Minutes – Lord Selkirk-West Kildonan Community Committee – June 2, 2026

REPORTS

Item No. 1 Plan Approval – 1245 Court Avenue
(Old Kildonan Ward)
File DASZ 18/2023

COMMUNITY COMMITTEE DECISION:

The Lord Selkirk-West Kildonan Community Committee concurred in the recommendation of the Winnipeg Public Service and approved plans for 1245 Court Avenue.

DECISION MAKING HISTORY:

Moved by Councillor Sharma,

That Rule 51(1.1) of the Procedure By-law No. 50/2007 be suspended to allow a submission made by Jackie Wilkie received after 12:00 noon on the business day prior to the meeting, to be included in the minutes.

Carried

Moved by Councillor Sharma,

That the recommendation of the Winnipeg Public Service be concurred in.

Carried

The following persons submitted communications in support of the matter:

- Jackie Wilkie
- Permvir Chohan

ADMINISTRATIVE REPORT

Title: Plan Approval 26-132164 – 1245 Court Avenue

Issue: For consideration at the Public Meeting of the plan approval drawing package for a 32-unit mixed use commercial and multi-family building and accessory parking area.

Critical Path: Lord Selkirk – West Kildonan Community Committee as per DASZ 18/2023

AUTHORIZATION

Author	Division Head	Department Head	CFO	CAO
S. Jerez, 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 18/2023:

That the Owner must submit plans 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. landscaping

g. free-standing signage

on the Owner's Land ("Works") to the City for approval by the Director of Planning, Property and Development ("Director") and the Lord Selkirk West Kildonan Community Committee prior to the issuance of any building or development permit, 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 a dimensioned site plan, a landscape plan with a plant list, and colour elevations.

IMPLICATIONS OF THE RECOMMENDATIONS

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

HISTORY

DASZ 18/2023, DAV 153861/2023D & DCU 15246/2023D

- On January 4, 2023, the Lord Selkirk – West Kildonan Community Committee approved the consolidation and rezoning of the subject land to an "RMU" Residential Mixed-Use District, on the condition that the owner enters into a Zoning Agreement with the City. Among the conditions placed in this Zoning Agreement was that plan approval by the Lord Selkirk – West Kildonan Community Committee and the Director of Planning, Property and Development be required prior to the construction of any new development.
- Related Variances were approved for reduced setbacks, and a concurrent Conditional Use application was approved to permit the establishment of an accessory Outdoor dining/drinking area use.

FILE/APPLICANT DETAILS

FILE:	**ZR-PA 26-132164**
COMMUNITY:	Old Kildonan
NEIGHBOURHOOD #:	3.326 - Leila North
SUBJECT:	Plans for a 32-unit mixed use commercial and multi-family building and accessory parking area.
LOCATION:	1245 Court Avenue
LEGAL DESCRIPTION:	LOT 1 DASZ 18/2023
APPLICANT:	McGowan Russell Group Inc. (Jackie Wilkie)
OWNER:	PERMVIR CHOHAN

DISCUSSION

SITE DESCRIPTION

- The subject property is located at the northeast corner of Court Avenue and Pipeline Road, in the Leila North neighborhood of the Old Kildonan Ward.
- The subject site is 39,524 square feet in area and zoned "RMU" Residential Mixed-Use.
- As per the *Complete Communities Direction Strategy 2.0*, the subject lands fall within a “Recent Community” policy area. Under the *Precinct "E" - Precinct Plan*, the site falls within the “Higher Density Residential” policy area.

