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

REPORTS

Item No. 6 Plan Approval – 565 Watt Street
(Elmwood-East Kildonan Ward)
File DAV 156553/2026D

COMMUNITY COMMITTEE DECISION:

The East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service and approved plans for 565 Watt Street, subject to the following condition:

1. That the Plan Approval File No. 26-156541 shall come into force and effect upon the coming into force and effect of the Variance for the subject land under File No. DAV 26-156553\D.

DECISION MAKING HISTORY:

Moved by Councillor Durand-Wood,

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

Carried

Sasa Radulovic, Architect, 5468796 Architecture, submitted a communication in support of the matter.

ADMINISTRATIVE REPORT

Title: Plan Approval 26-156541 – 565 Watt Street

Issue: For consideration of a Plan Approval for a 241-unit multi-family development

Critical Path: East Kildonan - Transcona Community Committee as per condition 1E of Council's September 26, 2024, approval of Report Item Number 16 - Amendments to the Real Estate Policy Framework in Support of Affordable Housing

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 subject to the following condition:

1. That the Plan Approval File No. 26-156541 shall come into force and effect upon the coming into force and effect of the Variance for the subject land under File No. DAV 26-156553\D.

REASONS FOR REPORT

Pursuant to the "Real Estate – Declaration as Surplus and Sale of Property" adopted by Council on September 29, 2021, and amended on September 26, 2024:

- *All sale agreements intended for affordable housing and coordinated through the HAF program until January 1, 2027 will include a condition for plan approval by the relevant Community Committee.*
- A Plan Approval to the East Kildonan-Transcona Community Committee is required prior to the issuance of permits.

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 Division are concurred in, the proposal ***can*** proceed.

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.

FILE/APPLICANT DETAILS

FILE:	**ZR-PA 26-156541**
COMMUNITY:	Elmwood - East Kildonan
NEIGHBOURHOOD #:	4.407 - (MUNROE WEST)
SUBJECT:	Plans for a 241-unit multi-family development
LOCATION:	565 Watt Street
LEGAL DESCRIPTION:	SP LOT 3 PLAN 30623 WLTO EXC, PUBLIC LANE, PLAN 45284 WLTO IN RL 92 AND 93 PARISH OF KILDONAN
APPLICANT:	Futuremark (Alex Boersma)
OWNER:	THE CITY OF WINNIPEG

DISCUSSION

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). The site has been approved to be rezoned to “RMF-L 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 an “Established Neighbourhoods - Mature Communities” policy area under *Complete Communities Direction Strategy 2.0* (CCDS 2.0).

