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

REPORTS

Item No. 5 Plan Approval – 99 Transcona Boulevard (Transcona Ward) File DASZ 39/2013

COMMUNITY COMMITTEE DECISION:

The East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service and approved plans for 99 Transcona Boulevard.

DECISION MAKING HISTORY:

Moved by Councillor Durand-Wood,

That Rule 11 of the Procedure By-law No. 50/2007 be suspended in order to alter the sequence of the agenda to consider item 5.

Carried

The Chairperson called Councillor Browaty to the Chair in order to move the following motion:

Moved by Councillor Wyatt,

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

Carried

Councillor Wyatt resumed the Chair.

John Gray, Architect, f-BLOK Architecture Inc., submitted a communication with respect to the matter.

ADMINISTRATIVE REPORT

Title: Plan Approval 26-142377 – 99 Transcona Boulevard

Issue: For consideration of a Plan Approval for a multi-family development

Critical Path: East Kildonan - Transcona Community Committee as per DASZ 39/2013

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 39/2013:

The Owner must submit plans showing the location and design of any and all proposed:
(i) buildings,
(ii) accessory parking areas,
(iii) garbage enclosures,
(iv) parks,
(v) active transportation pads,
(vi) sidewalks,
(vii) playgrounds,
(viii) fencing,
(ix) lighting,
(x) landscaping,
(xi) bicycle parking, and
(xii) signage
on the Owner's Land ("Works") to the City's Director of Planning, Property and Development ("Director") and the East Kildonan-Transcona Community Committee for approval prior to the issuance of any building or development permit, and thereafter must construct and maintain the Works in substantial conformance with the approved 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

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Division are concurred in, the proposal ***can*** proceed.

HISTORY

DASZ 39/2013:

- A Subdivision and Rezoning application was passed by Council in 2013, subject to a Zoning Agreement which stipulated Plan Approval as a condition.

FILE/APPLICANT DETAILS

FILE:	**ZR-PA 26-142377**
COMMUNITY:	Transcona
NEIGHBOURHOOD #:	4.433 - (REGENT)
SUBJECT:	Plans for multi-family development
LOCATION:	99 Transcona Boulevard
LEGAL DESCRIPTION:	LOT 1 PLAN 72704 WLTO IN OTM LOTS 88A AND 89A PARISH OF KILDONAN
APPLICANT:	PCL Constructors Canada Inc. (Mitch Ryder)
OWNER:	HOMES FOR HEROES FOUNDATION

DISCUSSION

SITE DESCRIPTION

The subject property is located on the north side of Transcona Boulevard, between the future Edward Schreyer Parkway and Plessis Road, in the Regent Neighbourhood, of the Transcona Ward.

The site is 43,665 square feet (1 acre) in area.

The site is currently vacant lands.

The property has no vehicular access.

Transcona Boulevard is a collector road.

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

The property is zoned “RMU” Residential Mixed-Use district.

