Agenda – City Centre Community Committee – January 5, 2026

PUBLIC HEARINGS

Item No. 6 Variance – 1460 Corydon Avenue
(River Heights-Fort Garry Ward)
File DAV 223033/2025D [c/r DASZ 42/2025]

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

The Urban Planning and Design Division recommends approval of the application to vary the proposed "CMU" Mature Communities PDO-1 and PDO-1 Airport Vicinity Protection Area " development and design standards of the Winnipeg Zoning By-Law No. 200/2006 for the construction of a mixed used residential and commercial building as follows:

1. a rear yard of 5.8 feet (1.76 metres) to the commercial portion instead of 10 feet (3.04 metres);

2. a front yard of 10 feet (3.04 metres) to the commercial portion instead of 30 feet (9.14metres);

3. a north side corner yard of 5 feet (1.524 metres) to the residential portion instead of 20 feet (6.09 metres);

4. a rear yard of 5.8 feet (1.76 metres) to the residential portion instead of 25 feet (7.62 metres);

5. lot area per dwelling unit of 770 square feet (71.53 square metres) instead of 800 square feet (74.32 square metres);

6. 23 parking spaces instead of 44 spaces;

7. insufficient street edge landscaping.

Subject to the following condition(s):

1. That, the Order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 42/2025.

2. That prior to the issuance of any development permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include two (2) car share vehicles and two (2) dedicated parking stalls for the car share vehicles, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.

WINNIPEG PUBLIC SERVICE RECOMMENDATION (continued):

3. That prior to the issuance of any development permits, the developer shall provide a shared parking agreement showing an additional five parking stalls, or other suitable alternative, to the Director of Planning, Property and Development.

4. That the developer shall plant a minimum of eight trees within 12 months of occupancy permits being issued, to the satisfaction of the Director of Planning, Property and Development.

File:	DAV 223033/2025D
Applicant:	Chagas Architect + Development Inc. (Pedro Chagas)
Premises Affected:	1460 Corydon Avenue
Legal Description:	LOTS 90/94 BLOCK 14 PLAN 1222 51/2 ST B PT LOT 95 EXC PORTIONS TAKEN FOR JACKSON AV NOW CORYDON AV PLAN 4735, hereinafter called "the land"
Property Zoned:	"C1 PDO-1 Airport Vicinity Protection Area" (Commercial Neighbourhood Planned Development Overlay – 1 (District) Airport Vicinity Protection Area) Proposed "CMU" (Commercial Mixed Use)
Nature of Application:	To vary the proposed "CMU" Development and Design and Special Yard Requirements of Winnipeg Zoning By-Law No. 200/2006 for the construction of a mixed used residential and commercial building as follows: 1. a rear yard of 5.8 feet (1.76 metres) to the commercial portion instead of 10 feet (3.04 metres); 2. a front yard of 10 feet (3.04 metres) to the commercial portion instead of 30 feet (9.14metres); 3. a north side corner yard of 5 feet (1.524 metres) to the residential portion instead of 20 feet (6.09 metres); 4. a rear yard of 5.8 feet (1.76 metres) to the residential portion instead of 25 feet (7.62 metres); 5. lot area per dwelling unit of 770 square feet (71.53 square metres) instead of 800 square feet (74.32 square metres); 6. 23 parking spaces instead of 44 spaces; 7. insufficient street edge landscaping.
Exhibits Filed:	1. Application dated September 22, 2025 2. Notification of Public Hearing dated December 18, 2025 3. Manitoba Status of Title 3359305/1

Exhibits Filed (Continued):

4. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
5. Sun Shadow Study
6. Plans, Sheets 1 to 3 inclusive, for File DAV 223033/2025D dated September 18, 2025
7. Report from the Urban Planning Division dated December 17, 2025
8. Inspection Report

The Winnipeg Public Service to advise that all statutory requirements with respect to this application have been complied with.

Moved by Councillor

That the report of the Winnipeg Public Service be taken as read.

Moved by Councillor

That the receipt of public representations be concluded.

Moved by Councillor

That in accordance with Subsection 247(3) of The City of Winnipeg Charter, the Variance,

(a) ☐ is consistent ☐ is not consistent
with Plan Winnipeg, and any applicable secondary plan;

(b) ☐ does not create ☐ does create
a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;

(c) ☐ is ☐ is not
the minimum modification of a zoning by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and

(d) ☐ is ☐ is not
compatible with the area in which the property to be affected is situated.

