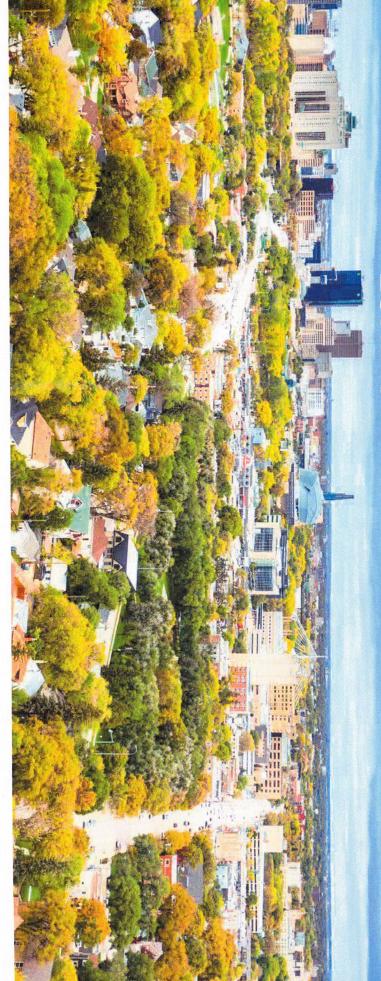
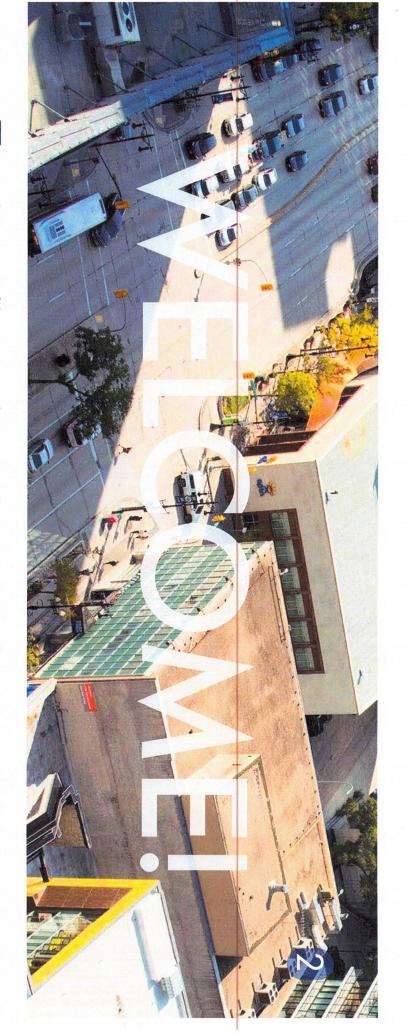
HOUSING ACCELERATOR FUND ZONING BY-LAW AMENDMENT











The purpose of this event is to share potential zoning changes to allow for more residential homes to be built more

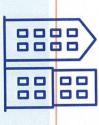
- We encourage you to review the materials presented.
- Project Team staff are available to answer any questions or receive your comments.

PARTICIPANT BEHAVIOUR:

We are committed to fostering a respectful, inclusive, and safe environment for all individuals. The City of Winnipeg maintains a zero-tolerance policy for threats, hate speech, discrimination, or any form of harmful language.



CONTEXT



The City of Winnipeg needs more housing to ensure everyone has a home they can afford. Housing availability has been a concern across Canada.

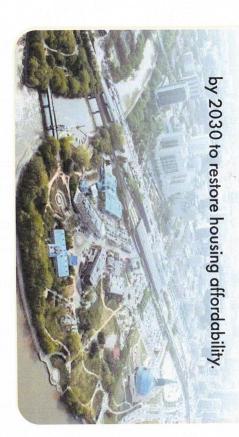
As Winnipeg continues to grow, we need more housing quickly to fill the gaps and keep up with the ongoing demand

According to the OurWinnipeg 2045 vision the City needs:

- A variety of housing types, which include denser forms of urban housing;
- New neighbourhoods designed around a mix of land uses; and
- Housing that is adequate, safe, affordable, and accessible.

