Agenda – Appeal Committee – March 11, 2026

PUBLIC HEARINGS

Item No. 2 Appeal – Variance – 1460 Corydon Avenue
(River Heights-Fort Garry Ward)
File DAV 223033A/2025D [c/r DASZ 42/2025]

Appeals were received against the decision of the City Centre Community Committee to approve a Variance on "the land" 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 conditions:

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 one (1) car share vehicle and one (1) dedicated parking stall for the car share vehicle, 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.

DECISION MAKING HISTORY:

COUNCIL:

On January 29, 2026, Council concurred in the recommendation of the Standing Policy Committee on Property and Development dated January 13, 2026, and approved the subdivision and rezoning of the subject land under File DASZ 42/2025, to a "CMU PDO-1 Airport Vicinity Mature Communities PDO-1" Commercial Mixed Use District.

Agenda – Appeal Committee – March 11, 2026

File:	DAV 223033A/2025D
Appellant(s):	Susan Beakhouse Emily Burlock Erin Danzinger Deb Dyck Alan Fillingham Maureen Jenner Eve-Anne Kristjanson Ken Kristjanson Chris Leskiw Rob Lucky Judy Perras Chloe Vickar Eric Vickar
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 the 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);

Nature of the Application (continued):

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. Order DAV 223033/2025D dated January 21, 2026
2. Notice of Appeal filed by Susan Beakhouse, received January 18, 2026
3. Notice of Appeal filed by Deb Dyck and Chris Leskiw, received January 20, 2026
4. Notice of Appeal filed by Judy Perras, received January 21, 2026

5 Notice of Appeal filed by Ken and Eve-Anne Kristjanson, received January 23, 2026

6 Notice of Appeal filed by Alan Fillingham, received January 25, 2026

7 Notice of Appeal filed by Maureen Jenner, received January 25, 2026

8 Notice of Appeal filed by Rob Lucky, received January 26, 2026

9 Notice of Appeal filed by Eric Vickar, received January 26, 2026

10 Notice of Appeal filed by Chloe Vickar, received January 26, 2026

11 Notice of Appeal filed by Emily Burlock, received January 26, 2026

12 Notice of Appeal filed by Erin Danzinger, received January 27, 2026

13. Notification of Public Hearing dated February 20, 2026
14. Manitoba Status of Title 3359305/1
15. Letter of authorization dated August 1, 2025 from Corywilt Realty Holdings Ltd. to Pedro Chagas
16. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
17. Sun Shadow Study

Exhibits Filed (continued):

18. Plans, Sheets 1 to 3 inclusive, for File DAV 223033/2025D dated September 18, 2025
19. Report from the Urban Planning Division dated December 17, 2025
20. Inspection Report

The Winnipeg Public Service to advise that all statutory requirements with respect to these appeals 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 appeal(s) be allowed / denied and the decision of the City Centre Community Committee be / not be concurred in.

Moved by Councillor

That Variance Order DAV 223033/2025D be confirmed / cancelled

Moved by Councillor

That the public hearing with respect to these appeals be concluded.

Exhibit “19” referred to in File DAV 223033A/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.

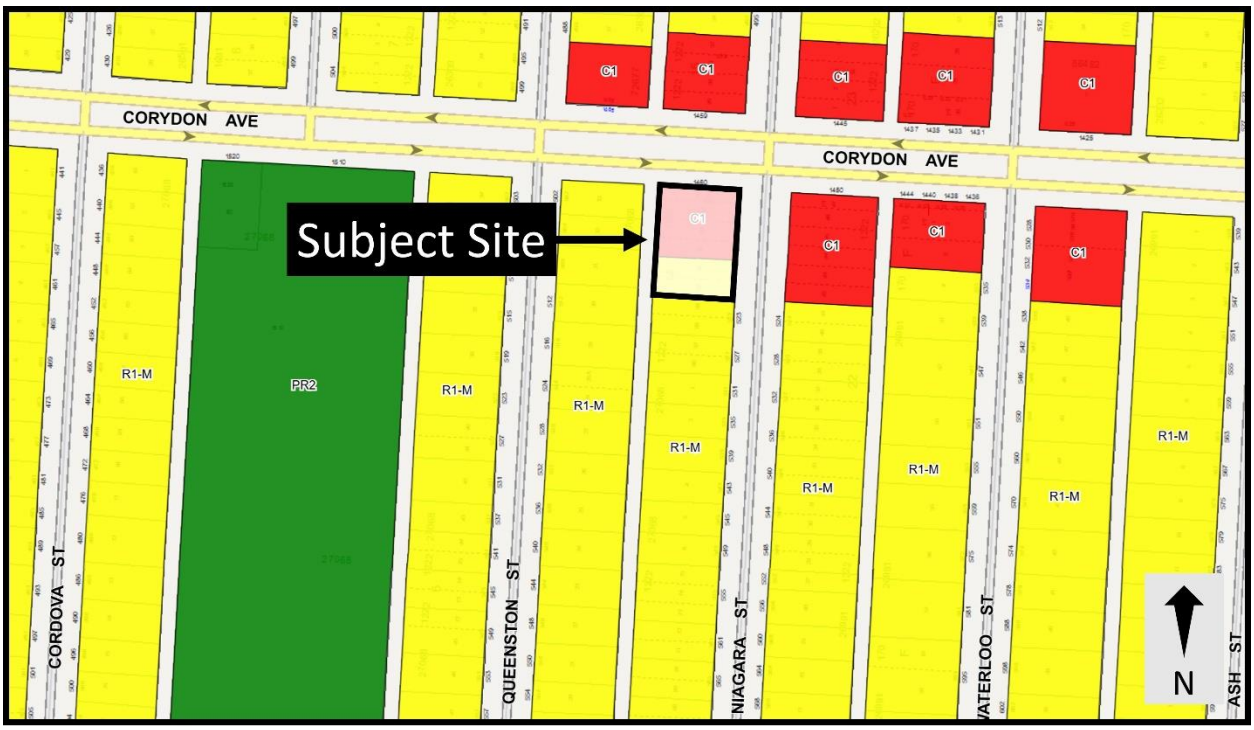


Figure 2: Zoning of the subject site and surrounding area.

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.

