

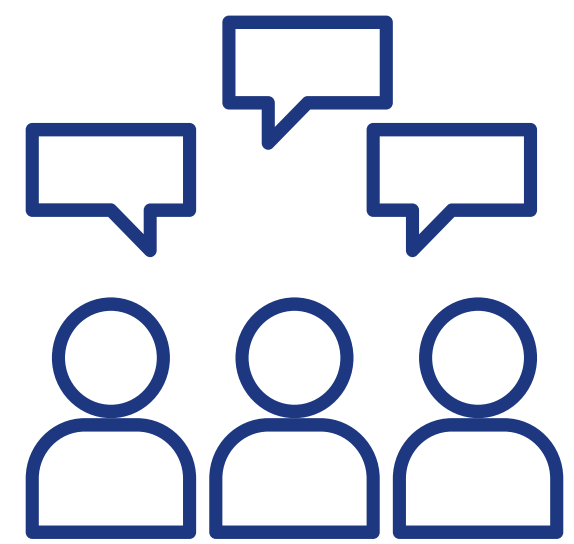
CITY OF WINNIPEG
**HOUSING ACCELERATOR FUND
ZONING BY-LAW AMENDMENT**



March 2025



WELCOME!



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

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

PARTICIPANT BEHAVIOUR:

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



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

by 2030 to restore housing affordability.





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

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

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

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

The City of Winnipeg has acquired

\$122 million in Housing Accelerator Funding

to create

14,000 housing units

over the next

3 years.

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

1. Execute proposed Rapid Zoning By-law amendments
2. Revise local area plans
3. Establish a Capital Grant Incentive Program
4. Establish a Land Enhancement Office
5. Introduce a concierge for affordable housing service
6. Establish an infrastructure support program
7. 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:

1. 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
3. 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.

ZONING CHANGES IN OTHER CANADIAN CITIES

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

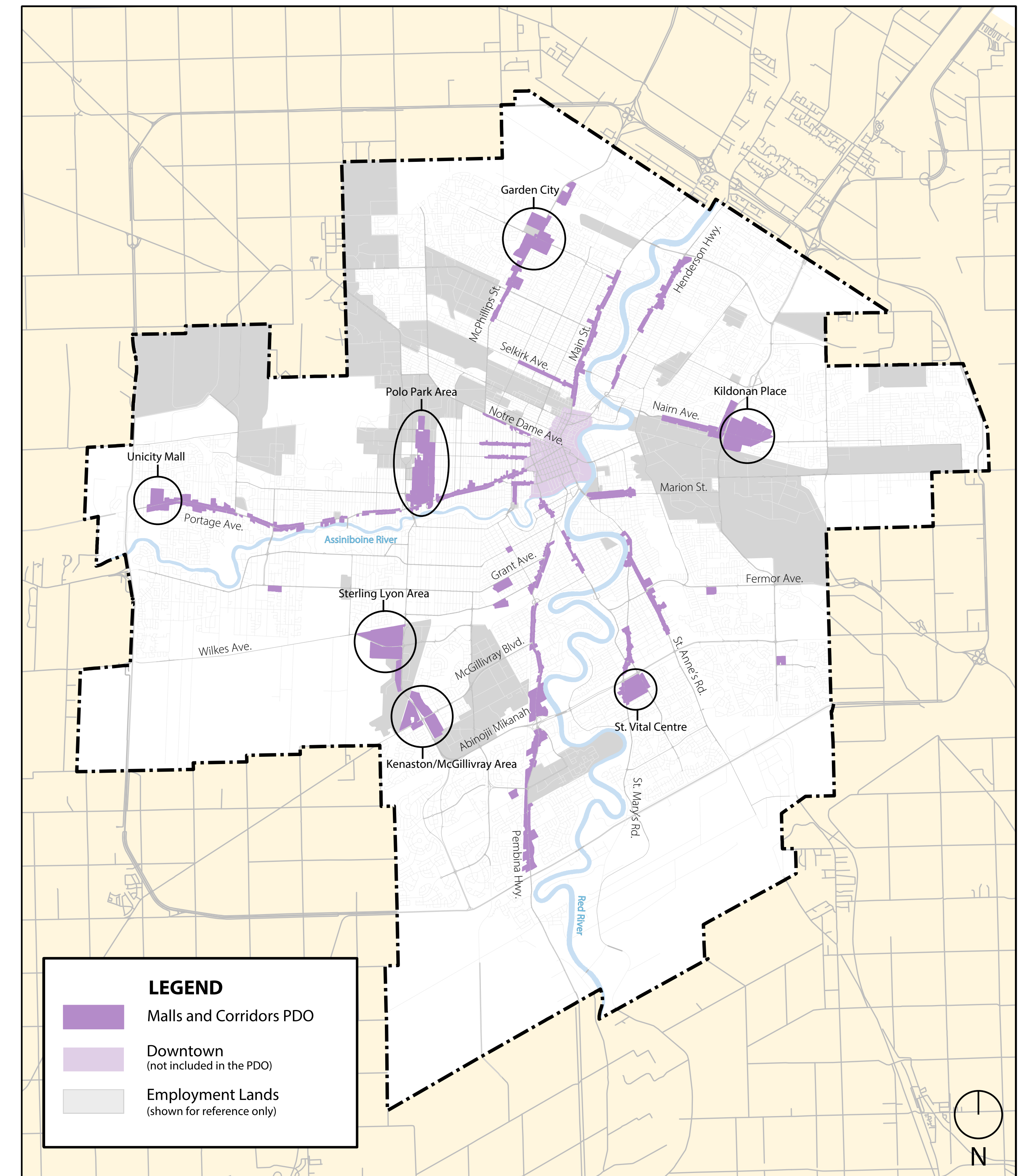
In October 2024, a series of Open House events were held to explain proposed changes to zoning at mall sites and along commercial corridors. The zoning changes now permit as-of-right residential development in these locations.

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 multi-family 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'?

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

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

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

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



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?

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




Building Form	Minimum Lot Width	Back Lane Surfacing	Proposed Maximum Building Height	Current Maximum Building Height
2-Units	Up-Down with a Back Lane	25 ft.	Can be gravel	28-35 ft. in mature neighbourhoods, 35 ft. everywhere else
	Side by Side with a Back Lane	40 ft.		
	Up-Down on a Corner Lot	35 ft.		
	Side by Side with a Front Drive	50 ft.		
3-Units	With a Back Lane	35 ft.	Must be paved	28-35 ft. in mature neighbourhoods
	On a Corner Lot	50 ft.		
	With a Front Drive	60 ft.		
4-Units	With a Back Lane or on a Corner Lot	50 ft.	Must be paved	28-35 ft. in mature neighbourhoods
	With a Front Drive	60 ft.		
3-Units	With a Back Lane	35 ft.	N/A	30-35 ft. in mature neighbourhoods, 35 ft. everywhere else
	On a Corner Lot	50 ft.		
4-Units	With a Back Lane or on a Corner Lot	50 ft.	Must be paved	28-35 ft. in mature neighbourhoods
	With a Front Drive	60 ft.		
3-Units	With a Back Lane	35 ft.	N/A	30-35 ft. in mature neighbourhoods, 35 ft. everywhere else
	On a Corner Lot	50 ft.		
4-Units	With a Back Lane or on a Corner Lot	50 ft.	Must be paved	28-35 ft. in mature neighbourhoods
	With a Front Drive	60 ft.		



