

- ***5.2 Affordable and Supportive Housing Options:** Conserve and increase development of a continuum of affordable and supportive housing throughout the city as a fundamental human right.*

Goal: City Building

Objectives

1. Responsibly plan, prioritize and accommodate growth in areas that best support Complete Communities principles, to achieve this Plan’s sustainable development goals:

2. Integrate resilient land use, transportation and infrastructure planning, and investments:
3. Facilitate development opportunities that complete established communities, and plan new communities as complete and connected from the outset.

Policies

- ***6.39 Affordable and Supportive Housing Options:*** *Facilitate affordable and supportive housing in all neighbourhoods, through a continuum of private and non-profit housing development that includes a mix of sizes, forms and tenures; resilient, low-carbon, and energy-efficient construction; adaptable, universal design accessibility; and proximity to integrated and, sustainable transportation options.*

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

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

- ***Key Direction 4.1:*** *Increase strategic infill development that provides access to and capitalizes on existing and planned corridors with frequent transit service*
- ***Key Direction 4.2:*** *Ensure new areas of growth are designed according to the principles of Complete Communities.*

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Goal 2: The City actively plans for and partners in affordable housing.

10-year Objectives:

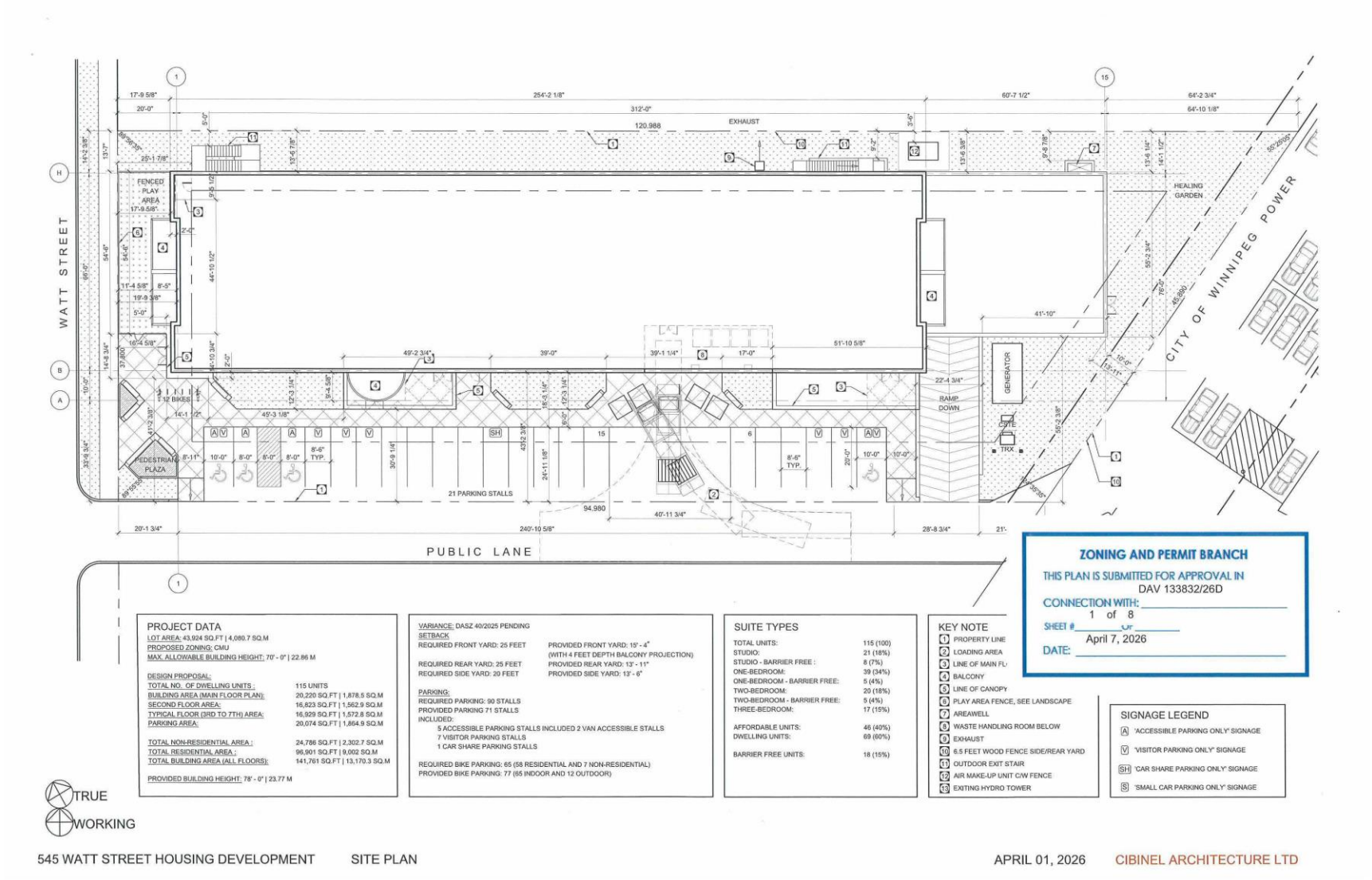
- ***A.*** *The City's capacity and commitment to advancing affordable housing initiatives are increased.*

