

The following is a summary of questions received from participants during the October 4 online webinar, followed by project team responses. Please note that questions are presented as they were written in case of any errors or omissions.

Q1: My problem with infill in the Glenwood area is 3 fold. Height is too tall, orientation of the building (north south length not east west like all the houses are built on our street), and how close they are being built to properties. Can all these issues be revisited before anymore infill continues?

Q1 ANSWER: The proposed Guidelines address the size of infill housing to ensure that they are in scale with the local context by addressing lot coverage, building height maximums, and setback distances from property lines. The guidelines also recommend flexibility on building height and setback distances to adjust to the context of adjacent properties. For more information on the design guidelines for single-family homes, please visit pages 22-33 of the Guidelines document.

Q2: What are the red zones on the map?

Q2 ANSWER: Answered live. Participant given further clarity and link to high resolution image of [Areas 1 & 2](#) on the project website.

Q3: Regarding affordability...small houses in Glenwood that are \$250,000 are being torn down and replaced with new houses that are \$400,000 can you please address this issue.

Q3 ANSWER: One of the key goals of the infill guidelines is to contribute to the physical renewal and revitalization of older neighbourhoods and to provide a diversity of housing options for all residents, at all life stages, in all neighbourhoods. Older homes have costs that are often not included in the sticker price of the home. These costs can distort the price difference between older and newer homes. Due to the costs associated with demolishing and rebuilding, new builds will be more expensive than the houses they replace. Since new houses cannot typically be built for the same cost as an existing house. However, one of the ways in which affordability can be addressed is through the provision of additional suites and housing types.

Q4: Lot splitting results in significant loss of green space and yards and butterflies and birds and gardens and trees. How does this align with climate change goals?

Q4 ANSWER: Winnipeg's Climate Action Plan (WCAP) [insert hyperlink to WCAP] sets out a series of actions and targets to reduce our greenhouse gas emissions and transform Winnipeg into a resilient city that can withstand the impacts of a changing climate. In particular, the WCAP sets a 50% target for infill development in strategic locations. The WCAP also speaks of the need to facilitate compact development and increased density within our built-up areas of the city, especially around our existing and planned primary transit network.

As part of the overall Residential Infill Strategy, one of the key priority action items is the development of a tree protection policy or by-law. This project is currently underway.

One of the goals of the Guidelines is to ensure that new development contributes to the landscaping character of our neighbourhoods today while contributing to the mature tree canopy of tomorrow. The proposed Guidelines recommend introducing landscaping requirements for single- and two-unit housing types as well as increasing landscaping standards for multi-unit housing. The Guidelines also incentivize mature protection by allowing builders to offset landscaping requirements in exchange for the preservation of existing healthy mature trees. The Guidelines further encourage onsite landscaping by recommending at least 30 percent of a property be dedicated for soft landscaping. This will contribute to aesthetic quality of new housing while also reducing the impacts of stormwater runoff into our sewer system by facilitating onsite permeability.

Q5: Are gravel back lanes included in this plan?

Q5 ANSWER: The site and building design guidelines and locational criteria are intended to apply to all those areas highlighted on the map (Area 1 and Area 2 each have their own locational criteria). Many of the location criteria speak to properties with lanes. This refers to improved lanes, which include gravel, asphalt and concrete. Smaller scale developments like single- and two-dwelling buildings will continue to be supported on streets where there is a gravel lane given that is the context of those streets. More intensive developments will be reviewed on a case-by-case basis.

Q6: Maybe i missed it buy why no mention of the impact of traffic and increase of vehicle per household

Q6 ANSWER: The guidelines encourage development to provide the amount of parking that is necessary to serve that project.

Parking is expensive. Parking can cost between \$7-45k per stall, depending on whether it's surface or structured parking. Requirements that result in the oversupply parking lead to higher costs of housing. This cost gets passed down in the rent or mortgage that Winnipeggers pay.

We want to support more diverse transportation options, which lead to healthier communities and make us more resilient to climate change. We know that transportation contributes more than 30 percent of greenhouse gas emissions in Winnipeg.

Traditionally, many of Winnipeg's mature neighbourhoods were not designed in a manner that emphasized reliance on automobiles. This created the vibrant, walkable and desirable neighbourhoods we have today.

Further, the Guidelines generally direct higher density housing on regional type streets, which are designed to accommodate more users. Singles, secondary suites, two-family may add some additional vehicles, but not at a level that exceeds the design capacity of our streets and lanes.

Q7: My issue is gravel back lanes and parking and snow issue associated with this.

FACILITATOR COMMENT: In-person follow-up: Prefer use of road, concerns with snow removal.

