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-- AND A NUMBER OF OTHERS THROUGH THE FCM.

I KNOW THAT THE MAYOR HAS BEEN VERY GOOD ON DOING THINGS LIKE THAT. THANK YOU VERY MUCH.

MADAM SPEAKER: THANK YOU, NEXT COUNCILLOR LUKES.

COUNCILLOR LUKES: THANK YOU FOR THE WORK THAT YOU HAVE DONE FOR THIS. THIS IS MONUMENTAL FOR THE CITY OF WINNIPEG. AND I IMAGINE THAT THROUGHOUT THE DAY, OR AT SOME POINT, THAT MOTIONS WILL COME FORWARD AND I JUST WANT TO UNDERSTAND, UM, BEFORE WE VOTE ON ANY OF THESE MOTIONS, I WANT TO UNDERSTAND, UM, IF IT WILL MEET THE CRITERIA -- THE NATIONAL CRITERIA, OR IT WON'T, RIGHT? SO THE FEDERAL GOVERNMENT HAS CRITERIA AND I KNOW THAT YOUR DEPARTMENTS HAVE BEEN WORKING WITH THEM THROUGHOUT THESE PAST FEW MONTHS -- YEAR. SO IF THE MOTIONS COME FORWARD, HOW WILL WE KNOW IF THEY WILL ACCEPT THOSE MOTIONS OR NOT, OR THOSE AMENDMENTS -- THOSE AMENDMENTS, THAT'S MY FIRST COUNCILLOR.

MADAM SPEAKER: COUNCILLOR LUKES, THAT IS FOR THE PUBLIC SERVICE AS WELL AND THERE WILL BE AN OPPORTUNITY TO REVIEW MOTIONS WITH THEM AS WE DID LAST TIME IN THE HEARING.

COUNCILLOR LUKES: OKAY.

MADAM SPEAKER: BUT YOU CAN ANSWER IF YOU WISH.

FROM THE CONTEXT OF WHAT WE HAVE BEEN DEALING WITH, MADAM SPEAKER, THROUGH CMHC, IT WAS THE SPIRIT OF THE INTENT OF THE AGREEMENT BECAUSE THEY'VE ACKNOWLEDGED THAT MANY CITIES APPLY IT SLIGHTLY DIFFERENTLY. AND WE DID SOCIALIZE, FOR LACK OF A BETTER TERM, THE INFORMATION THAT WENT OUT TO THE PUBLIC INFORMATION SESSIONS AND THEY SAID THAT APPEARED IN SPIRIT TO MEET THE INTENT. I CAN'T SPEAK TO FUTURE AMENDMENTS OR MOTIONS THAT WOULD BE MADE AND I THINK THE PUBLIC SERVICE COULD GIVE GOOD ADVICE RELATED TO THAT. AND I KNOW THAT LIZZY RAPPAPORT IS IN CONTACT WITH PARTNERS IN CMHC WHO ARE ALSO PART OF -- AND WE SHARED INFORMATION WITH OTHER MUNICIPALITIES IN WESTERN CANADA AS TO WHAT THEY'RE DOING SO

THERE'S AN ALIGNMENT. AND IN SOME CASES WE BORROWED SOME OF THE THINGS THAT THEY ARE DOING THAT HAVE ALREADY BEEN APPROVED. SO I DO ANTICIPATE THE DISCUSSION AND THE ALTERNATIVE PROPOSALS PERHAPS COMING FORWARD.

COUNCILLOR LUKES: OKAY, AND THEN MAYBE THIS IS A QUESTION FOR THE PUBLIC SERVICE. WHILE WE MAY HAVE MET OUR MISSING MIDDLE QUOTA, UM, I ANTICIPATE -- WE ALL ANTICIPATE, THAT IMMIGRATION WILL CONTINUE. I THINK WE'RE PROJECTING $400,000 A YEAR VERSUS THE $500,000 UNDER THE TRUDEAU REGIME. SO, UM, AND I GUESS THAT THIS WILL BE MAYBE FOR THE PUBLIC SERVICE WHAT THEY'RE PROJECTING FOR GROWTH IN OUR CITY, UM, TO ACCOMMODATE THE INCREASE, LOSING MIDDLE VERSUS SINGLE FAMILY. BECAUSE AS WE KNOW THAT MANY COME AND DON'T WANT A SINGLE FAMILY?

THE STATISTICS THAT WE'VE SEEN, I THINK THAT WILL BE RELEASED AT SOME POINT THIS WEEK, INDICATE THAT THE NEW BUILDS HAVE REMAINED FAIRLY STABLE. THE NEED AND DEMAND HAS GROWN EXPONENTIALLY TO THAT. AND I THINK THAT THERE'S BEEN CONVERSATION WITH THE CITY ECONOMIST RELATED TO SOME OF THOSE STATISTICS. AND I THINK THAT THE PUBLIC SERVICE CAN SHARE SOME OF THAT INFORMATION WITH YOU. AND THERE'S A GROWING GAP FOR HOUSING NEED. AND SHELTER.

COUNCILLOR LUKES: THANK YOU.

MADAM SPEAKER: THANK YOU, NEXT IS COUNCILLOR DOBSON.

COUNCILLOR DOBSON: TO HAVE A BETTER CHANCE FOR CMHC FUNDING IT WAS SUGGESTED THAT WE DO FOURPLEXES AND WE REZONE AND ALL OF THAT. AND NOW IT APPEARS THAT WITH ALL OF THIS NEW FUNDING THAT IT'S A REQUIREMENT. WHAT'S CHANGED? BEFORE IT WAS SUGGESTED AND NOW THEY'RE TELLING US.

MADAM SPEAKER, YES, COUNCILLOR, YOU ARE CORRECT. IT WAS GENTLY SUGGESTED BY THE MINISTER OF HOUSING THAT WE AMEND TO BE ELIGIBLE. IT HAS BEEN -- IT IS MORE DIRECTLY STATED IN THE C.H.I.F. FUNDING REQUIREMENTS THAT IT IS A REQUIREMENT AND IT'S ALSO STATED IN MULTIPLE FUNDING -- TRANSIT FUNDING IS ANOTHER -- THE FOUR-BY-FOURS AND THESE ADOPTION OF THE HOUSING PRINCIPLES ARE CRITICAL PART OF THE CRITERIA TO BE ABLE TO APPLY. IT HAS CHANGED. ORIGINALLY IT WAS A SUGGESTION. BUT IT WAS A STRONG SUGGESTION FROM THE MINISTER IN NOVEMBER OF 2023.

COUNCILLOR DOBSON: OKAY, MY SECOND QUESTION IS, ARE THEY STEPPING OUTSIDE OF THEIR LANE -- OUTSIDE OF THEIR JURISDICTION? BECAUSE IT APPEARS THEY'RE TRYING TO CONTROL OUR CITY ZONING.

MADAM SPEAKER, IF I MAY. I MAY BE STEPPING OUT OF MY LANE TO COMMENT ON THAT. BUT -- BUT IN SHORT, YES, THEY'RE SAYING THAT FUNDING DOESN'T COME TO MUNICIPALITIES ACROSS CANADA WITHOUT SOME REQUIREMENTS. THIS IS ONE OF THOSE REQUIREMENTS THAT THEY'VE IDENTIFIED.

COUNCILLOR DOBSON: OKAY. OKAY, THANKS.

MADAM SPEAKER: THANK YOU. COUNCILLOR MAYES AND FINISHED BY COUNCILLOR ORLIKOW. OKAY, COUNCILLOR ORLIKOW.

COUNCILLOR ORLIKOW: YOU SAT DOWN? EXCELLENT. THE QUESTION THAT I HAD IS REGARDING -- I SAW THE BY-LAW QUITE A FEW TIMES AND I HAVE SOME OTHER LITTLE QUESTIONS BUT ONE OF THE QUESTIONS THAT MAYBE YOU CAN CLARIFY FOR ME, IT'S A FRONT YARD SETBACK. I UNDERSTAND HOW IT'S -- BUT MY QUESTION MORE IS THE FRONT PORCHES AND STOOPS. SO LET'S SAY THAT WE HAVE -- LIKE RIVER HEIGHTS IS VERY KEEN ON THEIR FRONT YARD SETBACKS. BUT NOW AS I'M READING IT, IT APPEARS WITH THE PORCH THAT YOU CAN COME OUT INTO THE FRONT YARD. I THINK THAT IT WAS 12 FEET, SOMETHING QUITE LARGE. IS THAT INTO THE FRONT YARD SETBACK OR IS THAT PART OF THE EXISTING FOOTPRINT THEY'RE ALLOWED TO HAVE?

IF POSSIBLE, COUNCILLOR, I DEFER THAT AS A QUESTION FOR THE PUBLIC SERVICE AND COVERED IN THEIR PRESENTATION.

COUNCILLOR ORLIKOW: I HAVE A FEW QUESTIONS SIMILAR TO THAT AND I WILL WAIT FOR THE PUBLIC SERVICE.

AND I KNOW THAT THE DIRECTOR HAS COMPREHENSIVE KNOWLEDGE OF THOSE DETAILS SO SHE CAN TAKE YOU THROUGH THAT.

COUNCILLOR ORLIKOW: NONE FOR NOW.

MADAM SPEAKER: THANK YOU. WE'LL CONTINUE WITH QUESTIONS MOMENTARILY AND THERE'S A 10-MINUTE HEALTH BREAK AND THAT WILL BE NOW. UP TO 10 MINUTES. THANK YOU.

MADAM SPEAKER: TESTING, TESTING.

MADAM SPEAKER: COUNTDOWN, PLEASE. [GAVEL]

MADAM SPEAKER: GOOD MORNING, WELCOME BACK TO OUR PUBLIC HEARING OF JUNE 2ND, 2025. AND WE'RE AT QUESTIONS OF THE APPLICANT, MR. JOHN KIERNAN,

COUNCILLOR.

COUNCILLOR ORLIKOW: YOU HAVE ASKED YOUR QUESTIONS? COUNCILLOR MACE.

COUNCILLOR MAYES: THANK YOU. TO DIRECT THE QUESTIONS TO THE SPEAKER, FOR CLARITY, AND AGAIN FOR CONTEXT, UM, UNLIKE THE GUIDELINES THAT ONLY LOOK AT MATURE COMMUNITIES AND THERE WAS SOME JOUSTING ABOUT, YOU KNOW, ROUGHLY PRE-1950 NEIGHBORHOODS AND DOES THIS ONE FALL IN OR NOT, THIS IS A CITY-WIDE INITIATIVE. AND THIS DOES NOT -- THIS ISN'T JUST IN OLDER COMMUNITIES. THIS APPLIES CITY WIDE?

MADAM SPEAKER AND COUNCILORS, EXACTLY RIGHT, IT IS A CITY PROGRAM. AND I USE THE FOUR UNITS, BECAUSE I THINK WE'RE GOING PER LOT. IT'S AS TO HOW WE -- IN THE PUBLIC SERVICE EXPANDED THAT TO SHOW TO ACCOMMODATE TWOs, THREEs AND FOURs BUT IT IS CITY WIDE.

COUNCILLOR MAYES: AND I'LL HAVE QUESTIONS ABOUT THE DAWSON TRAIL AREA PLAN WHICH I MERCIFULLY WON'T POSE TO YOU, JOHN.

I APPRECIATE IT.

COUNCILLOR MAYES: BUT WE'RE AMENDING ALL SORTS OF LOCAL CITY PLANS HERE AND THE SEA OF MUD, WHICH IS DAWSON TRAIL AND SOUTH OF I THINK PRECINCT K I THINK WE'RE AMENDING. IN SOME PLACES THERE ISN'T SERVICING IN YET AND THERE AREN'T EXISTING ROADS YET, RIGHT? THIS ISN'T JUST ESTABLISHED NEIGHBORHOODS OR MATURE COMMUNITIES, THIS IS THE WHOLE CITY THAT WE'RE DEALING WITH?