Supporting Reasons:

Moved by Councillor

That the recommendation of the Winnipeg Public Service be concurred in / not be concurred in and the Variance be approved / rejected.

Moved by Councillor

That the public hearing with respect to this application be concluded.

Exhibit “7” referred to in File DAV 223033/2025D

ADMINISTRATIVE REPORT

Title: DAV 25-223033\D – 1460 Corydon Ave

Issue: For consideration of a Variance associated with the construction of a mixed-use commercial and multi-family residential building.

Critical Path: City Centre Community Committee

AUTHORIZATION

Author	Department Head	CFO	CAO
Dylan Chyz-Lund	n/a	n/a	

RECOMMENDATION

The Urban Planning and Design Division recommends **approval** of the application to vary the proposed "CMU” Mature Communities PDO-1 and PDO-1 Airport Vicinity Protection Area " development and design standards of the Winnipeg Zoning By-Law No. 200/2006 for the construction of a mixed used residential and commercial building as follows:

1) a rear yard of 5.8 feet (1.76 metres) to the commercial portion instead of 10 feet (3.04 metres);

2) a front yard of 10 feet (3.04 metres) to the commercial portion instead of 30 feet (9.14metres);

3) a north side corner yard of 5 feet (1.524 metres) to the residential portion instead of 20 feet (6.09 metres);

4) a rear yard of 5.8 feet (1.76 metres) to the residential portion instead of 25 feet (7.62 metres);

5) lot area per dwelling unit of 770 square feet (71.53 square metres) instead of 800 square feet (74.32 square metres);

6) 23 parking spaces instead of 44 spaces;

7) insufficient street edge landscaping.

Subject to the following condition(s):

1. That, the Order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 42/2025.
2. That prior to the issuance of any development permits, a signed service agreement with a car share provider shall be submitted to and approved by the Director of Planning, Property and Development. The service agreement shall include two (2) car share vehicles and two (2) dedicated parking stalls for the car share vehicles, to the satisfaction of the Director of Planning, Property and Development, to be thereafter maintained to the satisfaction of the Director.
3. That prior to the issuance of any development permits, the developer shall provide a shared parking agreement showing an additional five parking stalls, or other suitable alternative, to the Director of Planning, Property and Development.
4. That the developer shall plant a minimum of eight trees within 12 months of occupancy permits being issued, to the satisfaction of the Director of Planning, Property and Development.

REASON FOR THE REPORT

- The applicant wishes to subdivide and rezone the subject property for the purpose of consolidating the underlying lots and rezoning the property to the “CMU PDO-1 Airport Vicinity Mature Communities PDO-1” Commercial Mixed Use District, enabling the construction of a mixed-use commercial and multi-family building. As part of this proposal, the applicant also requires variances to the new zoning district, enabling reduced yards, a greater density, reduced parking, and reduced landscaping.
- When combined with a Subdivision and rezoning application, Variance applications require a Public Hearing per the *Development Procedures By-law* and *The City of Winnipeg Charter.*
- This report is being submitted for the Committee’s consideration of the development application at the Public Hearing.
- This report provides information regarding the subject application’s compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE: **DAV 25-223033\D**
RELATED FILES: DASZ 42/2025
COMMUNITY: City Centre Committee
NEIGHBOURHOOD #: 1.611 - (CENTRAL RIVER HEIGHTS)

SUBJECT:

To vary the proposed "CMU" Mature Communities PDO-1 and PDO-1 Airport Vicinity Protection Area " development and design standards of the Winnipeg Zoning By-Law No. 200/2006 for the construction of a mixed used residential and commercial building as follows:
1) a rear yard of 5.8 feet (1.76 metres) to the commercial portion instead of 10 feet (3.04 metres);
2) a front yard of 10 feet (3.04 metres) to the commercial portion instead of 30 feet (9.14metres);
3) a north side corner yard of 5 feet (1.524 metres) to the commercial portion instead of 20 feet (6.09 metres);
4) a rear yard of 5.8 feet (1.76 metres) to the residential portion instead of 25 feet (7.62 metres);
5) lot area per dwelling unit of 770 square feet (71.53 square metres) instead of 800 square feet (74.32 square metres);
6) 23 parking spaces instead of 44 spaces;
7) insufficient street edge landscaping.