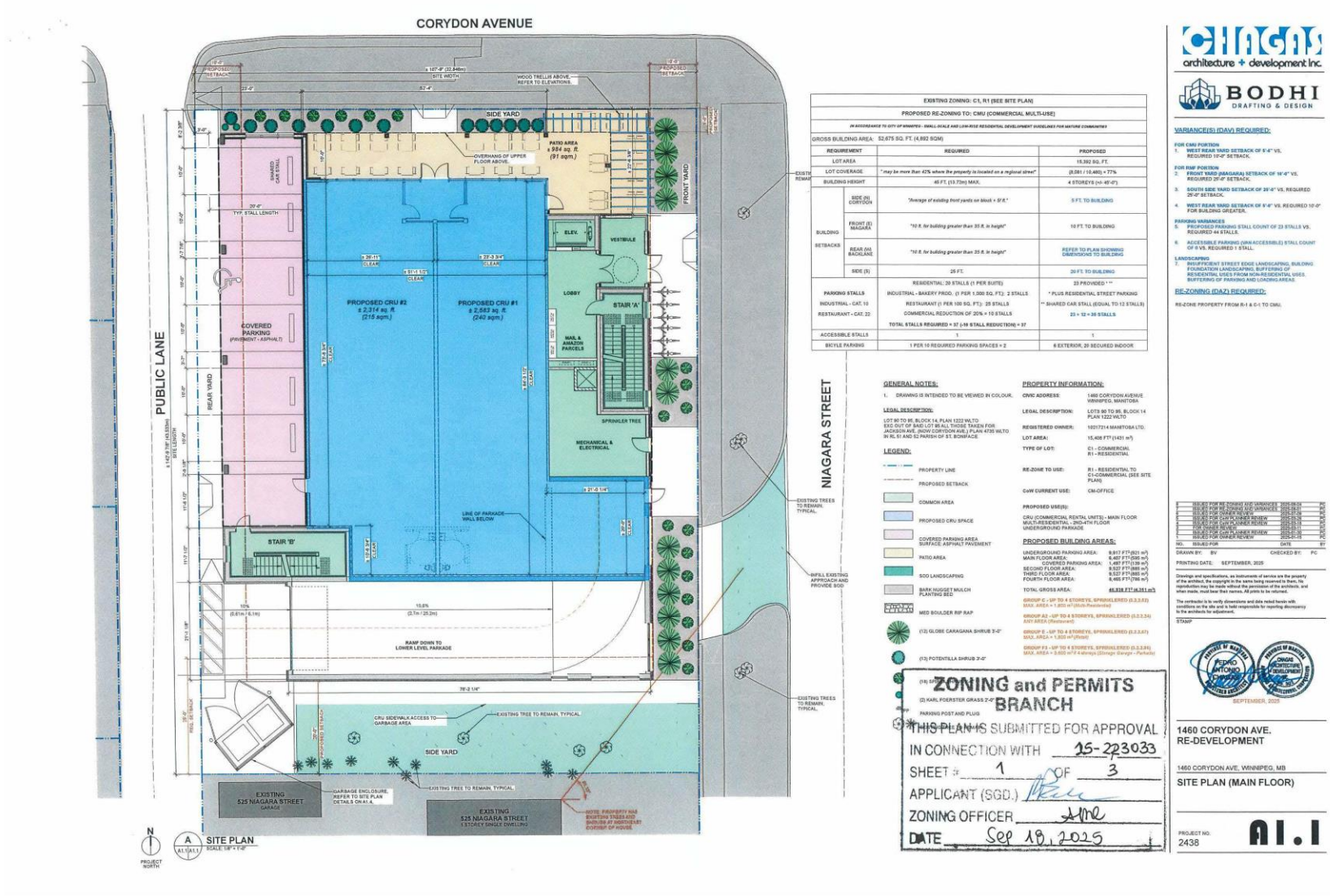
WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

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 “18” referred to in File DAV 223033A/2025D





NICHIHA - LATURA V-GROOVE



NICHIHA - VINTAGEWOOD - BARK



NICHIHA - RIFTSAWN WOOD SERIES - PECAN



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



NICHIHA - CANYONBRICK BRICK SERIES - SHALE BROWN



KAWNEER SUN SHADE



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

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

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
6	ISSUED FOR RE-ZONING & VARIANCES	2025-08-01	PC
5	ISSUED FOR CoW PLANNER REVIEW	2025-04-15	PC
4	ISSUED FOR CoW PLANNER REVIEW	2025-03-28	PC
3	ISSUED FOR CoW PLANNER REVIEW	2025-03-18	PC
1	FOR OWNER REVIEW	2025-03-11	PC

DRAWN BY: BV CHECKED BY: PC

PRINTING DATE: AUGUST, 2025

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

STAMP

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 CWB PLANNER REVIEW	2025-08-18	PC
3	ISSUED FOR CWB PLANNER REVIEW	2025-08-18	PC
2	ISSUED FOR CWB PLANNER REVIEW	2025-08-18	PC
1	FOR OWNER REVIEW	2025-08-11	PC

DRAWN BY: BV CHECKED BY: PC

PRINTING DATE: AUGUST, 2025

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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

AUGUST, 2025

1460 CORYDON AVE. RE-DEVELOPMENT

1460 CORYDON AVE, WINNIPEG, MB

EXTERIOR ELEVATIONS

PROJECT NO. 2438

A3.2

Exhibit “12” referred to in File DAV 223033A/2025D

City Clerk, City of Winnipeg

c/o Appeal Committee

Susan A. Thompson Building

Main Floor, 510 Main Street

Winnipeg, Manitoba, R3B 1B9

Erin Danzinger

I am writing to provide reasons for my appeal against the approval of Variance Use Order No. DAV 223033/2025D. I am listed "In Opposition" to the subject issue. My reasons are based on the fact that the committee that agreed to approve this variance has not taken critical information into consideration which was provided by citizens.

Parking and traffic have not been addressed. The councillors failed to identify that the current parking situation in the area is at a crisis level. The proposed building has 23 parking spots where 44 would be reasonably needed to accommodate just the tenants. No parking of any kind is being proposed for the commercial businesses, and the proposed use is high traffic and will intensify the existing crisis in neighbourhood parking. The developer has only proposed the use of car share rather than a realistic or practical solution as car sharing is not typical in River Heights, nor is commuting by bicycle. The increase in traffic from adding this many residential units plus commercial businesses will create a safety hazard for the surrounding residents. At this time there are serious risks from dangerous driving. This means that the councillors were wrong in their assessment at item (b) in the Variance Order DAV 223033/2025D [c/r DASZ 42/2025] in spite of this information being provided by citizens.

A rear yard of 5.8 feet versus 10 feet, front yard of 10 feet versus 30, North side corner yard of 5 feet versus 20 feet, rear yard of 5.8 versus 25 feet are completely insufficient and inappropriate for the neighbourhood and is completely incompatible with the area. The councillors failed to take into account the fact that this building is surrounded by residential housing that was built to obey the setbacks and these vastly reduced setbacks will adversely affect neighbouring residents on both Niagara Street and Queenston Street. This means that the councillors were wrong in their assessment at item (d) in the Variance Order DAV 223033/2025D [c/r DASZ 42/2025] in spite of this information being provided by citizens.

There also appears to be a portion of the proposed development that would be on land currently zoned for residential. This land should not be allowed to be a part of this development as it needs to be protected for neighbourhood appropriate detached housing.

