Agenda – East Kildonan-Transcona Community Committee – June 22, 2026

REPORTS

Item No. 2 Plan Approval – Plessis Road
(Transcona Ward)
File DASZ 16/2024

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

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

DECISION MAKING HISTORY:

COMMUNITY COMMITTEE RECOMMENDATION:

On June 1, 2026, the East Kildonan-Transcona Community Committee laid the matter over to its meeting on June 22, 2026.

Brennan Johnson, Landmark Planning & Design Inc., submitted a presentation in support of the matter.

ADMINISTRATIVE REPORT

Title: Plan Approval 26-129078 – Plessis Road (Roll No. 09009871100)

Issue: For consideration of a Plan Approval for an 89-unit multi-family development.

Critical Path: East Kildonan – Transcona Community Committee as per DASZ 16/2024

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 16/2024:

i) That for those portions of the Owner's Land zoned "RMF-S" Residential Multi-Family (Small) 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 East Kildonan-Transcona Community Committee prior to the issuance of any building or development permit, and

thereafter must construct the Works in substantial conformance with the approval 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
- 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 16/2024:

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

FILE/APPLICANT DETAILS

FILE:	**ZR-PA 26-129078**
COMMUNITY:	Transcona
NEIGHBOURHOOD #:	4.425 - (TRANSCONA SOUTH)
SUBJECT:	Plans for an 89-unit multi-family development
LOCATION:	Plessis Road
LEGAL DESCRIPTION:	BLOCK 5 PLAN 76319
APPLICANT:	Landmark Planning & Design Inc (Brennan Johnson)
OWNER:	WATERSIDE ESTATES INC.

DISCUSSION

SITE DESCRIPTION

The subject property is located near the southwest corner of Plessis Road and Dugald Road, north of Camiel Sys Street, off Shady Shores Drive East, in the Transcona South Neighbourhood of the Transcona Ward.

The site is +/- 227,396 square feet (5.22 acres) in area.

The site is currently vacant lands.

The property currently has no vehicular access.

Shady Shores Drive East is a collector road.

The subject property is located within a “Recent Communities” policy area under *Complete Communities Direction Strategy 2.0*.

The property was recently rezoned “RMF-S” Residential Multi-Family (Small).

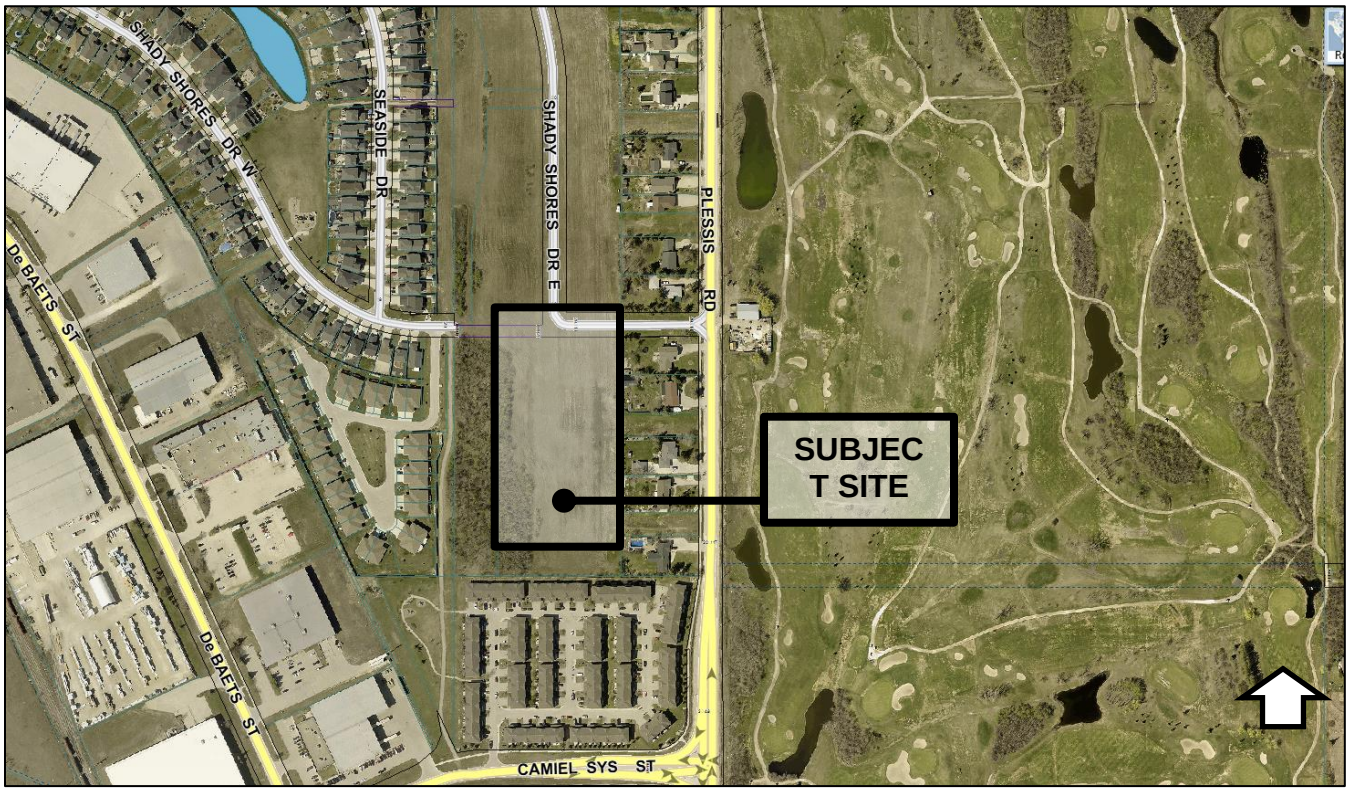

Figure 1: Air photo of subject site and surrounding context (*Flown 2024*)