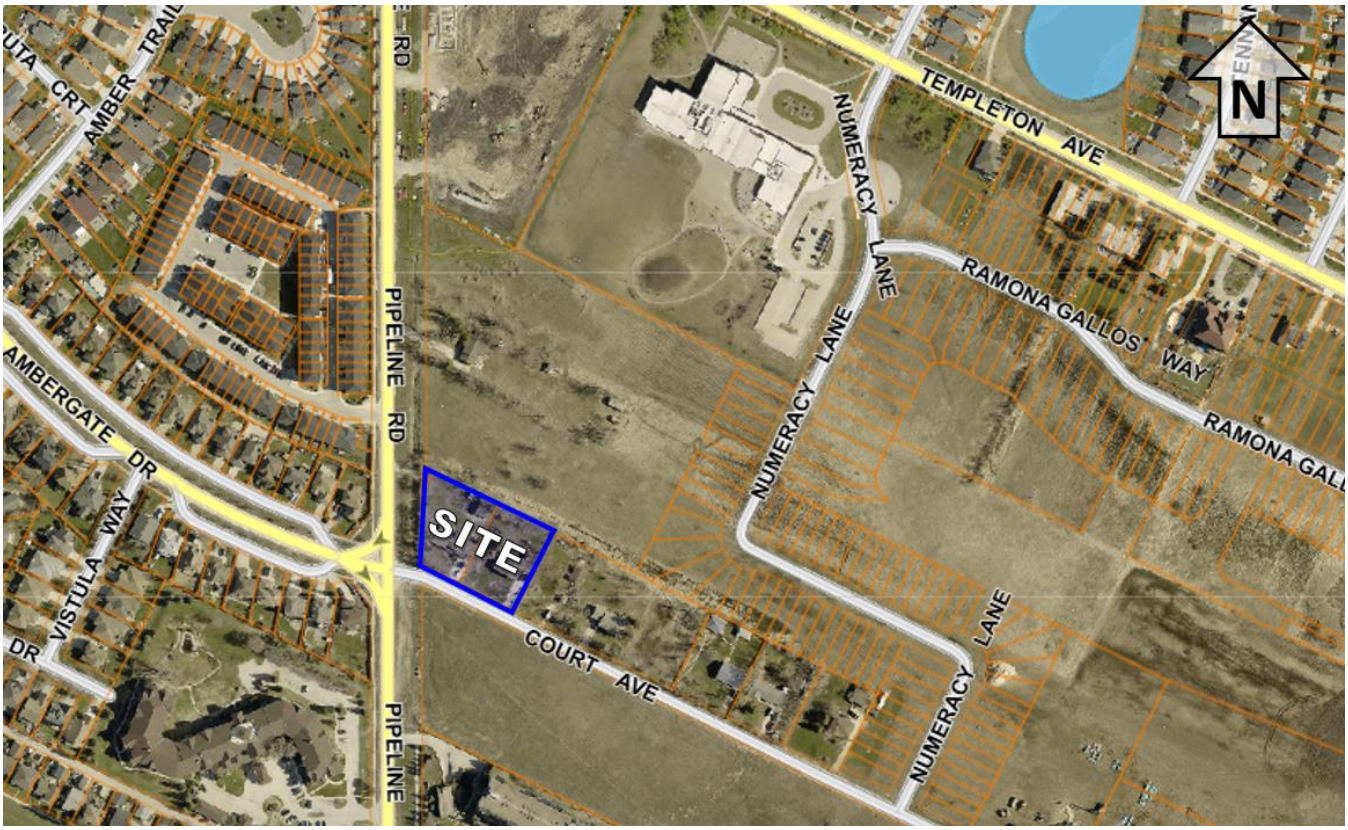

Figure 1: Air photo of subject site and surrounding context (*Flown, 2024*)

DESCRIPTION OF THE PROPOSED DEVELOPMENT

Site Plan and Elevations

The applicant is proposing to construct a four storey mixed-use building with 3 commercial units and 32 residential units.

The proposed building would contain a total of 7,495 square feet of commercial space on the ground floor. Anticipated tenants include a medical office, a local grocer, and a café with an 810 square foot patio space located at the west end of the proposed building.

The proposed building is +/- 45.5 feet in height, oriented east-west in the centre of the lot, with drive aisles and parking on the east, north, and south (Court Avenue) sides of the proposed building.

The commercial entrances and primary residential entrances would be located on the elevation facing the Court Avenue (south), with additional entrances on the rear (north) side of the building.

The proposed building would be finished with brick-pattern charcoal EIFS on the ground floor, and fibre cement panels in white and three shades of grey for residential levels 2-4. The proposed elevations show glass balconies with aluminum guard rails for each unit.

The plans provided meet the landscaping requirements, as follows:

- Street edge landscaping of 7 trees and 32 shrubs along Court Avenue, and 4 trees and 18 shrubs along Pipeline Road.
- Building foundation landscaping of 24 shrubs along the façades facing Court Avenue and Pipeline Road.
- Parking Lot interior landscaping of 4 trees and 12 shrubs.

Accessible pedestrian connections and crossings have been provided.

Site access and Parking

Vehicular access to the site would be from a private approach on Court Avenue, near the south east corner of the property.

- The applicant is proposing to provide 66 outdoor parking spaces, including 18 commercial parking spaces, and 48 residential spaces (meeting the Zoning By-law requirement for 1 unit to 1.5 parking spaces). The total spaces exceed the zoning by-law requirement for 62 spaces.
- The applicant is proposing to provide the following assigned spaces:
  - 5 visitor parking spaces;
    - 1 loading space;
  - 2 accessible spaces;
  - 2 van accessible stalls; and,
  - 20 bicycle parking spaces (well above the required 6 bike parking spaces).