The councillors clearly dismissed the concerns of area residents and made statements that openly favoured the developer's plan prior to the start of the hearing held on 5 January 2026. The councillors have erred in their decision to approve this project as the statutory criteria as outlined in Subsection 247(3) of the City of Winnipeg Charter have not been met or even reasonably addressed (the check boxes at (a), (b), (c) and (d) in the "Variance Order" letter), while the evidence to prove that these conditions have not been met was provided in ample detail by numerous residents. Concerns about loss of privacy, negative impacts on home values, insufficient parking, higher noise, safety concerns, appropriateness of the structure, setbacks and property lines, building height, plus numerous other valid concerns from citizens were either ignored or dismissed by the councillors. The ability for area residents to oppose this project were unfairly supressed as the Planner refused to postpone the hearing in spite of the holiday period reducing the mount of access that citizens had to contact relevant offices at City Hall, when the developer had a full year of access when the citizens were not informed of any plan whatsoever, as well as access to the area councillor on the matter.

Thank you,

Erin Danzinger

Exhibit “11” referred to in File DAV 223033A/2025D

City Clerk, City of Winnipeg

C/o Appeal Committee

Susan A. Thompson Building

Main Floor, 510 Main Street

Winnipeg, Manitoba, R3B 1B9

January 26, 2026

I, Emily Burlock, homeowner of , strongly oppose the variances to 1460 Corydon Avenue.

The traffic in the neighbourhood is already congested. Building a 4 story building with 23 parking spaces instead of the required 44, exacerbates this issue. Where will staff, customers and delivery trucks for the bakery and restaurant park? There is already no parking for them in the area.

The variances proposed for the 1460 Corydon build - a shortened rear yard, front yard and north side yard as well as the lack of street landscaping will make this building overly bulky in a confined space. It does not fit the River Heights neighbourhood and it will not solve the housing issue in Winnipeg.

Sincerely,

Emily Burlock

Exhibit “10” referred to in File DAV 223033A/2025D

Variance Use Order DAV 223033/2025D

City Clerk, City of Winnipeg

C/o Appeal Committee

Susan A. Thompson Building

Main Floor, 510 Main Street

Winnipeg, Manitoba, R3B 1B9

January 26, 2026

I, Chloe Vickar, homeowner of , strongly oppose the proposed variances to 1460 Corydon Avenue.

I am disturbed by the safety concerns to our neighbourhood. 1460 Corydon Avenue is only 160 meters away from Brock Corydon School. The danger to children, parents, residents of the neighbourhood and community members is significant. The intersection in front of our home at Corydon and Queenston is extremely congested during morning and afternoon rush hour when parents are dropping off and picking up their children. I frequently witness near misses just trying to get into our back lane. I am perplexed as to why a traffic safety study has not been conducted on this area. Further, there is no evidence that Brock Corydon School has been consulted on the impacts of safety for their students.

23 parking spaces instead of the required 44 parking spaces is absolutely unconscionable for this intersection of River Heights. How can it be rational to add hundreds of people to a very small property and decrease the parking by roughly 50%? Street parking is full halfway down our block much of the day already. I cannot imagine where the tenants of the rental units will park, never mind the staff and customers of the proposed retail businesses. This does not include parking for trades people, deliveries, etc, nor does it take into consideration the visitors to the tenants of the building. Our block is already extremely congested and friends and family know not to visit during the peak traffic hours because they are aware they will not be able to park close to our home. It is discouraging that friends and family with disabilities will experience further challenge to visit our home.

In closing, the proposed changes to 1460 Corydon Avenue do not support the safety of Winnipeg residents. I am very concerned about the safety of Brock Corydon students and the implications of intensified traffic and parking congestion in an area that is already past it’s limits.

Sincerely,

Chloe Vickar

Exhibit “9” referred to in File DAV 223033A/2025D

Eric L. Vickar, MD, FRCPC

January 26, 2026

Re: 1460 Corydon Avenue

Variance Use Order No. DAV 223033/2025D

I am a resident of the City of Winnipeg. I strongly oppose the proposed change of use of the property located at 1460 Corydon Avenue as I believe that if developed as proposed, it will create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, and is not compatible with the area within which the property to be affected is situated. I strongly oppose and hereby file this notice of appeal for the above-referenced Variance Use Order for many reasons, not limited to the following:

1. Yard Requirements specified in city zoning bylaws exist for important reasons, not limited to pedestrian and vehicular flow, service and maintenance needs, and privacy concerns amongst neighbours. Review of the Urban Planning and Design Division’s analysis and recommendation (Winnipeg Public Service Recommendation) submitted for the January 5, 2026 public hearing, and the Supporting Reasons provided by the City Centre Community Committee (Councillors Gilroy, Rollins and Orlikow) in its approval and granting of the Variance Order appears to critically minimize the fundamental importance of the yard requirements as would pertain to this proposed development. In fact, both above-referenced documents appear to present the arguments for and against in attempts to approve this project to the detriment of surrounding citizen comfort and safety, rather than objectively analyze and determine impact towards sound resolution.

2. Variances #1, #2, #3, and #4 as ordered allow for massive reductions in linear metres (reductions of 42%, 67%, 75% and 77%, respectively). I am certain that if the calculated surface area of remaining surrounding yard with the ordered linear metre reductions were to be compared to the calculated surface area as required by the City

of Winnipeg Zoning Bylaw #200/2006, what is being proposed to remain in this development would be a slight fraction of what is required by city zoning bylaw. This massive reduction in surrounding yard surface area will impact human and animal life and safety not only on the 1460 Corydon property, but on the streets and within the properties of residents within the vicinity.

3. Several citizens (myself included) have spoken to the current traffic congestion conditions in this neighbourhood, which are heightened at school drop off and pick up times relative to nearby Brock Corydon School (which sits160 linear metres from the proposed development). I do not understand or accept the Committee's apparent refusal to heed the citizens' vehemently voiced cautions, and potential complicity with respect to the safety of children and adults. I am also concerned that the administration of Brock Corydon School and the Winnipeg School Division are not evidently weighing into this discussion (or perhaps have not been officially consulted). With the nature of concerns voiced, why has a traffic study of nearby streets not been commissioned and executed? Concerningly, a critical incident review following a tragic event would be too late.

4. Variance #6 orders for 23 parking spaces instead of 44 spaces. My understanding is that the Variance order requires the developer to establish 5 additional parking spaces and a single ride share with a parking space. The developer's proposal that a ride share would be utilized by River Heights residents such to accommodate for 12 deficient parking spots is statistically remote to be achieved in reality as envisioned. Furthermore, the 4 stall further deficiency is not "relatively minor". The 12 spots is 27% of the 44 spots required. I would suggest that no individual will utilize this car share option much of the time. Combined with the 4 spot deficiency (9%), the total "deficiency of likelihood' will be 16 spots, representing 36% of the total zoning requirement. I do not understand or accept that this deficiency is not of evident concern to the Committee, given the traffic congestion and safety matters referenced above, and in several other concerned citizen conversations and submissions.