LOCATION: 1460 Corydon Ave

LEGAL DESCRIPTION: LOTS 90/94 BLOCK 14 PLAN 1222 51/2 ST B PT LOT 95 EXC PORTIONS TAKEN FOR JACKSON AV NOW CORYDON AV PLAN 4735

APPLICANT: Pedro Chagas (Chagas Architect + Development Inc.)
61 Airport Rd
Winnipeg, MB R3H 0V5

OWNER: CORYNIAG REALTY HOLDINGS LTD.
323 Hosmer Blvd
Winnipeg, MB R3P 0H5

HISTORY

N/A

DISCUSSION

CRITERIA FOR APPROVAL

Pursuant to Section 247(3) of *The City of Winnipeg Charter*, an application for a Variance with respect to a property may be approved if the Variance:

(a) is consistent with *Plan Winnipeg* and any applicable secondary plan;

(b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;

(c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and

(d) is compatible with the area in which the property to be affected is situated.

SITE DESCRIPTION

The property is located at the southwest corner of Niagara Street and Corydon Avenue, in the Central River Heights neighbourhood of the River Heights – Fort Garry ward.

The property is located in an "Established Neighbourhood-Mature Community" policy area as identified in *Complete Communities 2.0*.

The property is currently split-zoned "R1-M" Residential Single-Family - Medium district and "C1" Commercial – Community district, and is approximately 15,404 square feet in assessed area.

Currently on the property is a one-storey commercial building.



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

North: Corydon Avenue, then commercial uses zoned "C1" Commercial - Neighbourhood district.

South: A single-family dwelling zoned "R1-M" Residential Single-Family Medium district.

East: Niagara Street, then a commercial building zoned "C1" Commercial - Neighbourhood district.

West: A rear lane, then a single-family dwelling zoned "R1-M" Residential Single-Family Medium district.