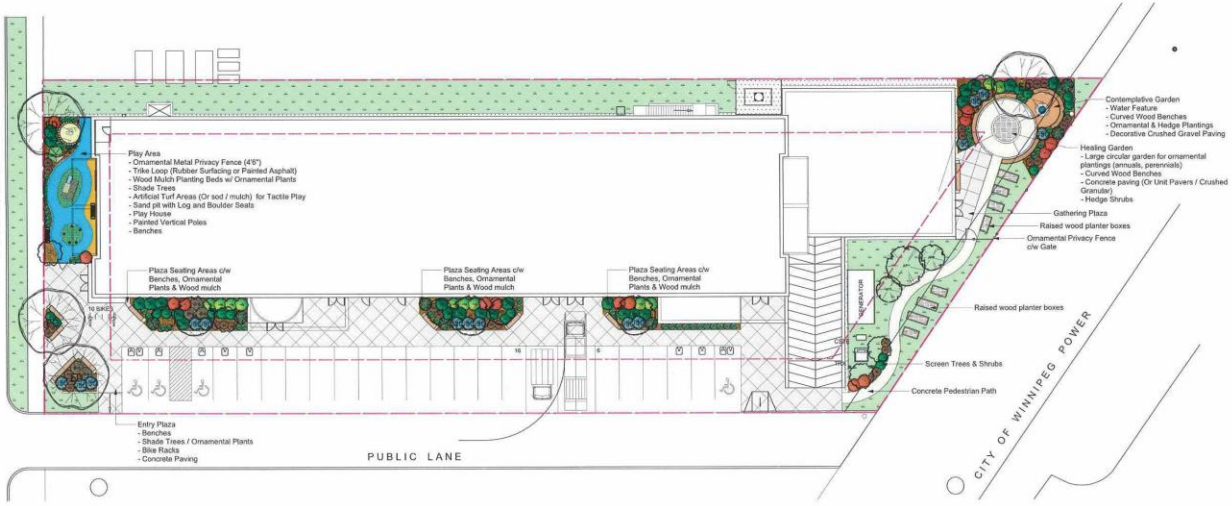
C. *Municipal tools, resources and partnerships are developed and used to encourage and facilitate affordable housing development.*

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Choi Ho, RPP, MCIP
Date:	April 14, 2026
File No.	DAV 26-133832\D

Exhibit “6” referred to in File DAV 133832/2026D





1 Landscape Scope Plan
L-1 Scale: 1:200

0 5 10 15 m

Surface Material Legend

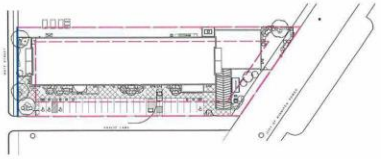
- Sod & Topsoil
- Wood Mulch Planting Bed
- Crushed Red Gravel Paving
- Concrete Paving
- Poured Rubber Safety Surfacing
- Pea Gravel Paving
- Artificial Turf Safety Surfacing
- Topsoil
- Play Sand

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 133832/26D

SHEET # 2 of 8

DATE: April 7, 2026



2 Zoning Analysis Plan
L-1 Scale: 1:750

0 5 10 15 20 25 m

City of Winnipeg Zoning Requirements

190 (2) Street Edge Landscaping

Street Frontage: Watt Street — 123 Lin ft.