Recognizing the limited on street parking in the vicinity, the applicant notes that the proposed development consists of 32 residential units and 3 commercial spaces, each with distinct and complementary demand patterns, and has outlined the following parking strategy:

- Parking demand will be adequately met through a combination of surplus supply, staggered peak operating hours, and complementary residential and commercial usage patterns.

- Residential parking demand is primarily concentrated during evening and overnight hours, while commercial demand occurs mainly during daytime business hours. This separation significantly reduces peak combined parking demand.
- Complementary timing would significantly reduce overlapping peak demand, as follows:

  Medical Office

  - Operating hours: 9:00 AM – 5:00 PM; last patient appointments scheduled at 4:30 PM.
  - Peak parking demand would occur during mid-day business hours, with no evening or weekend parking demand. Parking demand would decline sharply after 4:30 PM with no evening parking.
  - The owner observes that based on over 20 years of operational experience managing similar medical practices, patient visits are scheduled, predictable, and short in duration.

  Coffee Shop

  - Operating hours: 7:00 AM – 7:00 PM
  - The coffee shop's parking demand aligns primarily with morning commuters and early daytime visitors. Peak parking demand would occur in the morning and early afternoon, with limited clientele after 3:00–4:00 PM. Evening demand is minimal and is not expected to overlap with residential peak parking needs.

  Small Scale Grocer

  - Operating hours: 9:00 AM – 9:00 PM
  - The grocer would be a small-format store with limited browsing space, generating short-term, high-turnover parking rather than long-duration occupancy. Typical customer stays of 10–15 minutes are anticipated. This use would not create sustained parking congestion and is spread evenly throughout the day.

  - The applicant states that the surplus parking, combined with staggered peak demand across uses, ensures that parking needs are met comfortably at all times of day. The applicant expects that no single use would generate sustained peak demand that conflicts with another.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The property is designated an "Established Neighbourhood - Recent Community" policy area under the *Complete Communities Direction Strategy 2.0* (CCDS 2.0). Key relevant policies include the following:

  1.15: Low-rise residential uses will generally be encouraged to locate on arterial roads and collector roads where compatible with adjacent land uses and where they can be

conveniently serviced with transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.

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.

2.17 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: 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.

Goal 3: Ensure all communities provide a diversity of housing options and meet resident life-cycle housing needs.

Goal 4: Ensure neighbourhoods accommodate a range of commercial services and amenities within walking distance to meet daily needs.

PRECINCT ‘E’ PRECINCT PLAN

- The site is also located within an area covered by the *Precinct ‘E’ Precinct Plan* which designates the property as a “Higher Density Residential” policy area.
- The *Precinct Plan* also identifies a “Special Planning Area” which is a specific area that requires a slightly greater level of planning detail, and includes the areas between Templeton Avenue and Court Avenue. A key applicable policy is the requirement for a concept plan covering the Special Planning Area must be approved by the Lord Selkirk-West Kildonan Community Committee prior to any applications to rezone and/or subdivide

land. The Committee approved the required concept plan at a regular scheduled public meeting in December of 2018.

- Key policies include the following:

  5.3 Higher Density Residential Development Policies

  a. *Two family housing, townhouses, low rise apartments (four storeys or less), and mid-rise apartments (generally six storeys or less) shall be the predominant use of land within this policy area.*

     a.1. 1: *Mid-rise apartment uses up to a maximum of eight storeys may be considered through the development application process provided the scale and design of the proposed development is compatible with surrounding existing and planned land uses, and there is existing or planned infrastructure to accommodate the proposed use.*

  b. *It is expected that these areas will develop to approximately 24.7 units per gross developable hectare (10.0 units per gross developable acre) or greater.*

  c. *Local scale commercial uses should be permitted on the main of floor buildings within this policy area.*

  d. *Each building design and site plan should address the issue of privacy for immediate neighbours through measures such as building mass, building orientation and landscaping.*

  e. *On-site amenity features such as benches, walking paths, and treed areas should be provided to meet active and passive recreation/leisure needs of residents.*

  f. *Convenient pedestrian connections to all land uses on the site as well as off-site connections shall be provided.*

  g. *Multi-family housing units should be located to allow for transit servicing to be provided at a walking distance of no more than 200 meters.*

REASONS FOR THE RECOMMENDATIONS

The Urban Planning and Design Division recommends approval of the submitted plans because they align with the *Complete Communities Direction Strategy 2.0* and the *Precinct 'E' Plan*.

CONSULTATION

N/A

SUBMITTED BY

Department: Planning, Property and Development

Division: Urban Planning and Design
Prepared by: Simi Jerez, RPP MCIP
Date: May 22, 2026
File No: ZR-PA 26-132164