THE RULES AS COUNCIL EVENTUALLY DECIDES WHAT THEY WILL BE, BUT AS THESE AMENDMENTS ARE APPLIED THERE'S A NUMBER OF CHANGES AND ALIGNMENTS THAT HAVE TO BE UNDERTAKEN IN THOSE SECONDARY PLANS AND THE PDOs AND THAT BRINGS THEM INTO ALIGNMENT SO IT'S NOT A MULTISTEP PROCESS THAT CONTRAVENES THE COUNCIL APPROVED PDO OR THE COUNCIL APPROVED SECONDARY PLAN. SO IT'S ABOUT ALIGNMENT, MADAM SPEAKER.

MADAM SPEAKER: THANK YOU.

COUNCILLOR MAYES: THREE MORE THINGS I THINK. WE ALL -- I THINK THAT WE ALL ACKNOWLEDGE THE NEED FOR MORE HOUSING, OF COURSE, AND WE ALSO ACKNOWLEDGE THAT WE DON'T SIMPLY HAVE TO APPROVE EVERY HOUSING APPLICATION. FOR EXAMPLE, RECENTLY THE STAFF RECOMMENDED SOME HUNDREDS OF UNITS AT THE LEMAY FOREST SITE AND THE COUNCIL UNANIMOUSLY

REJECTED THAT. SO IT WOULD HAVE MEANT MORE HOUSING BUT COUNCIL UNANIMOUSLY REJECTED THAT, YOU'RE AWARE OF THAT?

MADAM SPEAKER, I AM AWARE.

COUNCILLOR MAYES: YEAH. TWO THINGS MORE I THINK, MADAM SPEAKER. UM, COUNCIL POINTED OUT THAT THERE WAS SOME RISK HERE IF ONE COMES IN WITH AN AMENDMENT THAT'S WILDLY OUT OF LINE. NOT TO PARAPHRASE, COUNCILLOR, TOO FAR OUT OF LINE WITH FEDERAL REQUIREMENTS THEY WILL PUSH BACK, THEY WILL REJECT IT. AND I BELIEVE THAT WE APPROVED SEVEN AMENDMENTS, SIX OR SEVEN OF THE EIGHT THAT WERE PUT FORWARD THOUGH, INCLUDING COUNCILLOR LUKES HAD ONE ABOUT BIRD-FRIENDLY DESIGN. THERE WERE NUMEROUS OTHER ONES, I THINK THAT COUNCILLOR ORLIKOW HAD ONE ABOUT AFFORDABILITY AND WE MADE SOME AMENDMENTS AND WE MOVED ON?

YES, WE DID.

COUNCILLOR MAYES: FINAL QUESTION AND, AGAIN, THIS ALMOST CERTAINLY IS GOING TO BE DEFERRED TO SOMEONE ELSE BUT I'LL ASK IT TO YOU. THE WORDING AROUND "TRANSIT" TENDS TO SHIMMER AND EVOLVE A BIT HERE. IT WOULD BE FAIR TO SAY THAT THE ACTUAL COUNCIL MOTION SAID WITHIN 800 METERS OF TRANSIT. SOME OF -- ON THE OTHER POLAR END OF THIS YOU'VE GOT THINGS IN THE HALF AGREEMENT OR THE HALF REPORT SAYING THAT WE'RE GOING TO BUILD WITHIN 800 METERS WALKING DISTANCE OF HIGH FREQUENCY TRANSIT CORRIDORS. IT'S A BIT HARD TO THINK ABOUT DUNKIRK DRIVE WHERE THE BUSES ARE GOING TO RUN EVERY 38 MINUTES ON THE WEEKENDS AS A HIGH TRANSIT CORRIDOR. THERE'S NO BENCH, THERE'S NO SHELTER. SO THIS ISN'T THE BLOOR SUBWAY. BUT IN THE END THE REQUIREMENT OR THE -- CAN YOU WALK US THROUGH WHAT -- WHAT CRITERIA WERE USED THEN BY -- BY THE STAFF? IT'S 800 METERS WALKING DISTANCE FROM -- NOT ALL TRANSIT, BUT TRANSIT DEFINED AS --

IT WAS THE HIGH FREQUENCY CORRIDORS AND WE WORKED THROUGH WITH TRANSIT AND THE STAFF WORKED THROUGH WITH TRANSIT BOTH THAT DEFINITION AND WITH CMHC TO IDENTIFY THOSE ROUTES. TWO FOLD, ONE WAS TO ENSURE THAT WE MET OUR NUMBERS, IN ALL TRANSPARENCY. AND ANOTHER, A SEPARATE PIECE, HOWEVER, IS THE CANADIAN PUBLIC TRANSIT FUNDING HAS SLIGHTLY DIFFERENT CRITERIA. AND I THINK THAT THE DEPARTMENT HAS A MAP THAT WILL MAKE IT VERY CLEAR WHAT THAT ENTAILS, WHAT THOSE BOUNDARIES ARE. BUT THERE IS A DIFFERENCE BETWEEN THE HALF FUNDING REQUIREMENTS AND THE NATIONAL TRANSIT FUNDING ON BUS RAPID TRANSIT CORRIDORS WHICH IS THE SINGLE LINE VERSUS THE MULTIPLE LINES.

COUNCILLOR MAYES: OKAY, AND THAT ANTICIPATES MY NEXT QUESTION, THE DEFINITION OF RAPID TRANSIT TO SAY -- DUNKIRK OUT ST. ANN'S ROAD AND IN

ST. MARY'S BUT YOU'RE SAYING THAT BIT GOT REVIEWED WITH CMHC?

YES, AND WE WANTED TO MAKE SURE THAT THEY WERE COMFORT, YOU KNOW, WITH WHAT WAS BEING BROUGHT FORWARD FOR CONSIDERATION. OTHER CITIES HAVE BEEN MORE AGGRESSIVE THAN WE HAVE IN IDENTIFYING AREAS FOR COVERAGE.

COUNCILLOR MAYES: OKAY. YOU HAD MENTIONED IN YOUR COMMENTS THAT THE DOCUMENT THAT WAS THE SUBJECT OF THE ONLINE TOWN HALLS AND THE PUBLIC CONSULTATION -- THAT HAD BEEN SOCIALIZED WITH YOUR –

EUPHEMISM?

COUNCILLOR MAYES: WITH CMHC. BUT THERE WAS A REVISION THAT WE WERE GIVEN -- THAT WAS MADE PUBLIC LAST MONDAY THAT WE WOULD HAVE SEEN THEN AND WAS DISCUSSED IN THE COUNCIL SEMINAR TO EXEMPT LOTS THAT TOUCH ON VARIOUS RIVERS AND CREEKS, NOT ACROSS THE STREET, BUT, RATHER, TO BE BLUNT, IF YOU HAVE A PIECE OF LAND -- IF YOUR PROPERTY TOUCHES UPON THE RED RIVER, THE SEINE RIVER AND VARIOUS OTHER RIVERS STREAMS -- NO, YOU'RE NO LONGER PART OF THE DEBATE ABOUT THREEPLEXES AND FOURPLEXES BUT THAT WOULDN'T HAVE BEEN RUN BY –

IT HAS NOT AND I WOULD NOTE THAT SOME OF THOSE ADJUSTMENTS, I WOULD SAY, OKAY, THE PUBLIC SERVICE LISTENED. AND THE ISSUES WERE RAISED ON SOME OF THE INFORMATION SESSIONS AND THERE WAS MODIFICATIONS, ADJUSTMENTS, ON THE CORRIDOR COMPONENT TO BEGIN TO ADDRESS SOME OF THOSE CONCERNS.

COUNCILLOR MAYES: THANK YOU FOR THAT, AND I'M NOT CRITICAL. CERTAINLY, IN MY WARD ALONE, WE WERE DOING THE MATH LAST NIGHT, EVERYTHING FROM NUMBER FOUR TO NUMBER 104 RIVER ROAD ON THE EVEN SIDE, YOU KNOW, WOULD HAVE QUALIFIED AND NOW IT DOESN'T. AND McNULTY, THAT FALLS AWAY NOW. BUT WE DON'T KNOW HOW MANY UNITS -- HOW MANY LOTS THAT WOULD HAVE QUALIFIED FOR THE THREEPLEXES OR FOURPLEXES WOULD HAVE BEEN?

NOT TO MOVE AWAY FROM THIS, AND ONE WAS PRE-PROTECTION, HABITAT, AND CORRIDORS. HOW CAN WE ACKNOWLEDGE THEY EXIST, WE LIVE IN A RIVER CITY. SO I THINK THAT SOME OF THOSE ADJUSTMENTS WERE THOUGHT OUT BY THE DEPARTMENT AND THEY LISTENED IN THOSE PUBLIC SESSIONS. AND THERE'S SOME MINOR MODIFICATIONS BEING MADE THERE. YET UNSOCIALIZED VIEWS.

COUNCILLOR MAYES: I AGREE WITH THOSE CHANGES, MY QUESTIONS DIDN'T UNDERMINE THAT, BUT IT ISN'T SOMETHING THAT IS SOCIALIZED, TO USE YOUR TERM WITH CMHC. OKAY, THANK YOU.

MADAM SPEAKER: THANK YOU. MR. MAYOR.

MAYOR GILLINGHAM: THANK YOU, MADAM SPEAKER, AND THROUGH YOU, THANK YOU FOR HIS PRESENTATION THUS FAR. THERE'S A QUESTION OR A SET OF QUESTIONS KIND OF FOLLOWING UP ON THE LINE OF QUESTIONING THAT COUNCILLOR DOBSON ASKED EARLIER ON. WE'RE HERE PRIMARILY BECAUSE IN DECEMBER 2023, THE GOVERNMENT OF CANADA, THROUGH THE CMHC ENTERED INTO AN AGREEMENT WITH THE CITY OF WINNIPEG, THE CITY OF WINNIPEG TO HAVE THE HOUSING ACCELERATOR FUND AND ACCESS TO THOSE FUND SAYS CONDITIONAL AND THAT'S WHY WE'RE HERE TODAY. ON CERTAIN REQUIREMENTS AND CHANGES THAT THE FEDERAL GOVERNMENT WANTS THE CITY OF WINNIPEG AND ALL OF THE CITIES TO MAKE. WE HAVE SINCE THAT AGREEMENT WAS SIGNED, WE HAVE A NEW FEDERAL GOVERNMENT WITH A NEW PRIME MINISTER. AND THE QUESTION WAS ASKED EARLIER AS TO WHETHER OR NOT, YOU KNOW, I HAD POLITICAL DISCUSSIONS. I HAD POLITICAL DISCUSSIONS. IN MY POLITICAL DISCUSSIONS NO WAY AT ANY TIME HAVE I BEEN GIVEN AN INDICATION WITH THE NEW PRIME MINISTER THAT THOSE CONDITIONS HAVE BEEN DROPPED. I'M WONDERING FOR YOURSELF AND THOSE INVOLVED IN DIALOGUE ADMINISTRATIVELY WITH THE FEDERAL ADMINISTRATION, HAVE YOU BEEN GIVEN ANY INDICATION THAT THE CONDITIONS, UM, RELATED TO THESE FUNDS AND ACCESSING THESE FUNDS HAVE BEEN DROPPED.

MADAM SPEAKER, THROUGH TO YOUR WORSHIP -- NO. THERE'S BEEN NO COMMUNICATION FROM ADMINISTRATION THAT THERE'S BEEN ANY CHANGE IN THOSE REQUIREMENTS. AND, IN FACT, I WOULD SAY WITH THE MANDATE LETTERS GIVEN LAST WEEK BY THE PRIME MINISTER THAT PERHAPS HAS STRENGTHENED SOME OF THE CONTRIBUTIONS, BUT I SEE NONE OF THE REQUIREMENTS BEING REMOVED. IN FACT, THEY HAD BEEN ADDITIONALLY ADDED TO OTHER FUNDING CRITERIA.

