Minutes – Assiniboia Community Committee – June 22, 2026

REPORTS

Item No. 2 Plan Approval – 410 Kensington Street
(St. James Ward)
File DAZ 208/2019

COMMUNITY COMMITTEE DECISION:

The Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and approved plans for 410 Kensington Street.

DECISION MAKING HISTORY:

Moved by Councillor Dobson,

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

Carried

ADMINISTRATIVE REPORT

Title: Plan Approval 26-163307 – 410 Kensington Street

Issue: For consideration at the Public Meeting of the plan approval drawing package for the proposed mixed-use development

Critical Path: Assiniboia Community Committee as per DAZ 208/2019

AUTHORIZATION

Author	Division Head	Department Head	CFO	CAO
R. Galston, MCP	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 DAZ 208/2019:

i. 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; and

g. Free-standing signage

on the Owner's Land ("Works") to the Assiniboia Community Committee for approval 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

IMPLICATIONS OF THE RECOMMENDATIONS

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

HISTORY

DAZ 208/2019

- *On September 11, 2019, the Assiniboia Community Committee concurred in the recommendations of the Public Service and approved the application to rezone the subject site to the "C1" Commercial Neighbourhood District. Subject to a condition requiring Plan Approval by the Assiniboia Community Committee and the Director of Planning Property and Development.*

FILE/APPLICANT DETAILS

FILE:	**ZR-PA 26-163307**
COMMUNITY:	St James
NEIGHBOURHOOD #:	2.201 (Kensington)
SUBJECT:	Plans of Proposed Mixed-Use Development
LOCATION:	410 Kensington Street
LEGAL DESCRIPTION:	PCL A PLAN 64548
APPLICANT:	John Scott Wintrup Planning & Development (John Wintrup)
OWNER:	MACDUFF HOLDINGS LTD.

DISCUSSION

SITE DESCRIPTION

- The subject site is located on the southwest corner of Kensington Street and Silver Avenue. It is in the Kensington Park Neighbourhood of the St. James Ward.
- The subject site is approximately 6,439 square feet in area and presently contains a one-storey single-family dwelling constructed in 1948.
- The subject site is adjacent to paved public lane on the west side of the site.
- The subject site is located within the Established Neighbourhoods – Mature Communities policy area of the *Complete Communities Direction Strategy 2.0*.

- The subject site is currently zoned “C1” Commercial (Neighbourhood).



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

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to demolish the existing dwelling on the subject site and build a three-storey mixed-use building which will contain six (6) residential units and two (2) commercial units.
- Elevation drawings show the building will have a height of 35 feet to the top of the roof parapet.
- Exterior cladding materials include a mix of EIFS (exterior insulation finish system) in various colours, and metal siding panels on the north and west facades.
- Design drawings submitted show the proposed commercial units are located on the ground floor and oriented to the Silver Avenue public sidewalk, with pedestrian access to commercial units taken directly from the sidewalk.
- The proposed residential units are to be located on the second and third floors. Access to these residential units are to be from two (2) entrances, one facing Kensington Street, and the other from the rear parking area.
- A total of seven (7) parking stalls are proposed, including one (1) accessible parking stall. Vehicular access to the subject property is to be taken from the rear public lane.

ANALYSIS AND ISSUES

- As noted above, the subject property is classified as an Established Neighbourhoods – Mature Communities policy area under *Complete Communities 2.0*. Key policies include:

  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.

  Policies

  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.

  1.5 Support up to mid-rise residential development in Established Neighbourhoods that is compatible with neighbourhood context.

  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:

  - *Applicable City-endorsed policies or guidelines;*
  - *Existing zoning of the property and adjacent properties;*
  - *Characteristics of the immediately surrounding built form including building mass, height, lot coverage, setbacks, and layout;*
  - *Surrounding uses and their characteristics including residential density and the intensity of commercial and other non-residential uses;*
  - *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;*
  - *The supporting street network (ex. local, collector, or arterial streets) and the street network's ability to support proposed development;*
  - *The supporting transit, pedestrian and active transportation network; and*
  - *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.*

  1.8 Low-rise residential uses will generally be encouraged on arterial roads and collector streets where compatible with adjacent land uses, where they can be conveniently served by transit and local commercial amenities, and in consideration of the factors listed in Policy section 1.6.

1.9 Small-scale residential uses other than single-family residential may be accommodated on collector streets and local streets with a public lane and 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.

Policies

2.2 Encourage the location of commercial or mixed-use buildings at or near the front and corner side property lines to create a pedestrian orientation. Use setbacks to reinforce the public realm through landscaping and pedestrian amenities, such as entryways, patios, benches, and bicycle parking.

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.

2.8 Buildings with commercial uses should be designed to support pedestrian activity by providing building elements that increase visual interest which may include, but are not limited to, the following:

- *a. Direct pedestrian access to main building entrances from the street;*
- *b. Transparent storefront displays;*
- *c. Human scaled signage; and*
- *d. Decorative lighting, awnings, benches and other pedestrian oriented amenities.*

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.

2.12New 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.

2.16 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.*

2.21 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. More specifically, policies that relate to the subject proposal are as follows:

Policies

3.1 Encourage a variety of housing types and tenures within Established Neighbourhoods to meet life-cycle housing needs and affordability ranges.

Goal 4

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

Policies General policies

4.1 Support commercial development where residential neighbourhoods are not well served by local and community commercial amenities.

4.2 In order to protect the vitality and viability of existing commercial areas, encourage the redevelopment and infill of existing commercial areas as the preferred method of accommodating new commercial development.

4.3 Only approve new locations for commercial development where existing commercial areas cannot accommodate expansion and where the location of new commercial uses are in close proximity to transit.

4.4 New commercial development should be complementary and context sensitive to nearby uses.

4.5 New Major Retail uses will be permitted as per applicable policies in the Commercial Areas and Mixed Use Centres section.

4.6 Vertical commercial/residential mixed-use development is generally supported where local commercial development currently exists, where there is the presence of a public lane, or where the site is large enough to accommodate the proposed development where a public lane is not present.

REASONS FOR THE RECOMMENDATIONS

The Urban Planning and Design Division recommend approval of the submitted plans because…

CONSULTATION

NA

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Robert Galston, MCP
Date:	June 11, 2026
File No:	ZR-PA 26-163307