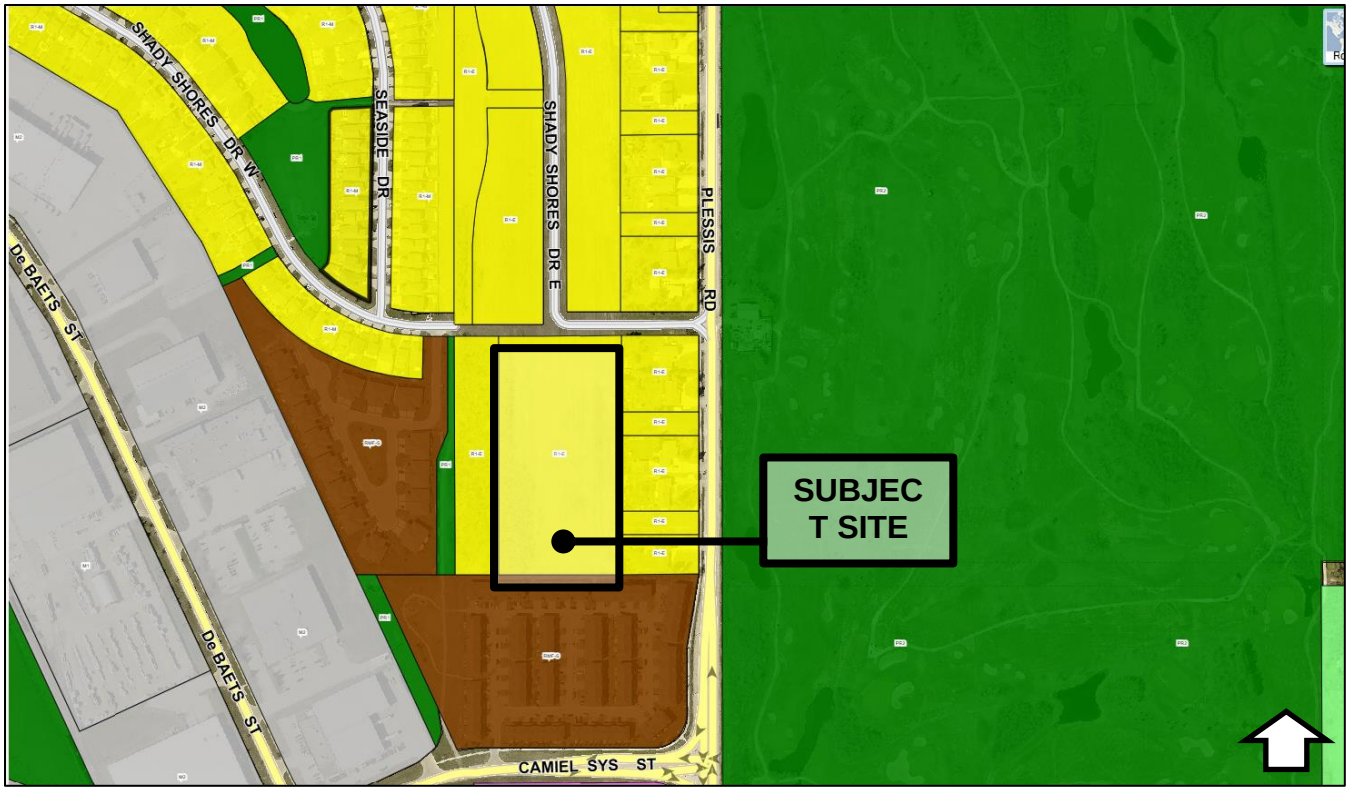

Figure 2: Zoning and surrounding land uses (*subject site recently rezoned to RMF-S*)

SURROUNDING LAND USE AND ZONING

North: Future sidewalk connection, Shady Shores Drive East, then vacant lands/future development recently rezoned "R2" Residential Two-Family and "R1-S" Residential Single-Family (Small)

South: 875 Camiel Sys Street – a 124-unit multi-family dwelling use zoned "RMF-S" Residential Multi-Family (Small)

East: 854-900 Plessis Road – single-family dwelling uses zoned "R1-E" Residential Single-Family (Estate) and Block 6 and 7 – vacant lands/future development recently rezoned "R1-L" Residential Single-Family (Large)

West: Public Reserve lands recently rezoned "PR-1" Parks and Recreation 1 (Neighbourhood), then 294 Shady Shores Drive West – an Active Transportation path (Shady Shores Buffer) zoned "PR-1" Parks and Recreation 1 (Neighbourhood), then single-family dwelling uses zoned "RMF-S" Residential Multi-Family (Small) and "R1-M" Residential Single-Family (Medium)

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing an 89-unit multi-family development.
- The 13 proposed buildings are each two (2) storeys in height.
- There are seven (7) 8-unit buildings, three (3) 6-unit buildings, and three (3) 5-unit buildings.