MAYOR GILLINGHAM: OKAY, THANK YOU, AND I APPRECIATE THAT YOU MENTIONED THE OTHER FUNDING THAT THE CITY OF WINNIPEG HAS BEEN ACCESSING AND TRYING TO ACCESS, NOT ONLY THE HOUSING ACCELERATED FUND BUT THE CANADA HOUSING INFRASTRUCTURE FUND, CHIF, AND IT'S OVER $400 MILLION IN FUNDING THAT THE CITY OF WINNIPEG IS ACCESSING OR TRYING TO ACCESS, BUT IT'S ALL AS THE FEDERAL GOVERNMENT HAD SAID, PASSED IN PREVIOUS -- PREVIOUS, AND ENCOURAGED CONDITIONAL ON THE CITY OF WINNIPEG, MAKING SOME CHANGES. MY FINAL QUESTION THEN WOULD BE -- MAYBE YOU HAVE ANSWERED IT ALREADY -- IT'S RELATED TO FUTURE. I KNOW THAT THE PRIME MINISTER HAS BEEN REALLY BEEN CLEAR, THOSE OF US THAT ATTENDED FCM JUST LAST WEEK HEARD THE PRIME MINISTER TALK ABOUT THE GOAL -- FUTURE GOAL FOR THE FEDERAL GOVERNMENT TO GET MORE DEEPLY AFFORDABLE HOUSING UNITS BUILT. AND I HAVE HAD NO INDICATION POLITICALLY.

I DON'T THINK THAT ANYONE AROUND THIS ROOM HAS HAD ANY INDICATION POLITICALLY THAT FOR THE FUTURE CONDITIONS WOULD BE DROPPED. WE DON'T KNOW IF THEY'LL CONTINUE BUT I HAVE BEEN GIVEN NO INDICATION THAT THEY'LL BE DROPPED. THE QUESTION THEN ADMINISTRATIVELY, HAVE YOU HEARD ANYTHING THAT FOR FUTURE PROGRAMS, WHATEVER THEY MAY BE, RELATED TO THE FEDERAL HOUSING THAT THE CONDITIONS HAVE BEEN DROPPED?

NO, THROUGH YOU, MADAM SPEAKER, TO YOUR WORSHIP, NO, THOSE REMAIN IN PLACE. THEY ARE REQUIREMENTS.

MAYOR GILLINGHAM: THANK YOU.

MADAM SPEAKER: THANK YOU, MR. MAYOR. NEXT IS COUNCILLOR EADIE.

COUNCILLOR EADIE: THANK YOU, MADAM SPEAKER. MADAM SPEAKER, SO IT'S MY UNDERSTANDING THAT THE RIGHT FOR -- MAYBE THE FOUR STORIES ABOUT THE MISSING MIDDLE WHICH WOULD BE MIDDLE INCOME, BUT I'M WONDERING, IN THE INTERCITY, MADAM SPEAKER, COUNCILLOR EADIE AND COUNCILLOR SANTOS, WE HAVE NEIGHBORHOODS THAT ARE FALLING APART. WHEN LOOKING AT GOING TO THE RIGHT OF FOUR AND MAYBE FOUR STOREY, WAS IT EVER LOOKED AT AS TO WHAT THE POSSIBILITY OF NEW BUILDS WOULD BE HAPPENING IN THESE INTERCITY NEIGHBORHOODS WHERE THERE'S SOME NEW HOUSING BEING BUILT, BUT NOBODY IS REALLY WANTING TO INVEST AND PUT THEIR MONEY IN THERE. WAS THERE A STUDY OR A LOOK AT WHAT IMPACT THIS MIGHT HAVE TO HELP -- TO HELP THE INTERCITY?

MADAM SPEAKER, THANK YOU FOR THE QUESTION. YES, AND WE ARE RENEWING -- REVIEWING, AND WITH THE MEMBERS OF THE COMMUNITY, THE HOUSING NEEDS ASSESSMENT. THERE'S SOME OTHER MULTIPLE PROGRAMS ON SMALL LOT STRATEGIES THAT WE'RE LOOKING TO DEVELOP THIS YEAR, INCLUDING SUPPORTIVE HOUSING AND THE ZONING BY-LAW CHANGES. THE SMALL LOT INTERCITY IS A CHALLENGE AND A STAFF HAVE BEEN WORKING IN COLLABORATION WITH THE PROVINCIAL HOUSING AUTHORITIES AND MANITOBA HOUSING TO BE ABLE TO EXPLORE SOME OF THOSE OPPORTUNITIES. WE'RE NOT THERE YET, IN ALL HONESTY, BUT WE THINK THAT THERE'S A PARTNERSHIP THAT CAN BE STRUCK WITH THE PROVINCE OF MANITOBA TO -- IN SUPPORT TO ADDRESS SOME OF THOSE MORE CHALLENGING SMALLER SITES.

COUNCILLOR EADIE: OKAY. MADAM SPEAKER, UM, JUST ACKNOWLEDGING -- SO WE HAVE THESE STANDARDS FOR -- FOR A RIGHT TO FOUR OR THREE, THE SIZEABLE FRONTAGE, MADAM SPEAKER. IS THERE ANYTHING BEING PROPOSED NEW IN HERE WHERE WE HAVE IN THE DUFFERIN NEIGHBORHOOD, FOR EXAMPLE, MADAM SPEAKER, THAT NEIGHBORHOOD -- YOU HAVE, ALONG SAY, STELLA, YOU HAVE LOTS

THAT ARE 150 FEET DEEP, SOME MORE. BUT THEY MAY ONLY BE SMALLER ON THE FRONTAGE. WAS THERE EVER A LOOK AT HOW YOU MIGHT DESIGN FOR UNITS TO BUILD SKINNY, UM, INSTEAD OF WIDE?

MADAM SPEAKER, WE HAVE LOOKED AT THOSE FOR SOME OPPORTUNITIES TO REPLICATE MODELS FOR SOME OF THOSE UNIQUE SITES. AND THAT'S WHAT HAS COME INTO PLAY. ON SUPPORTIVE HOUSING WITH MANITOBA HOUSING. AND ALSO THE DEPARTMENT HAS LOOKED AT A NUMBER FROM OUR CHALLENGING SITES, JUST WHAT ARE THOSE FITS. AND, TO BE HONEST, WE HAVEN'T SEEN A LOT OF TIME REVIEWING AND CMHC HAS ALSO BROUGHT OUT A TEMPLATE BOOK OF OPPORTUNITIES AND WE'RE NOT SURE HOW WELL SOME OF THOSE FIT WITHIN OUR CONTEXT IN WINNIPEG. BUT THEY'RE BEING REVIEWED. SO THERE ARE THOSE OPPORTUNITIES UNDERWAY TO CREATE A DESIGN MODEL.

COUNCILLOR EADIE: MADAM SPEAKER, SO WOULD THAT MEAN THAT WE WOULD LOOK AT AMENDING THE ZONING BY-LAW IN THE FUTURE FOR CERTAIN AREAS THAT COULD MAYBE CALL A SECONDARY AREA OR WHATEVER?

THAT IS A POSSIBILITY, YES.

MADAM SPEAKER: THANK YOU. NEXT IS COUNCILLOR CHAMBERS.

COUNCILLOR CHAMBERS: THANK YOU, MADAM SPEAKER, I RISE TO ASK THROUGH YOU, AND JUST CLARIFYING WHETHER IT'S THROUGH THE SPONSOR TO THIS MOTION TODAY, OR WHETHER IT'S A PUBLIC SERVICE THAT WOULD RESPOND WITH RESPECT TO SIDE YARDS AND WHAT THE -- WHAT THE REQUIREMENTS ARE RESPECTING SIDE YARDS, BASED ON ACCESS, DRAINAGE AND SAFETY IN TERMS OF FIREWALL, BETWEEN THE HOMES.

MADAM SPEAKER: OKAY, THANK YOU FOR THE QUESTION.

MADAM SPEAKER, YES, IT WOULD BE ADDRESSED IN THE PUBLIC SERVICES' PRESENTATION THAT HAS TAKEN INTO CONSIDERATION, UM, BUILDING CODE STANDARDS, OUR SIDE YARD SETBACKS AND LOT DRAINAGE IS AN ISSUE, AS YOU GET TIGHTER AND TIGHTER SITES. SOME OF THOSE REQUIREMENTS -- AND ALSO WATER AND WASTE REQUIREMENTS AS WELL START TO PLAY INTO THIS. IT'S NOT SIMPLY A ZONING PIECE, IT'S HOW TO OPERATIONALIZE SOME OF THESE WHICH INCLUDES STORMWATER CAPTURE, PERMEABILITY AND THOSE ASPECTS, AND THE DEPARTMENT HAS LOOKED AT THOSE ELEMENTS AS WELL.

MADAM SPEAKER: THANK YOU, NEXT QUESTION.

COUNCILLOR CHAMBERS: SECOND QUESTION, THANK YOU, MADAM SPEAKER, THROUGH YOU TO THE SPONSOR. AT FCM THIS PAST WEEKEND WE LEARNED MORE

ABOUT PERMEABLE PAVERS. IS THERE ANY REQUIREMENTS THROUGH THIS IN TERMS OF -- AND, AGAIN, POTENTIALLY A QUESTION MORE SO FOR THE PUBLIC SERVICE, BUT, AGAIN, IN TERMS OF DRAINAGE AND YOU RAISED THAT POINT AND, YOU KNOW, IT GOT MY CREATIVE JUICE AGAIN FLOWING. DO YOU -- PERMEABLE PAVERS -- IS THAT A REQUIREMENT, UM, GOING TO BE MORE OF A REQUIREMENT GOING FORWARD IN TERMS OF THESE CHANGES THAT ARE COMING FORWARD?

MADAM SPEAKER, ONE OF MY FAVORITE TOPICS IS THE DIFFERENCE BETWEEN THE SOILS. SO I'M EXCITED TO BE ABLE TO RESPOND TO THIS QUESTION. [LAUGHTER] USED TO DO RIVERBANK MANAGEMENT. SO IN WINNIPEG, THE CHALLENGE WITH OUR ROADS AND CHALLENGE WITH MANY THINGS, THERE IS THE OPPORTUNITY TO LOOK AT PERMEABLE PAVERS AND THOSE OPPORTUNITIES -- IT'S MORE CHALLENGING HERE THAN PERHAPS I WOULD USE SASKATOON AS PER EXAMPLE, OR REGINA. WE HAVE TO DO IT A LITTLE DIFFERENTLY HERE BUT IT CAN BE ACCOMMODATED. I KNOW THAT THE DIRECTOR HAS INTEREST IN THAT AS WELL, IN BEING ABLE TO ACHIEVE IT.

COUNCILLOR CHAMBERS: GREAT, THANK YOU.

I COULD GO ON LONGER ON THE SOILS BUT I DON'T THINK THAT THERE'S DELEGATIONS WAITING.

MADAM SPEAKER: THANK YOU. COUNCILLOR EADIE.

COUNCILLOR EADIE: YES, MADAM SPEAKER, A DIFFERENT LINE OF QUESTION. I THINK THAT THERE MIGHT BE SOMETHING IN THERE, BUT -- SO THIS CITY OF WINNIPEG HAS A CHALLENGE. IF YOU END UP HAVING A MAJOR -- USE A WALKER OR A WHEELCHAIR, OR SOMETHING COULD HAPPEN TO YOU, UH, OR SOMEBODY -- A CHILD IN YOUR FAMILY AND SO ON AND THERE'S A SHORTAGE OF ACCESSIBLE HOUSING. WHAT -- ARE WE PROVIDING ANY CONDITIONS OR ANYTHING THAT, SAY, IF YOU ARE BUILDING FOUR STOREYS AND THE MAIN FLOOR HAS TO BE AN ACCESSIBLE SUITE OR ANYTHING LIKE THAT?