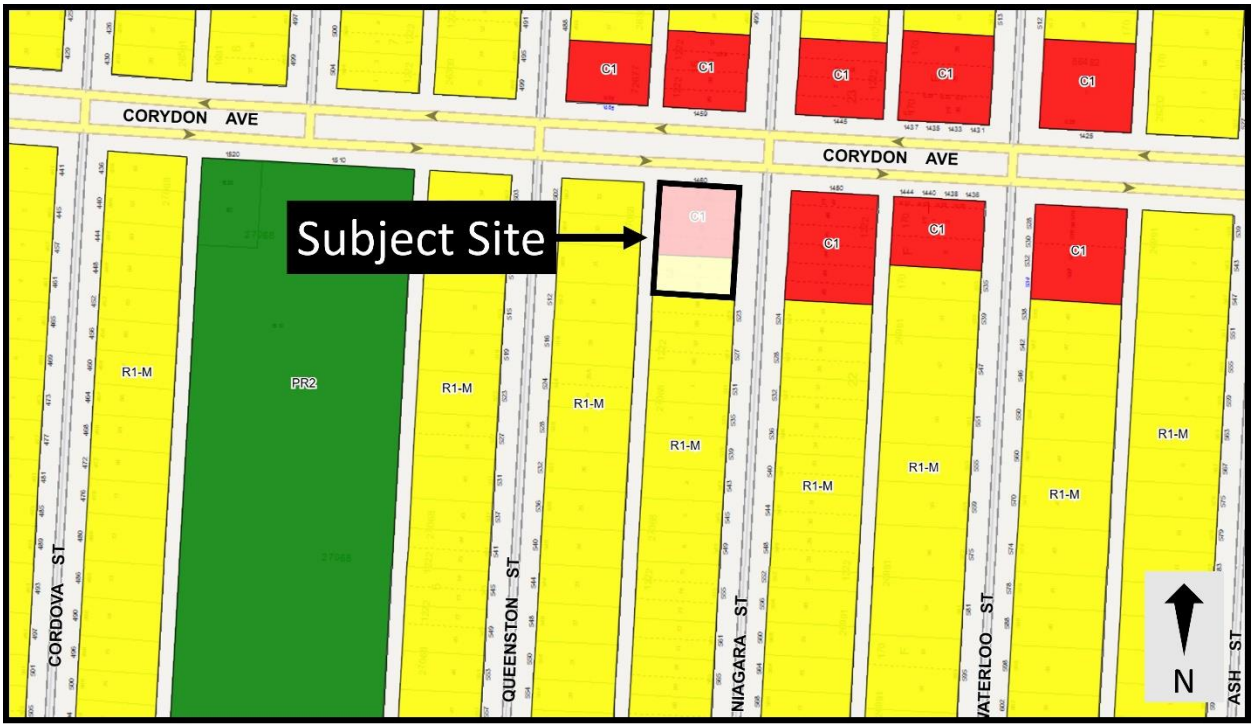


Figure 2: Zoning of the subject site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to construct a mixed-use multi-family residential building with a ground floor commercial space.
- The building would:
    - Be four storeys in height.
    - Have a 5.8’ rear yard setback to the lane, a 10’ front yard setback to the Niagara Street property line, a north corner side yard setback of 5’ to the Corydon Avenue property line, and a 25’ south side yard setback to the abutting single-family dwelling.
    - Have ground floor commercial units, with the residential units located on the upper floors.
    - Include entrances on the north façade facing Corydon Avenue and the east façade facing Niagara Street, with direct pedestrian connections to the public sidewalks on each street.
    - Include covered parking and an underground parkade structure, with a total of 23 parking stalls including one dedicated car share stall and one dedicated accessible stall.
- The site plans also show a total of 45 shrubs and 0 trees.

The applicant has indicated that the most likely commercial use in the ground floor unit will be a bakery, although this is not confirmed.

COLLABORATIVE PLANNING AND CONSULTATION

- The Public Service requested the provision of at least eight trees on the site plan, which the applicant has agreed to.
- The Public Service requested that the applicant find an additional five shared parking stalls, which the applicant has agreed to.
- The applicant intends to undertake repairs to the existing fence at the south portion of their property, bordering the neighbouring single-family dwelling. The applicant indicated that the neighbouring property has requested the fence height be increased from 6' to 8', which would require a variance. The Public Service indicated they would support this variance in future, provided a signed letter of support from the neighbouring property is submitted at the time of that variance application.

ANALYSIS AND ISSUES

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

The *Complete Communities Direction Strategy 2.0* (*CCDS 2.0*) is one of four direction strategies supporting *OurWinnipeg*, the city's long-range development plan, and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg. *CCDS 2.0* provides policy guidance when assessing proposals that are seeking entitlements or changes to the *Winnipeg Zoning By-Law*.

The subject site is located in an "Established Neighbourhood – Mature Communities" policy area of *CCDS 2.0*. The following goals and policies of *CCDS 2.0* apply to the proposal:

- Goal 2 - *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.*

  Building Setbacks

  - *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.*

The proposed building includes a reduced front yard to Niagara Street of 10', and a reduced north corner side yard to Corydon Avenue of 5'. Together, these features create a pedestrian orientation to the two flanking streets, bringing active at-grade uses close to the public sidewalk while still maintaining some space for plantings. A reduced setback to the two flanking streets is a consistent feature of commercial buildings in this neighbourhood. For example, the commercial building at 1450 Corydon Avenue, on the opposite side of Niagara Street from the proposed development, has a 0' setback to its Niagara Street fronting property line. Similarly, 1425 Corydon Avenue, 1444 Corydon Avenue, and 1465 Corydon Avenue all maintain 0' setbacks to Corydon Avenue.

The Public Service would be more concerned by the 10' front yard setback to Niagara Street if there was a single-family dwelling opposite the proposed development. However, the building on the opposite side of Niagara Street is a commercial building with a 0' setback. Additionally, the proposed development includes a 20' south side yard setback to the existing single-family

dwelling, ensuring ample space from the existing residential building that could be impacted by the reduced front yard setback.

Building Design

- *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.*

The proposed building includes cement siding, including some designed to look like wood and brick. Recessed balconies are proposed on all four of the facades. Floor to ceiling windows are proposed along a significant portion of the ground floor facing Corydon Street, and along a smaller portion of the ground floor of Niagara Street, near the north corner side yard. Together, these features break up the horizontal massing of the building, they introduce a variety of architectural styles and features that create visual interest, and they include high-quality exterior facade materials.

Pedestrian orientation

- *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*

The proposed building includes a main floor lobby and entrance, along with a commercial unit with floor to ceiling windows fronting Corydon Avenue. These uses all have direct pedestrian access to the sidewalk on Corydon Avenue and Niagra Street.