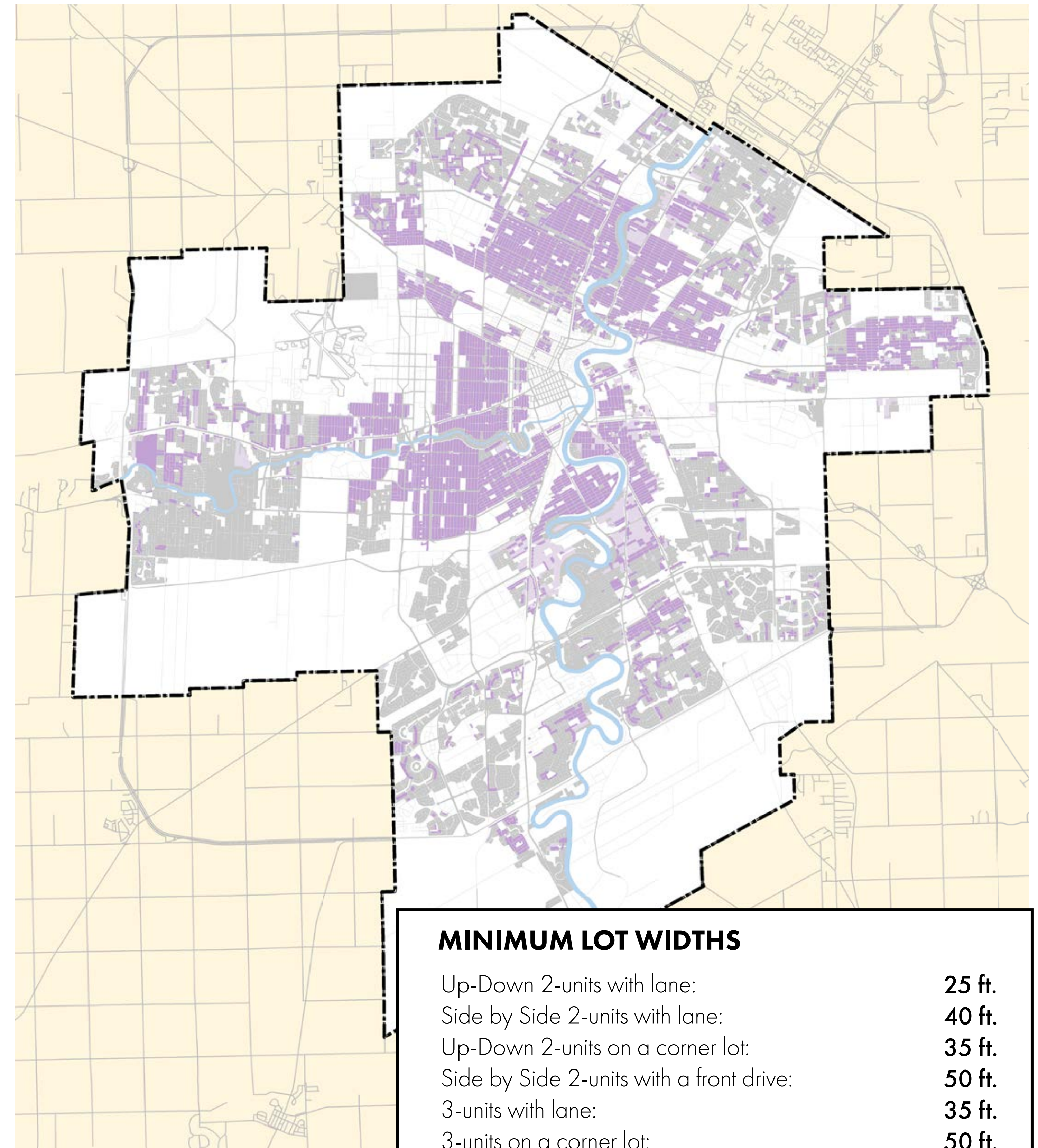
'INFILL HOUSING': 2-Units, 3-Units & 4-Units

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 right.
-  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.



MINIMUM LOT WIDTHS

Up-Down 2-units with lane:	25 ft.
Side by Side 2-units with lane:	40 ft.
Up-Down 2-units on a corner lot:	35 ft.
Side by Side 2-units with a front drive:	50 ft.
3-units with lane:	35 ft.
3-units on a corner lot:	50 ft.
3-units with a front drive:	60 ft.
4-units with lane or on a corner lot:	50 ft.
4-units with a front drive:	60 ft.



CITY OF WINNIPEG

ZONING BY-LAW PROPOSAL

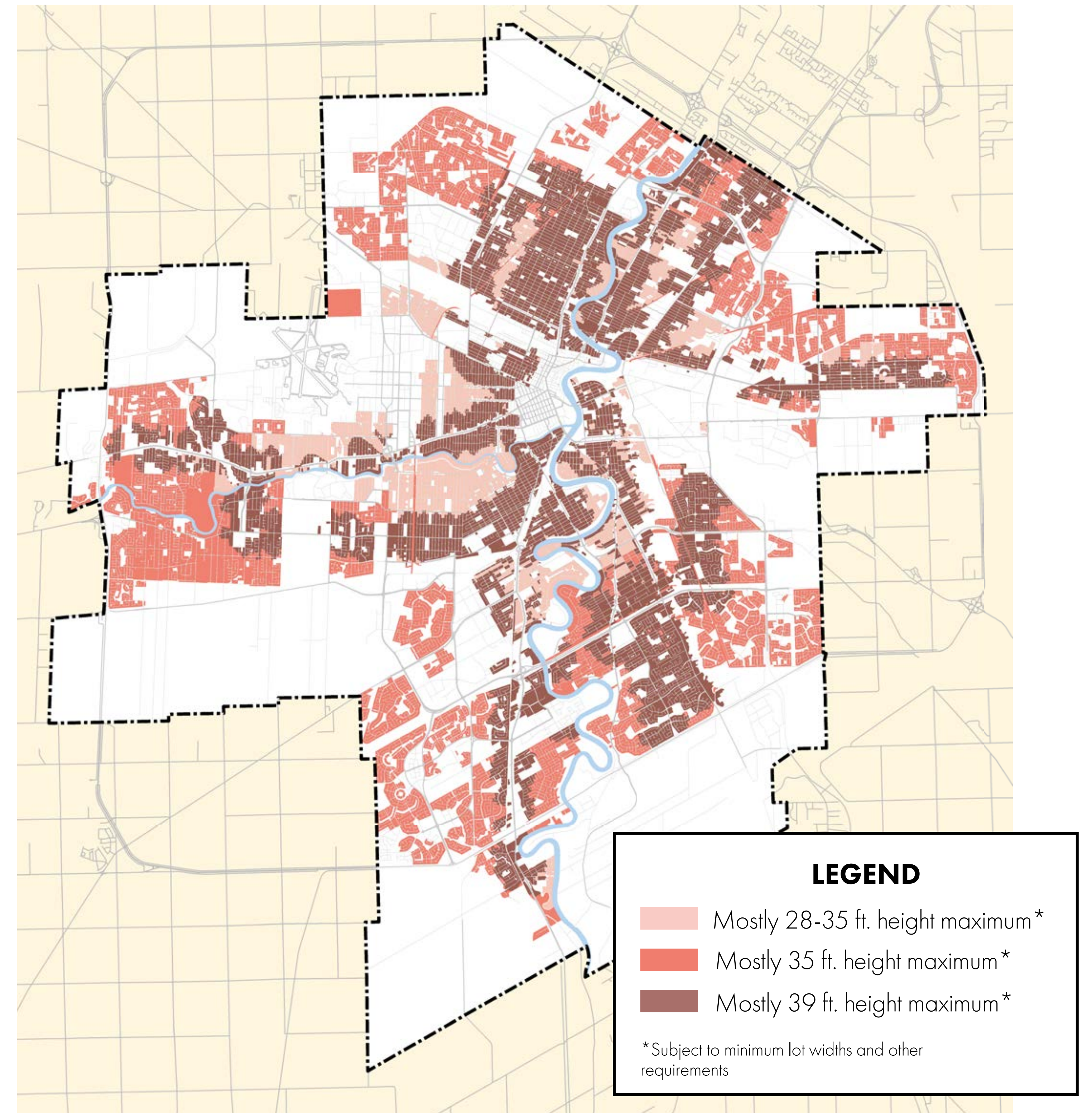
BUILDING HEIGHTS

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:

1. 3-unit and 4-unit dwellings must include a paved lane, unless lots are wide enough to accommodate a front driveway or side approach.
2. 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.
5. 4-unit dwellings are not permitted on lots that are narrower than 50 ft.
6. 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
8. 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

FURTHER DETAILED DEVELOPMENT STANDARDS:

The proposed zoning changes include the following limitations:

MAXIMUM LOT COVERAGE

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

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



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

- 1 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

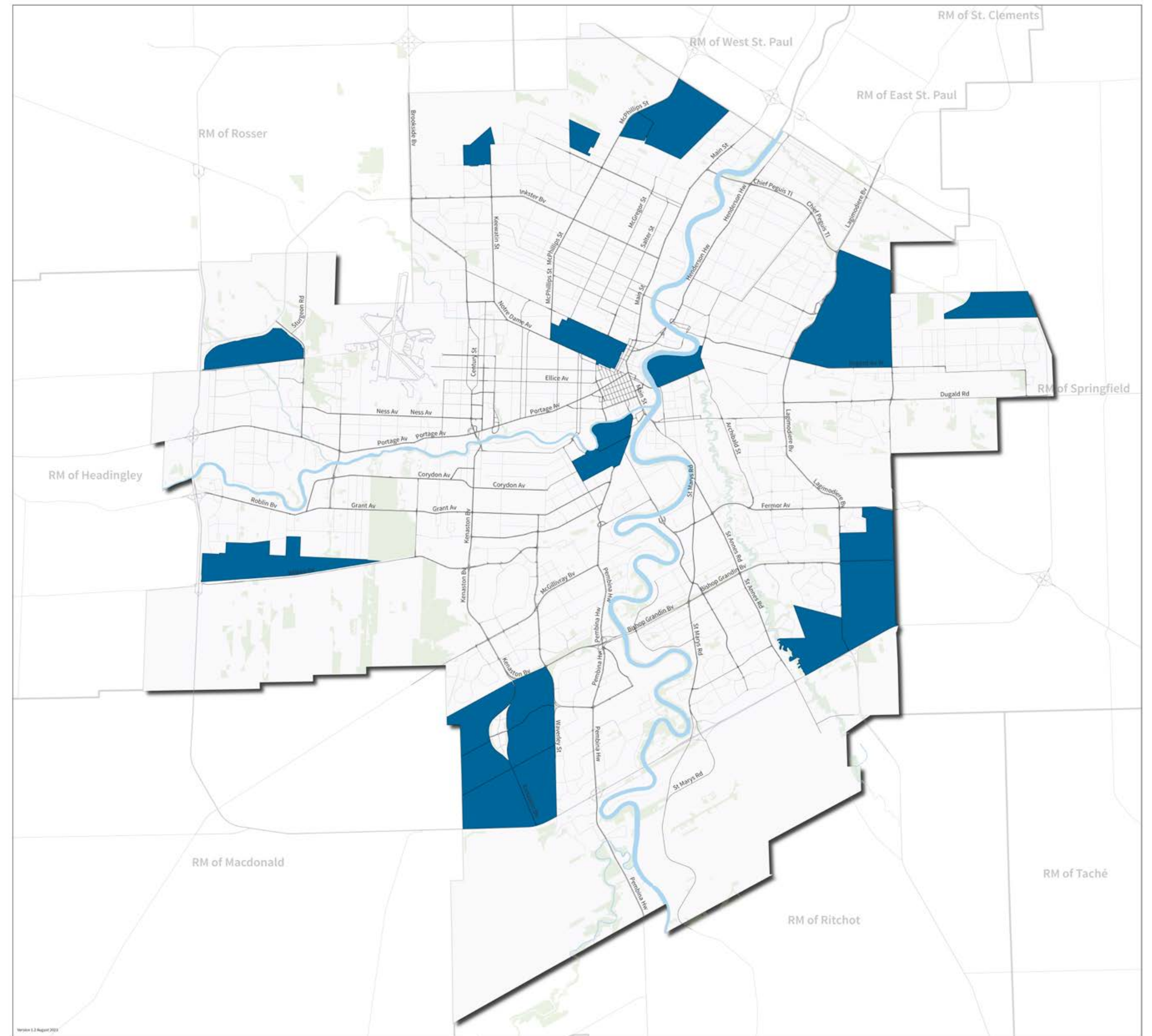
- A lot with a 4-unit dwelling must have a minimum width of 60 ft. in order to have a driveway.
- Where lots have access to a paved lane, parking must be accessed only from the lane
- Where lots have access to a side street and no access to a paved lane, parking must be accessed only from the side street
- 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:

Local Area Plan	Ward	Number of Amendments	Types of Amendments		
			Adding Infill Housing Types	Infill Related Changes	By-law Conversion
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	●	●	
Ridgewood South (Precinct Q)	Charleswood - Tuxedo - Westwood	4 (6)	●	●	
South St. Boniface (Sage Creek)	St. Vital	3	●		
Waterford Green (Precinct C)	Old Kildonan / Point Douglas	3	●	●	●
Waverley West B	Waverley West	5 (8)	●	●	
Waverley West NE	Waverley West	5	●	●	
Waverley West NW	Waverley West	3	●	●	
Waverley West W	Waverley West	3	●	●	
Waverley West SE	Waverley West	4	●	●	
Waverley West SW	Waverley West	4	●	●	
Transcona West	Transcona	3	●		
Corydon Osborne	Fort Rouge - East Fort Garry	11	●	●	
Osborne Village	Fort Rouge - East Fort Garry	5	●	●	
West Alexander & Centennial	Point Douglas	3	●	●	
North St. Boniface	St. Boniface	13	●	●	

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

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.

Example

Dawson Trail, North Point Village, Waterford Green.