The Canada Mortgage and Housing Corporation (CMHC) estimates that Canada needs approximately

3.5 million additional housing units





FUNDING



acquired funding to: To meet the increasing demand for housing, the City has

- Modify zoning rules and local area plans;
- Expedite development and permit approvals; and
- Establish programs and provide grants to build more housing quickly.

provided funding through the Housing Accelerator Fund As a part of the National Housing Strategy, CMHC has

the growth of housing supply. This funding is intended to remove barriers and accelerate

The City of Winnipeg has acquired

\$122 million in Housing Accelerator Funding

to create

14,000 housing units

over the next

3 years.





REQUIRED ZONING AMENDMENTS

In order to establish more housing quickly, the City of Winnipeg has developed eight targeted Action Plan Initiatives:



- 2. Revise local area plans
- 3. Establish a Capital Grant Incentive Program
- 4. Establish a Land Enhancement Office
- Introduce a concierge for affordable housing service
- 6. Establish an infrastructure support program
- Digitize and facilitate faster development and permit approvals
- 8. Conduct a Housing Needs Assessment



To maintain access to the federal HAF funding, the City of Winnipeg is required by CMHC to complete these initiatives. The focus of this presentation is on 1: Rapid Zoning By-law Amendments.

These amendments include the following:

- As-of-right residential development at mall sites and along commercial corridors (completed)
- 2. Allow duplexes, triplexes, and fourplexes as-of-right city-wide with certain limitations
- New fourplexes can be up to 39 ft. in height within 800m walking distance of high frequency transit stops

Where required, Local Area Plans will be amended to reflect the above-mentioned Zoning By-law changes.



Other Canadian cities have adopted zoning changes to support residential development.

Calgary, AB



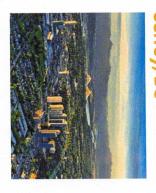
In August 2024, the City of Calgary rezoned single-dwelling areas of the city to allow for multiplexes and other types of infill housing.

Mississauga, ON



In December 2023, the City of Mississauga updated their Zoning By-law to permit triplexes, fourplexes and other forms of gentle density in lower-density neighbourhoods.

Surrey, BC



The City of Surrey has updated their Zoning By-law to increase residential density close to transit and to facilitate gentle densification city-wide.

Edmonton, AB



In January 2024, the City of Edmonton updated their Zoning By-law to promote infill development and higher-density development in priority growth areas and near transit.



MORE HOMES AT MALLS & CORRIDORS

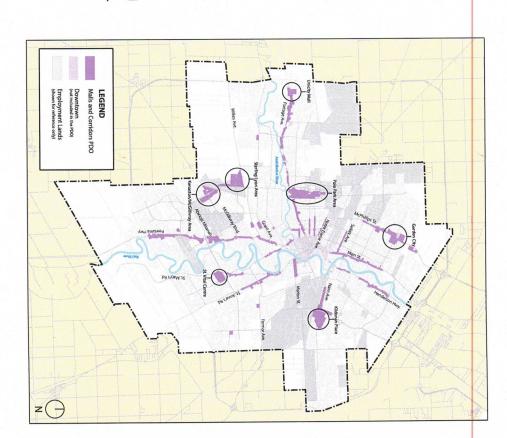
In October 2024, a series of Open House events were held to explain proposed changes to zoning at mall sites and along commercial corridors. The zoning changes now permit as-of-right residential development in these locations.

OurWinnipeg 2045 and Complete Communities 2.0 policy documents indicate that malls and corridors are ideal locations for **higher-density** infill residential development (e.g., 20 to 200 units):

- Mall sites are large sites (10 15 acres) that support retail and service uses.
- Commercial corridors are roadways that support commercial and retail uses and connect major areas of the city.