5. I draw attention to the Councillor's comments "This development is large. I

don’t want to dispute that at all.” …“I know people aren’t going to be too happy, especially on Queenston, and I respect that. But I have to make a decision, and I have to man up to it, so I am doing that. I think this is the best we can get with his proposal and it is needed in the River Heights area.” Clearly the councillor has strong misgivings about approving this project, and yet the project appears to being propelled through to approval, to the elimination of appropriate thoughtfulness, reason and caution.

6. I underscore that this proposal with the above referenced Variance Order does not meet the criteria (b) and (d) below pursuant to Section 247(3) of the City of Winnipeg Charter as highlighted below.

Sincerely,

<electronically signed)

Eric Vickar

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; 9 (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.

Exhibit “8” referred to in File DAV 223033A/2025D

Robert Lucky

1460 Corydon File DAV 25-223033/2025D cr DASZ 42/2025

I, Robert Lucky, resident located at strongly oppose the drastic change of use of the property located at 1460 Corydon Avenue for many reasons, not limited to the following:

1. In total there are 7 variances, 4 of which include reducing all setbacks substantially: #1 reduce rear yard from required 10 feet to 5.8 feet, #2 reduce front yard from required 30 feet to 10 feet, #3 north side corner yard from required 20 feet to 5 feet and #4 rear yard reduced to 5.8 feet from required 25 feet. These reductions of required setbacks all tell us the building is TOO BIG. Councilor Orlikow even admitted in his decision “The development is large. I don’t want to dispute that at all”

2. Variance #6 which states 23 parking spaces instead of required 44. So roughly half the required parking for the building. The streets are already heavily used for parking as the Brock Corydon School (one street away) has basically no parking or off street loading zones. It is already unsafe for the elementary school age children here. There was no discussion why no regard for parking was taken into consideration in the decision. These will be high rent apartments and the tenants will have at least one or two cars per apartment. There will not be enough parking for the apartments alone. The restaurant commercial space of 4,897 sq. ft. will require lots of parking as the dining room should hold roughly 200 people plus 68 seats outdoor for a total of 268 people and this development will provide no parking at all for this area of the building. Restaurant parking code 22 (attached) shows this use alone should have 49 stalls for the restaurant. It will be open for breakfast at 8:00 AM and close at 10:00 PM. This site is ridiculously small for the two uses at this scale.

3. Similar projects to 1460 Corydon Ave were turned down at 711/707 Brock St at Grant and 495 Borebank St at Corydon. The same Developer recently built 1100 Corydon Ave a 2 story mixed use building with restaurant on main floor and offices on second floor. I assume a 4 story building was proposed there however turned down. I asked the Planner but he did not return my email on it. 1100 Corydon is much closer to Stafford St and is a more commercial location.

4. In closing the proposed development is much too large for the site and that is why it cannot meet any of the City of Winnipeg development requirements. Why have required parking and allow only 50% of it to be acceptable? The setbacks are not even close to acceptable that is why there is no room for required landscaping. The 5,000 sq. ft. restaurant during peak times could require at least 100 parking stalls or more and there will be none available on the property. C1 areas limit restaurants to 2,500 sq. ft. and C2 areas are limited up to 5,000 sq. ft. There are no C2 developments in the subject area all commercial buildings are C1 like the subject property was zoned.

5. Page 2 of the Variance Order, items (a) to (d) are all wrongly checked, especially boxes (b) to (d). There is no building anything like it in the area and other attempts to build one were turned down.

Restaurant

1) (1) In the RMU amd Cl zoning di□rncts, resitauinrnts are 11mite<l to a max,imum of 2,500 square feet of gross fi'oor area and must not have a drive-in or drive-through fa.dlity

(2) In the C2..zoning district restaurants are limited to a maximum of .5,000 square feet of gross floor arna.

A 5,000 square ·foot restaurant generally holds between **150 and** 300+ **seats,** with the most common 1industry standard falling around **200 seats.** The exact capacity depends heavily on the type of service (fine dining, vs. fast-casual). the kitchen-to-dining ratio, and

□he layout design. @

General Gapacity Breakdown f5JOOO sq fl)

Assuming1a standard industry s;p!it of **60% dining area** (3,000 sq ft) and **40% kitchen/service area**.{2,000 sq ft): @

- **Fine Dining:** (-18-20 sq ft per person), ... **160-166 seats**
- **Casual** Dining1,(:-15-18 sq *tt* per person)= **165-200 seats**
- **Fast Casual/Cafe:** (-12-15 sq ft per person)= **200'--250+ seats**
- **Banquet/High Density:** (~10-12 sq ft per person)"' **250...300+ seats** *0*

Key Factors Influencing Seat Count

- **Dining Room Allocation (60'/40 Rule):** Typically, 60% of the 5,000 sq ft (3,000 sq ft) is dedicated to the dining area (including restrooms, entryway, and bar), while 40% (2,000 sq ft) is for the kitchen, storage, and prep.

(2,000 sq ft) is for the kitchen, storage, and prep.

P=Permitted | C=Conditional | *=Use Specific Standard Applies in this Zoning District

ZONING DISTRICT / USE CATEGORY / TYPE	A	PR1	PR2	PR3	RR5	RR2	R1	R2	RMF	RMU	RMH	C1	C2	C3	C4	CMU	EI	MMU	M1	M2	M3	Use Specific Standards (Section)	Parking Category
Food and Beverage Service																							
Drinking establishment			C	C						C			P*	P	P	C		P*	P*	P*		84	22
Restaurant			C	P						P*		P*	P*	P	P	P		P	P	P		92	22

		Employees on the maximum shift		
22	Restaurant Drinking establishment	Without drive-through facility: 1 for each 100 square feet of floor area With drive-through facility: 1 for each 150 square feet of floor area	YES	YES

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

Subject:

Variance Use Order. DAV 223033/2025D

Dear Members of the Appeal Committee,

I am writing to formally express my opposition to the proposed four-storey residential and commercial building planned for 1460 Corydon Avenue, located at the corner of Niagara Street and Corydon Avenue. (Variance Use Order. DAV 223033/2025D)

I live at , at the NE corner of Niagara and Fleet. I have lived in this home for 60 years and have owned it for the past 20 years. During this time, I have witnessed many changes in the River Heights neighbourhood and have generally accepted growth when it respects the established scale, character, and safety of the community.

Over the years, local businesses have come and gone. Frosty’s Ice Cream once stood at the NE corner of Niagara and Corydon and later became a 7-Eleven. Dixon’s Pharmacy became the Paper Gallery, and the Tom-Boy Food Store building across from the Dixon's building on Corydon changed hands several times. Larger redevelopments have also occurred, including the replacement of the Esso gas station at Waterloo and Corydon with a two-storey medical building and the redevelopment of the Turnbull Whitaker Insurance property on Queenston Street. I am not opposed to change; however, change must be appropriate to its context.