	Required	Proposed
Trees	4	4
Shrubs	18	19

LANDFORUM
LANDSCAPE ARCHITECTS

General Notes

1. All work to conform to Canadian Landscape Standard (Current Edition)
2. All existing trees, sidewalks, curbs, catch basins, culverts, survey markers, to remain are to be protected during construction. Any damage to them is to be made good by the Contractor. Maintain positive drainage into all catch basins and curb inlets.
3. All work is to be warrantied for a period of not less than 1 year.
4. Contractor is to limit operations to the area within the area of work shown on the drawing. Should areas outside of this limit be damaged during the course of construction, Contractor is to make good the damage at his own expense
5. Contractor is to obtain location of all utilities prior to construction. If using power equipment to excavate contractor must notify Hydro and Gas and telephone utilities and take steps to avoid damaging their installations.
6. All dimensions are in meters unless otherwise noted
7. Contractor to confirm all dimensions and report any discrepancies to Contract Administrator prior to construction.
8. Layout is to be approved by Contract Administrator prior to any construction or demolition/removals.
9. All material depths in details are shown after compaction.

Preliminary

1. This drawing shall not be used for construction unless signed and sealed by Landscape Architect.
2. Variations and modifications to the work shown will not be allowed without prior written consent of Landscape Architect.
3. Drawing and Specifications, as instruments of service, are the property of the Landscape Architect. The copyright is reserved in the name of the Landscape Architect. No reproduction may be made without the prior written consent of the Landscape Architect.
4. Contractors/bidders are hereby granted a limited licence to reproduce these drawings for the purpose of bidding. Such reproductions are not to be used for construction.