MADAM SPEAKER, I WOULD PREFER TO DEFER THAT TO PUBLIC SERVICE, COUNCILLOR, IF THAT WOULD BE PERMISSIBLE. THEY WILL PROBABLY ALSO IDENTIFY HOW WE COUNT THE STOREYS AND THE REQUIREMENTS FOR A MULTIFAMILY ELEVATORS, AND ONCE YOU'RE OVER TWO STOREYS AND A NUMBER OF THOSE OTHER CONSTRUCTION DETAILS. BUT I THINK THAT THE PUBLIC SERVICE WILL COVER THAT COMPONENT OF ACCESSIBILITY AND WE DID IT IN WAVERLY WEST WITH VISIBILITY -- VISIBLE HOUSES, DIFFICULT FOR ME TO SAY IN THAT MANNER. BUT I THINK THAT THE PUBLIC SERVICE WOULD BE BEST SITUATED TO RESPOND.

MADAM SPEAKER: THANK YOU, COUNCILLOR EADIE?

COUNCILLOR EADIE: YES, MADAM SPEAKER, I JUST WANT TO PUT THIS ON THE TABLE. AND I WILL GET SPECIFIC WITH OUR PUBLIC SERVICE ON MY QUESTIONS. BUT, UM, FROM WHAT I HEAR ABOUT THE KINDS OF DESIGNS OR WHATEVER, NOW THE BUILDING CODE DOES HAVE PROVISION THAT -- TO GO ABOVE THREE STOREYS YOU HAVE TO HAVE AN ELEVATOR ON A NEW BUILD. THERE'S BEEN A NUMBER OF GRANDFATHERED BUILDINGS ACROSS THE CITY. AND THE MODEL, UM, OF SOME OF THESE BUILDS -- THE FRONT STAIR IS, LIKE, TALL -- WHATEVER. BECAUSE THE BASEMENT IS THE SUITE AND WHATEVER AND SO BRING PEOPLE ON THE MAIN FLOOR AND SO ON. BUT, UM, IF THE BUILDING CODE PROVIDES THAT PIECE OF ACCESSIBILITY, UM, LIKE, IS THERE ANY MEANS OR PROVISION TO SAY THAT -- FORGET THE VISIBLE. THESE PEOPLE WITH DISABILITIES HAVE TO LIVE DAY-BY-DAY, A PLACE TO LIVE. YOU KNOW, THEY'RE NOT JUST A VISITOR. DO YOU KNOW OF ANY WAY THAT IT IS POSSIBLE FOR THE CITY TO SAY YOUR MAIN FLOOR SUITE HAS TO BE ACCESSIBLE? SO THAT MEANS ALL OF THE WAYS MEET ACCESSIBILITY DESIGN, UM, WASHROOMS, UM, AND THOSE SORT OF THINGS?

MADAM SPEAKER, YES. IN SOME OF THE APPROVALS THAT THE COMMITTEE AND COUNCIL HAVE GIVEN THAT'S BEEN A REQUIREMENT FOR SEVERAL OF THE PROJECTS BUT I DEFER TO THE PUBLIC SERVICE RELATED TO BUILDING PERMIT MEETS DEVELOPMENT AND CODE ISSUES. BUT I THINK THAT CAN BE COVERED BY THE PUBLIC SERVICE.

MADAM SPEAKER: THANK YOU. ANY FURTHER QUESTIONS? COUNCILLOR MAYES.

COUNCILLOR MAYES: BRIEFLY -- I HAVE USED THE TERM "MISSING MIDDLE" AND PERHAPS I SHOULD HAVE DEFINED THAT BETTER WHEN I ASKED SOME QUESTIONS. SO THERE'S NO INCOME OR AFFORDABILITY REFERENCE HERE, RIGHT? IT'S JUST BUILDINGS WITH TWO OR THREE OR FOUR UNITS AND THE FEDERAL GOVERNMENT AT SOME POINT HERE HAVE SAID IF YOU HAVE A SINGLE FAMILY HOME WITH A SECONDARY SUITE THAT COUNTS TOWARDS THE TWO AND THREE AND FOURs?

IT HAS A VARIETY OF LOOKS AND FEELS AND A NUMBER OF UNITS IN SOME CASES. SO FALLING INTO THE MISSING MIDDLES WE TOUCHED ON PREVIOUSLY WAS SECONDARY SUITES AND A SECOND FAMILY AND THAT CHANGED THE CRITERIA A LITTLE FOR THE FUNDING PROGRAM.

COUNCILLOR MAYES: YEAH, THE FAQ PAGE REMINDER, THAT MISSING MIDDLE IS ONLY 5% OF THE UNITS IN THE HALF-APPLICATION SO THE HALF-APPLICATION WAS FOCUSED ON THE BIGGER APARTMENTS AND THE SINGLE FAMILY, ALMOST 4,000 UNITS OF SINGLE FAMILY. BUT THIS -- AND WE SPENT A LOT OF TIME ON IT DUE TO THE IMPOSITION OF THE FEDERAL REQUIREMENT, BUT AT THE END OF THE DAY -- BY

MISSING MIDDLE WE'RE TALKING ABOUT TWO AND THREE AND FOUR UNITS, PURE AND SIMPLE?

YES, THAT IS CORRECT.

COUNCILLOR MAYES: OKAY, THANK YOU.

MADAM SPEAKER: THANK YOU. ANY FURTHER QUESTIONS? COUNCILLOR ALLARD.

COUNCILLOR ALLARD: THERE'S A PROCESS FOR DESIGN REVIEW ON PROVENCHER BOULEVARD, IN PARTICULAR TO LOOK AT THINGS LIKE CULTURALLY APPROPRIATE SIGNAGE AND LOOKING TO SEE IF THIS -- OR NOT -- PER THE PACKAGE. THERE SEEMS TO BE -- IT DOESN'T -- IT'S NOT CLEAR TO ME BASED ON THE DOCUMENTS THAT ARE PROVIDED. SO IF YOU MIGHT ANSWER THAT QUESTION, IT'S SOMETHING THAT IS CERTAINLY GOING TO BE OF -- OF IMPORTANCE TO THE COMMUNITY, RIGHT.

THANK YOU, AND THROUGH YOU TO YOU, MADAM SPEAKER. WE'D HAVE TO GET BACK TO YOU ON IT, COUNCILLOR. I CAN'T SPEAK TO IT AT THE MOMENT, BUT LET ME TAKE A LOOK AND PERHAPS WE CAN ADDRESS WHEN WE COME BACK TO CLOSE.

COUNCILLOR ALLARD: OKAY. AND I GUESS THAT THE SECOND QUESTION -- WERE YOU AWARE, AND SAYING THIS I HAD MET WITH -- WITH SOME OF THE PLANNING STAFF PRIOR AND I DO SEE SOME SIMILAR REQUESTS THAT HAVE BEEN INTEGRATED THERE, IN PARTICULAR THE SINGLE FAMILY POLICY AREA AND SOME LANGUAGE THERE TO -- TO REFLECT THE -- WITH MORE DETAIL WHAT IS INTENDED BY THAT. AND I SEE THAT THERE IS -- THERE'S A DEFINITION OF UP TO FOUR UNITS, BUT THAT LANGUAGE HAS BEEN -- I THINK THAT THE INTENT OF THE ORIGINAL SECONDARY PLAN I THINK IS IN LINE WITH -- WITH WHAT IS BEING PROPOSED. AND SO I WANTED TO THANK THE PUBLIC SERVICE FOR THAT.

NO, THANK YOU, MADAM SPEAKER. AND WE WERE AWARE THAT THERE WERE SOME SECONDARY PLANS THAT ARE CHANGING DRAMATIC. THERE'S OTHER THINGS THAT WE WANTED TO ENSURE THAT REMAINED IN PLACE. SO THANK YOU, COUNCILLOR. THANK YOU, MADAM SPEAKER.

MADAM SPEAKER: THANK YOU, COUNCILLOR DOBSON.

COUNCILLOR DOBSON: YES, THANK YOU VERY MUCH. THE TWO AND THREE AND FOUR UNITS ARE ON ONE LOT, PROBABLY I WOULD HAVE EXPECTED THAT WOULD BE ONE OWNER. SO WOULD IT BE FAIR TO SAY THAT THESE WOULD BE RENTAL PROPERTY?

MADAM SPEAKER, I CAN'T SEE WHAT THE MARKET MAY DO. MAYBE RENTAL, NO DIFFERENT THAN A SINGLE FAMILY HOUSE COULD BE A RENTAL. SO IT MAY BE A

BLEND, IT MAY BE, UM, CONDO-WISED AND THERE MAY BE A LOT OF OPPORTUNITIES. IT WOULD BE HARD FOR ME TO GIVE YOU A DEFINITIVE ANSWER ON THAT, COUNCILLOR, MORE THAN THE MARKETPLACE WOULD ADJUSTMENT AS WILL THE OPPORTUNITY FOR PEOPLE TO ACQUIRE HOUSING.

COUNCILLOR DOBSON: I HAVE ANOTHER QUESTION AND SEEING THAT YOU MENTIONED CONDOS. ARE THERE CURRENTLY ANY CONDOS THAT ARE TWO OR THREE OR FOUR UNITS?

YES.

COUNCILLOR DOBSON: OKAY.

AND IN ESSENCE WE SEE THAT IN ADAPTIVE REUSE OF SOME HOUSES THAT BECOME TWO UNITS, THREE UNITS. THERE ARE SOME FOUR UNIT ONES AND THOSE HAVE GONE THROUGH THE REGULAR ZONING PROCESS. THIS IS TO -- THIS AMENDMENT WILL -- BY RIGHT ADDRESS SOME OF THOSE. ALONG WITH -- AND I DON'T WANT TO SAY AS BY RIGHT AS IF THERE'S NOT RESTRICTIONS, AND I THINK THAT THE DEPARTMENT WILL TALK ABOUT THAT ON THE SHAPE AND THE SIZE AND LOT DENSITY, ETC..

COUNCILLOR DOBSON: OKAY, I'M JUST A LITTLE CONFUSED. IF I HAVE ONE LOT AND I OWN THE LOT AND THERE'S THREE UNITS ON THERE, HOW COULD THAT NOT BE RENTAL? YOU HAVE TO SEPARATE IT SOMEHOW.

IT COULD BE RENTAL, YES. TO CLARIFY -- IT COULD BE RENTAL, IT COULD BE OWNER OCCUPIED WITH SUITES BEING RENTED. THAT'S WHY I SAID THAT I DIDN'T WANT TO GIVE YOU A DEFINITIVE ANSWER RELATED TO THAT. SO IT WILL BE A RANGE.

COUNCILLOR DOBSON: I UNDERSTAND THAT THE OWNER MIGHT LIVE IN THE ONE UNIT OR THE OTHER UNIT OR TWO OR THREE WOULD HAVE TO BE RENTAL?

YEAH, IT VERY WELL COULD BE, YEAH.

COUNCILLOR DOBSON: OKAY.

MADAM SPEAKER: THANK YOU, COUNCILLOR DOBSON AND NEXT IS COUNCILLOR EADIE.

COUNCILLOR EADIE: YES, MADAM SPEAKER. FOLLOW-UP ON ACTUALLY IT CAME OUT OF COUPLER DOBBS' QUESTION. I AM AWARE OF CONVERSION OF OLD CHARGES TO FOUR OR FIVE CONDOS, BUT, MADAM SPEAKER, UM, IN SOME NEIGHBORHOODS AROUND MY WARD AND -- WELL, OTHER WARDS -- THERE ARE SOME VERY LARGE HOUSES. SO THIS RIGHT TO FOUR WOULD GIVE THEM THE RIGHT TO RENOVATE, TO CREATE FOUR SEPARATE UNITS IN SOME OF THESE REALLY

SUBSTANTIALLY-SIZED HOUSE?

MADAM SPEAKER, YES, IT WOULD. THEY WOULD HAVE TO MEET CURRENT BUILDING CODE WHEN THAT OCCURS SO THEY'D HAVE TO TAKE ON THOSE RESPONSIBILITIES TO BRING THEM UP TO -- I BELIEVE THAT IT'S 2020 BUILDING CODE STANDARDS, TO BE ABLE TO MEET THAT NEED, YES. AND THAT -- I WILL LEAVE IT THERE. THANK YOU.

MADAM SPEAKER: OKAY, THANK YOU. ANY FURTHER SPEAKERS? SEEING NONE, THANK YOU, MR. KIERNAN.

