EAST KILDONAN - TRANSCONA
RESIDENTS' ADVISORY GROUP
REPORT TO
East Kildonan / Transcona Community Committee
Agenda June 22, 2026

Notes Prepared June 17, 2026

Participants:

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Regrets:

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Safety Issues

E-Scooters

A concern about the use of e-scooters by minors was discussed. We feel this is a real safety concern, not just for the people riding the e-scooters but for pedestrians and drivers. We recently came across an article in the Winnipeg Free Press (June 11, 2026) about a situation in Vancouver and we are wondering if any consideration has been given to the City of Winnipeg enacting a similar law to the one in Vancouver.

> CHILD CRASHES SCOOTER
> NORTH VANCOUVER — The parent of a 12-year-old in North Vancouver has been ticketed after their child was injured when the e-scooter they were riding crashed into a car.
> RCMP say the crash happened on a local street on Wednesday when the child on the electric scooter hit a Volkswagen Jetta and was taken to hospital with minor injuries.
> They say several violation tickets were issued, including one to the parent for allowing a person under the age of 16 to operate the e-scooter.
> RCMP note that riders of e-scooters must be 16 or older, limit their speed to below 25 kilometres an hour, wear appropriate safety equipment and stay off sidewalks.
> Police say while they continue to educate on the issue, enforcement is being increased and they're holding parents accountable.

One of our members had contacted the Province with respect to this issue and was told the Province has been having discussions about implementing a law that prohibits anyone under 16 from riding an e-scooter. We are wondering if there is anything our Councilors can do to ensure the Province enacts an law sooner rather than later. We are concerned there are no rules or regulations about riding these e-scooters – no helmet requirement, no rules about where

you can ride them (on the road? sidewalk?) Some of these e-scooters can travel pretty fast.

Neighbourhood Watch Programs

Our communities seem to be experiencing some pretty scary situations. One member was mentioning people being dropped off on one end of the street who travel down the street breaking car windows and grabbing whatever they can and then getting picked up at the next corner. It seems very organized. Another member mentioned someone had tried to break into their residence at 1:20 a.m.. Another had an incident where someone had walked into someone's home at 3:30 in the afternoon – the person did not belong in that house and needed to be removed. Fortunately no one has been injured in these situations. But it is becoming a serious concern.

Neighbourhood Watch Programs used to exist in the past and we believe they were relatively effective. We've heard the Neighbourhood Watch Programs are being reactivated but so far we've heard nothing about when. We would appreciate it if the Councilors could ensure that the Neighbourhood Watch Programs were re-instated, again sooner rather than later.

Councilor Back-Ups / Contingency Plans

There have been instances where Councilors have not been able to fulfil their responsibilities. For example, Elmwood / East Kildonan had experienced an extended time period where we had no Councilor. We are wondering what back-ups are in place if a Councilor needs to take a leave of absence, passes away or is unable to perform their duties. Is it possible to appoint the Deputy Mayor as a fill-in for the Councilor who is not available? Or is it always necessary for a term to run out or a bi-election occur. This delay and no representation can be problematic for a community.

REPORTS

1. **Citizen Member Appointments – East Kildonan-Transcona Library Advisory Committee**
   Accepted as information.

2. **Plan Approval – Plessis Road**
   It is our understanding that this is currently a field / open space that is inhabited by various birds and other wildlife. The East Kildonan / Transcona Residents' Advisory Group is wondering what efforts have been made to protect / safe guard the natural habitat of these occupants. Has the developer considered
   - Pollination gardens
   - Natural plantings
   - Retention ponds?

We understand Administration is recommending Approval of this development and we are not saying we are against it. We see development as inevitable. And as developments go we feel this design is acceptable. However, we are losing so much of our green / wild spaces in this area. It isn't often we see any consideration for incorporating plans to preserve space for the birds and wildlife that remain in the few undisturbed areas we have.

3. Plan Approval – 621 Pandora Avenue West

There has been little change from the previous design presented by the Developer at the September, 2025 meeting. Based on a quick review of the original proposal and the current we present this chart below. The highlighted areas represent the changes in the proposal.

The build will be slightly smaller with increased buffer / green space surrounding the building but it is still a large build and has become taller than originally proposed. This raises a concern about sun and shade. Has a Sun / Shade study been done on how this will affect the surrounding residences? Has any public consultation been done to review this current design, which is slightly different than the one originally proposed? We realize no one came forward when the original build was presented at the Hearing in September, 2025 but now that the building is taller it might warrant further public consultation.

At the September, 2025 meeting Administration was recommending this build not be approved based on several issues and had proposed 2 alternatives, neither of which are the current plan. We see that Administration still has the same concerns but is willing to approve this plan based on the East Kildonan – Transcona Community Committees approval of the Subdivision and Rezoning– 621 Pandora Avenue West – DASZ 14/2025; Conditional Use – 621 Pandora Avenue West – DCU 154594/2025D and Variance – 621 Pandora Avenue West – DAV 154596/2025D applications put forward in September.

This development is not a bad design but we just don't feel it fits in this location.