No.	Date	Issue Notes
A	2026-03-18	Issued for Review

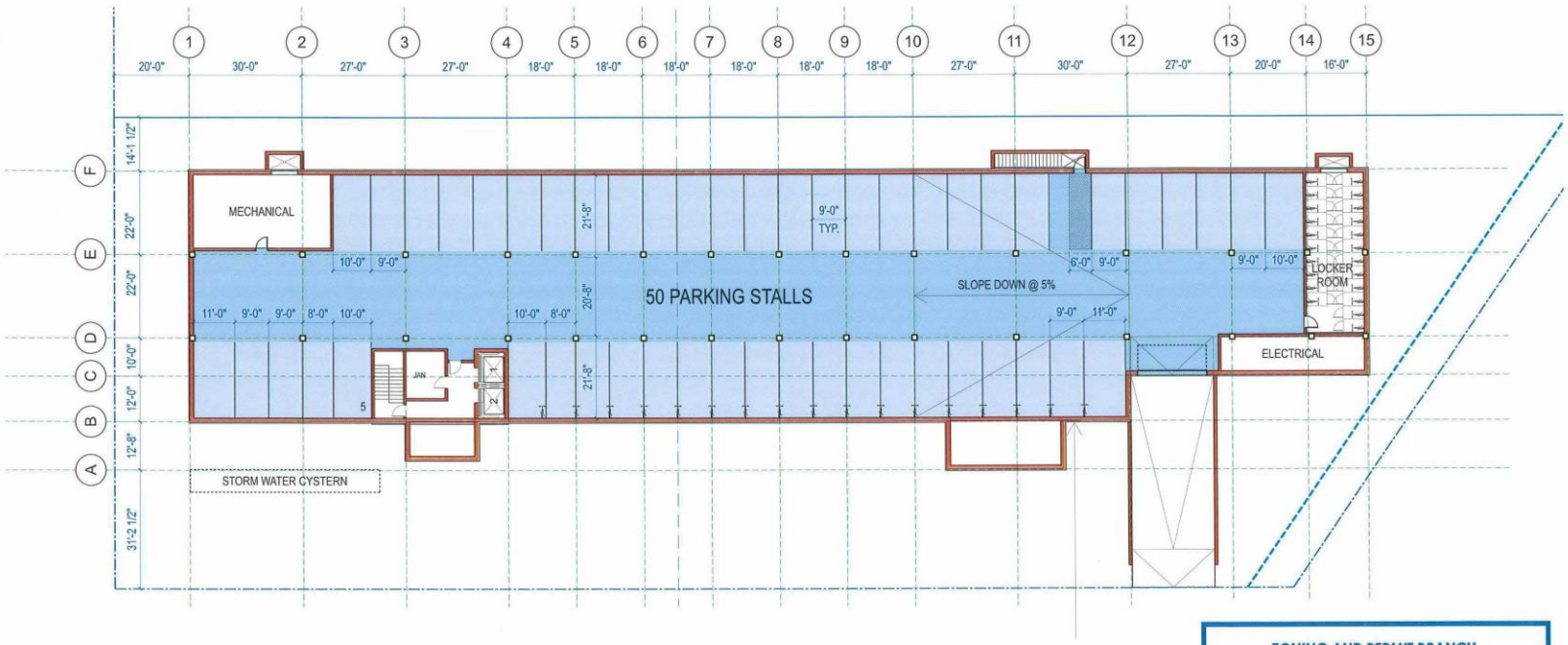
Consultant

Project Title: 545 WATT STREET
HOUSING DEVELOPMENT
Winnipeg MB

Drawing Title: Landscape Scope Plan

Drawing No.: L-1 of 7

545 Watt St_Working.vwx



ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH. DAV 133832/26D

SHEET # 3 of 8

DATE: April 7, 2026

TRUE WORKING

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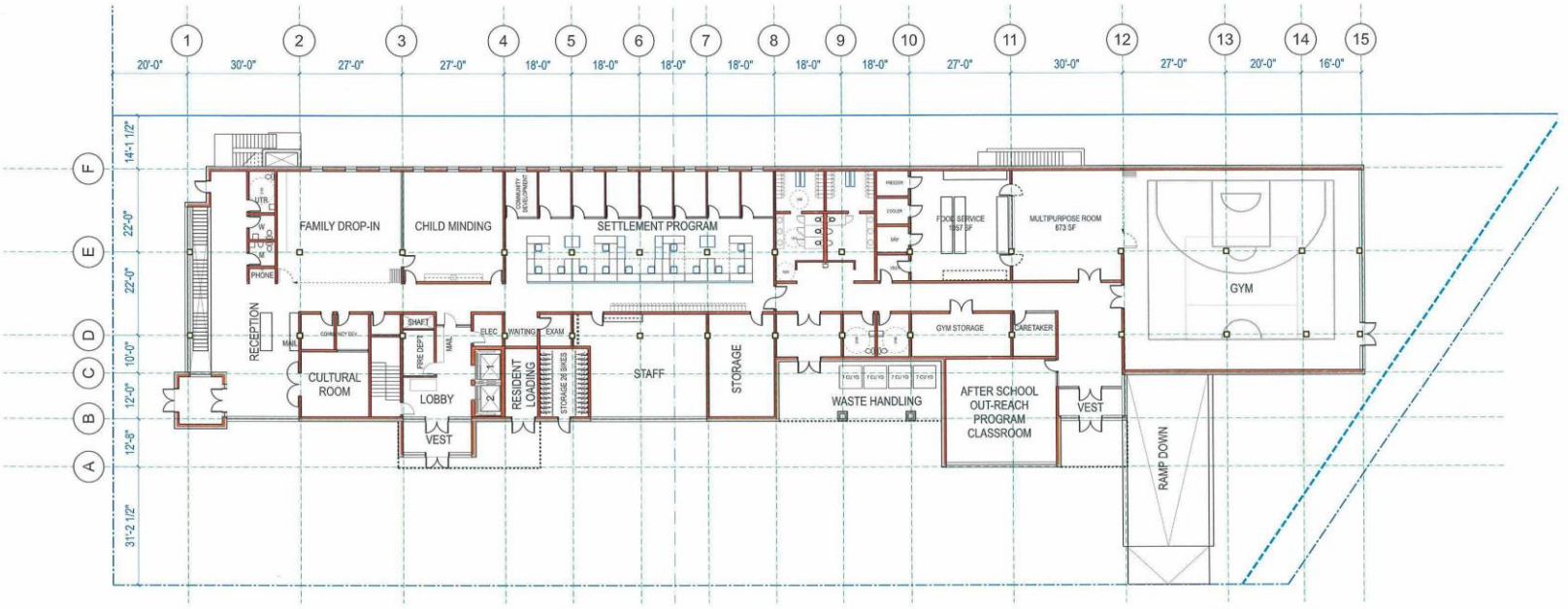