Q7 ANSWER: There are many concerns associated with development that use a front access driveway instead of the lane in our mature neighbourhoods. We heard through our engagement process so far that the neighbourhood character of our mature neighbourhoods are characterized by landscaped boulevards with mature trees and private properties that have significant landscaping features in people's front yards. Introducing front access driveways into these neighbourhoods would negatively impact neighbourhood character and the aesthetic quality of the neighbourhood. Front access driveways would reduce the availability of front yard areas for landscaping and tree growth and create streets that are dominated by garage doors and pavement which lack the ability to animate the street. Having a front access driveway would increase street clearing maintenance because we need to take care of windrows when clearing streets where properties have front access driveways. Front access driveways would also increase areas of non-permeability which impacts land drainage, which has been raised as an issue in our mature neighbourhoods. They also reduce areas for snow storage and negatively impact on-street parking capacity. Front access driveways also reduce pedestrian comfort and safety by increasing the number of points of conflict with vehicles. It should also be noted that in our 2019 survey, not permitting front access driveways where there are back lanes received the highest percentage support of any of the questions asked.

Q8: I'm confident that this process will address many of the concerns of how infills will integrate into existing neighborhoods. My concern is the protection of adjacent property and structures i.e. cracked foundations, footing, basement walls etc. During the demolition process the construction companies are using heavy equipment to pound and break out foundations that creates a lot of stress on adjacent properties.

Q8 ANSWER: One of the key priority action items in our Residential Infill Strategy is looking at improving our construction site practices. We certainly understand that preserving the integrity of housing that abuts infill development is significantly important to homeowners and we will take this comment into further consideration as we move forward with the implementation of the priority action that addresses improved construction site practices.

Q9: 36 percent isn't enough. In St James it needs to be 45 to 50 percent to fit in with the existing homes. Can this be changed for St James.

Q9 ANSWER: Answered live and followed up on personally.

Q10: I feel no one has taken into consideration on grading and how it effects the other peoples property.

Q10 ANSWER: The Lot Grading By-law currently states that one property should not drain onto the neighbouring property. All development must go through a Lot Grade Certification process to ensure they meet the Lot Grade By-law and to ensure that any surface water originating from a property does not damage neighbouring properties. For more information on residential lot grading please visit: <https://winnipeg.ca/waterandwaste/drainageFlooding/lotGrading/responsibilities.stm#FAQ>

Q11: I was told that secondary suites were to accommodate relatives like grandparents. But on my street in St James the houses being built have 2 suites rented to people who are strangers to each other. Why is this not being addressed.

Q11 Answer: Although the term “granny suite” is frequently used, secondary suites are defined as complete independent living suites with fire code separation from the main house, and there is no stipulation as to who can live there. Because they are smaller, they are suitable for a student or seniors living alone. This is different from having a guest room within your home which is part of the house and cannot be used as a rental suite.

Q12: Second question is the time line of the building project. In River Hights we have singel dwellings, at 2500 saquare feet taking 2 years to build. creating on going traffice congestion, broken side walks, no area for residents to park etc. There should be a reasonable time line for the size of the projetc

Q12 Answer: We have heard concerns about the time it takes for construction to be completed. We will take this comment into consideration when we address the Action Item of improved construction site practices.

Q13: I would like to add a garage with a granny suite over it behind our duplex in the Norwood Flats on a 50 x 120 ft lot. Will we be permitted to do a project like this?

Q13 Answer: The Guidelines do not address detached secondary suites. A separate Council initiative will address detached secondary suites.

Q14: The new suburbs have fake lakes and bike trails and lots of green spaces. Why take the little bit of green space we have away from us in mature neighbourhood.

Q14 Answer: Public parks and green spaces are not being targeted for infill development and do not form part of the Infill Guidelines document. As some neighbourhoods experience more infill development, it is more likely that additional investments in our green spaces will be needed to support a growing community.

Q15: How many lot splits and or infill developments are acceptable, percentage wise on one street? Could the whole street be transformed? Is there any limit?

Q15 ANSWER: One of the concerns that residents have raised is that some neighbourhoods experience infill development while others do not. One of the key objectives of the Guidelines is to maintain a balanced mix of housing within each neighbourhood and to distribute additional residential density amongst mature neighbourhoods. The location criteria are intended to incrementally provide new housing options across all Mature Communities. As a result, we expect that the construction of various housing types is expected to occur slowly over time and be more evenly distributed throughout the city. This means that single-family homes will continue to be the predominant housing type for generations to come.

Regulatory tools that create a stopgap are challenging because they create an uneven playing field, where certainly property owners are able to redevelop and others are not.

Q16: I thought we were talking about taking the bus not using cars to curb environmental concerns? One of your answers conflicts with living farther away rather than living closer. You said if people live farther they have to use their cars, why not a bus?

Q16 ANSWER: People who live further out are certainly also able to use a bus for transportation. Though, as the transit network gets spread out further it can become more costly to service all areas of the city in an efficient manner. One of our directions is that we encourage development within close proximity to the primary transit network, which can help encourage people to use public transit or other modes of transportation.

Q17: The city appears to be pushing lot splitting through in our area very quickly. Do the developers have to apply for a variance beyond the requirements shown when lot splitting i.e. such as height or size on the split lot?

Q17 ANSWER: At present, the majority of lot splitting requires variances. The Zoning By-law would require updates and changes to reflect some of the recommendations in the guidelines.

Q18: How can the city approve of mature trees coming down to make way for split lots and then explain it away as the clearest path to being environmentally friendly?