CITY OF WINNIPEG

ZONING BY-LAW PROPOSAL

VISUALIZING 'INFILL HOUSING': 2-Units

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

SITE CONTEXT



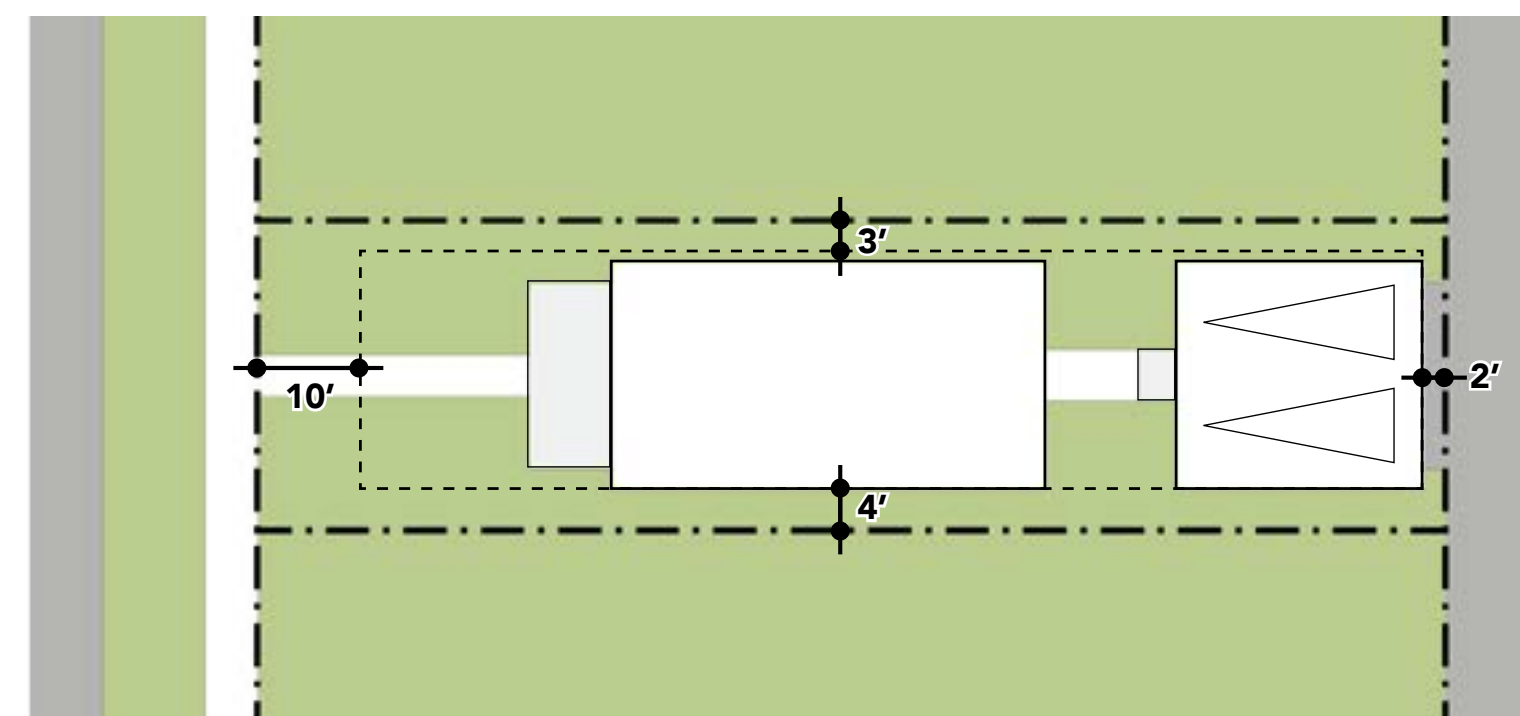
AERIAL VIEW



STREET VIEWS



BUILDING PLACEMENT



Lot Coverage in Building Sample

- Buildings: 42%
- Attachments: 5%
- Impervious Surfaces: 5%

VISUALIZING 'INFILL HOUSING': 3-Units

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

SITE CONTEXT



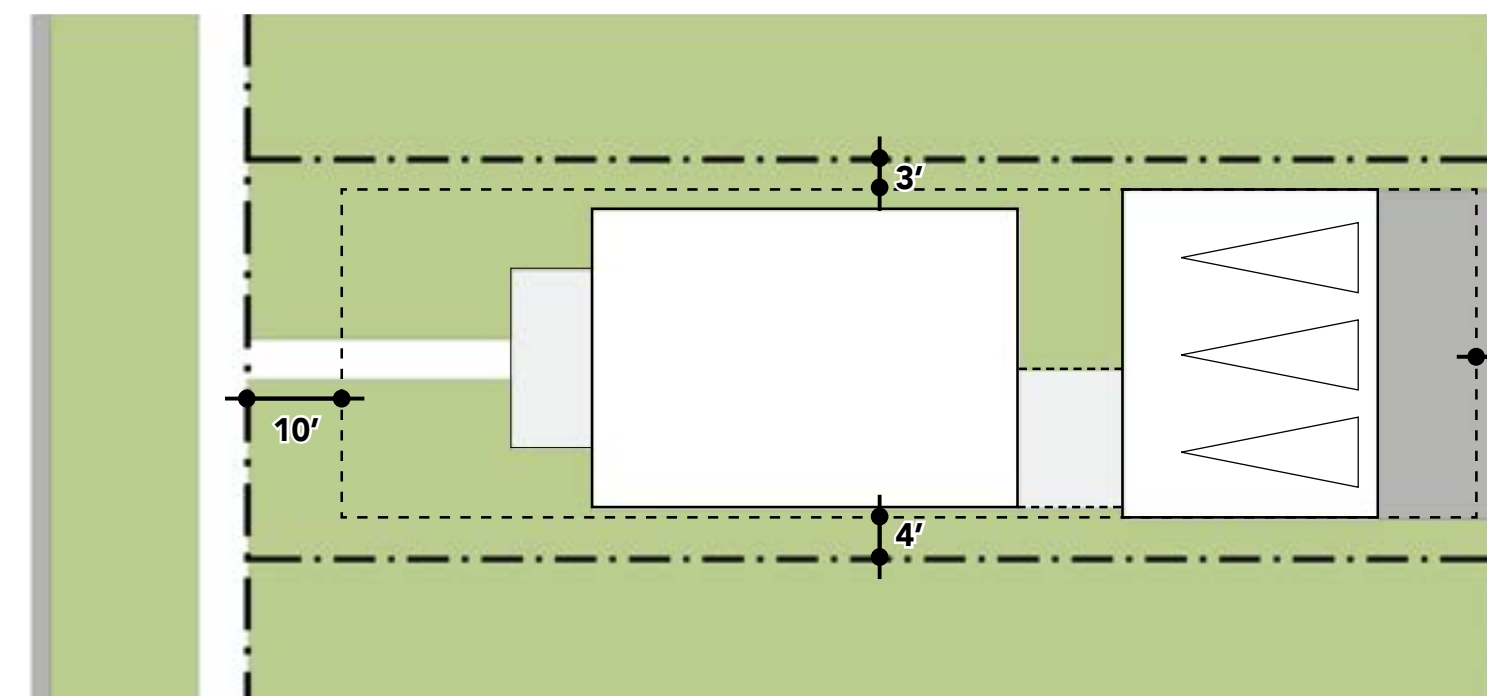
AERIAL VIEW



STREET VIEWS



BUILDING PLACEMENT



Lot Coverage in Building Sample