A four-storey building at this location is clearly out of scale with the surrounding streetscape. It would negatively impact sightlines and sunlight for nearby homes and would permanently alter the character of this area. This proposal exceeds what this location can reasonably support and does not align with the existing neighbourhood fabric.

My most serious concern is public safety. Traffic conditions in this area are already problematic, and the proposed development would significantly increase traffic volumes. Residents of the building would rely on surrounding residential streets, and the bakery and café on the lower level would attract customers, delivery vehicles, and short-term parking throughout the day.

This increase in traffic would directly affect pedestrians, including families and children attending Brock Corydon Elementary School. Adding further congestion to this area raises serious concerns about the safety of children and residents who rely on these streets daily.

Living at the corner of Niagara and Fleet, I have observed a steady increase in unsafe driving behaviours. During 20 minutes on a Saturday afternoon this past holiday season, 11 vehicles travelled southbound on Niagara Street, and none came to a complete stop at the stop sign. I have witnessed multiple traffic collisions at this intersection over the years. Walking in the neighbourhood now requires heightened caution due to reckless driving. I am attaching photographs of a vehicle that ended up on my front lawn following one such collision.

If increased tax revenue is being considered as a benefit of this development, I question whether it justifies the clear and ongoing risks to safety and neighbourhood character. Forget the four-story building. Just improving traffic enforcement at this intersection would enhance safety while also generating revenue, without introducing the negative impacts associated with this proposal.

For these reasons, I respectfully request that the committee **deny approval** of the proposed development. At a minimum, I strongly urge the committee to **defer any decision** until a comprehensive traffic and pedestrian safety impact study is completed, with specific consideration given to nearby residential streets and the safety of children attending Brock Corydon Elementary School.

Thank you for your time and careful consideration of this appeal.

Sincerely,
Maureen Jenner

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

City Clerk, City of Winnipeg

c/o Appeal Committee

Susan A. Thompson Building

Main Floor, 510 Main Street

Winnipeg, Manitoba, R3B 1B9

Alan J. Fillingham

25 Jan 2026

To whom it may concern,

I am writing to provide reasons for my appeal against the approval of Variance Use Order No. DAV 223033/2025D. I am listed "In Opposition" to the subject issue. My reasons are based on the fact that the committee that agreed to approve this variance has not taken critical information into consideration which was provided by citizens.

Parking and traffic have not been addressed. The councillors failed to identify that the current parking situation in the area is at a crisis level. The proposed building has 23 parking spots where 44 would be reasonably needed to accommodate just the tenants. No parking of any kind is being proposed for the commercial businesses, and the proposed use is high traffic and will intensify the existing crisis in neighbourhood parking. The developer has only proposed the use of car share rather than a realistic or practical solution as car sharing is not typical in River Heights, nor is commuting by bicycle. The increase in traffic from adding this many residential units plus commercial businesses will create a safety hazard for the surrounding residents. At this time there are serious risks from dangerous driving. This means that the councillors were wrong in their assessment at item (b) in the Variance Order DAV 223033/2025D [c/r DASZ 42/2025] in spite of this information being provided by citizens.

A rear yard of 5.8 feet versus 10 feet, front yard of 10 feet versus 30, North side corner yard of 5 feet versus 20 feet, rear yard of 5.8 versus 25 feet are completely insufficient and inappropriate for the neighbourhood and is completely incompatible with the area. The councillors failed to take into account the fact that this building is surrounded by residential housing that was built to obey the setbacks and these vastly reduced setbacks will adversely affect neighbouring residents on both Niagara Street and Queenston Street. This means that the councillors were wrong in their assessment at item (d) in the

Variance Order DAV 223033/2025D [c/r DASZ 42/2025] in spite of this information being provided by citizens.

There also appears to be a portion of the proposed development that would be on land currently zoned for residential. This land should not be allowed to be a part of this development as it needs to be protected for neighbourhood appropriate detached housing.

The councillors clearly dismissed the concerns of area residents and made statements that openly favoured the developer's plan prior to the start of the hearing held on 5 January 2026. The councillors have erred in their decision to approve this project as the statutory criteria as outlined in Subsection 247(3) of the City of Winnipeg Charter have not been met or even reasonably addressed (the check boxes at (a), (b), (c) and (d) in the "Variance Order" letter), while the evidence to prove that these conditions have not been met was provided in ample detail by numerous residents. Concerns about loss of privacy, negative impacts on home values, insufficient parking, higher noise, safety concerns, appropriateness of the structure, setbacks and property lines, building height, plus numerous other valid concerns from citizens were either ignored or dismissed by the councillors. The ability for area residents to oppose this project were unfairly supressed as the Planner refused to postpone the hearing in spite of the holiday period reducing the mount of access that citizens had to contact relevant offices at City Hall, when the developer had a full year of access when the citizens were not informed of any plan whatsoever, as well as access to the area councillor on the matter.

V/R

Alan J. Fillingham

Exhibit “5” referred to in File DAV 223033A/2025D

From Residents: Ken and Eve-Anne Kristjanson

RE: 1460 Corydon Avenue DAV 223033/2025D

This proposed development will have a direct and negative impact on the quality of our daily lives and our safety and consequently, we strongly oppose the construction of the new building in the proposed format and specifically oppose the requested variances.

Parking Variance

A minimum of 44 parking spaces are required under the City’s own rules, but only 23 are being provided in the proposal, for a 20 unit building with retail. 12 spaces are ‘granted’ through the use of a single vehicle share, as ridiculous as that is. 10 spaces are still short in the proposal and at a minimum, these should be provided by the developer, for the reasons below.

Parking in the area is already in very short supply and the residents have limited to no ability park in front of their own homes. Queenston Street is filled daily with cars from parents and teachers at the Brock Corydon School and Library. Many parents park on Corydon during pick up and drop off times. Traffic and parking issues have also increased with the addition of the new insurance building on Corydon and Queenston.

Customers attending the proposed retail units, people visiting the apartments or those in the apartments with second vehicles, will have to park on the surrounding streets, where parking is already problematic.

We are seniors, as are many in the area, and people who come to our home to assist us as we age in place, and family and friends who come to see us, already face significant challenges finding parking anywhere on Queenston. Reducing the availability even further by allowing this developer **to bypass the City’s minimum parking requirement**s will limit our ability to obtain much needed services or deliveries and may affect our safety.

The developer should be required to provide at least the minimum number of spaces required by the City Bylaw to properly accommodate the size of the structure that they are proposing.

Rear Yard Variance

The City’s rules require a 10 foot yard at the rear of the building (Queenston Lane) at the commercial portion and a 25 foot yard at the rear of the building on the residential portion.

The developer has requested a <u>very significant</u> reduction in this space to a mere 5.8 feet. The residents do not agree that this very limited yard space is sufficient and request that the developer be required to meet the minimum requirements of the Bylaw.

