Appendix D – Residential Density Bonus Pilot Program Criteria for support

General principles of the Density Bonus Pilot include the following:

- The density bonus will be entirely voluntary, and must allow “win-win” conditions for both developers and the community.
- The level of a developer's contribution must be reasonable and not affect the viability of the project.
- The density bonus granted must be able to be supported by public infrastructure (i.e. water, sewer systems, roads) and not require City contributions for upgrades.
- The areas (or “districts”) where density bonuses are applicable must be clearly defined and supported by existing policy.

The program will aim towards a 20 percent inclusion of affordable units, but the number of affordable units in a proposed project will be determined by the following minimum criteria:

- Applies to projects located along a designated Corridor (as per *Complete Communities 2.0*, see Appendix B and C). Consideration could be given for projects outside of these areas, on a case by case basis, at the request of the applicant, where it can be demonstrated all other objectives and policies of *Complete Communities 2.0* and *OurWinnipeg 2045* are being met.
- For sites in the Residential Multi-Family Large (RMF-L) and Residential Mixed Use (RMU) zoning districts, a minimum of 50 percent of units exceeding 121 dwelling units/acre should be affordable.
- For sites in the Transit Oriented Development (TOD) zoning district, a minimum of 50 percent of units exceeding 218 dwelling units/acre, should be affordable.
- Affordable units should be rented equal to, or below, Provincial Affordability Rates
- The duration of affordability should be no less than 20 years.

Participation in the Density Bonus pilot will require that any supported density increases beyond what is normally allowed (per Winnipeg Zoning By-law 200/2006 and Development Procedures By-law 104/2020) will be, in part, for the provision of affordable housing.

The Public Service has identified the following parameters to be followed in the *Complete Communities Direction Strategy (CCDS) 2.0* policy areas as outlined in Table 1 below:

Table 1 – CCDS 2.0 Priority Policy Areas

Urban Structure Area	Density	Highest Zoning District	Requirement for Affordable Housing

Rapid Transit Station Adjacent		TOD, RMF-L, RMU	50 percent of dwelling units exceeding 218 du/acre in TOD and 121 du/acre in RMF-L or RMU
Priority Corridors		RMF-L, RMU	50 percent of dwelling units exceeding 121 du/acre in RMF-L or RMU
Corridors		RMF-L, RMU	50 percent of dwelling units exceeding 121 du/acre in RMF-L or RMU
All other areas of the Urban Structure			Not part of the pilot program, but consideration could be given if CCDS 2.0 Policies / objectives are met.

CCDS 2.0 identifies the Rapid Transit and Corridor areas as areas to focus growth and apply enabling tools, such as density bonusing. Also, Corridors are areas which can generally accommodate greater density, and where parking reductions can be supported more routinely, due to the presence of frequent transit service. Consideration could be given for projects outside of these areas, on a case by case basis, at the request of the applicant, where it can be demonstrated all other objectives and policies of *Complete Communities 2.0* and *OurWinnipeg 2045* are being met. Appendix B and C include maps of the City's designated Corridors.

The intent is also that this policy can align with the interim approach to approving a reduction in parking requirements for affordable housing projects ("Parking Reductions for Affordable Housing" report received by the SPC PD on February 2, 2023). As less parking is provided, more space is available for housing, and increased density on smaller sites becomes more feasible.