THANK YOU ALL FOR YOUR TIME AND CONSIDERATION THIS MORNING.

MADAM SPEAKER: WE'LL COME BACK TO YOU LATER IN THE PROCESS. OKAY, BEFORE WE MOVE TO THE NEXT STEP, FOR THOSE IN THE GALLERY, I JUST WANT TO EXPLAIN AGAIN WHAT THE PROCESS IS HERE TODAY. WE JUST HEARD FROM THE APPLICANT, THE MEMBER OF THE CITY OF WINNIPEG. WE'LL NOW HEAR FROM THE PUBLIC SERVICE, ALSO STAFF OF THE CITY OF WINNIPEG. AND THERE WILL BE A QUESTION PERIOD AS WELL. FOLLOWING THAT WE'LL HEAR FROM RESIDENTS IN SUPPORT OF THIS APPLICATION. THEN THOSE IN OPPOSITION. AND THEN AFTER THAT THOSE THAT ARE JUST HERE FOR INFORMATION. THOSE PRESENTATIONS WILL TAKE PLACE IN PERSON AND ALSO VIRTUALLY. AND AFTER THAT WE WILL HEAR BACK FROM MR. KIERNAN, THE APPLICANT, FOR ANY REBUTTAL. AND THEN WE'LL HAVE COUNCIL MOTIONS. SO THOSE IN THE GALLERY WILL LIKELY NOT BE SPEAKING UNTIL THE VERY EARLIEST AFTER 1:30 TODAY LIKELY. SO I JUST WANTED TO LET YOU KNOW THAT. THERE'S A LUNCH RECESS FROM 12:00-1:30. WE'LL NOW MOVE ON TO THE PRESENTATION BY THE PUBLIC SERVICE. DIRECTOR HAZEL BORIS.

THANK YOU. I WOULD LIKE TO SHARE A PRESENTATION THAT MANY OF BOTH THE COUNCILLORS AND THE COMMUNITY HAS SEEN IF YOU HAVE ATTENDED THE PUBLIC INFORMATION SESSIONS DURING MARCH, APRIL AND MAY. HOWEVER, YOU WILL NOTICE THAT THIS PARTICULAR VERSION OF THIS PRESENTATION HAS -- IT INCLUDES CHANGES THAT WE RECEIVED DURING THOSE SERIES OF PUBLIC INFORMATION SESSIONS AND CITY COUNCIL SEMINARS. THIS PRESENTATION THAT I AM SHARING NOW IS AVAILABLE CURRENTLY ON WINNIPEG.CA/INFOHOUSING. THE CITY OF WINNIPEG NEEDS MORE HOUSING TO ENSURE THAT EVERYONE HAS A HOME THEY CAN AFFORD. HOUSING AVAILABILITY HAS BEEN A CONCERN ACROSS CANADA, AS WINNIPEG CONTINUES TO GROW, AND WE NEED MORE HOUSES QUICKLY TO FILL THE GAPS AND TO KEEP UP WITH THE ONGOING DEMAND. ACCORDING TO THE "OUR WINNIPEG 2045" VISION, THE CITY NEEDS A VARIETY OF HOUSING TYPES. WHICH INCLUDE DENSER FORMS OF URBAN HOUSING, NEW NEIGHBORHOODS, DESCRIBED AROUND A MIX OF LAND USES, AND HOUSING THAT IS ADEQUATE, SAFE, AFFORDABLE AND ACCESSIBLE. AND THE CANADA MORTGAGE AND HOUSING CORPORATION, OR CMHC, ESTIMATES THAT CANADA NEEDS

APPROXIMATELY 3.5 MILLION ADDITIONAL HOUSING UNITS BY 2030 TO RESTORE HOUSING AFFORDABILITY. AND 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, ESTABLISH PROGRAMS AND PROVIDE GRANTS TO BUILD MORE HOUSING QUICKLY. AS PART OF THE NATIONAL HOUSING STRATEGY, CMHC HAS PROVIDED HOUSING THROUGH THE HOUSING ACCELERATOR FUND OR HALF. THIS IS TO REMOVE BARRIERS AND TO ACCELERATE THE HOUSING SUPPLY. THE CITY OF WINNIPEG HAS ACQUIRED $122 MILLION IN HOUSING ACCELERATOR FUNDS TO CREATE OVER 14,000 HOUSING UNITS IN A THREE-YEAR TIMEFRAME. AND IN ORDER TO ESTABLISH MORE HOUSING QUICKLY, THE CITY OF WINNIPEG HAS DEVELOPED EIGHT TARGETED ACTION PLAN INITIATIVES AND TODAY WE WILL BE SPEAKING TO THE FIRST TWO OF THESE TO MAINTAIN ACCESS TO THE H.A.F. FUNDING THAT THE CITY IS REQUIRED TO COMPLETE THESE INITIATIVES WHICH INCLUDE THE RESIDENTIAL DEVELOPMENT AT MALL SITES AND ALONG COMMERCIAL CORRIDORS WHICH WAS COMPLETED IN NOVEMBER AND EFFECTIVE IN JANUARY AND TO ALLOW TWO, THREE AND FOUR-UNIT DWELLINGS AS A RIGHT CITY-WIDE WITH CERTAIN LIMITATIONS AND NEW FOURPLEXES WITHIN 800 METERS OR A HALF MILE FREQUENCY OF TRANSIT STOPS. WHERE REQUIRED THE LOCAL AREA PLANS WILL BE AMENDED TO REFLECT THESE ZONING CHANGES. THERE ARE OPPORTUNITIES TO CREATE MORE HOUSING IN EXISTING NEIGHBORHOODS IN WINNIPEG. IN-FILL HOUSING REFERS TO LOW-DENSITY OPPORTUNITIES TO INTEGRATE NEW HOUSING IN EXISTING NEIGHBORHOODS. WHERE HIGHER DENSITY MEANS LARGER APARTMENTS AND CONDOMINIUMS ALONG MAJOR ROADS, IN-FILL HOUSING GENERALLY REFERS TO DUPLEXES, TRIPLEXES AND FOURPLEXES THAT ARE DETACHED NOW. THESE RULES TO ENABLE THESE TYPE OF DWELLINGS WILL IN NO WAY HAMPER THE SINGLE FAMILY HOMES WHICH WILL CONTINUE TO STILL BE ALLOWED. AND THERE ARE A VARIETY OF WAYS THAT TWO AND THREE AND FOUR-UNIT DWELLINGS CAN BE DEVELOPED AND WE'LL DISCUSS WHAT THAT MIGHT LOOK LIKE IN LATER SLIDES. IT IS IMPORTANT TO NOTE THAT DEVELOPMENT WILL BE SUBJECT TO CAPACITIES FOR WATER AND WASTE SERVICING, AND SERVICING LIMITATIONS WILL BE DETERMINED ON A CASE-BY-CASE BASIS DURING BUILDING PERMIT REVIEW UNTIL STUDIES HAVE BEEN COMPLETED FOR THE CITY AT LARGE. POTENTIAL BENEFITS TO TODAY'S ZONING CHANGES INCLUDE FASTER AND STREAMLINED APPROVAL PROCESSES FOR NEW OR ADAPTIVELY REUSED HOUSING. INCREASED HOUSING, INCLUDING AFFORDABLE UNITS AND MISSING MIDDLE HOUSING. OPTIMIZED LAND-USE AND INFRASTRUCTURE. GREATLY REDUCED COSTS OF INFRASTRUCTURE. MODERATELY REDUCED COSTS OF SERVICES. BETTER PEDESTRIAN CONNECTIVITY AND MORE WALKABLE NEIGHBORHOODS. PRESERVED GREEN SPACE BY BUILDING UP, RATHER THAN OUT. GREATER SOCIAL INTERACTION. AND IMPROVED ACCESS TO TRANSIT AND CYCLING AND, THEREFORE, REDUCED COMMUTER TIMES. AND 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. AND OTHER POTENTIAL IMPACTS RAISED THROUGH PUBLIC AND STAKEHOLDER ENGAGEMENT. THE POTENTIAL IMPACTS WILL BE REDUCED THROUGH PROPOSED FORM-BASED ZONING REGULATIONS RELATED TO BUILD FORM. THE PROPOSED ZONING CHANGES WILL ALLOW THE RESIDENTIAL DEVELOPMENTS TO BE BUILT AS OF RIGHT, WHICH EVERY LOT IN WINNIPEG TODAY HAS ZONING THAT ENABLES AS OF RIGHT DEVELOPMENT RIGHT NOW. IF PEOPLE JUST FOLLOW THE EXISTING RULES AND DON'T ASK FOR REZONING OR VARIANCES. THIS PARTICULAR AS OF RIGHT PROPOSAL WOULD BE SUBJECT TO THE FOLLOWING LIMITATIONS: IN ORDER TO BE BUILD TWO DWELLING UNITS PER LOT, YOU WOULD NEED A MINIMUM LOT WIDTH OF 25 FEET, IF THERE IS A BACK LANE, AND IT'S A STACKED DUPLEX, OR 40 FEET IF IT'S A SIDE-BY-SIDE DUPLEX. IN THAT CASE THE BACK LANE CAN BE GRAVEL. IF THERE IS NO BACK LANE, SO YOU'RE IN A FRONT LOADED CONDITION, YOU WOULD NEED A MINIMUM OF 35 FEET AS A MINIMUM LOT WIDTH FOR AN UP-DOWN DUPLEX WITH A SIDE ACCESS TO THE LOT. OR 50 FEET FOR A SIDE-BY-SIDE DUPLEX WITH A FRONT DRIVE. FOR A TRIPLEXES THERE WOULD BE A 35-FEET IF THERE'S A BACK LANE AND THAT BACK LANE WOULD BE REQUIRED TO BE PAVED IN ORDER TO ACCESS THIS AS-OF-RIGHT DEVELOPMENT ABILITY. FOR TRIPLEX ON A CORNER LOT, THE MINIMUM WIDTH LOT IS 50 FEET AND WITH THE FRONT DRIVE, 60 FEET. THAT IS THE SAME FOR FOUR UNITS WITH A BACK LANE OR ON A CORNER LOT WOULD BE A 50-FOOT MINIMUM LOT WIDTH AND WITH A FRONT DIVE, A 60-FOOT MINIMUM LOT WIDTH. SO FOR TRIPLEXES AND FOURPLEXES THE BACK LANE MUST BE PAVED. FOR ALL THE MAXIMUM PROPOSED BUILDING HEIGHT WOULD BE THE SAME AS IT IS TODAY, WITH THE EXCEPTION OF IF FOUR UNITS PER LOT IS BEING BUILT WITHIN THE HALF MILE OR 800 METERS OF A HIGH FREQUENCY TRANSIT CORRIDOR STOP. AND THEN THEY COULD HAVE AN EXTRA FOUR FEET TO GO UP TO 39 FEET TOTAL. AND THE PROPOSED CHANGES PERMIT TWO AND THREE AND FOUR UNIT DWELLINGS WITHOUT A PUBLIC HEARING PROVIDED THAT THE LOTS ARE CONCERNED R1, R2, AND MEET SPECIFIC RULES RELATED TO SERVICING, RIVERS, CREEKS AND LOT WIDTH AND BACK LANES AND IN PROXIMITY TO CERTAIN TRANSIT ROUTES THAT WE'LL DISCUSS ON A FEW SLIDES LATER. THESE AREAS THAT ARE IN DARK PURPLE ON THE MAP BEFORE YOU HAVE PAVED BACK LANES. SO TWO, THREE AND FOUR UNITS WOULD BE PERMITTED, SUBJECT TO THE MINIMUM LOT WIDTH SHOWN IN THE -- IN THE KEY TO THE BOTTOM RIGHT. AND ALSO SUBJECT TO THE LIMITATIONS OF SLIDES 10 AND 11. THE GRAY AREAS ON THIS MAP ARE AREAS THAT HAVE NO BACK LANES. NEW TWO AND THREE AND FOUR UNITS WOULD BE PERMITTED USING A FRONT DRIVE AND MEETING MINIMUM LOT WIDTHS, AGAIN, SHOWN ON THIS KEY, SUBJECT TO THE LIMITATIONS OF SLIDES 10 AND 11. THE LIGHT PURPLE ARE AREAS THAT HAVE GRAVEL BACK LANES AND ARE LOCATED IN AREAS DESIGNATED AS MATURE COMMUNITIES, ONLY NEW TWO UNITS ARE PERMITTED HERE. THIS MAP ILLUSTRATES WHERE DIFFERENT MAXIMUM BUILDING HEIGHTS COULD OCCUR. ALTHOUGH IT DOES NOT ENSURE THAT THEY WILL OCCUR. THE MAP IS ONLY A GUIDE FOR ILLUSTRATIVE PURPOSES AND CHANGES