Increased traffic and lack of parking create concerns for the safety of pedestrians in the area. The neighborhood residents are not aware of any traffic flow or safety studies that evaluate the projected

impact. The only access to the underground parking and to the few parking stalls, is through the back lane to the west of the property.

The proposed development does not have enough of a setback from the lane to allow for the increased inflow and outflow of traffic accessing the few available retail parking spaces or the parking garage in addition to the regular neighborhood lane traffic. **Bi-directional traffic movement will not be possible under the proposed plan, causing blockages on Corydon and the increased likelihood of accidents.**

There is no solution proposed for deliveries to the retail operations – with a bus stop in the front and no deliveries allowed in the back, where will the delivery truck park? In the lane? On Niagara? There is not sufficient space available to accommodate deliveries to the retail operations given the oversized footprint of the building.

Parking along Corydon to access the retail units and substantially increased traffic turning into the back lane is a concern, **particularly given the large number of children who cross that lane heading home for lunch or after school from Brock Corydon and the bus stop that is directly in front of the building.**

A significant increase in traffic in the back lane is also a concern for the safety of residents of Queenston, backing out of their garages.

The unreasonable encroachment on the minimum required yard space would also result in the four story building further reducing the privacy, sunlight and quality of life of the residents to the west.

The developer should be required to provide at least the minimum setback required by the City's reasonable rules, to mitigate the impact of what would be the tallest building anywhere in the area.

RE- ZONING DASZ 42/2025

We wish to also formally register our opposition to the application for re-zoning to allow a four-story building on this small parcel of land.

There is no argument that densification in older neighborhoods can have a positive impact

on the area, when development is approached in a thoughtful way. Winnipeg does not have

to choose between respecting existing residents and neighborhoods and growth. Council should support developments that provide density **while respecting the safety and character of the existing neighborhood.**

This particular development is not suited to this particular site. **The City evaluated the neighborhood and zoned this site C1, allowing for a 2 story building with a modest footprint and ample parking, that would be congruent with the neighborhood**. There is no reason to change this. Now the developer proposes a very large 4 story building and dwarfing the bungalows around it. At the Community Committee meeting, the developer stated, disingenuously, that the building would be "one of the taller buildings in the area". In reality, there is no building of this height anywhere on Corydon Avenue from Kenaston to Stafford. As city councillor John Orlikow stated in the Community Committee meeting, "This is a large development."

This proposed development is **not compatible in scale**, which is why the developer is requesting multiple variances to allow for significantly reduced yard space around the building to accommodate the oversized footprint. And it is **not compatible in character,** when the residents of Queenston and west will be confronted with a four story monolith of windows and balconies that will consume their entire view and is built with only a 5 foot offset from the edge of the lane.

There is a clear reason why the renderings of the building only show it from the Niagara side or in isolation with no reference to the surrounding buildings. This is because when viewed from the west, as the residents of Queenston will be forced to do, there is no greenery, limited offset and the building towers over the surrounding bungalows.

We know that there will be a development of some sort in this space. **We request that the City follow its own rules regarding the zoning and the size and scope of the building, and approve a development that is "context sensitive" and in keeping with the scale and character of the existing neighborhood.**

1460 Corydon Avenue

VARIANCE: 25-223033/D

Plainlanguage:Forconsideration of variancesto enable theconstruction

of a mixed use residential and commercial building.

Community:CityCenue Neighbourhood: CentralRiver Heights Ward:RiverHeights• FortGarry Approval type: Meeting

Meeting date: January 5, 2026

In date: September 8, 2025

Appeal deadline: January 26,2026

Search OMIS (Available 4 businessdays inadvance ofMeetingdate)

Description: Tovary theproposed·cMU"Mature CommunitiesPOO•l andPOO·lAirport Vicinity Protection*Alea,*.development and design st.1ndards of theWinnipeg Zoning By-LawNo.200/2006 for the **construction of a mixed usedresidential andcommercial buildingas** follows:

2)a rearyard of S.8 feet (1.76 metres) to thecommercial portion instead

of 10feet (3.0'1metres);

3)a front yard of 10 feet{3.04metres) to thecommercialportioninstead

of 30feet (9.Hmetres);

4)a northcorner sideyard of 5 feet(1.524 metres) to the residential

ponioninstead of 20feet(6.09 metres);

5)a rear yard of5.8 feet (1.76 metres) to theresidential portion instead of

25 feet (7.62metres);

5) lot area perdwellingunitof 770square feet{71.53 square metres) instead of 800 squarefeet(7◄,32square metres);

6) 23parkingspaces instead of 44 spaces;

7) insufficient street edgelandscaping.

Exhibit “4” referred to in File DAV 223033A/2025D

Dear Council Members,

I am writing in opposition to the proposed development at 1460 Cordon Avenue.
Variance order no. 223033/2025D

There is no dispute that increasing density in older neighbourhoods can have a positive impact when development is approached in a thoughtful and responsible manner. Council should support projects that add density while respecting the safety, infrastructure capacity, and character of the surrounding neighbourhood. Unfortunately, this proposal does not meet those standards, primarily due to the significant lack of on-site parking.

City bylaws require a minimum of 44 parking spaces for this development; however, the current proposal provides only 23. Of those, 12 spaces are being justified through the use of a single shared vehicle, which is entirely unrealistic for a multi-unit rental property with retail space. This shortfall will inevitably push parking onto surrounding residential streets, which are already under considerable strain.

Parking in this area is presently in very short supply. Residents on Queenston Street are unable to park in front of their homes from September through the end of June due to congestion caused by staff and parents associated with Brock Cordon School. Service companies already experience difficulty finding parking in the area, which becomes a serious issue when large vehicles or equipment are required. Additionally, the recent insurance company and office development at Corydon and Queenston has further reduced available street parking. Parking along Corydon between Queenston and Waterloo is now extremely limited.

There is also an existing bus stop in front of the current bank location, which further restricts parking availability. Customers and employees of the two proposed retail spaces, as well as visitors to the apartments, will have no option but to park on nearby residential streets, worsening an already untenable situation.

Beyond inconvenience, the lack of adequate parking and increased traffic presents a genuine safety concern—particularly for pedestrians and elementary school-aged children in the area. To my knowledge, no traffic flow or safety studies have been conducted to assess the impact this development will have on the neighbourhood.

The proposal also lacks sufficient setback in the rear lane to accommodate the increased in-and-out traffic from the underground parking garage and retail loading. This will likely create traffic backups into the lane and onto Corydon Avenue, increasing the risk of accidents.

The developer should be required to comply with the city's established parking and setback requirements. These rules exist to protect neighbourhood safety and livability, especially when approving what would be the tallest building in the area.

Thank you for your time and consideration of these concerns.