This map illustrates areas (in purple) that will now accommodate new multifamily buildings 'as-of-right,' without a public hearing. However, these zoning changes are optional. Project proponents can still follow the existing re-zoning pathway towards development, which includes a public hearing.

New development will still be regulated and reviewed by City administration against newly established standards.





MAKE ROOM FOR 'INFILL HOUSING'

There are opportunities to create more housing in existing neighbourhoods in Winnipeg.

What is 'Infill Housing'?

neighbourhoods. 'Infill housing' refers to low-density opportunities to integrate new housing in existing

along major roads, 'infill housing' generally refers to addition of duplexes, triplexes, and fourplexes to neighbourhoods with primarily single-detached homes Where 'higher-density' means larger apartment and condominiums (e.g., 20 to 200 units)

continue to be allowed areas where 2-units, 3-units, and 4-units will be allowed, single family homes will New rules will enable the development of new 2-unit, 3-unit and 4-unit dwellings. In all

illustrate what this could look like. There are a variety of ways 2-units, 3-units, and 4-units can be developed; later boards







COMMUNITY BENEFITS AND IMPACTS

It is important to note that development will be subject to capacities for water and waste servicing. Servicing limitations will be determined on a case-by-case basis until studies have been completed for the City at large.

The changing rules may have mixed effects on residents

POTENTIAL BENEFITS INCLUDE:

- Faster and streamlined approval process for housing developments
- Increased housing, including affordable units and Missing Middle Housing
- Optimized land use and infrastructure
- Greatly reduced cost of infrastructure
- Moderately reduced cost of services
- Better pedestrian connectivity and more walkable neighbourhoods
- Preserved green spaces by building up rather than out
- Greater social interaction
- Improved access to public transit and cycling (reduced commute times)
- Other potential benefits raised through public and stakeholder engagement

POTENTIAL IMPACTS INCLUDE:

- Increased traffic
- Reduced privacy
- Some properties experiencing shadows cast by adjacent residential buildings
- Other potential impacts raised through public and stakeholder engagement

Potential impacts will be reduced through proposed zoning regulations related to built form.



WHAT ARE THE REQUIREMENTS?

or requirements: The proposed zoning changes will allow residential developments to be built 'as of right,' subject to the following limitations

Building Form		2-Units				3-Units			4-Units
Minimum Lot Width	Up-Down with a Back Lane	Side by Side with a Back Lane	Up-Down on a Corner Lot	Side by Side with a Front Drive	With a Back Lane	On a Corner Lot	With a Front Drive	With a Back Lane or on a Corner Lot	With a Front Drive
Vidth	25 ft.	40 ft.	35 ft.	50 ft.	35 ft.	50 ft.	60 ft.	50 ft.	60 ft.
Back Lane Surfacing					Must be paved	7	7	Must be paved	N/A
Proposed Maximum Building Height		28-35 ft. in mature	neighbourhoods, 35 ft. everywhere else		30-35 ft in mature	neighbourhoods, 35 ft.	everywhere else	39 ft. if within 800 metres of a high-frequency transit stop.	neighbourhoods, and 35 ft. everywhere else
Current Maximum Building Height		28-35 ft. in mature neighbourhoods	35 ft. everywhere else (no change)		28-35 ft. in mature		(no change)	28-35 ft. in mature neighbourhoods	35 ft. everywhere else (no change)



'INFILL HOUSING': 2-Units, 3-Units & 4-Units

The proposed zoning changes will permit new 2-unit, 3-unit, and 4-unit dwellings 'as of right,' without a public hearing, provided that lots are currently zoned R1 or R2, and meet specific rules related to lot width, back lanes, and proximity to certain transit routes.