- Buildings: 43%
- Attachments: 3%
- Impervious Surfaces: 13%

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



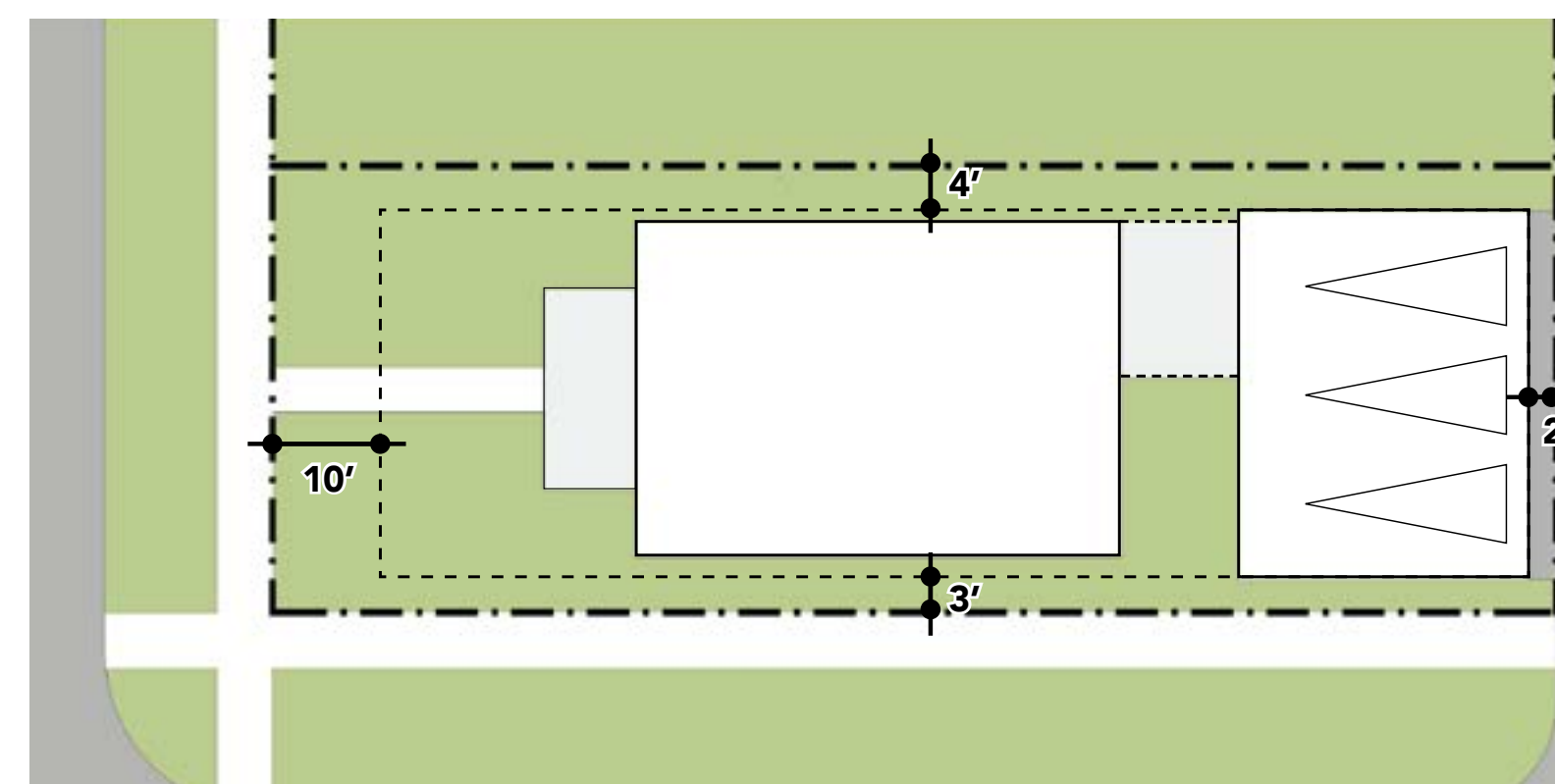
AERIAL VIEW



STREET VIEWS



BUILDING PLACEMENT



Lot Coverage in Building Sample

Buildings:	43%
Attachments:	3%
Impervious Surfaces:	7%

VISUALIZING 'INFILL HOUSING': 4-Units

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

SITE CONTEXT



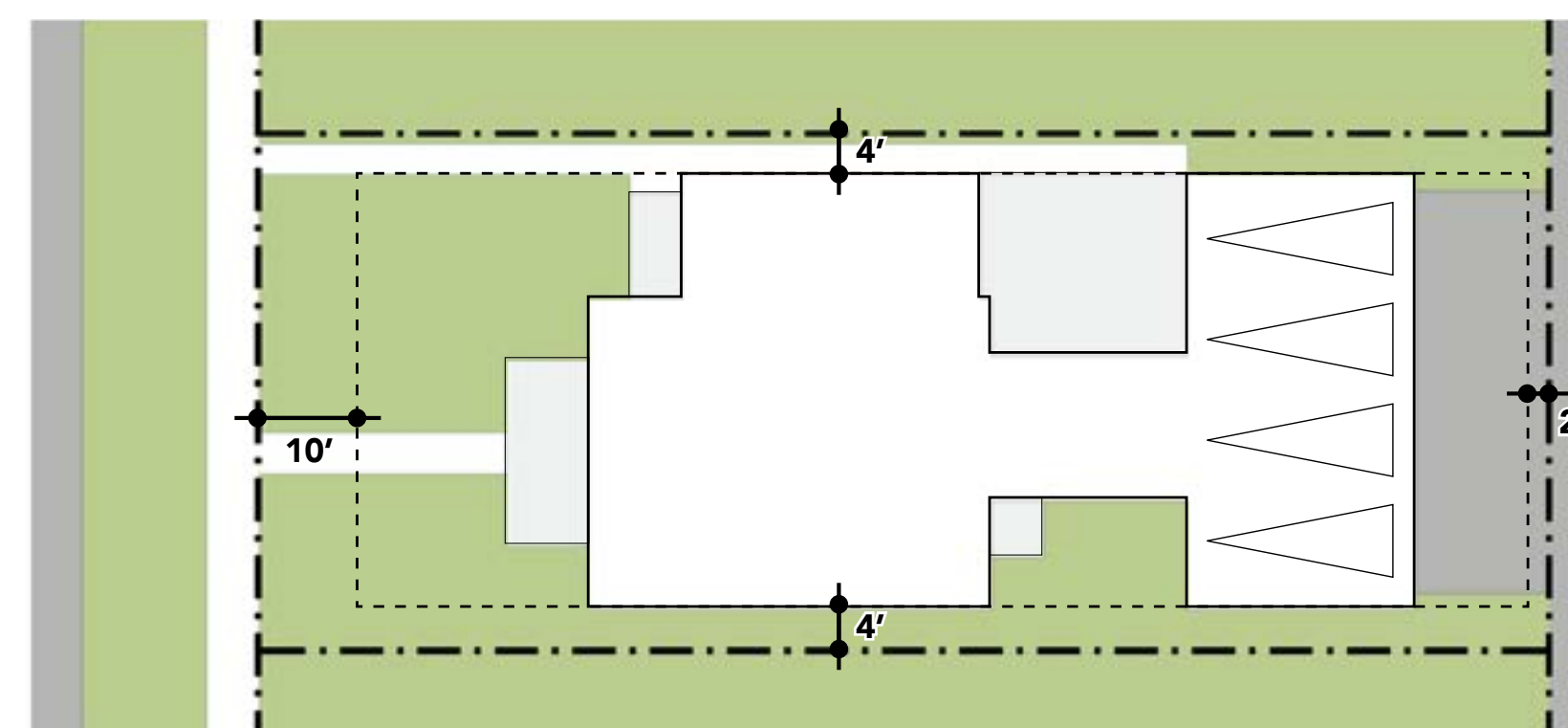
AERIAL VIEW



STREET VIEWS



BUILDING PLACEMENT



Lot Coverage in Building Sample

- Buildings: 43%
- Attachments: 4%
- Impervious Surfaces: 20%