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 133832/26D

SHEET # 4 of 8

DATE: April 7, 2026

TRUE WORKING

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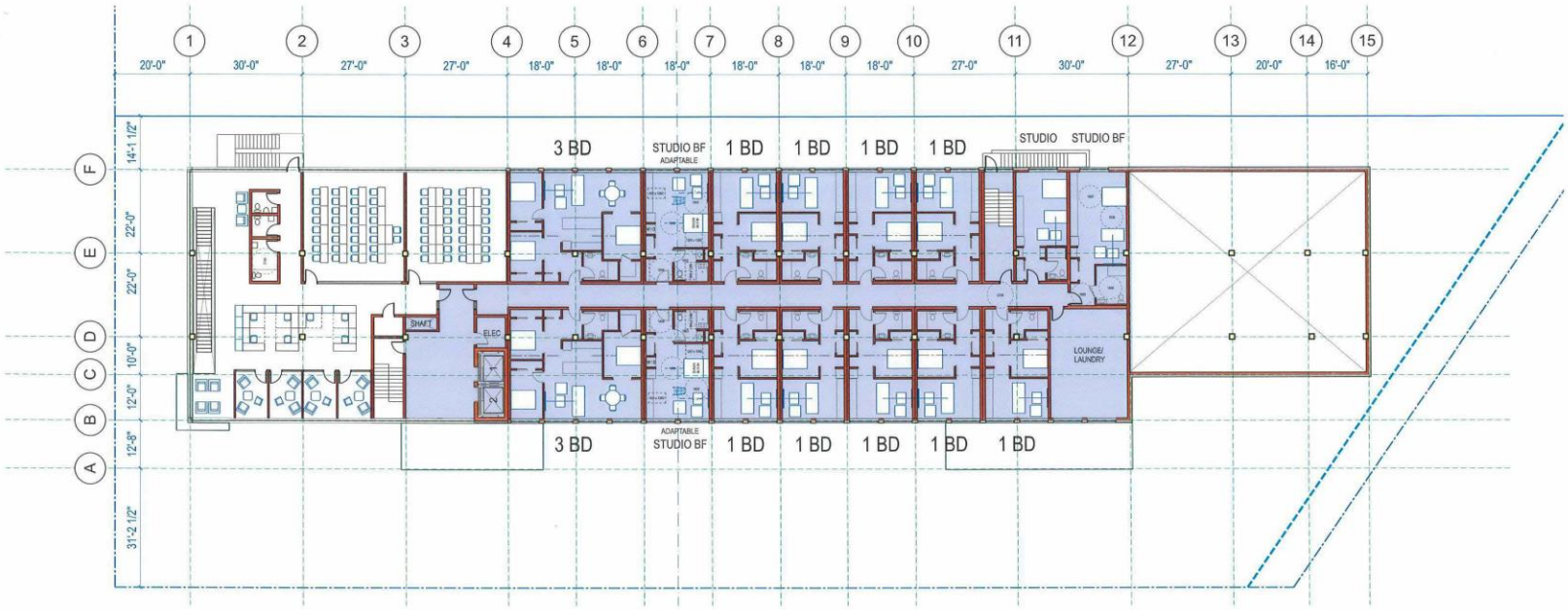