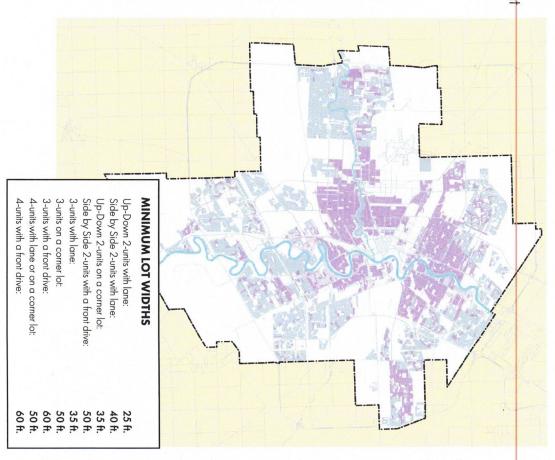
LEGEND

These areas have paved back lanes. New 2-units, 3-units, and 4-units are permitted subject to minimum lot widths as shown at

These areas have no back lanes. New 2-units, 3-units, and 4-units are permitted using a front drive and meeting minimum lot widths as shown at right.

These areas have gravel back lanes and are located in areas designated as "Mature Communities." Only new 2-units are permitted here.

Note: The allowable height of the different types of buildings in different areas is described on page 12.





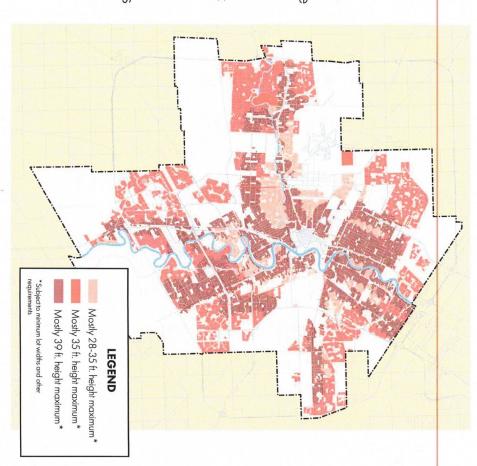
BUILDING HEIGHTS

This map illustrates where different maximum building heights could occur. The map is only a guide for illustrative purposes - exceptions may occur based on factors such as proximity to frequent transit routes, lot widths, and back lane surfacing (see page 10).

The areas in light orange would generally have a maximum building height of 28-35 ft. This maximum applies to lots that are located within "Mature Communities" and are **not** within 800 metres walking distance of bus stops along frequent transit corridors. This has not changed from current height maximums for homes in these areas.

The areas in medium orange would have a maximum building height of 35 ft. This has not changed from current height maximums for homes in these areas.

The areas in brown are within 800 metres walking distance of bus stops along frequent transit corridors and have a paved back lane. These areas would have a maximum building height of 39 ft. for new 4-unit dwellings only, which allows for a four-storey building. Lower height limits would apply for new 2-unit and 3-unit dwellings.





LIMITATIONS & EXCLUDED LOTS

As of right development is subject to the following limitations or exclusions:

- 3-unit and 4-unit dwellings must include a paved lane, unless lots are wide enough to accommodate a front driveway or side approach
- Lots that are partially within 800 metres of high-frequency transit corridors are excluded from the purple area.
- 3. 2-unit dwellings are not permitted on lots that are narrower than 25 ft.
- 4. 3-unit dwellings are not permitted on lots that are narrower than 35 ft.
- 4-unit dwellings are not permitted on lots that are narrower than 50 ft.
- 3 or 4-unit dwellings must have a full range of municipal services (e.g., urban standard roadway, piped land drainage, sewer, and water)
- 2 units may be developed on lots fronting chipseal roads
- 7. Lots must not be designated as Industrial, Institutional or Park lands
- Excludes lots in the Downtown zoning bylaw
- 9. Lots must not be located in the Airport Vicinity Protection Area 1
- 10. 3 or 4-unit dwellings must not be abutting a rail line or yard



The proposed zoning changes include the following limitations:

MAXIMUM LOT COVERAGE

zoning district: Maximum lot coverages will apply to all lots, regardless of how many units there are. Lot coverages differ depending on