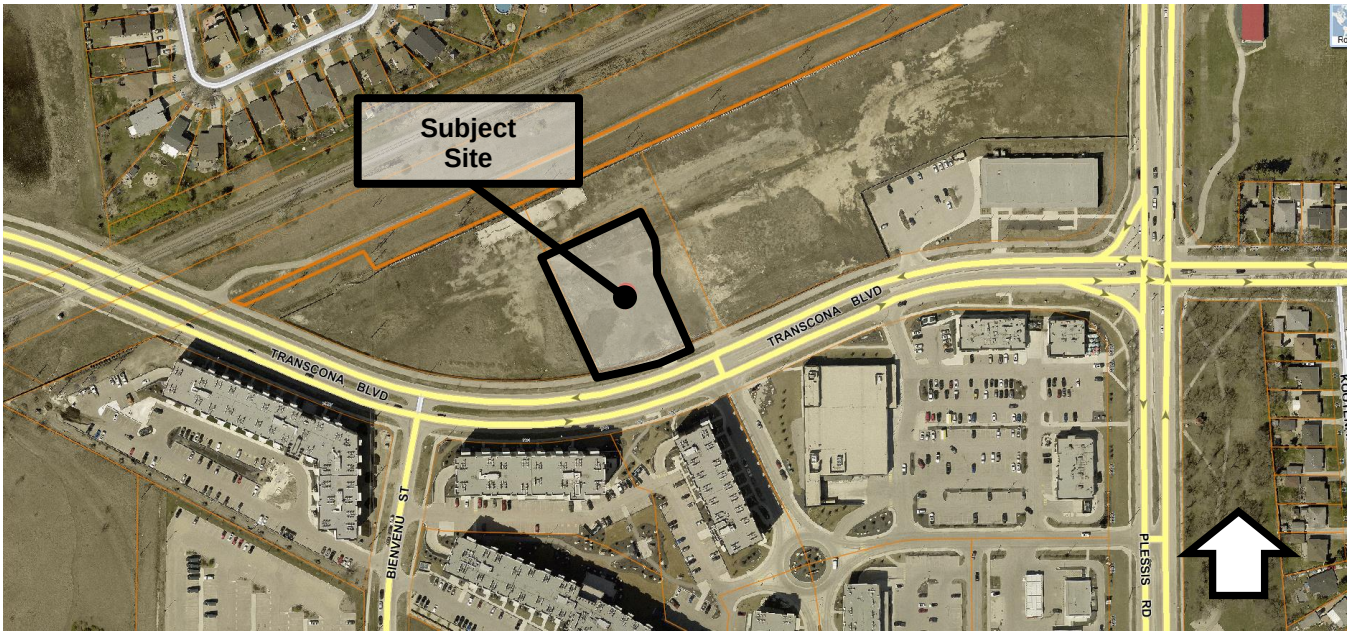

Figure 1: Aerial photo of subject site and surrounding area *(flown 2024)*

SURROUNDING LAND USE AND ZONING

North: 0 Transcona Boulevard – a vacant use zoned “RMU” (Residential Mixed-use), then an Active Transportation path (Transcona Trail) and railway uses zoned “M1” (Manufacturing – Light)

South: Multi use pathway, then Transcona Boulevard, then 140 Transcona Boulevard and 100 Transcona Boulevard – multi-family dwelling uses zoned “RMU” (Residential Mixed-use), then 1500 Plessis Road – a commercial mixed-use zoned “CMU” (Commercial Mixed-use)

East: 0 Transcona Boulevard – a vacant use zoned “RMU” (Residential Mixed-use), then 1 Transcona Boulevard – library use zoned “PR3” (Parks and Residential - Regional)

West: 0 Transcona Boulevard – a vacant use zoned “RMU” (Residential Mixed-use)

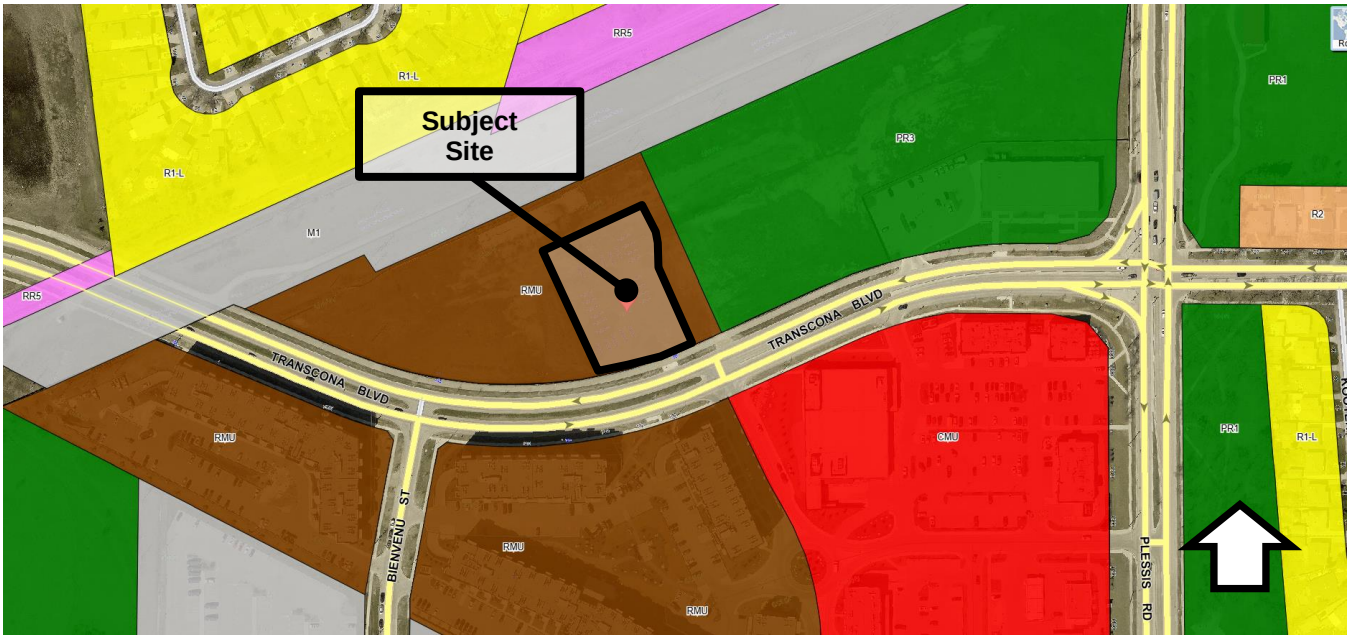

Figure 2: Zoning and surrounding land uses

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing a 25-unit multi-family development. All housing units are affordable.

- The six (6) proposed buildings are each one (1) storey in height.

- There are two (2) 6-unit buildings, one (1) 5-unit building, two (2) 4-unit buildings and one (1) amenity building.
- Vehicle access is via an approach off Transcona Boulevard.
- There are 11 parking spaces, 1 is accessible.
- There are outdoor bike parking spaces.
- The landscaping plan shows street edge, building foundation, and parking lot interior landscaping.
- Amenities include a garden shed, storage, green house, amenity building, and a covered smoke area.
- The façade of the buildings feature brick/stone, black standing seam metal, metal paneling, and exposed wood.
- Garbage/recycling collection is located in the east side yard.