September , 2025	Current Plan (May, 2026)
DESCRIPTION OF THE PROPOSED DEVELOPMENT	DESCRIPTION OF THE PROPOSED DEVELOPMENT
• The applicant proposes to consolidate and rezone the subject property from "R1-M" (Residential Single-Family – Medium) to "R2" (Residential Two-Family) to construct a new eight (8) unit multi-family dwelling.	• The applicant recently consolidated and rezoned the subject property from "R1-M Mature Communities PDO-1" (Residential Single-Family – Medium) to "R2 Mature Communities PDO-1" (Residential Two-Family) to construct a new eight (8) unit multi-family dwelling.
• The existing one-storey single-family dwelling with detached garage on the subject site will be demolished.	• The existing one-storey single-family dwelling with detached garage on the subject site will be demolished.
• The proposed eight (8) unit multi-family dwelling is 50 feet (15.24 metres) in width and 67 feet (20.42 metres) in depth. The proposed lot coverage is 42%.	• The proposed eight (8) unit multi-family dwelling is 42 feet in width and 65 feet in depth. The proposed lot coverage is 35%.
• The proposed density is 989 square feet (91.88 square metres) per dwelling unit.	• The proposed density is 989 square feet (91.88 square metres) per dwelling unit.
• The building height is approximately 26 feet (7.92 metres) with a flat roof.	• The building height is 31 feet.
• The front yard setback is 25 feet (7.62 square metres). The rear yard setback is 28 feet (8.53 square metres. The east and west side yard setbacks are 8 feet (2.44 metres), respectively.	• The front yard setback is 25 feet. The rear yard setback is about 30 feet. The east and west side yard setbacks are 8 feet and 16 feet respectively.
• The one-bedroom units are 605-640 square feet (56-59 square metres), and the two bedroom units are 850-940 square feet (79-87 square metres) in living area, respectively. Subject Site 11	• There are one-bedroom, two-bedroom, and three-bedroom units provided.
• The front building façade materials include grey EFIS, brick textured EFIS or similar, and wood panel.	• The front building façade materials include panelized brick system, vertical metal siding, and vertical wood grain metal siding.
• The plans show four (4) trees (Birch, Maple, and Juniper) and 18 shrubs.	• The plans show four (4) trees and 26 shrubs in the front yard. One (1) tree and four (4) shrubs in the rear yard, 10 shrubs in the east side yard, and three (3) trees and 11 shrubs in the west side yard.
• Access to the site is via the rear paved public lane.	• Access to the site is via the rear paved public lane. Subject Site 7
• There are seven (7) vehicle parking spaces, of which one (1) is accessible and one (1) is for guest parking. There are four (4) bicycle parking spaces.	• There are seven (7) vehicle parking spaces, of which one (1) is accessible and one (1) is for guest parking. There are six (6) bicycle parking spaces outdoors and some units show indoor bike closets.
• The garbage and recycling carts are located along the west side property line within a 4- sided enclosure and the applicant confirmed the development will use private collection.	• The garbage and recycling carts are located along the east side property line within a 3- sided enclosure, and the applicant previously confirmed the development will use private collection.
• Each unit has either a ground floor balcony or a second storey balcony outdoor amenity space.	• Six (6) of the eight (8) units have balconies.

4. Plan Approval – Reenders Drive

We are pleased to see some action and planning on this site. It has been a coming attraction for many years. We concur with Administration that this project should be approved.

5. Plan Approval – 99 Transcona Boulevard

Concur with Administration.

6. Plan Approval – 565 Watt Street

We have no issue with the design of this development but would ask that consideration be given to lighting, both for this development and for 545 Watt Street development. We also hope that the ways the two new developments are situated will be complementary to each other. Concur with Administration.

7. Park Plan Approval – Development Agreement 19/ 20 – Summerlea Central Park

Concur with Administration. Glad to see a park being developed!

8. Approval of Proposed Subdivision and Servicing Agreement for Land Located at 485 Grassie Boulevard

We have no issue with the subdivision of property.

However, this raises issues for us in terms of Grassie Blvd, both for cars and pedestrians. Grassie currently does not consistently have sidewalks from Lagimodiere to Plessis. Traffic is getting more and this street is often congested. We would like to recommend consideration be given to widening Grassie Blvd. to accommodate the growth currently and anticipated. This street is becoming increasingly busy and it is our understanding further development is being considered.

One suggestion has been to reroute traffic down Ham Street to Cordite Trail to take some of the stress off Grassie Blvd.. Interestingly, when we searched Ham Street AI generated this response – “Ham Street is a residential road located in the Transcona ward of Winnipeg, primarily intersecting with Grassie Boulevard. **The area is heavily car-dependent, situated just west of the Lagimodiere Boulevard corridor, and has recently been a focal point for major municipal expansion and development.**” (emphasis ours)

We would also like to see multi-use paths available along the full stretch between Lagimodiere and Plessis. The road is not suitable for sharing and there is no safe path that can be used by pedestrians or cyclists between this stretch. The path that currently exists is an isolated gravel path, no lighting and no visibility from the street or houses. Wolves and

coyotes have also been heard in the area which makes it a dangerous alternative to walking on the street.

Another concern that came up at our meeting was the corner of Grassie and Plessis. Currently this corner gets very icy and slippery during the winter as there is no wind break here. Our members have identified it as an unsafe corner. Would it be possible to prioritize this corner for sanding in the winter?