Max Lot Coverage:	Zoning Districts:
42.5%	R1E
52.5%	R1L
57.5%	R1M
57.5%	R1S
n/a	R2
n/a	RMF-S



The proposed zoning changes include the following rules relating to parking and lanes:

LANES

- 2-units are permitted on lots that do not adjoin a paved back lane
- 3-units and 4-units with no driveway require a paved back lane

REQUIRED PARKING

l off-street parking space is required per unit

PARKING LOCATION

- Must be set back a minimum of 16 ft. from the front facade
- Must be located on pavement, which may be limited to the wheel path to increase pervious surface
- May be located within any building on the site

DRIVEWAYS

- A lot with a 4-unit dwelling must have a minimum width of 60 ft. in order to have a driveway.
- Where lots have access to a paved lane, parking must be accessed only from the lane
- Where lots have access to a side street and no access to a paved lane, parking must be accessed only from the side street
- Driveway width is limited to 10 ft. maximum
- Driveways along lanes are not restricted in width
- Driveways must be paved and may be limited to the wheel path to increase pervious surface

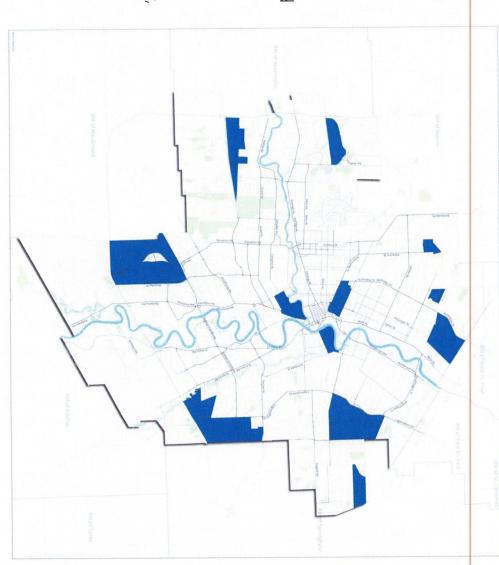


AMENDMENTS TO LOCAL AREA PLANS

The Winnipeg Charter requires that all zoning regulations conform to local secondary plans and more broadly, to the Complete Communities Direction Strategy 2.0 (CCDS 2.0) – the City's overarching land use and development policy.

In addition to the Rapid Zoning By-law Amendments discussed here today, amendments to CCDS 2.0 and some local area plans throughout the City are also required. These amendments will enable the proposed zoning changes to take place and provide for infill housing development to occur across the city.

21 local area plans have been identified for amendment. Amendments vary between plans depending on their age, complexity and local context, but follow a similar pattern. Whereas zoning by-laws provide regulations for the form and function of land, secondary plan policies provide high level guidance for future development.





PROPOSED AMENDMENTS TO LOCAL AREA PLANS 17

The proposed amendments can be summarized as follows:

1		Number of	Types	Types of Amendments	ments
Local Area Flan	Ward	Amendments	Adding Infill	Infill Related	By-law
Airport Area West Residential	St. James	7	•		
Court Avenue (Precinct E) **	Old Kildonan	6	•		
Dawson Trail (Precinct J)	Transcona	4	•	•	
North Point Village (Precinct F)	Old Kildonan	4	•	•	
Transcona North (Precinct I)	Transcona	3			
Precinct G	Old Kildonan	9			
Precinct K	St. Vital	. 6	•		
d South (Precinct Q)	Charleswood - Tuxedo - Westwood	4 (6)	•		
South St. Boniface (Sage Creek) St. Vital	St. Vital	ω	•		
Waterford Green (Precinct C)	Old Kildonan / Point Douglas	ω	•		
Waverley West B	Waverley West	5 (8)	•		
Waverley West NE	Waverley West	5	•	0	
Waverley West NW	Waverley West	3			
	Waverley West	3			
Waverley West SE	Waverley West	4	•		
Waverley West SW	Waverley West	4	•		
Transcona West	Transcona	ω			
Corydon Osborne	Fort Rouge - East Fort Garry	11	•		
Osborne Village	Fort Rouge - East Fort Garry	5	•		
West Alexander & Centennial	Point Douglas	ω	•	•	
North St. Boniface	St. Boniface	13		0	

^{**}Court Avenue requires a change to the land use designation map and its associated designation policies



ZONING BY-LAW PROPOSAL

Adding Infill Housing Types

Adding infill housing types (2-unit, 3-unit, and 4-unit dwellings) as permitted uses to designations where they are not currently permitted or supported.