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 133832/26D

SHEET # 5 of 8

DATE: April 7, 2026

TRUE WORKING

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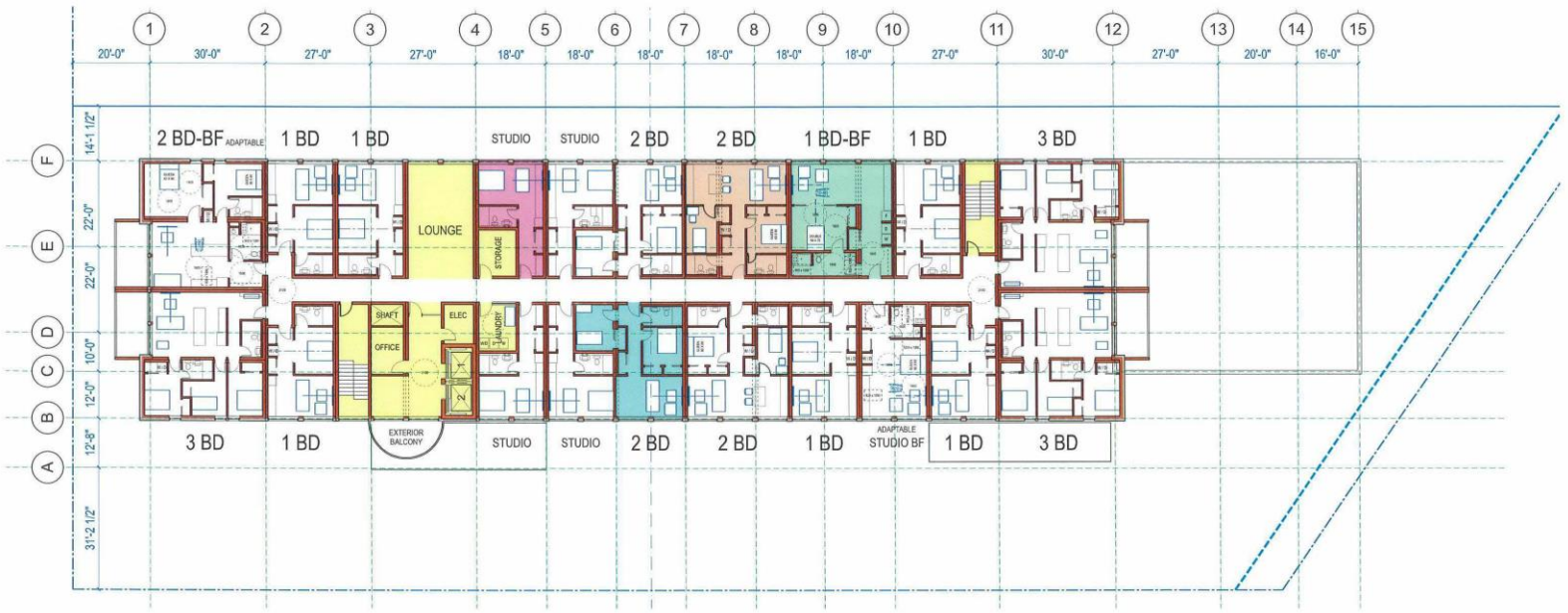

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH: DAV 133832/26D

SHEET # 6 of 8

DATE: April 7, 2026

TRUE WORKING

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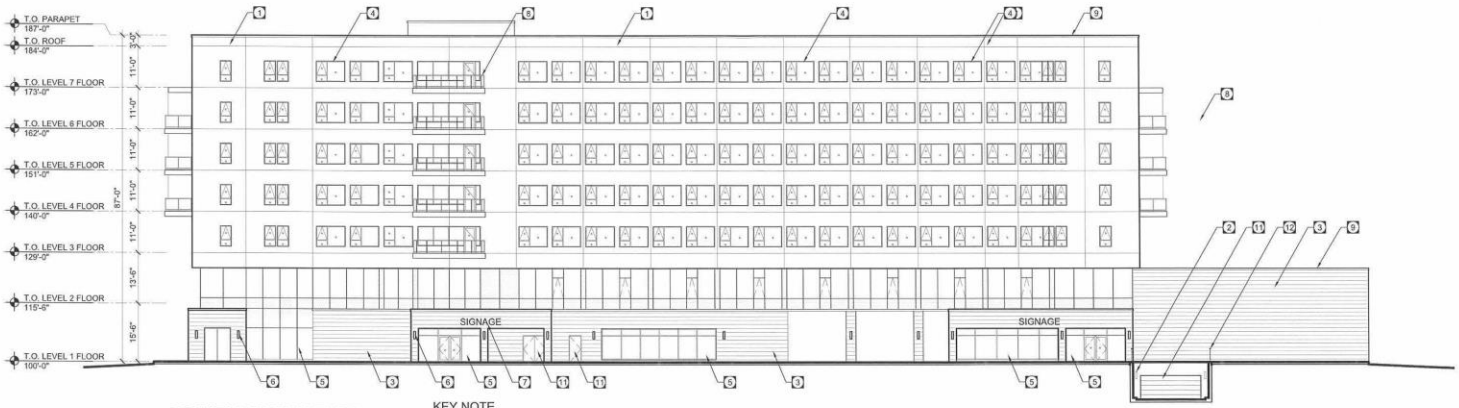
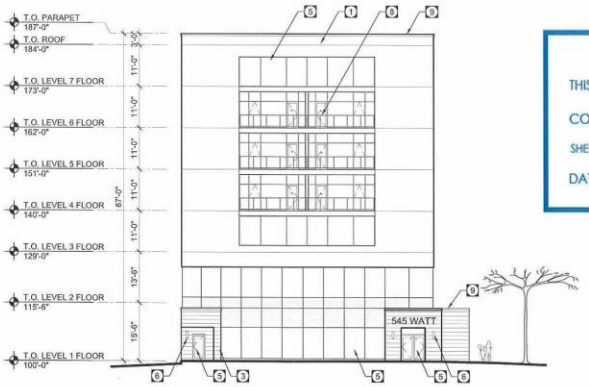