Q18 ANSWER: The City recognizes the value mature trees have in our neighbourhoods and our recommendations include provisions that require that new planting of trees and shrubs will be a requirement of all development. We also encourage and incentivize the preservation of mature trees on private properties. For a broader take on an environmentally friendly Winnipeg we invite you to peruse the recently established Climate Change Action Plan

https://winnipeg.ca/sustainability/PublicEngagement/ClimateActionPlan/pdfs/CW_Climate-Action-Plan.pdf

Q19: Who determines the character compatibility of new builds in each neighbourhood?

Q19 ANSWER: We have written in design guideline requirements that each development proposal will be required to consider and address in their development plans. Further, our recommendations on height, lot coverage, yard setbacks, we have structured them in a manner that encourages compatibility with the basic form of the dwelling. Please refer to pages 28 and 30 of the draft design guidelines for further details on the requirements for design and character compatibility. <https://www.winnipeg.ca/ppd/PublicEngagement/InfillStrategy/documents/Small-Scale-Residential-Development-Guidelines-for-Mature-Communities-DRAFT.pdf>

Q20: Will any streets be considered for exemptions from automatic lot splitting based on the specific of the street? Will there be a process to apply for an exemption on behalf of a whole street?

Q20 ANSWER: The guidelines will not change the process around lot splitting. As is currently the case, any property owner can apply to split a lot and have that considered through a public hearing process. What the guidelines will do is recommend a minimum lot width based on criteria like whether there is a front driveway, or whether the new development will be a single- or two-family dwelling.

Q21: Glenwood has oldest sewage system. With all the infill, of possibly 4 families where there was only 1, keeping in mind tree removal and gravel parking pads, can the infrastructure take the amount of overland water that will now be a new problem? An inquiry should be conducted instead of continuing in fills in Glenwood, should it not?

Q21 ANSWER: Depending on the intensity of development occurring, a builder may be required to provide an analysis to the city demonstrating how combined sewer output is being managed and what outflow amounts will occur. The Guidelines encourage lower lot area coverage compared to what is presently permitted as well as minimum soft landscaping requirements, which can help reduce impacts on the combined sewer system from a stormwater management perspective.

Q22: Edmonton held 50 town halls with citizens to develop an infill policy. We feel this is a very rushed process during a pandemic. Do you feel this Winnipeg process has engaged the public enough to obtain citizen buy in?

Q22 ANSWER: The City of Winnipeg has been engaging with the general public and other stakeholders since 2017. To begin defining the main challenges and opportunities presented by small scale residential infill housing, stakeholders were invited to five focus group meetings between June 14 and June 22, 2017. A stakeholder workshop was held on June 29, 2017 to determine key issues to focus on in

developing the residential infill strategy. An online survey followed to collect further public feedback, from October 3 to December 1, 2017.

Information collected to this point was summarized in Public Engagement Summary 1, and presented at public workshops on January 27 and 31, 2018. The input provided at the workshops held on January 27 and 31 refined the list of key issues, based on public priorities and the perceived complexity of implementing them. Feedback from the public priorities workshops is summarized in Public Engagement Summary 2.

Building on what was learned through previous engagement activities, a public open house was held on September 19, 2018 at the Millennium Library. This open house focused on presenting the Residential Infill Strategy Action Plan, and gathered feedback on each of the proposed actions. In addition to hosting the public event, the draft implementation action plan was also presented through an online survey, which was open from September 6 to 26, 2018. Feedback from the open house and online survey was used to refine and re-prioritize the draft implementation plan actions. A summary of this feedback is available in Public Engagement Summary 3. The recommendations of the Implementation action plan were presented to the Standing Policy Committee on Property and Development, Heritage, and Downtown Development on Monday, January 7, 2019, which included the opportunity for members of the public to appear as delegation before the committee.

Design guidelines and intensification criteria

Building on the priorities identified in the Residential Infill Strategy's [Implementation Action Plan](#), the City asked for public input on residential infill design guidelines, lot coverage and intensification criteria to help ensure that new development in Mature Communities is compatible in form, scale, and design, and to help determine when and where density changes should occur on residential streets. During this phase of engagement, 1988 surveys were submitted, and five open houses were held from September 24 to October 3, 2019. This feedback is summarized in [Infill Design Guidelines: Round 1 Public Engagement Summary](#), and was used to inform the draft guidelines, which are the basis of the current round of public engagement.

Q23: What if an infill blocks all sun from a neighbouring yard and results in sick weak trees? What about damage done to root systems during excavation? Any plan to protect the trees other than suing afterwards?

Q23 ANSWER: We will be encouraging the preservation of mature trees on the property where development is to occur. An arborist report will be required to note the current state of mature trees.

Further tree protection measures are being considered through the Forestry Branch as they work through the process of a tree protection policy.

Q24: Is the construction site practice to bury garbage on the sites. Also the safety issues of the houses so close.

Q 24 ANSWER: One of the Action Items that came out of the first round of engagements was “improving construction site practices.” This action item must also be addressed and implemented with recommendations to ensure good site management and safety.