Massing and scale

- *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.*

The proposed building height of four stories is taller than most surrounding development, which primarily consists of one and two storey buildings. However, the proposed development includes several mitigating features. First, the development includes a 20' south side yard to the existing single-family dwelling, ensuring a significant buffer space between the new building and the existing single-family dwelling. Second, the development steps down to three stories along the majority of the rear lane facing façade, with the portion that remains at four stories also including an additional setback. As the lane is approximately 20' wide, and the rear yard is approximately 5.8', this ensures that the proposed new development is separated from neighbouring yards by at least 25'.

The proposed building uses floor to ceiling windows, varying façade materials, inset balconies, and a stepdown for most of the rear portion of the building to ensure there are no blank walls facing public streets and to ensure that the new development respects the existing built form.

Parking and loading

- *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

The parking is accessed from the rear lane, with much of the parking located in a covered parking area and in a lower level parkade. Parking taken from the rear lane, rather than from a front drive aisle, reduces the risk of conflict between pedestrians and vehicles and preserves the existing green space along the public boulevard.

Site design

- *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.*

As discussed, the proposed building height of 45' measured to the top of the parapet is one of the taller buildings in the immediate vicinity. However, reduced setbacks to the glancing street property lines are common in this neighbourhood, with several examples of commercial buildings have 0' setbacks. In addition, the use of a substantial 20' south side yard mitigates the impact of the proposed building on the existing development to the south. As well, the rear yard

of 5.8', coupled with the existing 20' rear lane and the building step down all mitigate the impacts of this taller building on the existing houses to the west.

Reasons for the Variances

Reduced front yard

- Niagara Street has a Special Yard requirement of 30', and an average front yard of 30'. Development is therefore required to provide a 30' front yard to Niagara Street. The applicant has proposed a front yard of 10' and therefore requires a variance.

Reduced (north) corner side yard

- The required corner side yard is 0' to the commercial portion of the building, and 20' to the residential portion of the building. The applicant has proposed a 5' north corner side yard. For this reason, a variance is required.

Reduced rear yard

- The required rear yard is 10' to the commercial portion, and 25' to the residential portion, while the applicant has proposed a rear yard of 5.8'. For this reason, a variance is required.

Reduced lot area per dwelling unit

- In the "CMU" Commercial – Mixed Use district, the minimum lot area per dwelling unit is 800 square feet, while the applicant has proposed a lot area of 770 square feet per dwelling unit. For this reason, a variance is required.

Reduced parking

- The total required parking – including both the commercial portion and the residential portion of the development – is 44 parking spaces, while the applicant has proposed 23 parking spaces. For this reason, a variance is required.

Insufficient street-edge landscaping

- A total of eight trees and 56 shrubs are required on the site, while the applicant has proposed zero trees and 45 shrubs. For this reason, a variance is required.

Analysis of Variances

Reduced front yard and north corner side yard

- The front yard of 10' enables the building to be located closer to the corner property line with Corydon Avenue and Niagara Street, in alignment with *CCDS 2.0* policies that encourage commercial and multi-family buildings to locate near the corner property line. This is intended to create active at-grade uses near the street edge, creating a well-defined and populated streetscape. The commercial building on the opposite side of the street as the

proposed development has a 0’ setback to the Niagara Street property line, and there are no residential buildings directly opposite the proposed development. In addition, a 10’ yard enables space for trees planted on the site to mature. For these reasons, the reduced front yard to Niagara Street is supportable.

- Similar to the reduced front yard, the reduced north corner side yard also enables the building to be brought closer to the street edge in alignment with *CCDS 2.0* policies. In addition, 0’ setbacks along Corydon are a common feature of commercial development in the immediate vicinity, with other examples including 1437 Corydon Avenue, 1444 Corydon Avenue, and 1465 Corydon Avenue.
- For these reasons, the variances are supportable.

Reduced rear yard

- The space between the proposed building’s rear facade and the property lines of the houses on the opposite side of the lane is approximately 25’. The 25’ separation distance, coupled with the fact that the majority of the building steps down to three storeys along the rear lane, mitigates the impact of the reduced rear yard. For these reasons, the variance is supportable.

Reduced lot area per dwelling unit

- A lot area per dwelling unit of 770 square feet instead of 800 square feet is a relatively minor reduction. The Public Service regularly supports density variances in areas that are well served by transit, with significant numbers of commercial amenities in close proximity. For these reasons, the variance is supportable.