Sincerely,
Judy Perras

Exhibit “3” referred to in File DAV 223033A/2025D

January 20, 2026

City Clerk, City of Winnipeg

c/o Appeal Committee

Susan A Thompson Building

Main Floor, 510 Main Street

Winnipeg Manitoba R3B 1B9

Email: CLK-Appeals@winnipeg.ca

From: Deb Dyck,

Chris Leskiw,

RE: Variance Use Order No. DAV 223033/2025D

Reasons For Appeal:

Thank you for the opportunity to appeal the above noted variance in relation to the proposed development at 1460 Corydon Avenue.

While it is acknowledged that there is a need to develop housing stock in Winnipeg, and that the Housing Accelerator Fund enables additional dollars to flow in support of this aim, we are opposed to the scale and scope of this proposed development and the implications that it will have in our neighbourhood.

Much has been noted about the scale of this project being inappropriate for the neighbourhood, we would also like to emphasize the impact that a project of this magnitude will have on the *safety* of the neighbourhood. The property under development is approximately one block from BrockCorydon School and its nearly 300 elementary students and day care. We question if the developer, the City Planner or the area Councillor have stood on Corydon near the school, particularly during entry or exit periods.

We know, first hand, when picking up our grandson that there is very heavy pedestrian flow (mainly young children), and parents, and a constant in and out of parking or loading spaces, in addition to the significant regular street traffic. Corydon, Queenston, Niagara and the lane serve as these temporary parking and loading spots with cars continually circulating. While this scenario can be perilous enough, the addition of a four-storey commercial/residential development of the proposed scale will compound this issue and further compromise the safety of the students and their families. Furthermore, the variance in question allows for a reduction in the number of parking spaces required within this development which will exacerbate the pickup and drop off situation, adding to frustration, tangled traffic and increased jeopardy for the young ones.

…2

Given that the planning of the development at 1460 Corydon has been underway with discussions with the City Planner (and presumably the area Councillor) for the past year and the fact that public notice and information has only been disseminated shortly before the variance hearing (with seasonal holidays during this period) it is skeptically questioned as to whether that the area public, the school and the parent council was not expected to know enough about the proposal to have rational and meaningful input prior to a decision.

Allowing disproportionately scaled development in the proximity of elementary schools creates dangerous precedents, not only here, but across the city. Development is positive, and additional residential development will benefit the City, but it should not come with costs to children and families. Consider the implications that this type of development could have near elementary schools throughout Winnipeg.

This appeal is not simply a NIMBY type of appeal, as alluded in a Winnipeg Free Press recent editorial, but rather one that seeks consideration for the impact that specific types of developments such as the one proposed here, will have on the quality of life and safety of our residents.

A stated desire of the City that we can all live in a community that is safe. Please decide accordingly. Thank you.

Exhibit “2” referred to in File DAV 223033A/2025D

From: susan beakhouse
Sent: Sunday, January 18, 2026 2:36 PM
To: CLK-Appeals <clk-appeals@winnipeg.ca>
Cc:
Subject: 1460 Corydon Appeal

Susan Beakhouse

Variance Use Order No DAV 223033/2025D (1460 Corydon Avenue)

I wish to file a notice of appeal for Variance Use Order No DAV 223033/2025D.

My primary concern with the proposed building is that it would be 4 stories in an area on Corydon Avenue where there are no other buildings of this height.

A few years ago, a real estate company had requested to erect a sign (at the same location ! believe) that was declined because it was deemed to be too high.

The proposed building would exceed the height of the sign that was not approved for development.

We live on Corydon and there are NO 4 story buildings in the immediate vicinity. There are a few 3 story apartment buildings (7 to be exact) between Kenaston and Stafford. Only one has the main floor above grade and the other 6 have basement apartments where the main floor is below grade.

West of Kenaston there a high-rise on Doncaster that was built in 1969 on a large block of land, not across a back lane from existing single family homes.

The building that Mr Chagas was involved with at 1100 Corydon is 3 stories, not 4.

East of Stafford, there are the Maple Leaf apartments that were built in 1914. They are 4 stories BUT they are surrounded by businesses and other apartment buildings not individual homes.

I am not afraid of development, as Mr Chagas has suggested. In fact I welcome appropriate development. I think the proposed building at 1460 Corydon could be an acceptable project if it is restricted to 3 stories where the third story is recessed as he currently proposes for the 4th story.

Turnbull Whittaker Insurance applied for a variance for development of its new office that was initially turned down. The project was eventually approved after addressing neighbourhood concerns.

The proponent's consultants sent letters to those that live nearby with illustrations of the proposed building, asked for concerns and suggestions and gave a contact so we could have our input.

They DID change a number of things from their original design, including putting a fence up on the Queenston side to block car lights from their parking lot affecting surrounding homes. They added plantings to soften the building and changed colours and business sign lighting. They CARED about how the neighbourhood felt about the new building and wanted to fit in as best as it could.

I don't hear anything other than being accused of being "scared" and of "NIMBYism" from Mr. Chagas concerning his 1460 Corydon project.

Considering the number of single family dwellings (primarily bungalows) along Corydon, the few apartment buildings that are 3 stories (most with first floor below grade), I would respectfully request that the city reconsider the approval of the rezoning to allowing the project at 1460 Corydon to be developed until it is revised to be a more appropriate fit for the neighbourhood.

Susan Beakhouse

From: susan beakhouse
Sent: Friday, January 23, 2026 3:37 PM
To: CLK-Appeals <clk-appeals@winnipeg.ca>
Subject: 1460 Corydon/ DAV 223033/2025D

Variance Use Order No DAV 223033/2025D (1460 Corydon Avenue)

I wish to file a notice of appeal for Variance Use Order No DAV 223033/2025D.

The proposed building has 23 parking spaces instead of 44 spaces. I understand that a ride share spot is considered to allow for having less spaces available.

This area has little to no street parking available for residents now as Brock Corydon School staff and parents use Queenston Street for parking now.

The bus stops on Corydon at the school and in front of 1460 significantly reduce the amount of parking available.

While a ride share stall MAY help people that would reside in the proposed apartments it does not allow for staff and customers to frequent the proposed businesses or people o visiting residents of the building. The proximity to the bus stop creates a concern about deliveries to the development.

The increase in traffic, people looking for parking spots on the street, whether because they live at 1460, want to visit someone there or utilize one of the businesses will make it even more unsafe for the children from Brock Corydon School (a short 160 meters away) but also for area residents.

We are on the corner of Queenston and Corydon and have witnessed numerous crashes at this intersection. People often park across the sidewalk or blocking the back lane. They even park in our driveway because there is NO other parking available at some times of the day. The variances for this development should not be approved until appropriate parking incorporated.

The variances for this re-zoning significant:

1. An ADDITIONAL 19.2 feet to the rear of the building.
2. 20 feet to the front.
3. 15 feet to the north corner yard (which I'm not sure what direction that is implying as the variance is already asking for 20 feet to the front and 19.2 feet to the rear). Especially considering that there is also a variance asking to reduce the size of the apartments.
4. A rear yard of 5.8' instead of 25'.