Example

"Single-family uses Lower density residential housing typologies shall be the predominant land use, allowing for single-family detached housing, duplexes, triplexes, fourplexes, townhomes and rowhomes throughout the neighbourhood."

Infill Related Changes

Policy changes required as a result of adding infill housing types as an allowable use, or as a result of other provisions in the associated zoning by-law changes (i.e. zoning amendment addresses building mass, setbacks, height)

Example

"Where multi-family zoning or commercial zoning is located adjacent to a lower density residential area single-family zoning the design and siting of multi-story apartment buildings and/or commercial development will reflect a transition in building massing and setbacks to provide a transition between densities and intensities of use."

By-law Conversion

The plan was endorsed by Council but not adopted as a statutory by-law. It must be converted to a by-law before it can be amended in accordance with the Charter.

xample

Dawson Trail, North Point Village, Waterford Green.

VISUALIZING 'INFILL HOUSING': 2-Units

zoning rules on a site with a 32 ft. frontage and a depth of 115 ft. This board illustrates what a sample mid-block (up-down) 2-unit development could look like using the proposed

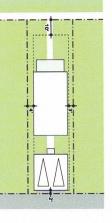
SITE CONTEXT



AERIAL VIEW



BUILDING PLACEMENT



Lot Coverage in Building Sample

Buildings: 42%
Attachments: 5%

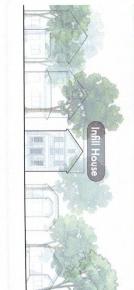
Impervious Surfaces: 5%



ZONING BY-LAW PROPOSAL

STREET VIEWS

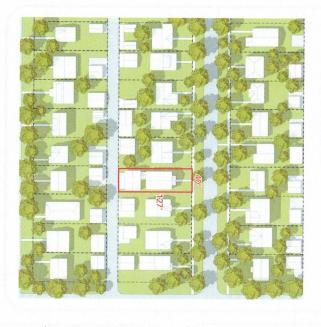




VISUALIZING 'INFILL HOUSING': 3-Units

on a site with a 40 ft. frontage and a depth of 127 ft. This board illustrates what a sample **mid-block** 3-unit development could look like using the proposed zoning rules

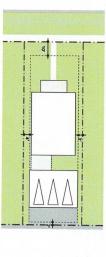
SITE CONTEXT



AERIAL VIEW



BUILDING PLACEMENT

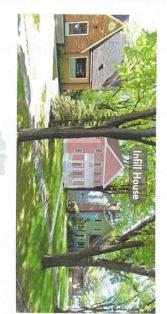


Lot Coverage in Building Sample

Buildings: 43%
Attachments: 3%

Impervious Surfaces: 13%

STREET VIEWS







VISUALIZING 'INFILL HOUSING': 3-Units

This board illustrates what a sample corner-lot 3-unit development could look like using the proposed zoning rules on a site with a 40 ft. frontage and a depth of 115 ft.