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 "Major Redevelopment Site" policy area as outlined in *Complete Communities Direction Strategy 2.0.*
- ***Goal 1*** 1.0 Require development in Major Redevelopment Sites to be guided by a secondary plan.
    - *1.1 Require that the development in Major Redevelopment Sites be guided by a front end inclusive planning process, culminating in a secondary plan.*

- ***Goal 2*** *2.0 Capitalize on the proximity of Major Redevelopment Sites to rapid transit and high-frequency transit.*
    - *2.1 Promote development in accordance with Transit Oriented Development principles, where proximate to rapid transit stations and Primary Transit Network stations*

- ***Goal 3*** *3.0 Design Major Redevelopment Sites as Complete Communities that embody principles of sustainability within a well-designed, walkable, and active transportation friendly environment.*
    - *3.3 Promote the use of minimum density standards for new development*
    - *3.4 Encourage the transition of development towards the outer edges of Major Redevelopment Sites so that it is sensitive to the scale, massing, height, form and character of the surrounding area.*
    - *3.5 Implement mitigation measures to minimize any negative impacts new development may have on neighbouring streets, parks, and properties.*
    - *3.7 Support a range of different types, tenures and unit sizes in housing opportunities.*

- *3.8 Promote complete streets, enabling safe and convenient spaces for pedestrians, cyclists, public transit ridership and motorists to promote physical activity, health, and active transportation.*

Goal 1, 2 and 3 Major Redevelopment Site Policy Alignment:

- The proposed multi-family development meets the policies mentioned above. Namely:
    - The development is guided by a Secondary Plan and in accordance with TOD principles.
    - The design is sensitive to the scale, massing, height, form and character of the surrounding area, particularly the multi-family developments to the south, off Transcona Boulevard.
    - The site design and building design minimizes negative impacts on adjacent and abutting streets, parks, and properties.
    - The proposed housing provides affordable unit types.

TRANSCONA WEST AREA STRUCTURE PLAN

- The site is in the "Proposed Residential Mixed-Use" policy area in the Transcona West Area Secondary Plan. Applicable policies include:
    - *1. Composition of Residential Mixed Use Areas*
        - *a. Subject to the policies of this Plan,*
            - *i. a significant use of land within Residential Mixed Use Areas will incorporate low, medium and higher density residential uses.*
    - *2. Transit Service to Residential Mixed Use Areas*
        - *a. Residential Mixed Use Areas shall be served by public transit*
    - *3. Design of Residential Mixed Use Areas*
        - *a. These areas shall contain as part of their design, a well-defined pedestrian-oriented component that emphasizes the following components:*
            - *i. A highly visible and accessible location,*
            - *ii. Internal pedestrian routes to buildings and amenities,*
            - *iii. Safe and accessible pedestrian connections to other uses on the site*
    - *4. Suggested Criteria for Residential Mixed Use Areas Design Concept*
        - *a. The Residential Mixed Use Area Concept should:*
            - *i. Provide for the compatible interface treatment with adjacent developments,*
            - *ii. Minimize the intermixing of commercial and residential traffic on internal roads within an adjacent residential area,*

- *iii. Contain a visually appealing site design and landscape treatment particularly when visible from roads with higher volumes of traffic,*
- *iv. Suitably incorporate appropriate sound attenuation measures of landscaping and fencing to screen against any low density residential uses adjacent to high density, commercial, institutional, office sites,*
- *v. Establish an identity distinct to each specific residential mixed use area through building, site and identification signage designs,*
- *vi. Be suitably integrated with any residential, institutional, recreational and public uses within or adjacent to the site,*
- *vii. Connect to local pedestrian trails and be conveniently and directly accessible to pedestrians both within and adjacent to the site,*
- *viii. Ensure convenient and efficient road, pedestrian and pathway connections that converge on the area from the surrounding residential areas are provided,*
- *ix. Contain parking areas that are designed to maximize direct access to adjacent uses while not to visually overwhelm the landscape. Methods by which this can be implemented included, but are not limited to the following:*
    - *1. appropriate landscaping through earth berms, tree/shrub planting, and/or fencing,*
    - *2. on-street parking, and*
    - *3. parking areas between or behind buildings.*
- *x. Locate identification signage that reduces the impact on the adjacent residential areas.*
- *xi. Illustrate and locate the various categories of uses within the Residential Mixed Use Area.*

<u>Transcona West Area Structure Plan Policy Alignment:</u>

- The proposed multi-family development meets the policies mentioned above. Namely:
    - The buildings incorporate low density residential uses and are served by Transit.
    - The site design emphasizes a visible and accessible location, as well as internal and external pedestrian connections.
    - The design concept is visually appealing, there is landscaping treatment in the front yard, and parking areas that do not visually overwhelm the landscape.

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* and the *Transcona West Area Structure Plan.*

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Choi Ho, RPP, MCIP
Date:	June 2, 2026
File No:	ZR-PA 26-142377