The directions given, front, rear, north side, seem deliberately confusing. Considering the address is 1460 Corydon, one would assume that the “front” is facing north. East, west, north, south facing would have made much more sense. The image that was presented at the January 5 meeting shows 5’ instead of 7’ on the west side and yet it seems that “north side corner” is proposed to be 5’ instead of 20’.

I would respectfully request that the city reconsider for allowing these variances and decline the request for them for 1460 Corydon.

Susan Beakhouse

Exhibit “1” referred to in File DAV 223033A/2025D

THE CITY OF WINNIPEG
VARIANCE ORDER
CITY CENTRE COMMUNITY COMMITTEE

CORRECTED ORDER

DAV 223033/2025D [c/r DASZ 42/2025]

Before:	City Centre Community Committee Councillor Gilroy, Chairperson Councillor Orlikow Councillor Rollins
Hearing:	January 5, 2026 Council Building, 510 Main Street
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.

It is the opinion of the City Centre Community Committee that subject to the conditions listed below, if any, this Variance meets the statutory criteria as outlined in Subsection 247(3) of the City of Winnipeg Charter in that it:

(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:

1. This development is large. I don’t want to dispute that at all.

2. The conversations I’ve had with residents, some of them have been quite harsh, I’ve got to say. I really advise anybody who makes some of those comments about intent of Councillors, we do have an ethics commissioner, they by all means can go there, but this was all done up and up, so there’s no favouritism from a friend who is, I’ve never really

met this gentleman, but's besides the point. But by all means, those concerns should be leveled to the ethics commissioner and not to the actual Area Councillor.

3. This was a hard decision. I do understand the feedback. Whether it's reasons why, we talked about the privacy, seemed to be a real big one on this one. I understand that however they have the right to do a C1 property and just even a single-family property at four storeys, they're going to have the same problems. Maybe a few less windows, maybe not. But again, none of those windows may actually be dealing with the fact of the mitigations that the developer put in place.

4. And furthermore, if this development doesn't go in, some developments is going to go in, and I'd be concerned that it wouldn't be as, how do I say, the developer doing things like a public hearing. Developers generally don't do public hearings, and they don't really want to know what the residents have to say. Or not even further, they don't actually amend the original plan based upon that. So, I'm also worried that if I start shutting things down because I'd rather just be 39, 39 only, but a future developer would not be willing to participate in this process as this one has. So, I do want to thank them for that, because it's really important.

5. The one thing the developer has tried to show and where I think the difference where we're talking about policy state and stuff, is showed actually a building I had a fight with years and years ago on harrow, which has kind of settled down, but again, these are beside 3 storey buildings, so the impact of the height, but again, that's since our by-laws now that whole argument's over, but again some of these areas where it's central to the context of the area, which has always been fighting for. I knew Central and Grant Park, those areas Central Rights and Grant Park, where they're primarily all bungalows, it's going to be difficult, and I super dread the fact that when that four-storey four-plex goes in the middle block of some street with bungalows all around it. It's why, again, I voted against the Housing Accelerator Fund.

6. So, the idea of the commercial, I think it will be well-used, again, if it's the appropriate commercial, that will come back to Community Committee. The trees, they've got a lot of trees in here. You know that's my little, I'll show you a picture later on, the committee members will be hugging a tree in Costa Rica. They do a beautiful, they did add that. It does liven up the street. People have said, well people don't, we don't need this. Well that actually is factually wrong. This is on a major transit corridor, it has the bike parking, and I hear quite a bit about people who want to live in place. They don't want to move out of the River Heights area, but they have to because they can't afford to buy another home and the price is value.

6. And the last one I've heard, and I can't really speak to it, I know the assessor has, I've heard both of these comments of my property value goes down and I've also heard people saying my property value goes up because now I can sell it not as a single-family home, I can sell it as a four-storey RMF or even a commercial. So, again, I understand the concerns about property value, but that's pretty well outside our wheelhouse here.

7. So, I think with amendments that we've propose today, the further amendments with the developer is done. They've tried their best. I know people aren't going to be too happy, especially on Queenston, and I respect that. But I have to make a decision, and I have to man up to it, so I am doing that. I think this is the best we can get with his proposal and it is needed in the River Heights area.

ORDER:

The City Centre Community Committee orders that the provisions of the Proposed "CMU" Development and Design and Special Yard Requirements of the Winnipeg Zoning By-law No. 200/2006 are varied on "the land" 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

2. A front yard of 10 feet (3.04 metres) to the commercial portion

3. A north side corner yard of 5 feet (1.524 metres) to the residential portion

4. A rear yard of 5.8 feet (1.76 metres) to the residential portion

5. Lot area per dwelling unit of 770 square feet (71.53 square metres)

6. 23 parking spaces

7. Insufficient street edge landscaping

subject to the following conditions, which the City Centre Community Committee considers necessary to ensure compliance with criteria (a) to (d) in Subsection 247(3) of the City of Winnipeg Charter, namely:

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 one (1) car share vehicle and one (1) dedicated parking stall for the car share vehicle, 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.

THIS ORDER IS SUBJECT TO ALL BUILDING, HEALTH OR OTHER REGULATIONS PERTAINING TO THE LAND HEREIN REFERRED TO.

DATE OF ORDER: ***January 21, 2026*** CERTIFIED BY:



J. Nachtigall
Assistant Committee Clerk

HOW TO APPEAL

If you object to this Order, you are entitled to file a notice of appeal. Your notice of appeal must:

(a) be in writing;

(b) contain your name, mailing address, and phone number;

(c) be addressed as set out below;

(d) be received at that office not later than 4:30 p.m. on ***February 9, 2026***;

[IF RECEIVED LATE YOUR APPEAL CANNOT BE HEARD]

(e) refer to Variance Use Order No. DAV 223033/2025D; and

(f) provide the reason(s) for the appeal

The City Clerk may not schedule an appeal hearing until your notice of appeal meets the above requirements.

Address:	City Clerk, City of Winnipeg c/o Appeal Committee Susan A. Thompson Building Main Floor, 510 Main Street Winnipeg, Manitoba, R3B 1B9
Fax:	204-947-3452
Email:	CLK-Appeals@winnipeg.ca

THE FOLLOWING PERSONS MADE REPRESENTATIONS AND ARE ENTITLED TO APPEAL:

In Support:

Thomas Aldridge
Brennan Yiloria
Pedro Chagas
James Gallagher
Stephen Glockner

In Opposition:

Susan Beakhouse
Emily Burlock
Erin Leigh Danzinger
Deb Dyck
Alan Fillingham
Ken Kristjansen
Chris Leskiw
Dina Long
Rob Lucky
Judy Perras
Chloe Vickar
Eric Vickar

For Information:

Tony Cuda

For the City:

D. Chyz-Lund, Planner, Planning, Property and Development Department