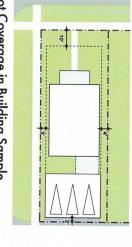
SITE CONTEXT



AERIAL VIEW



BUILDING PLACEMENT



Lot Coverage in Building Sample Buildings: 43%

Attachments: 3%

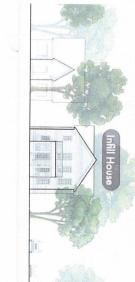
Impervious Surfaces: 7%



ZONING BY-LAW PROPOSAL

STREET VIEWS





VISUALIZING 'INFILL HOUSING': 4-Units

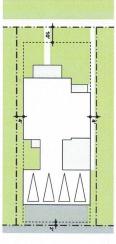
on a site with a 50 ft. frontage and a depth of 125 ft. This board illustrates what a sample mid-block 4-unit development could look like using the proposed zoning rules

SITE CONTEXT



AERIAL VIEW

BUILDING PLACEMENT



Lot Coverage in Building Sample

Buildings: 43%
Attachments: 4%

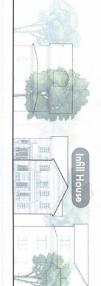
Impervious Surfaces: 20%



ZONING BY-LAW PROPOSAL

STREET VIEWS





VISUALIZING 'INFILL HOUSING': 4-Units

on a site with a 50 ft. frontage and a depth of 127 ft. This board illustrates what a sample corner-lot 4-unit development could look like using the proposed zoning rules

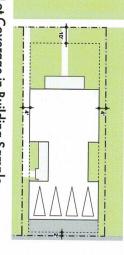
SITE CONTEXT



AERIAL VIEW



BUILDING PLACEMENT



STREET VIEWS





Buildings: Attachments: 43% 5%

Impervious Surfaces: 14%



CITY OF WINNIPEG **ZONING BY-LAW PROPOSAL**

VISUALIZING 'INFILL HOUSING': 4-Units

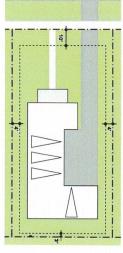
with a 60 ft. frontage and a depth of 125 ft. This sample development has a driveway. This board illustrates what a sample 4-unit development could look like using the proposed zoning rules on a site

SITE CONTEXT



AERIAL VIEW

BUILDING PLACEMENT



Lot Coverage in Building Sample

Buildings: 28%

Attachments: 29

Impervious Surfaces: 19%



ZONING BY-LAW PROPOSAL

STREET VIEWS





WHAT DOES 'AS-OF-RIGHT' MEAN?

ensures the new rules are followed. The diagram below illustrates this process. develop whatever they want. The City of Winnipeg will continue to regulate development through a specific process that development in specific areas. This is known as, 'as-of-right' zoning. As-of-right zoning does not mean a landowner can The new zoning rules will accomodate new development without a public hearing in order to allow for quicker residential

1. PRELIMINARY TECHNICAL MEETING WITH THE PUBLIC SERVICE (optional)

to review the site and operational constraints

2. SUBMIT APPLICATION

4. STAFF TECHNICAL REVIEW:

is completed across departments to review the final application against by-law standards. A development permit is issued if the application is compliant

3. STAFF SUFFICIENCY REVIEW:

to determine if all required information is provided

5. APPLY A
STANDARDIZED
DEVELOPMENT
AGREEMENT (where
applicable):
to ensure obligations to
municipal infrastructure
are met



IMPLEMENTATION PROCESS

November. to Malls and Corridors were presented to the public, and finalized by the administration. A public hearing was held in on residential lots, after which a public hearing will be held in front of Winnipeg City Council. In Fall 2024, rules related Following these sessions, the administration will work to finalize the rules related to allowing 2-unit, 3-unit, and 4-unit dwellings

ROUND 1
OPEN HOUSE

PUBLIC HEARING

FINALIZE NEW MALLS & CORRIDOR RULES

NOVEMBER 2024

OCTOBER 2024

MARCH 2025

LATE SPRING 2025
(ANTICIPATED)

3-UNIT, AND 4-UNIT RULES

ROUND 2
OPEN HOUSE

PUBLIC





THANK YOU!



YOUR INPUT IS IMPORTANT.

Please take a few minutes to fill out a comment sheet.

If you have any further questions or comments, please contact: infillhousing@winnipeg.ca during the question period ending April 28, 2025.