Reduced parking

- As currently proposed, the application is short 21 parking stalls. However, the applicant has proposed one car share stall on the new development. Car share stalls are considered an acceptable equivalent to 12 regular vehicle stalls, as they enable multiple residents to use the same vehicle. With the car share stall factored in, the proposal is then deficient nine stalls. The Public Service is recommending a condition that would require the developer to submit a shared parking agreement showing an additional five parking stalls, or other suitable alternative, prior to the issuance of development permits. This would further reduce the parking deficit to a total of four stalls, which is a relatively minor deficiency and is supportable.

Insufficient street-edge landscaping

- Landscaping requirements are intended to create a balanced site plan with a mixture of trees and shrubs spread across the site. The applicant has agreed to provide eight trees on their site plan, located primarily in the front yard facing Niagara Street and in the south side yard. Together, these trees will add substantial greenery to the site and meet the overall requirement of eight trees for the property.

CONDITIONS OF APPROVAL

There are three significant conditions associated with the recommended approval of these variances, which are intended to mitigate the impacts of the variances.

- Prior to the issuance of a development permit, the developer must submit a signed service agreement with a car share provider, formalizing the provision of a car share vehicle.
- Prior to the issuance of any development permits, the developer must provide a shared parking agreement showing an additional five parking stalls, or other suitable alternative, to the Director of Planning, Property and Development.
- That within 12 months of occupancy permits being issued, the developer must plant a minimum of eight trees.

REASONS FOR DECISION

In the context of Section 247(3), the Urban Planning and Design Division **approves** the application for the following reasons:

(a) is consistent with *Plan Winnipeg* and any applicable secondary plan;

In that, the proposed variances will enable the establishment of a new mixed use multi-family residential and commercial development in alignment with the policies of OurWinnipeg 2045 and Complete Communities 2.0.

(b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;

In that, the proposed development's setbacks, stepbacks, and contextual design reduce potential impacts on adjacent uses.

(c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and

In that, the proposed variances enable the establishment of a contextually-sensitive development on a corner lot where mixed use commercial and residential development is encouraged via CCDS 2.0 policies.

(d) is compatible with the area in which the property to be affected is situated.

In that, the proposed building has been designed to blend into the existing area context by orienting the commercial uses to Corydon Avenue, including a substantial setback to the existing residential property to the south, and including a reduced building height for the majority of the rear portion of the building..

CONSULTATION

In preparing this report there was internal consultation with: N/A

OURWINNIPEG 2045 POLICY ALIGNMENT

OurWinnipeg is the City of Winnipeg's long-range development plan. Applicable Policies for Mature Communities include the following:

6.16 Established Neighbourhoods

- *Designate Established Neighbourhoods within the Urban Structure, representing lands that will accommodate additional growth in a context-sensitive manner, while promoting the efficient use of land, cost-effective municipal servicing, enhanced housing choice and affordability, and conservation of green infrastructure and heritage resources and districts, as defined in Complete Communities.*

The proposed development application **aligns** with *OurWinnipeg* because the design of the proposed multi-family building and site uses a variety of design elements including an articulated façade, pedestrian orientation, landscaping, car share stalls, and pedestrian orientation to create context-sensitive development in the neighbourhood it is proposed for.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Consideration was given as to whether this report connects to any of the specific Goals and Objectives in the *Winnipeg Climate Action Plan* (*WCAP*)and it was determined that the *WCAP* is not applicable to this specific report.