COULD BE MADE, IF WITH TRANSIT ROUTES AND LOT WIDTH AND BACK LANE SURFACING. THE AREAS IN LIGHT ORANGE WOULD GENERALLY HAVE A MAXIMUM BUILDING HEIGHT OF 28 TO 35 FEET. AND THIS MAXIMUM APPLIES TO LOTS THAT ARE LOCATED WITHIN MATURE COMMUNITIES, AND ARE NOT WITHIN 800 METERS OR A HALF MILE WALKING DISTANCE OF A BUS STOP ALONG A FREQUENT TRANSIT CORRIDOR. THIS HAS NOT CHANGED FROM THE CURRENT HEIGHT MAXIMUMS FOR HOMES IN THESE AREAS TODAY. THE AREA IN MEDIUM ORANGE WOULD HAVE A MAXIMUM BUILDING HEIGHT OF 35 FEET. THIS HAS NOT CHANGED FROM WHAT IS ALLOWED TODAY. THE AREAS IN BROWN ARE WITHIN THE HALF-MILE WALKING DISTANCE OF A BUS STOP ALONG A FREQUENT TRANSIT CORRIDOR AND HAVE A PAVED BACK LANE. THESE AREAS WOULD HAVE A MAXIMUM BUILDING HEIGHT OF 39 FEET, BUT ONLY IF A NEW FOUR-UNIT DWELLING WAS BEING BUILT, WHICH ALLOWS FOR A FOUR-STOREY BUILDING, PROVIDED ALL OTHER CONDITIONS ARE MET. LOWER HEIGHT LIMITS WOULD APPLY TO NEW TWO-UNIT AND THREE-UNIT DWELLINGS HERE. LIMITATIONS AND EXCLUDED LOTS -- FOR AS-OF-RIGHT DEVELOPMENT IT'S SUBJECT TO A NUMBER OF LIMITATIONS AND EXCLUSIONS. THREE AND FOUR-UNIT DWELLINGS MUST HAVE A PAVED LANE UNLESS THE LOTS ARE WIDE ENOUGH TO ACCOMMODATE A FRONT DRIVEWAY OR A SIDE APPROACH AND IF THERE IS NO REAR LANE EXISTING. SECONDARY SUITES ARE CONSIDERED IN THE TOTAL UNIT COUNT PERMITTED ON ANY LOT. LOTS THAT ARE PARTIALLY WITHIN THE HALF-MILE OR 800-METER HIGH FREQUENCY TRANSIT CORRIDORS ARE EXCLUDED FROM THE PUBLIC AREA. IF YOUR LOT IS HALF IN, THAT MEANS THAT IT'S ALL THE WAY OUT. TWO-UNIT DWELLINGS ARE NOT PERMITTED ON LOTS THAT ARE NARROWER THAN 35 FEET AND THREE-UNIT DWELLINGS NOT PERMITTED ON LOTS NARROWER THAN 35-FEET OR ADJACENT TO RIVERS AND CREEKS IN LOTS ZONED R1. WHICH IS SOMETHING DIFFERENT THAN THE LAST TIME THAT YOU SAW THIS SLIDE. FOUR-UNIT DWELLINGS ARE NOT PERMITTED ON LOTS THAT ARE NARROWER THAN 50-FEET OR ADJACENT TO RIVERS AND CREEKS IN LOTS ZONED R1, R2 AND RMFS, AGAIN, A CHANGE SINCE YOU SAW THIS LAST. THREE OR FOUR-UNIT DWELLINGS MUST HAVE A FULL RANGE OF MUNICIPAL SERVICES, AND THAT MEANS AN URBAN STANDARD ROADWAY, PIPED LAND DRAINAGE, SEWER AND WATER. TWO UNITS MAY BE DEVELOPED ON LOTS FRONTING CHIP SEAL ROADS. LOTS MUST NOT BE DESIGNATED AS INDUSTRIAL, INSTITUTIONAL OR PARK LANDS. AND EXCLUDED LOTS ARE IN THE DOWNTOWN ZONING BY-LAW AND THE LOTS MUST NOT BE LOCATED IN THE AIRPORT VICINITY PROTECTION AREA 1. AND THREE OR FOUR-UNIT DWELLING MUST NOT BE ABUTTING A RAIL LINE OR A YARD. SO YOU WILL FIND A NUMBER OF THOSE RESTRICTIONS IN SECTIONS 31 AND 32 OF THE ZONING BY-LAW IN ITS DRAFT FORM NOW. AND THE PROPOSED ZONING CHANGES INCLUDE THE FOLLOWING RULES FOR MAXIMUM LOT COVERAGE. SO YOU WILL SEE THAT THE PROPOSED LOT COVERAGE MAXIMUMS EQUAL THOSE THAT ARE EXISTING AT THE MOMENT FOR -- FOR RECENT COMMUNITIES, AND THEY ARE VERY SIMILAR, BUT SLIGHTLY DIFFERENT, AND IN SOME CASES SLIGHTLY MORE IN MATURE COMMUNITIES IN ORDER TO ENCOURAGE THE BUILDINGS TO STAY LOWER AND NOT

TO GO TO THEIR MAXIMUM HEIGHTS. FOR A NUMBER OF REASONS THAT WE'LL DISCUSS IN A MOMENT. PROPOSED ZONING CHANGES INCLUDE THE FOLLOWING RULES RELATED TO SETBACKS: THE FRONT YARD MUST BE THE GREATER OF 10 FEET OR MATCHING THE SHALLOWEST FRONT YARD OF THE ABUTTING TWO PROPERTIES. SO IN THE VAST MAJORITY OF LOTS IN WINNIPEG, IT MEANS THAT THE NEW CONSTRUCTION WILL EQUAL WHATEVER LOT NEXT DOOR TO YOU IS THE SHALLOWEST FRONT YARD OR SOMETHING BIGGER. SIDE YARDS FOR LOTS THAT ARE LESS THAN 50-FEET WIDE MUST BE A MINIMUM OF 4, 3 FEET AND LOTS 50 FEET WIDE MUST BE A MINIMUM OF 4 FEET AND 4 FEET. AND THESE ARE ONE OF THE METRICS THAT CHANGED AFTER THE PUBLIC INFORMATION SESSIONS AND COUNCIL SEMINARS. REAR YARDS MUST BE A MINIMUM OF 2 FEET IF ABUTTING A BACK LANE. 10 FEET IF NOT ABUTTING A BACK LANE. AND 25 FEET IF ABUTTING A RIVER OR A CREEK. AGAIN, THAT IS SOMETHING THAT CHANGED FROM THE PUBLIC INFORMATION SESSIONS OF ADDING THE RIVER OR CREEK SETBACK THAT GOES UP TO 2 1/2 TIMES WHAT IT OTHERWISE WOULD HAVE BEEN. EXCEPTIONS ARE FOR EXISTING STRUCTURES, WHICH THE SETBACK OF AN EXISTING STRUCTURE IS CONSIDERED CONFORMING. SO IF YOU'RE TAKING AN HISTORIC HOME -- OR EVEN NOT AN HISTORIC HOME -- BUT AN EXISTING HOME IF WINNIPEG AND REDEVELOPING IT AS A TWO OR THREE-UNIT OR FOUR-UNIT DWELLING, [BROKEN AUDIO] AND THE REQUIRED SETBACK OF ANY EXTENSION OF A SIDEWALL MUST EITHER MATCH OR TO BE GREATER THAN THE EXISTING SETBACKS BECAUSE WHEN WE LOOK AT THE LAST FIVE YEARS, MANY OF OUR HISTORIC HOMES WHICH NO LONGER HAVE A STRONG MARKET DEMAND FROM -- FROM THE NEXT GENERATIONS ARE GETTING REDEVELOPED ADAPTIVELY REUSED INTO THESE SORTS OF PATTERNS. THE PROPOSED ZONING CHANGES INCLUDE THE FOLLOWING RULES RELATING TO PARKING AND LANES. FOR LANES, TWO UNITS ARE PERMITTED ON LOTS THAT DO NOT AD JOIN A PAVED BACK LANE. THREE AND FOUR-UNITS WITH NO DRIVEWAYS REQUIRE A PAVED BACK LANE. AND WITH RESPECT TO PARKING, MINIMUM PARKING OF ONE OFF-STREET PARKING SPACE IS REQUIRED FOR UNIT. FOR A TWO OR A THREE-UNIT BUILD, WHERE ALL OF THE UNITS ARE CONSIDERED AFFORDABLE HOUSING, NO ADDITIONAL PARKING IS REQUIRED. SO THAT IS THE BIGGEST INCENTIVE TO BUILD AFFORDABLE HOUSING AS FAR AS THIS ZONING PROPOSAL. A FOUR-UNIT BUILDING WHERE ALL OF THE UNITS ARE CONSIDERED AFFORDABLE HOUSING WILL REQUIRE ONE PARKING STALL AT A MINIMUM. NO VISITOR PARKING IS REQUIRED. ACCESSIBLE PARKING SPACES ARE CALCULATED ON FULL PARKING REQUIREMENT. THE PARKING LOCATION MUST BE SETBACK AT LEAST 16 FEET FROM THE FRONT FACADE, EXCEPT FOR PARKING AREAS FOR LOTS WITH FRONT DRIVEWAYS AND AN R2 OR RMFS. THAT IS SOMETHING NEW FROM THE PUBLIC INFORMATION SESSION DIRECTION. PARKING LOCATION MUST BE LOCATED ON PAVEMENT, WHICH MAY BE A WHEEL PATH ONLY. ALSO SOMETHING THAT WAS AT THE REQUEST OF COMMUNITY MEMBERS WHO WANTED RIBBON PARKING IN ORDER TO INCREASE THE PERMEABILITY OF THE LAND, SO THAT STORMWATER COULD BE MORE EASILY ABSORBED. AND THE PARKING LOCATION MAY BE LOCATED WITHIN