ZONING BY-LAW PROPOSAL

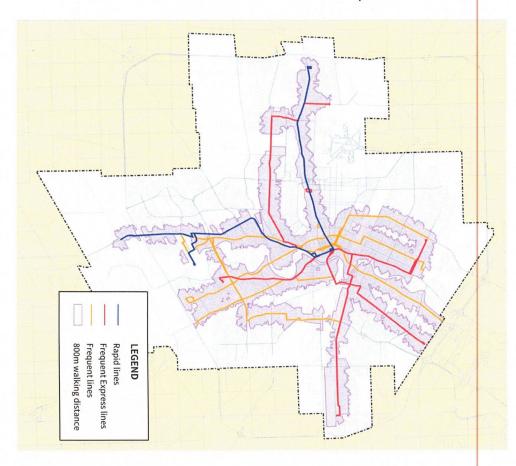
REFERENCE SLIDES

TRANSIT CORRIDOR WALKSHEDS

This map illustrates areas of the City that are within 800 metres walking distance of bus stops along 'Rapid', 'Frequent Express', and 'Frequent' transit corridors.

If a new 4-unit dwelling is permitted in these areas (see page 10) it would be limited to 39 ft. in height. The current building height in these areas ranges from 35 ft. to 28 ft. depending on the location.

Please also see the heights map (page 12) for further detail.





The proposed zoning changes include the following rules relating to building form:

PRIMARY MASS

- Each separate building must have a primary mass
- The primary mass may have one of two orientations: broad front or narrow front
- The primary mass is limited in dimension to:

In an existing R1 or R2 zoned lot

- Minimum 15 ft. in any dimension;
- Maximum 30 ft. (shorter dimension); and
- Maximum 45 ft. (longer dimension)

In an existing RMF-S zoned lot

- Minimum 15 ft. in any dimension;
- Maximum 45 ft. (shorter dimension); and
- Maximum 60 ft. (longer dimension)

Narrow Front

Broad Front





ATTACHMENTS

- Additional building area may be attached to the primary mass in the form of:
- Wings, no greater in dimension than the primary mass
- Projections

ARTICULATION OF LONG MASSES

Primary masses and wings more than 30 ft. long must include at least one projection



The proposed zoning changes include the following rules relating to building form:

ROOF FORM

- The roof form of primary masses and wings within a site:
- Must be a consistent roof form type, as illustrated in the image below
- Must have the same slope; except
- Flat roofs may be combined with sloped roofs
- Each primary mass and each wing must have only one roof form
- Flat roofs are subject to a number of restrictions including the total percentage of the roof that may have a flat roof

Gable Roof

Hip Roof

Flat Roof







DORMERS

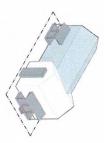
- Dormers may not exceed 70% of the width of the primary facade
- Dormers are not permitted on flat roofs
- Dormers and their roof must not extend above the peak of the roof they are located in
- Dormers must either:
- Have a roof that matches that of the roof they are within
- Have a shed roof with a lower slope than the larger roof



The proposed zoning changes include the following rules relating to building form:

PROJECTIONS

 The Zoning By-law changes include a number of rules intended to limit the impact of projections by regulating their dimensions and overall form. The following projections are addressed:



- Bay windows
- Porches
- Stoops and Vestibules
- Balconies
- Eaves

WINDOWS

- All facades facing streets must have glazing covering at least 25%
- Building elevations that are not visible from the street are excluded from minimum glazing

ENTRIES

- Pedestrian entry to at least one ground floor unit must be along the front facade and be directly connected to the public sidewalk
- Where multiple, separate pedestrian entries are located on the front facade of the same building they are subject to rules related to their location
- All pedestrian entries must be covered

MATERIALS

- Facades are limited to no more than 2 materials
- Visually heavier materials must be located below visually lighter materials
- Facade materials must transition horizontally, except for permitted projections which may transition materials vertically