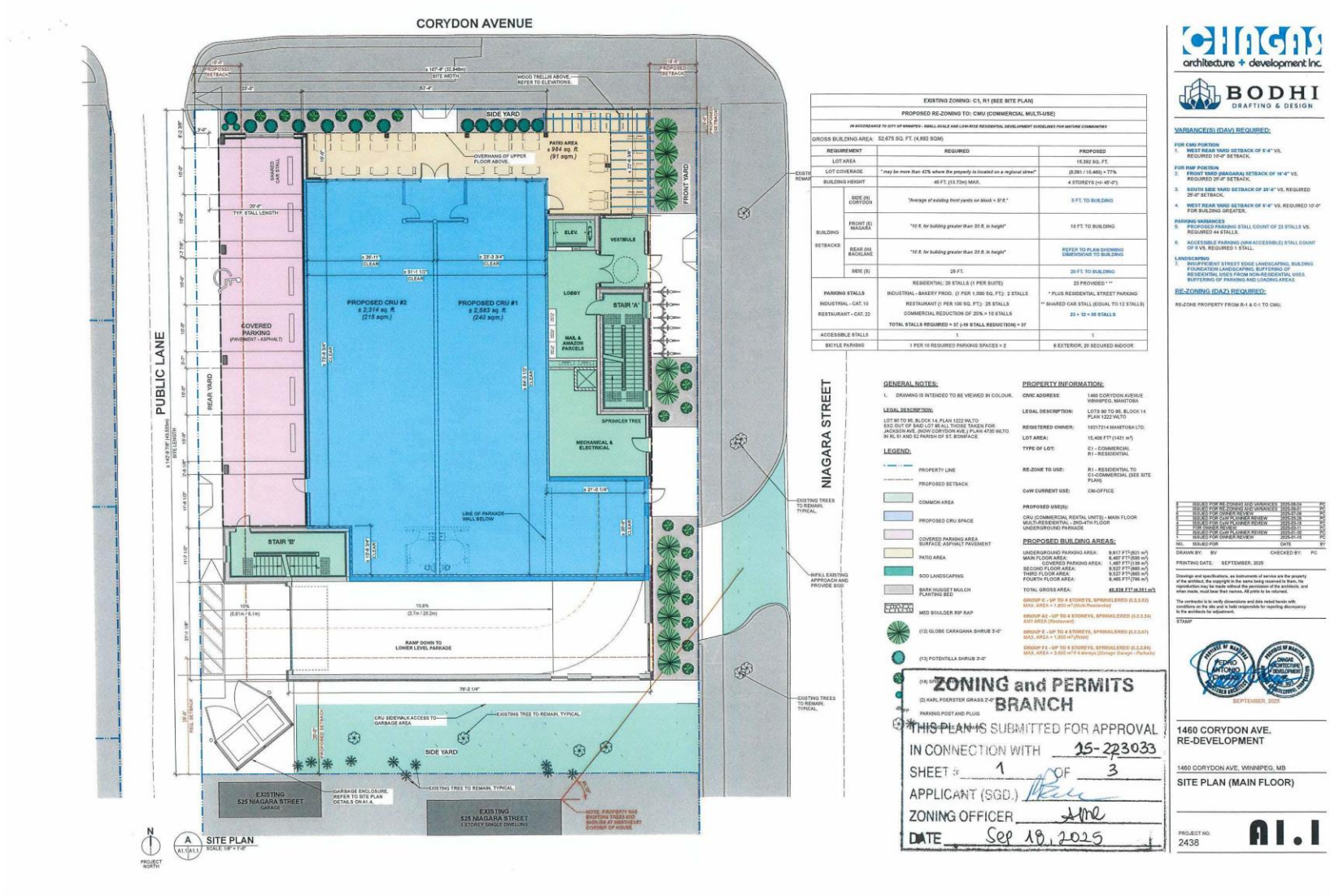
WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given to whether this report connects to any of the specific Goals and Objectives in the *PRS* and it was determined the *PRS* is not applicable to this specific report.

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Dylan Chyz-Lund
Date:	Wednesday, December 17, 2025
File No.	DAV 25-223033\D

Exhibit “6” referred to in File DAV 223033/2025D





NICHIHA - LATURA V-GROOVE



NICHIHA - VINTAGEWOOD - BARK



NICHIHA - RIFTSAWN WOOD SERIES - PECAN



1 A3.1 A3.1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



NICHIHA - CANYONBRICK BRICK SERIES - SHALE BROWN



KAWNEER SUN SHADE



2 A3.1 A3.1 EAST ELEVATION
SCALE: 1/8" = 1'-0"

CHAGAS architecture + development inc.

BODHI DRAFTING & DESIGN

GENERAL NOTES:

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COLOUR.

LEGEND:

- NICHIHA - VINTAGEWOOD COLOUR: BARK OBTAIN SAMPLES TO CONFIRM.
- NICHIHA - RIFTSAWN WOOD SERIES COLOUR: PECAN OBTAIN SAMPLES TO CONFIRM.
- NICHIHA - LATURA V-GROOVE COLOUR: DIMENSION SERIES - GRAY OBTAIN SAMPLES TO CONFIRM.
- COMPOSITE CLADDING OR APPROVED EQUAL. COLOUR: HUDSON SLATE OBTAIN SAMPLES TO CONFIRM.
- NICHIHA - CANYONBRICK BRICK SERIES OR APPROVED EQUAL COLOUR: SHALE BROWN
- OPAQUE GLAZING COLOUR: TO MATCH COMPOSITE CLADDING OBTAIN SAMPLES TO CONFIRM.
- GLAZING COLOUR: SOLARBAN® 60 (2) SOLARGRAY® + CLEAR OBTAIN SAMPLES TO CONFIRM.