ANY BUILDING ON THE SITE. FOR DRIVEWAYS, A LOT WITH A FOUR-UNIT DWELLING MUST HAVE A MINIMUM WIDTH OF 60 FEET IN ORDER TO HAVE A DRIVEWAY. WHERE THE LOTS HAVE ACCESS TO A PAVED LANE, THE PARKING MUST BE ACCESSED ONLY FROM THE LANE. AND WHERE LOTS HAVE ACCESS TO A SIDE STREET, BUT NO ACCESS TO A PAVED LANE, THE PARKING MUST BE ACCESSED ONLY FROM THE SIDE STREET. THE DRIVEWAY WIDTH IS LIMITED TO 10-FEET MAXIMUM. THE DRIVEWAYS ALONG LANES ARE NOT RESTRICTED IN WIDTH. THE DRIVEWAYS MUST BE PAVEED AND MAY BE LIMITED TO THE WHEEL PATH WITH RIBBON PAVEMENT TO INCREASE PERMEABLE SURFACE. THE WINNIPEG CHARTER REQUIRES THAT ALL ZONING REGULATIONS CONFORM TO THE LOCAL SECONDARY PLANS AND MORE BROADLY TO THE COMPLETE COMMUNITY STRATEGY 2.0. THE CITY'S OVERARCHING LAND-USE AND DEVELOPMENT POLICY. WITH THE AMENDMENTS DISCUSSED HERE TODAY, THE AMENDMENTS TO COMPLETE THE COMMUNITIES 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 IN-FILL HOUSING DEVELOPMENT TO OCCUR ACROSS THE CITY. 21 LOCAL AREA PLANS HAVE BEEN IDENTIFIED FOR AMENDMENT. AMENDMENTS VARY BETWEEN THE PLANS, DEPENDING ON THEIR AGE, COMPLEXITY, LOCAL CONTEXT. BUT FOLLOW A SIMILAR PATTERN. WHEREAS, ZONING BYLAWS PROVIDE REGULATIONS FOR THE FORM OR THE FUNCTION OF THE LAND -- SECONDARY PLAN POLICIES PROVIDE HIGH LEVEL GUIDANCE FOR FUTURE DEVELOPMENT. THE PROPOSED AMENDMENTS CAN BE SUMMARIZED ON THIS SLIDE. THE GREEN DOTS ARE FOR ADDING IN-FILL HOUSING TYPES, FOR TWO AND THREE AND FOUR-UNIT DEVELOPMENTS AS PERMITTED USES TO DESIGNATIONS WHERE THEY ARE NOT CURRENTLY PERMITTED OR SUPPORTED. SO AS AN EXAMPLE, LOCAL AREA PLAN THAT MIGHT CURRENTLY SAY SINGLE FAMILY USES, THOUGH THESE WORDS WOULD BE REPLACED WITH "LOWER DENSITY RESIDENTIAL HOUSING TYPOLOGIES SHALL BE THE PREDOMINANT LAND USE AND ALLOWING FOR SINGLE FAMILY DETACHED HOUSING AND DUPLEX" AND ADDING THE WORDS AND TOWNHOMES AND ROW HOMES THROUGHOUT THE NEIGHBORHOOD. SO THAT IS FOR ALL 21 OF THESE LOCAL AREA PLANS WOULD HAVE THAT SORT OF LANGUAGE CHANGED WITHIN THE PLAN. AND THEN THE SECOND MOST NUMBER OF DOTS ON THIS SLIDE ARE THE ORANGE DOTS WHICH ARE IN-FILL RELATED CHALLENGES AND CHANGES, ALL EXCEPT FOR SOUTH ST. BONIFACE AND SEASONAL CREEK AND ST. VITAL AND TRANSCONA WEST AND TRANSCONE ALL BUT THOSE TWO HAVE AN ORANGE DOT. THE POLICY CHANGES ARE REQUIRED FOR REQUIRED FOR THESE ORANGE DOTS FOR AN ALLOWABLE USE OR A RESULT OF OTHER PROVISIONS IN THE ASSOCIATED ZONING BY-LAW CHANGES. THAT IS ZONING AMENDMENTS ADDRESSED BUILDING MASS SETBACKS AND HEIGHT. AND SO AN EXAMPLE IS WHERE IT CURRENTLY SAYS WHERE MULTIFAMILY ZONING OR COMMERCIAL ZONING IS LOCATED ADJACENT TO SINGLE-FAMILY ZONING, SINGLE-FAMILY ZONING WOULD THEN BE REPLACED WITH A LOWER DENSITY RESIDENTIAL AREA, AND THE DESIGN AND SIDING AND MULTI-STOREY 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. AND THEN FINALLY THERE ARE ONLY THREE LOCAL AREA PLANS THAT NEED A BY-LAW CONVERSION. SO THESE ARE THE BLUE DOTS ON THIS PAGE WHICH INCLUDES DAWSON TRAIL PRECINCT J AND TRANSCONA, NORTH POINT VILLAGE, PRECINCT F AS IN FRANK, IN OLD KILDONAN, AND WATERFORD GREEN PRECINCT C AS IN CAT, IN OLD KILDONAN-POINT DOUGLAS. SO FOR THOSE THREE, A BY-LAW CONVERSION IS REQUIRED, BECAUSE THE PLAN WAS ENDORSED BY COUNCIL BUT NOT ADOPTED AS A STATUTORY BY-LAW. SO IT MUST BE CONVERTED TO A BY-LAW BEFORE IT CAN BE AMENDED IN ACCORDANCE WITH THE CHARTER. SO IN THIS CASE, THIS -- THESE ARE THE HOUSING ACCELERATOR FUND INITIATIVE 2 THAT WE'RE TALKING ABOUT HERE. ALL OF THE SLIDES BEFORE THIS ONE WERE TALKING ABOUT THE HOUSING ACCELERATOR FUND INITIATIVE ONE. SO VISUALIZING WHAT ALL OF THOSE PLETHORA OF WORDS AND ZONING CONTEXT MIGHT LOOK LIKE IN REAL LIFE, THIS BOARD ILLUSTRATES WHAT A SAMPLE MID BLOCK UP/DOWN TWO-UNIT DEVELOPMENT COULD LOOK LIKE USING THE PROPOSED ZONING RULES ON A SITE THAT IS 32-FEET WIDE AT THE FRONTAGE AND A DEPTH OF 115-FEET. SO TO BE CLEAR THIS SITE CONTEXT SLIDE ON THE LEFT SIDE OF THE SCREEN, THIS IS EVERY ROOFTOP THAT IS CURRENTLY WITHIN THIS TWO-BLOCK AREA. SO STUDYING IT CAREFULLY, AND LOOKING AT THE AERIAL VIEW OF WHAT THIS IN-FILL MIGHT LOOK LIKE ALONG WITH THE BUILDING PLACEMENT. SO YOU WILL NOTICE HERE, HERE'S THIS 10-FOOT MINIMUM SETBACK BUT BECAUSE ALL OF THE HOMES ON THE STREET ARE SIGNIFICANTLY MORE THAN THAT, PREDOMINANTLY THE TWO ON EITHER SIDE, THAT SETBACK IS JUST MATCHING THAT NEXT-DOOR NEIGHBOR. AND LOOKING AT THIS HAVING TWO PARKING SPACES, WHICH ARE WHAT THESE TRIANGLES ARE AND BUILDING PLACEMENT, AND THEN THE PRIMARY BUILDING BEING IN FRONT OF THAT -- THAT PARKING GARAGE. AND THEN LOOKING AT THE STREET VIEW, THE GREEN HOME IS AN EXISTING HOME IN WINNIPEG TODAY AND THE YELLOW HOME IS WHAT IS PROPOSED. SO, AGAIN, THIS IS THE IN-FILL HOUSE HERE IN THE MIDDLE WITH LOOKING NEXT DOOR AT A 2 1/2-STOREY HOUSE AND ALSO WHAT A ONE-STOREY HOUSE WOULD LOOK LIKE IN THIS SCENARIO ON THIS ACTUAL STREET IN WINNIPEG. SO BEFORE WE STARTED DRAFTING THE ZONING BY-LAW WE SAT WITH HOMEOWNERS AND IN-FILL HOUSING ADVOCATES, AND ACTUALLY LAID OUT WHAT ALL OF THESE HOMES SHOULD -- COULD BE, LOOKED AT THE FREQUENTLY -- THE FREQUENT COMPLAINTS ABOUT OUR EXISTING ZONING AND HOW IT WASN'T FULFILLING MARKET DEMAND. AND WHAT WE COULD CHANGE ABOUT THE ZONING BY-LAW TO MAKE IT MORE IN KEEPING WITH THE WAY THAT PEOPLE PREFERRED TO LIVE TODAY. THIS EXAMPLE IS A MID-BLOCK THREE-DWELLING UNIT FOR LOT THAT YOU CAN QUICKLY SEE ON THE PARKING SPACES FROM THE BACK ON A 127-FOOT DEEP LOT. SO, AGAIN, LOOKING AT THIS BEING THE PINK HOUSE HERE AND ITS TWO NEIGHBORS, IN THIS CASE IT'S SLIGHTLY TALLER THAN THE HOUSES NEXT DOOR, BUT STILL WITHIN THAT RANGE. THIS IS AN EXAMPLE OF A CORNER LOT, WHICH IS A THREE-UNIT DEVELOPMENT ON A

40-FOOT-WIDE BY 115-FOOT DEEP LOT. SO IT'S THE BLUE HOUSE IN THIS EXAMPLE. AND THEN A MID-BLOCK FOUR DWELLING UNITS WITH A 50-FOOT-WIDE FRONTAGE AND A DEPTH OF 125-FEET. SO IT'S THE GREEN HOME HERE AND HERE. AND AS YOU CAN SEE FROM THIS EXAMPLE, THIS TWO-STOREY HOUSE IS ADJACENT TO A THREE STOREY ON ONE SIDE AND A TWO AND A HALF STOREY ON THE OTHER. SO IN THIS CASE IT'S SHORTER THAN BOTH OF THEM. AND THEN FINALLY, NOT FINALLY -- A FOUR CORNER FOUR UNIT DEVELOPMENT ON A 50-FOOT FRONTAGE AND A DEPTH OF 127-FEET. AND, AGAIN, THIS IS WHAT IT MIGHT LOOK LIKE IN THIS PINK HOUSE. AND A FRONT-LOADED EXAMPLE OF FOURPLEX ON A 60-FOOT-WIDE BY 125-FOOT DEEP LOT, UM, AGAIN HAVING THAT FRONT DRIVE REQUIRING THAT 60-FEET WIDE. AND THEN ALSO A FOUR-STOREY DEVELOPMENT, FOURPLEX WITHIN THE HALF MILE OR 800 METERS OF FREQUENT TRANSIT CORRIDOR BUS STOP. ON A 50-FOOT FRONTAGE WITH 130-FEET DEEP. WE REALLY DON'T THINK THAT THIS PARTICULAR FOUR STOREYS IS GOING TO GET BUILT VERY OFTEN, IF AT ALL, BECAUSE IT REQUIRES PART THREE OF THE MANITOBA BUILDING CODE INSTEAD OF PART NINE OF THE MANITOBA BUILDING CODE. ALL OF THE PREVIOUS SLIDES WOULD FALL UNDER PART NINE. SO UNDER THIS PART THREE FOR THAT FOUR-STOREY CONDITION, IT WOULD REQUIRE AN ELEVATOR AND PROFESSIONAL DESIGNERS. SO LOOKING AT THE 2024 AVERAGE CONSTRUCTION COST FOR A HOME THAT IS 30-FEET-WIDE BY 40-FEET DEEP BY THE FOUR PLATE OF THE BUILDING THAT WOULD COST APPROXIMATELY $200,000 MORE IN CONSTRUCTION COSTS FOR THE ELEVATOR ACCESSIBLE TO EVERY FLOOR AND FOR THE PROFESSIONAL DESIGNER. SO WE REALLY DON'T THINK THAT IS GOING TO BE SOMETHING THAT WE SEE VERY MUCH OF. AND THE NEW ZONING RULES WILL ACCOMMODATE NEW DEVELOPMENT WITHOUT A PUBLIC HEARING IN ORDER TO ALLOW FOR QUICKER RESIDENTIAL DEVELOPMENT IN SPECIFIC AREAS THAT WE JUST DISCUSSED. KNOWN AS-OF-RIGHT ZONING. AS-OF-RIGHT ZONING DOES NOT MEAN THAT A LANDOWNER CAN DEVELOP WHATEVER THEY WANT, WHEREVER THEY WANT. THE CITY OF WINNIPEG WILL CONTINUE TO REGULATE DEVELOPMENT THROUGH A SPECIFIC PROCESS THAT ENSURES THE NEW RULES ARE FOLLOWED. THIS DIAGRAM ILLUSTRATES WHAT THIS PROCESS IS, WITH THE FIRST STEP BEING AN OPTIONAL PRELIMINARY TECHNICAL MEETING WITH CITY STAFF, THE PUBLIC SERVICE, IN ORDER TO REVIEW THE SITE AND OPERATIONAL CONSTRAINTS. THE SECOND STEP BEING FOR THE LANDOWNER TO SUBMIT THEIR APPLICATION. THE THIRD STEP BEING STAFF REVIEW TO ENSURE THAT ALL OF THE REQUIRED INFORMATION IS PROVIDED. THE FOURTH STEP IS STAFF TECHNICAL REVIEW WHICH IS COMPLETED ACROSS SEVERAL CITY OF WINNIPEG DEPARTMENTS TO REVIEW THE FINAL APPLICATION AGAINST THE BY-LAW STANDARDS. A DEVELOPMENT PERMIT IS ISSUED IF THE APPLICATION IS COMPLIANT WITH ALL OF THOSE STANDARDS. THE FIFTH STEP IS TO APPLY A STANDARDIZED DEVELOPMENT AGREEMENT WHERE APPLICABLE TO ENSURE APPLICATIONS FOR MUNICIPAL INFRASTRUCTURE ARE MET IF THE PROPOSAL REQUIRES A CHANGE AND MUNICIPAL INFRASTRUCTURE. SO AS FAR AS THE PROCESS THAT LED US TO TODAY, WE HAD PUBLIC INFORMATION