VISUALIZING 'INFILL HOUSING': 4-Units

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

SITE CONTEXT



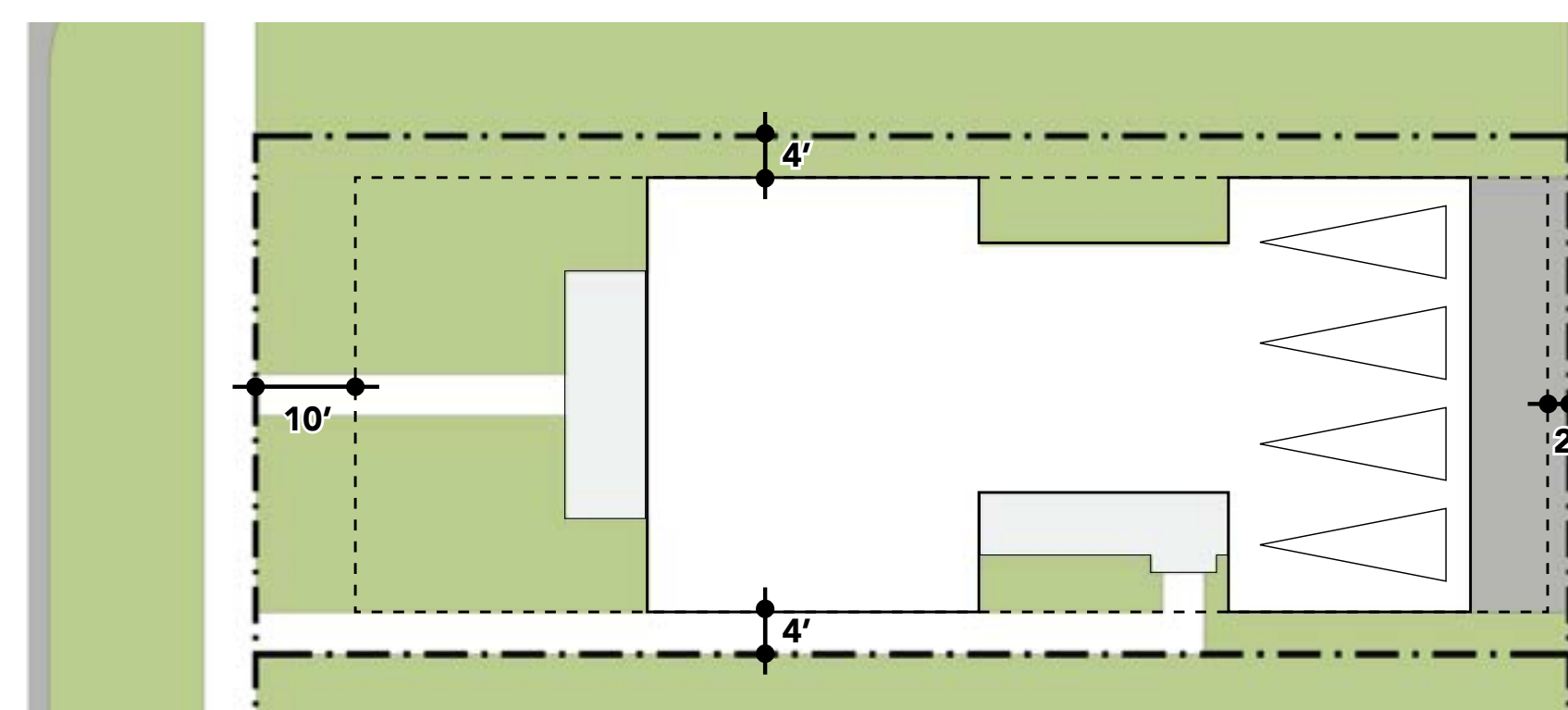
AERIAL VIEW



STREET VIEWS



BUILDING PLACEMENT



Lot Coverage in Building Sample

- Buildings: 43%
- Attachments: 5%
- Impervious Surfaces: 14%

VISUALIZING 'INFILL HOUSING': 4-Units

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

SITE CONTEXT



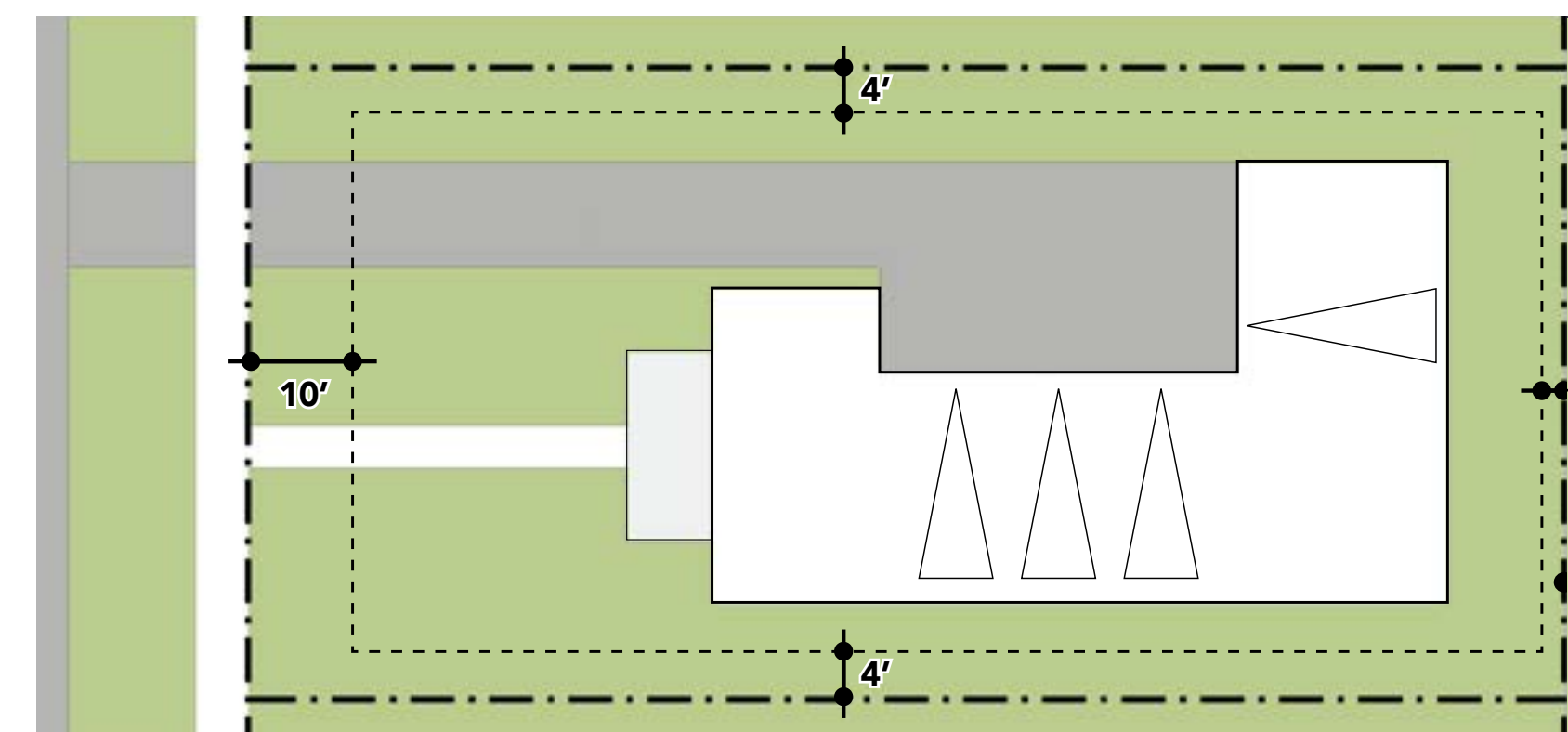
AERIAL VIEW



STREET VIEWS



BUILDING PLACEMENT

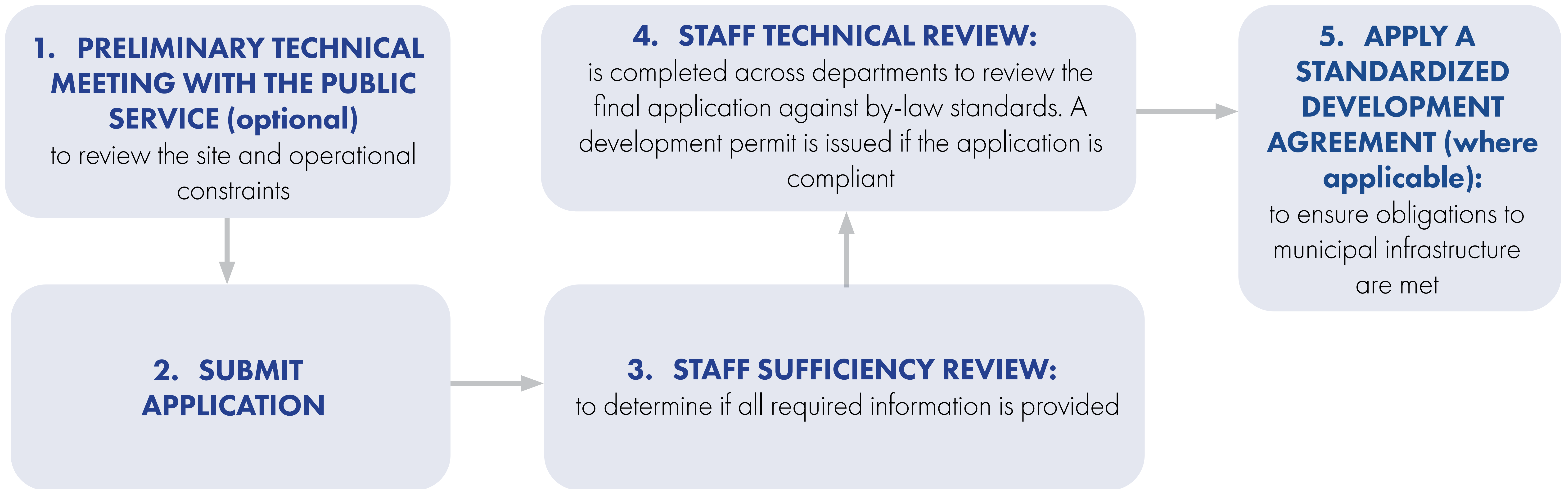


Lot Coverage in Building Sample