NO.	ISSUED FOR	DATE	BY
5	ISSUED FOR RE-ZONING & VARIANCES	2025-08-01	PC
4	ISSUED FOR CAW PLANNER REVIEW	2025-08-15	PC
3	ISSUED FOR CAW PLANNER REVIEW	2025-08-26	PC
2	ISSUED FOR CAW PLANNER REVIEW	2025-09-18	PC
1	FOR OWNER REVIEW	2025-09-11	PC

DRAWN BY: BV CHECKED BY: PC

PRINTING DATE: AUGUST, 2025

Drawings and specifications, as instruments of service are the property of the architect, the copyright in the same being reserved to them. No reproduction may be made without the permission of the architects, and when made, must bear their names. All prints to be returned.

The contractor is to verify dimensions and data noted herein with conditions on the site and is held responsible for reporting discrepancy to the architects for adjustment.

STAMP

ZONING and PERMITS BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL
IN CONNECTION WITH 25-223033
SHEET # 2 OF 3
APPLICANT (SGD.)
ZONING OFFICER
DATE Sep 18, 2025

AUGUST, 2025

1460 CORYDON AVE.
RE-DEVELOPMENT

1460 CORYDON AVE, WINNIPEG, MB

EXTERIOR ELEVATIONS

PROJECT NO. 2438

A3.1



3 A3.1 A3.2 **SOUTH ELEVATION**
SCALE: 1/8" = 1'-0"



4 A3.1 A3.2 **WEST ELEVATION**
SCALE: 1/8" = 1'-0"

ZONING and PERMITS BRANCH

THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH 25-223033

SHEET # 3 OF 3

APPLICANT (SGD.) [signature]

ZONING OFFICER [signature]

DATE Sep 18, 2025

CHAGAS architecture + development inc.

BODHI DRAFTING & DESIGN

GENERAL NOTES:

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COLOUR.

LEGEND:

- NICHIHA - VINTAGEWOOD COLOUR: BARK OBTAIN SAMPLES TO CONFIRM.
- NICHIHA - RIFTSAWN WOOD SERIES COLOUR: PECAN OBTAIN SAMPLES TO CONFIRM.
- NICHIHA - LATURA V-GROOVE COLOUR: DIMENSION SERIES - GRAY OBTAIN SAMPLES TO CONFIRM.
- COMPOSITE CLADDING OR APPROVED EQUAL. COLOUR: HUDSON SLATE OBTAIN SAMPLES TO CONFIRM.
- NICHIHA - CANYONBRICK BRICK SERIES OR APPROVED EQUAL COLOUR: SHALE BROWN
- OPAQUE GLAZING COLOUR: TO MATCH COMPOSITE CLADDING OBTAIN SAMPLES TO CONFIRM.
- GLAZING COLOUR: SOLARBAN® 60 (2) SOLARGRAY® + CLEAR OBTAIN SAMPLES TO CONFIRM.

NO.	ISSUED FOR	DATE	BY
5	ISSUED FOR RE-ZONING & VARIANCES	2025-08-21	PC
4	ISSUED FOR CoW PLANNER REVIEW	2025-08-18	PC
3	ISSUED FOR CoW PLANNER REVIEW	2025-08-18	PC
2	ISSUED FOR CoW PLANNER REVIEW	2025-08-18	PC
1	FOR OWNER REVIEW	2025-08-11	PC

DRAWN BY: BV CHECKED BY: PC

PRINTING DATE: AUGUST, 2025

Drawings and specifications, as instruments of service are the property of the architect, the copyright in the same being reserved to them. No reproduction may be made without the permission of the architects, and when made, must bear their names. All prints to be returned.

The contractor is to verify dimensions and data noted herein with conditions on the site and is held responsible for reporting discrepancy to the architects for adjustment.

STAMP

PROVINCE OF MANITOBA PEDRO ANTONIO CHAGAS ARCHITECTURE ARCHITECTURE

PROVINCE OF MANITOBA ORAGES ARCHITECTURE DEVELOPMENT ARCHITECTURE

AUGUST, 2025

1460 CORYDON AVE. RE-DEVELOPMENT

1460 CORYDON AVE, WINNIPEG, MB

EXTERIOR ELEVATIONS

PROJECT NO. 2438

A3.2