- There are 27 2-bedroom units and 62 3-bedroom units.
- Vehicle access is via an approach off Shady Shores Drive East.
- There are 172 parking spaces, of which 5 are accessible, and 14 are guest parking spaces.
- There are 14 outdoor bike parking spaces.
- The landscaping plan shows:
    - Street edge: 16 trees, 70 shrubs
    - Building foundation: 188 shrubs
    - Parking lot interior: 27 trees, 39 shrubs
    - There is a mix of sod/topsoil to the rear of the buildings and decorative stone mulch planting beds on the side and front yards of the buildings
- The façade of the buildings feature siding and cultured stone.
- Garbage/recycling collection (earth bins) are located in the east and west side yards.

ANALYSIS AND ISSUES

COLLABORATIVE PLANNING AND CONSULTATION

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.

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 the city of Winnipeg.
- The subject property is located in a “Recent Communities” policy area as outlined in *Complete Communities Direction Strategy 2.0.* Applicable goals and policies include:

D1: Established Neighbourhoods

- **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.*
- *1.6 In the absence of a secondary plan guiding the local development of an Established Neighbourhood, intensification should be guided by a number of factors to ensure compatible development, including:*
    - *a. Applicable City-endorsed policies or guidelines;*
    - *b. Existing zoning of the property and adjacent properties;*
    - *c. Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks, and layout;*
    - *d. Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;*
    - *e. Characteristics of the lot, including whether it is a corner lot, a larger lot than is typical for the neighbourhood, or the shape of the lot;*
    - *f. Proximity to Downtown, Mixed Use Centres, Major Redevelopment Sites and Mixed Use Corridors;*
    - *g. The supporting street network (ex. local, collector, or arterial streets) and the street network's ability to support proposed development;*
    - *h. The supporting transit, pedestrian and active transportation network; and*
    - *i. The supporting water, wastewater, and land drainage infrastructure and capacity to accommodate a proposed development or ability to make the required upgrades necessary to accommodate a proposed development.*
- *1.16 Small-scale residential uses may be accommodated on collector roads and local streets where compatible with adjacent land uses, and in consideration of the factors listed in Policy section 1.6.*

- **Goal 2 – 2.0 Design new development in Established Neighbourhoods to a high standard of urban design and construction to ensure new development adds value to public and private urban spaces to create a sense of place and civic pride.**
    - *2.3 Encourage, where contextually suitable, the location of multi-family buildings at or near the front and corner side property lines to create a pedestrian orientation that is respectful of the area context. Use setbacks to provide landscaping, front courtyards for individual units or other amenities that support the pedestrian environment, building design and relationship to the street.*

- *2.4 Encourage the use of high-quality, energy efficient, and durable exterior building façade materials.*
- *2.5 Encourage a variety of architectural styles.*
- *2.6 Encourage building design to include a range of architectural features that create visual interest and positively contribute to the visual aesthetics of the street and neighbourhood.*
- *2.9 Buildings with multi unit residential uses should be designed to support pedestrian activity and reinforce the public realm through thoughtful use of architectural features which may include, but are not limited to, the following:*
    - *a. Window placement that supports passive surveillance;*
    - *b. Unit entrances with direct access to the street;*
    - *c. Front porches;*
    - *d. Balconies;*
    - *e. Awnings;*
    - *f. Lighting; and*
    - *g. Height of primary entrances.*
- *2.10 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.*

- **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.*
  - *3.6 Encourage new development that incorporates housing types that enable "aging in place" in Established Neighbourhoods.*

<u>Established Neighbourhoods – Recent Communities – Goal 1, 2 and 3 Policy Alignment:</u>

- The development is sensitive and complementary to the existing neighbourhood context. The proposal includes small-scale residential 2-storey building heights. These building heights are below the "RMF-S" maximum (35 feet). The proposed building orientations, layouts and setbacks further mitigate potential negative impacts on the abutting neighbours.
- Intensification is supportable here due to the larger lot size than what is typical in the neighbourhood. The subject property is over 227,396 square feet (5.22 acres) in area, the lots in and around the subject site are 4,500-23,000 square feet in lot area. These characteristics of the lot provide a good opportunity to accommodate increased density within a lower density neighbourhood.
- The building design and site design creates visual interest and positively contributes to the visual aesthetics by incorporating a variety of colours, materials, articulation, front porches, unit entrances with direct access to the street, etc. to ensure the new development fits the street and neighbourhood context.
- The proposal provides a diversity of housing options, types and tenures within an Established Neighbourhood and meets resident life-cycle housing needs.

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 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:	May 19, 2026
File No:	ZR-PA 26-129078