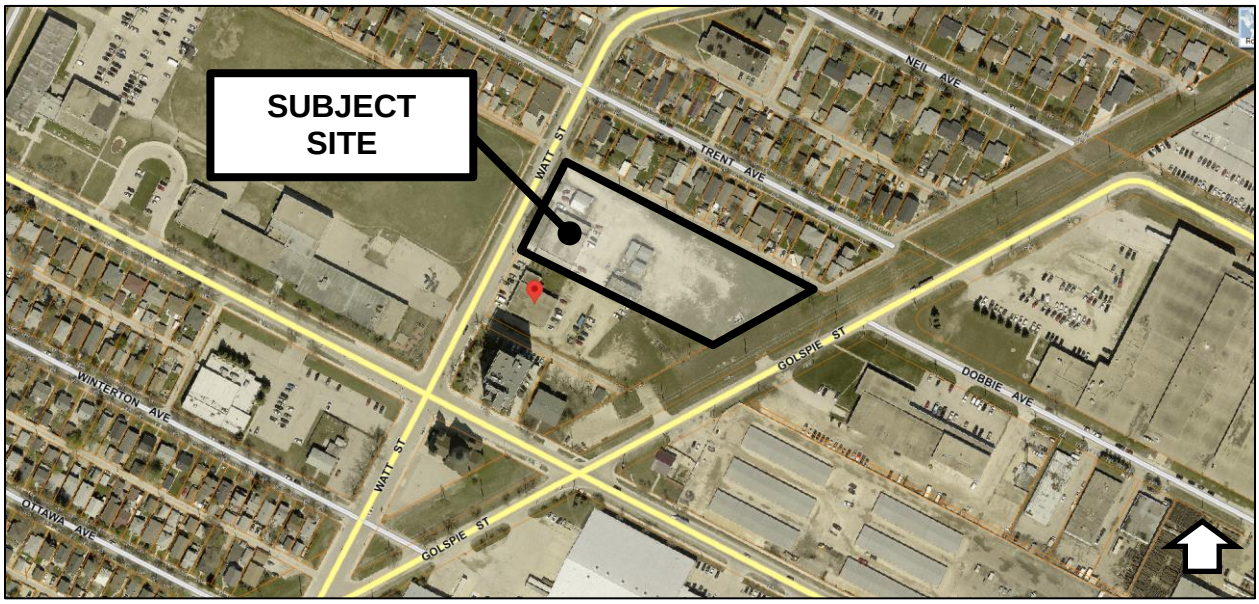

Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: 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 split-zoned “R1-S Mature Communities PDO-1” (Residential Single-Family – Small) and “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: 565-569 Watt Street – future redevelopment zoned “RMF-L Mature Communities PDO-1” (Residential Multi Family - Large), then 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 (*NB: the site has been approved to be rezoned to RMF-L*)

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 "RMF-L Mature Communities PDO-1" Residential Multi Family (Large) district.
- The applicant proposes a 241-unit multi-family development.
- There are 72 affordable units.
- The site has a lot area of 2.28 acres (99,044 square feet).
- There are four (4) buildings in total, with Building Block 1A and Building Block 1B are connected with a common lobby space, as is Building Block 2A and Building Block 2B.
- The four (4) buildings are each 140 feet deep by 60 feet wide.
- The building height is 7-storeys or 70 feet.
- The building has a mix of 1-bedroom, 2-bedroom, and 3-bedroom units.
- The west front yard building setback (along Watt Street) is 10 feet.
- The east rear yard building setback (next to the Hydro lands) is 25 feet.
- The north side yard building setback is over 40 feet.
- The south side yard setback is 16.5 feet.
- Access to the site is via an approach off Watt Street.

- There are 145 vehicle parking spaces (98 outdoor and 47 indoor), of which five (5) are accessible, including 2 van accessible, as well as 12 guest parking spaces.
- There are three (3) designated car-share parking space.
- There are 122 bicycle parking spaces (40 outdoor secured, 15 outdoor, and 67 indoor).
- The elevations show EFIS building materials in various colours.
- The proposed landscaping is located throughout the subject site and between buildings.
- The garbage and recycling collection area is located near Building Block 2A in the north side yard.
- On-site outdoor amenities include balconies, open patios at grade, and interspersed green/open spaces.

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 a citywide secondary plan that guides growth, development, and land use in Winnipeg.
- The subject property is located in an Established Neighbourhood designated as a "Recent Community" as outlined in *Complete Communities Direction Strategy 2.0.* Applicable goals and policies include:
- **Goal 2** states "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.*
- *2.13 Where appropriate, taller buildings should use step backs and roof design to mitigate negative impacts on adjacent properties and provide a more comfortable pedestrian environment.*
- *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.*
- *2.16 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 right-of-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.*

<u>Goal 2 Established Neighbourhoods – Mature Communities Policy Alignment:</u>

- The proposed development meets the policies mentioned above. Namely:
  - The westernmost building (Block 1A) is near the front property line (Watt Street) to create a pedestrian orientation along Watt Street while providing respectful setbacks from nearby uses.
  - The building setbacks provide for landscaping, internal open/green spaces, as well as other outdoor amenities that support the pedestrian environment, building design, and relationship to the street.
  - There are balconies, height to the primary entrances, and a substantial amount of transparent glazing and windows placed to support eyes on the street and reinforce the public realm.
  - The ground floor uses support pedestrian activity by providing building elements such as direct pedestrian access to the main building entrance, transparent glazing, open patios at grade and pedestrian oriented amenities that increase visual interest.
  - Some of the parking is underground to help create a strong pedestrian realm. The parking accessed from the public lane is also effectively screened with landscaping to enhance the streetscape along Watt Street.
  - There is no parking from the side public lane to reduce potential conflict between pedestrians and vehicles.
  - The site design mitigates potential land use conflicts with careful and considered parking location (under or beside the building), vehicular access (internal to the site), building placement and orientation (setback as far away from adjacent residential uses), and with interspersed areas of landscaping.

- The proposal creates a pedestrian-oriented residential development by ensuring the siting and form has a strong relationship to the street, public spaces and amenities that is consistent with the neighbourhood context.

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:	June 2, 2026
File No:	ZR-PA 26-156541