Buildings:	28%
Attachments:	2%
Impervious Surfaces:	19%

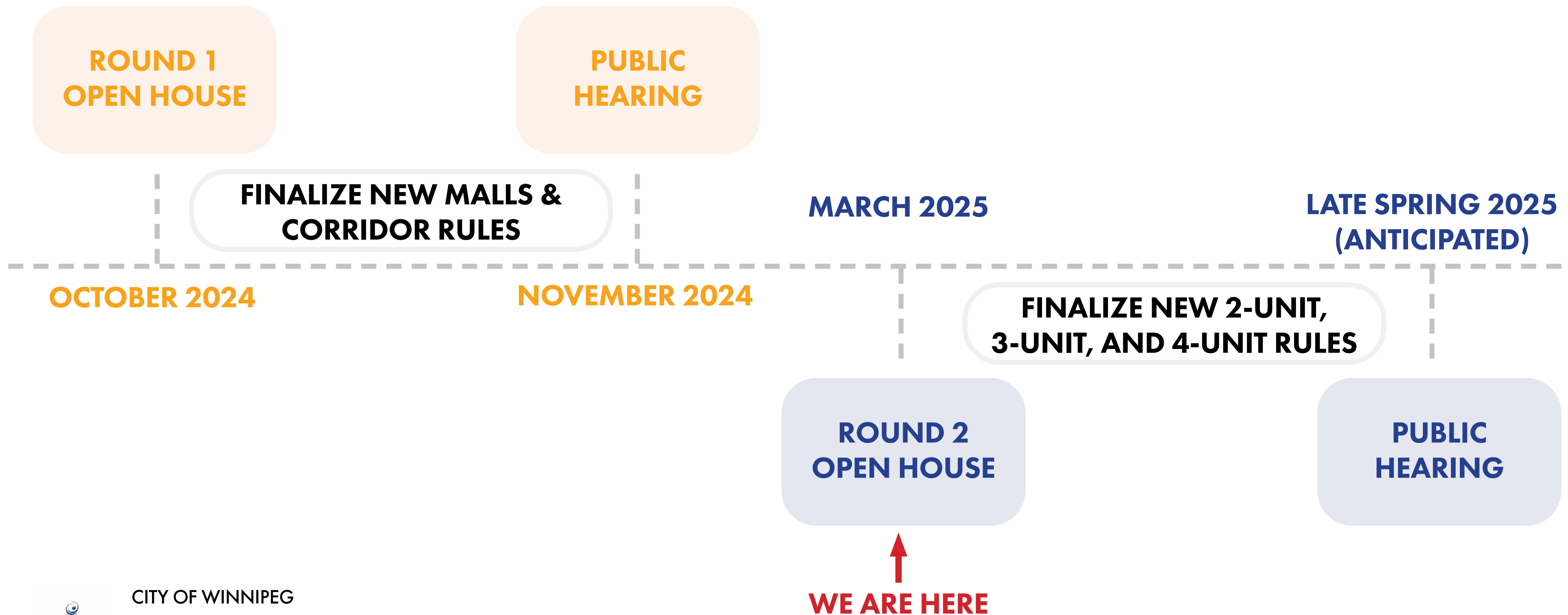
WHAT DOES 'AS-OF-RIGHT' MEAN?

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



IMPLEMENTATION PROCESS

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



THANK YOU!

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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.



CITY OF WINNIPEG

ZONING BY-LAW PROPOSAL

REFERENCE SLIDES

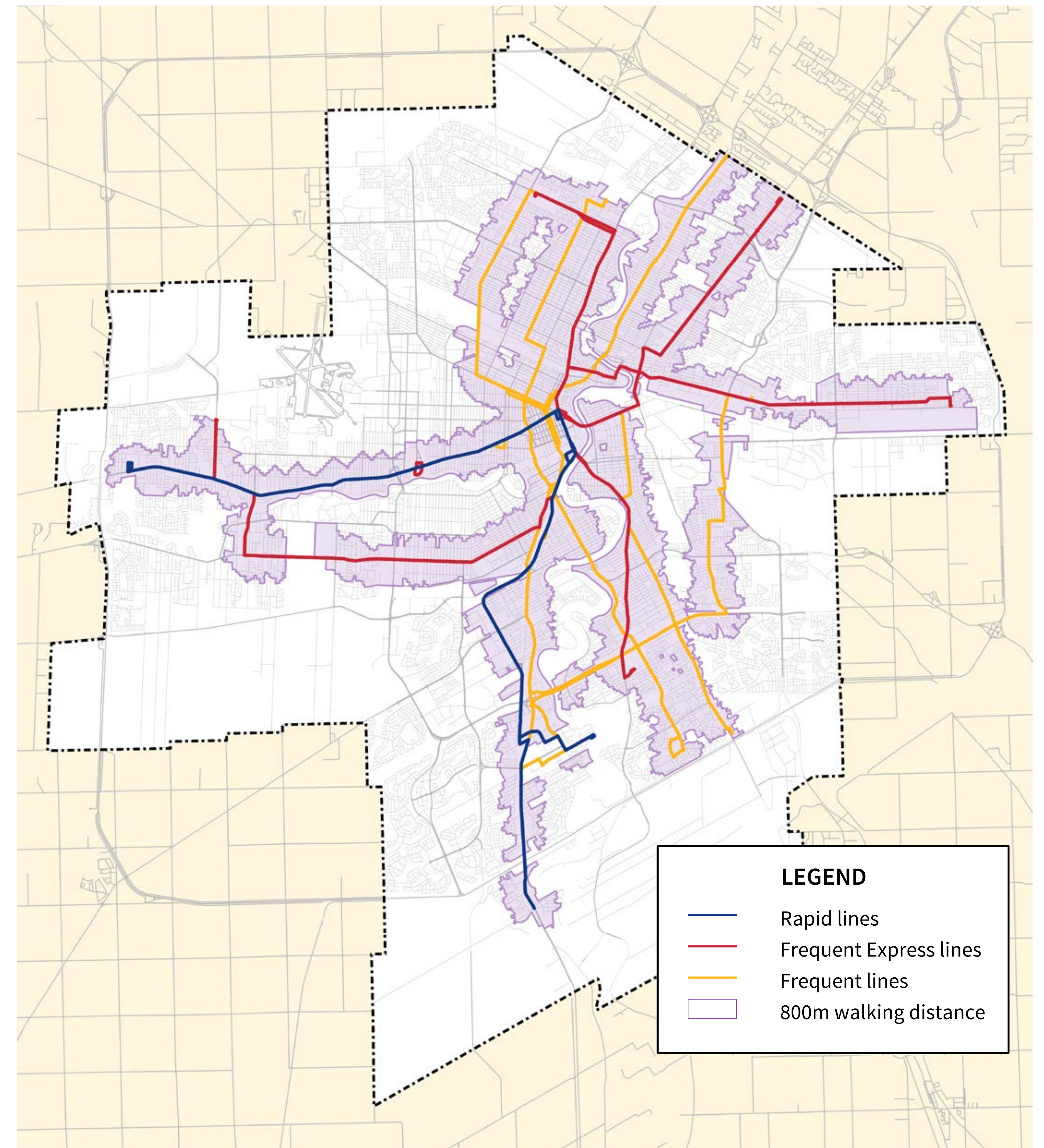


TRANSIT CORRIDOR WALKSHEDS

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:

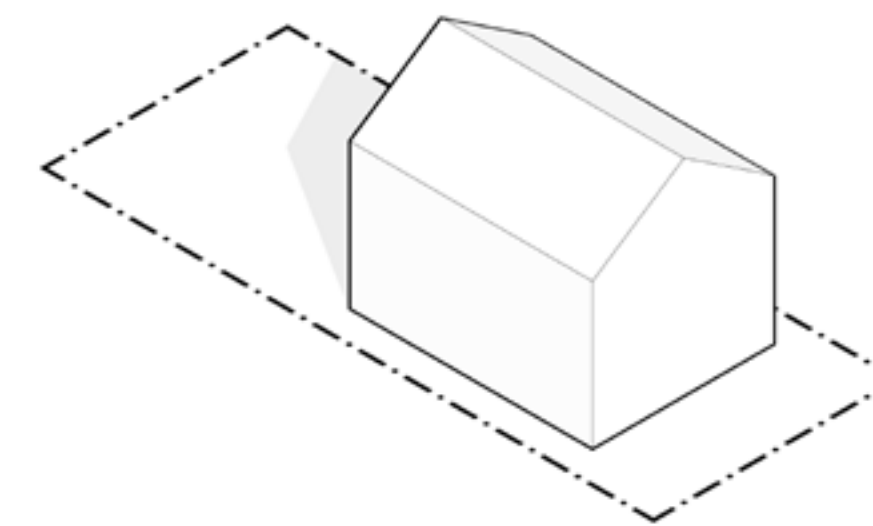
In an existing R1 or R2 zoned lot

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

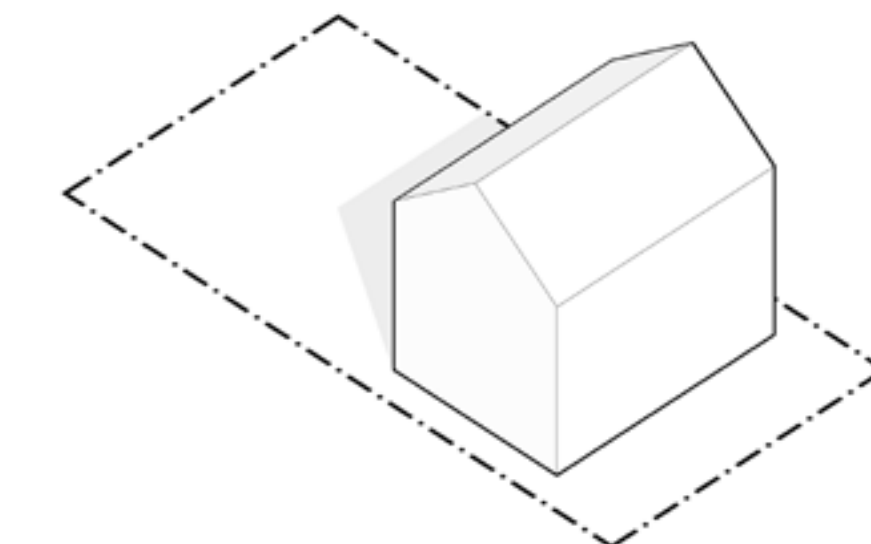
In an existing RMF-S zoned lot

- 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

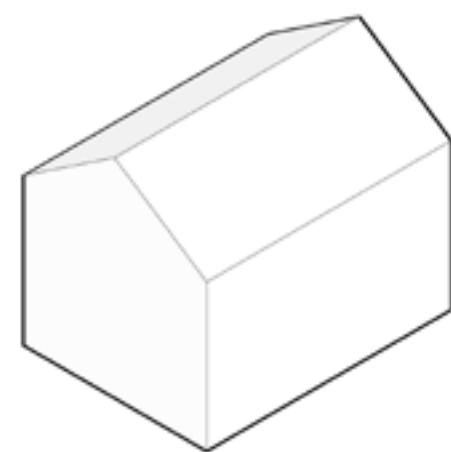
- Primary masses and wings more than 30 ft. long must include at least one projection

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

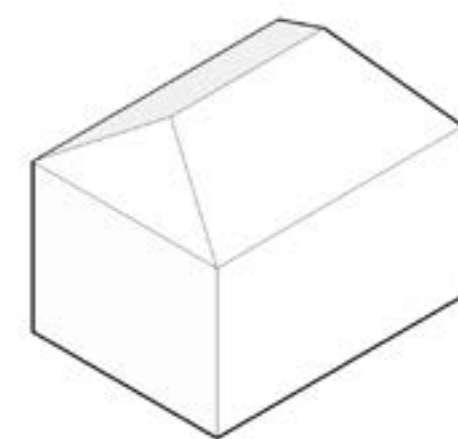
ROOF FORM

- 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

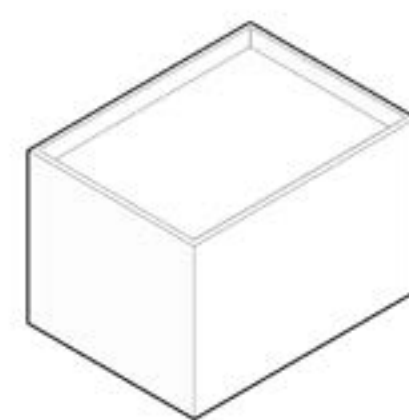
Gable Roof



Hip Roof



Flat Roof



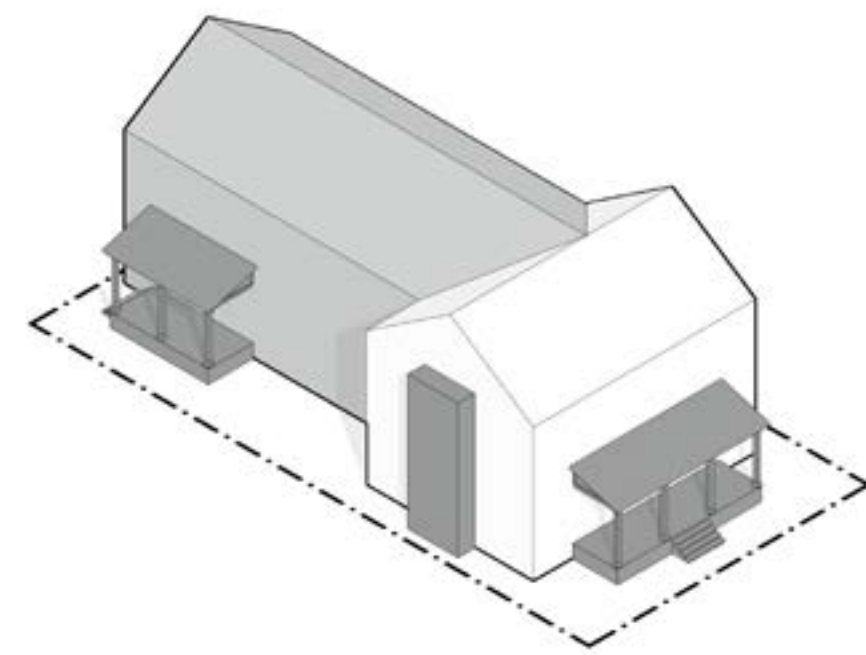
DORMERS

- 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