SOUTH ELEVATION

SCALE: 1/26" = 1'-0"

KEY NOTE

1. EXTERIOR INSULATION & FINISH SYSTEM (EIFS) - WHITE
2. EXTERIOR INSULATION & FINISH SYSTEM (EIFS) COLOUR TO MATCH ADJ STONE VENEER COLOUR
3. STONE VENEER
4. VINYL WINDOW
5. ALUMINUM CURTAIN WALL GLAZING SYSTEM
6. LIGHT FIXTURE
7. BUILDING SIGNAGE
8. ALUM. BALCONY GUARDRAIL C/W TEMPERED GLASS
9. PRE-FIN. METAL FLASHING
10. INSULATED OVERHEAD GARAGE DOOR
11. INSULATED METAL DOOR, COLOUR TO MATCH ADJ STONE VENEER
12. ALUMINUM GUARDRAIL C/W PICKET
13. GALZ. STEEL METAL EXIT STAIR
14. ALUM. WINDOW



WEST ELEVATION

SCALE: 1/26" = 1'-0"

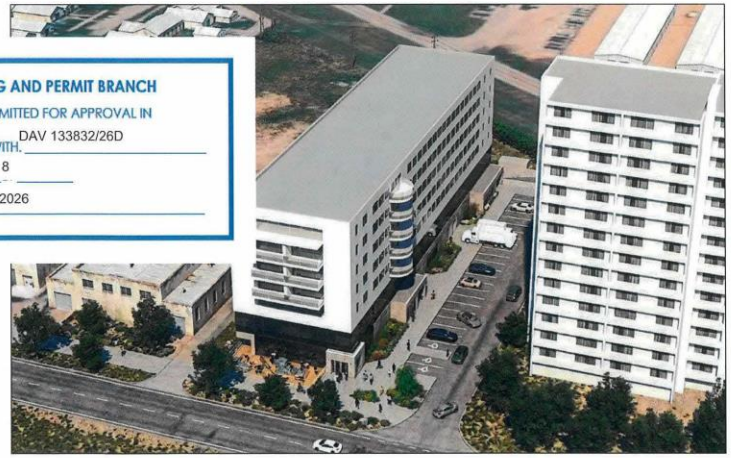
TRUE WORKING

ZONING AND PERMIT BRANCH

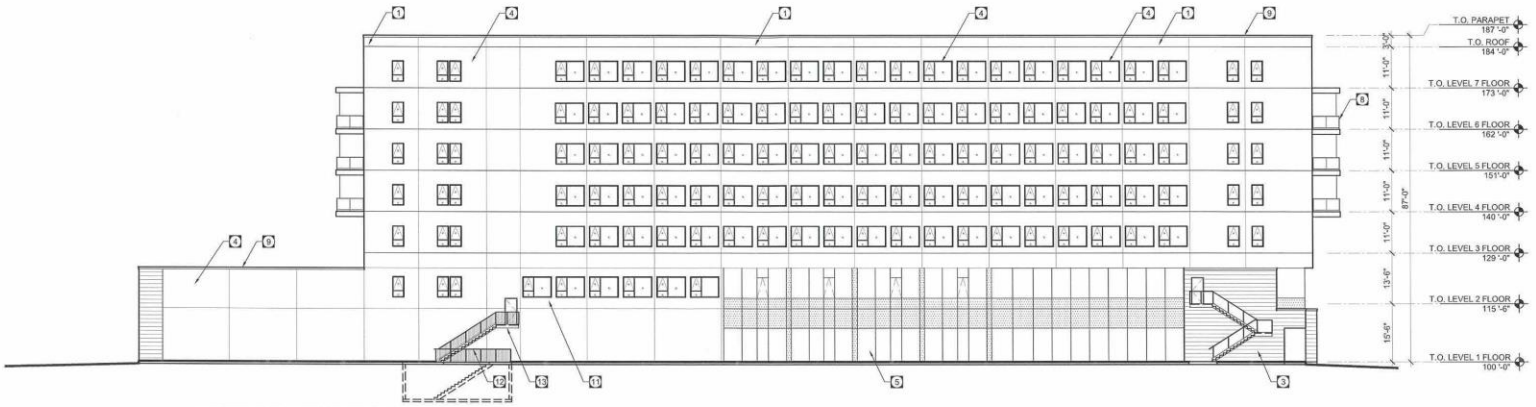
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH. DAV 133832/26D

SHEET # 7 of 8

DATE: April 7, 2026



545 WATT STREET HOUSING DEVELOPMENT SOUTH & EAST BUILDING ELEVATION AND COLOUR RENDERING APRIL 01, 2026 CIBINEL ARCHITECTURE LTD

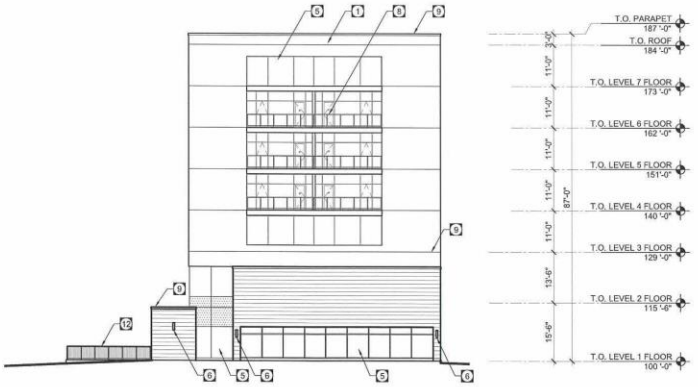


NORTH ELEVATION

SCALE: 1/26" = 1'-0"

KEY NOTE

1. EXTERIOR INSULATION & FINISH SYSTEM (EIFS) - WHITE
2. EXTERIOR INSULATION & FINISH SYSTEM (EIFS) COLOUR TO MATCH ADJ STONE VENEER COLOUR
3. STONE VENEER
4. VINYL WINDOW
5. ALUMINUM CURTAIN WALL GLAZING SYSTEM
6. LIGHT FIXTURE
7. BUILDING SIGNAGE
8. ALUM. BALCONY GUARDRAIL C/W TEMPERED GLASS
9. PRE-FIN. METAL FLASHING
10. INSULATED OVERHEAD GARAGE DOOR
11. INSULATED METAL DOOR, COLOUR TO MATCH ADJ STONE VENEER
12. ALUMINUM GUARDRAIL C/W PICKET
13. GALV. STEEL METAL EXIT STAIR
14. ALUM. WINDOW



EAST ELEVATION

SCALE: 1/26" = 1'-0"

TRUE

WORKING

ZONING AND PERMIT BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN

CONNECTION WITH DAV 133832/26D

SHEET # 8 of 8

DATE: April 7, 2026



545 WATT STREET HOUSING DEVELOPMENT NORTH & WEST BUILDING ELEVATION AND COLOUR RENDERING APRIL 01, 2026 CIBINEL ARCHITECTURE LTD