SESSIONS THAT HAPPENED. FOUR OF THEM IN MARCH. ONE OF THEM IN APRIL. AND FOUR OF THEM IN MAY. AND AFTER THOSE WINTER AND SPRING 2025 OPEN HOUSES, THEN WE TOOK THE INFORMATION AWAY TO FINALIZE THE NEW RULES. AND NOW HERE WE ARE TODAY AT THE JUNE 2, 2025, PUBLIC HEARING. AGAIN, THIS PRESENTATION, ALONG WITH RECORDINGS OF THE VIRTUAL PUBLIC INFORMATION SESSIONS AND ALONG WITH THE SUMMARIES OF THE FREQUENTLY ASKED QUESTIONS BECAUSE WE RECEIVED HUNDREDS OF QUESTIONS FROM THE COMMUNITY, WE COMBINE THOSE QUESTIONS AND MADE THEM SIMPLIFIED IN SOME REGARDS AND THEN ANSWERED THEM IN THE FREQUENTLY ASKED QUESTION PORTION OF WINNIPEG.CA/INFILLHOUSING.

MADAM SPEAKER: THANK YOU, HAZEL THAT. CONCLUDES YOUR PRESENTATION?

YES.

MADAM SPEAKER: OKAY. WE'LL NOW GO INTO QUESTIONS OF THE PUBLIC SERVICE. COUNCILLOR MAYES.

COUNCILLOR MAYES: YES, MA'AM. THANK YOU FOR THE PRESENTATION AND, OBVIOUSLY, A LOT OF WORK HAS GONE IN OVER THE PAST 18 MONTHS, BUT PEOPLE FROM THE PUBLIC, PEOPLE AROUND THIS TABLE, AND PEOPLE IN THE CIVIL SERVICE. SO, UM, I THINK THAT IT'S A BETTER DOCUMENT THAN IT WAS, STILL, SOME AMENDMENTS TO COME IN MY VIEW. BUT CERTAINLY A BETTER DOCUMENT THAN IT WAS. THE THREE THINGS -- FIRSTLY ON THE OBSCURED DAWSON TRAIL, UM, SECONDARY PLAN HERE. AND I'M HAPPY TO WAIT UNTIL AFTER LUNCH TO GET AN ANSWER ON THIS. DAWSON TRAIL IS THE AREA ROUGHLY EAST OF THE MITT, IF YOU CAN VISUALIZE IT. IT HAD FOUR DIFFERENT COUNCILLORS IN THE FOUR TERMS THAT I HAVE BEEN HERE, AND COUNCILLOR ALLARD AND NOW COUNCILLOR WYATT. THERE WERE DEVELOPMENTS WITH THE DEVELOPER EXPERT OF THAT APPROVAL WAY BACK WHEN. AND AS WELL AS A VERY SPECIFIC PARK NAMING THAT WAS IN THERE THAT I WOULDN'T WANT TO SEE LOST. SO MAYBE OVER THE LUNCH BREAK IF SOMEBODY –

IT'S STILL THERE, IT'S STILL THERE.

COUNCILLOR MAYES: IF I COULD GET FEEDBACK ON THE DEVELOPER REQUIREMENTS OR MAYBE PEOPLE -- YOU HAVE THIS OFF OF THE TOP OF YOUR HEAD?

MANAGER, WE DO HAVE OTHER MEMBERS OF THE PUBLIC SERVICE AVAILABLE BY ZOOM AND THEY COULD ANSWER THIS QUESTION IF YOU WOULD LIKE THEM TO AT THIS TIME.

MADAM SPEAKER: THANK YOU. EVAN ALAN? COUNCILLOR BROWATY, I WILL GET YOU ON THE LIST, THANK YOU. EVAN ALAN.

CAN I GET A REPEAT ON THE QUESTION, PLEASE.

COUNCILLOR MAYES: ARE WE LIKELY TO RUN PAST THE NOON HOUR --

MADAM SPEAKER: WE ARE GOING TO RECESS IN 10 MINUTES.

COUNCILLOR MAYES: I WILL LEAVE OFF ON THAT NOW AND COME BACK TO IT AFTER LUNCH MAYBE.

MADAM SPEAKER: MAYBE EVANAL KNOW WILL JOIN US HERE IN THE CHAMBER. THANK YOU.

COUNCILLOR MAYES: COUNCILLOR WYATT HAS ONE UNDERSTANDING AND I WANT TO MAKE SURE THAT HE'S CORRECT. AND THE PHRASING IS USED THAT THE HEIGHTS ARE GOING TO BE THE SAME AS THEY ARE TODAY, EXCEPT OBVIOUSLY FOR THE 39-FOOT MAXIMUM FOR THE FOURPLEXES WITHIN 800 METERS OF WALKING TRANSIT CORRIDORS. I THINK THAT THERE'S ONE OTHER NUANCE. THE IN-FILL GUIDELINES LOWERED THE HEIGHT LIMITS FROM 35 FEET DOWN TO 28 FEET, OR THE AVERAGE OF WHAT WAS NEAR YOU, TO PARAPHRASE, FOR TWOs, THREEs AND FOURs. WE ARE NOT TOUCHING THE 28-FEET LIMIT FOR TWO OR SINGLE FAMILIES BUT WE'RE INCREASING THE HEIGHT FOR THE THREEs AND FOURs IN MATURE COMMUNITIES WHERE YOU'RE MORE THAN 800 METERS -- WELL, FOR THREEs AND FOURs, I THINK THAT WE'RE INCREASING THAT HEIGHT LIMIT AS WELL AS THE 39-FOOT? I DON'T THINK THAT WE DID THAT BACK LAST YEAR?

MADAM SPEAKER: THANK YOU. HAZEL?

ROB WILL ANSWER THIS ONE.

YEAH, THROUGH THE CHAIR, YES, THE BASE IS INCREASED FROM 28 TO 30 AND IT'S STILL THE 30-35 FOOT RANGE FOR MATURE COMMUNITIES FOR THREEs AND FOURs.

COUNCILLOR MAYES: OKAY. COUNCILLOR ALLARD WHO SPOTTED THIS AT THE COUNCIL SEMINAR. SO IS IT THEN THAT -- I AM GOING TO JUST TALK TO THE SPEAKER. THE -- WE ALL GET THE FOURPLEXES THAT YOU HAVE THE 38 FEET, AND THAT'S EASY. ON THE FOURs WHERE YOU'RE NOT WITHIN 800 METERS, THERE'S THE INCONGRUITY AND THE SAME WITH THREEs, IN THE MATURE COMMUNITIES WHERE WE HAVE BEEN TRYING TO STIMULATE POPULATION GROWTH YOU'RE LIMITED TO ONLY 30 FEET. BUT IN NEWER COMMUNITIES, YOU'D ACTUALLY HAVE A HIGHER HEIGHT, YOU'D HAVE 35 FEET FOR THE THREEs AND FOURs. I AM INDEBTED TO MY COLLEAGUE HERE FOR SPOTTING THIS AND IT MIGHT HAVE BEEN COUNCILLOR

JAMESON AND, SO, MADAM SPEAKER, THE HEIGHT LIMIT IN THE MATURE COMMUNITIES FOR THREEs AND FOURs IS ACTUALLY LOWER THAN IN THE NEWER COMMUNITIES?

MADAM SPEAKER: THANK YOU. THE ANSWER -- THE RESPONSE.

THROUGH THE CHAIR, YES, IT WOULD BE THE 30-35 BASED ON AVERAGES NEXT TO THE NEIGHBORING PROPERTIES. YEAH.

MADAM SPEAKER: OKAY, NEXT QUESTION. I THINK THAT JAMES BEACH WOULD LIKE TO ADD TO THAT.

TO CLARIFY, COUNCILLOR, IN RECENT COMMUNITIES AND ACROSS THE BOARD AND THE MAXIMUM HEIGHT IS 35 FEET. SO IN RECENT COMMUNITIES, WE ARE SAYING THAT THE MAXIMUM HEIGHT HERE CAN BE 35 FEET, AND THAT'S WHAT IT IS IN TODAY'S ZONING BY-LAW.

COUNCILLOR MAYES: YEAH, THAT'S FAIR. THIRD QUESTION, UM, THE -- OUR BUDGET TALKS ABOUT WINNIPEG BEING ONE OF -- WINNIPEG'S HOUSING MARKET REMAINS ONE OF THE MOST AFFORDABLE IN THE COUNTRY. AND THE PRESENTATION AROUND MALLS AND CORRIDORS I THINK TALKED ABOUT THE AFFORDABILITY CRISIS IN WINNIPEG REALLY BEING IN TERMS OF LOW INCOME TO GET -- NOT THE NEED HERE -- THE SHORTAGES FOR LOWER INCOME, MORE AFFORDABLE RENTAL UNITS. I KNOW THAT WE MADE AN AMENDMENT IN MALLS AND CORRIDORS THAT WE DON'T HAVE IN FRONT OF ME ABOUT REQUIRING -- I DON'T THINK THAT IT WAS ACCESSIBLE UNITS BUT ABOUT AFFORDABLE UNITS. SO I GUESS THAT MY QUESTION HERE IS, WOULDN'T IT HELP TO ADDRESS AFFORDABLE HOUSING IF WE PUT IN A THRESHOLD HERE? I MEAN, WE DID SAY -- IT'S RIGHT THERE IN OUR ORIGINAL APPLICATION, IT'S RIGHT THERE IN THE FREQUENTLY ASKED QUESTIONS, AFFORDABLE HOUSING TARGET 25%. SO I GUESS THAT MY QUESTION IS, IF WE NEED MORE LOW-INCOME AFFORDABLE HOUSING UNITS, SHOULDN'T WE BE PUTTING IN SOME SORT OF FLOORS AS PART OF THIS PROCESS?

MADAM CHAIR, PART OF THE DIALOGUE AT THE MALLS AND CORRIDORS THAT HAD THE COUNCIL TO ONLY ACQUIRE A PORTION OF THE AFFORDABLE HOUSING FOR 300 UNITS AND HIGHER -- SO FOR PROPOSALS AT A SIGNIFICANT NUMBER OF HOUSING IS YOUR DIALOGUE BACK THEN WAS BECAUSE PART OF YOUR GOAL IS TO CREATE THIS NATURALLY OCCURRING AFFORDABLE HOUSING THAT IS NOT MANDATED. SO ALLOWING THAT TO HAPPEN YOU'LL STILL END UP WITH SOME SMALLER DWELLING UNITS THAT WILL HIT THOSE NATURALLY AFFORDABLE HOUSING THRESH HOLDS AND ALLOW TO YOU GO THAT ROUTE. THAT WAS A DEBATE FOR COUNCIL BUT YOUR EIGHT ACCELERATING HOUSING FUND INITIATIVES AND YOUR OTHER MULTIPLE INITIATIVES ONGOING THROUGH

DIFFERENT GRANTING AND TAX IMPLEMENTING STREAMS WITHIN THE CITY TODAY AS WELL AS PARTNERSHIPS WITH THE PROVINCE SEEK TO DELIVER THOSE AFFORDABLE HOUSING NUMBERS. SO THIS WAS JUST ONE AN ADDITIONAL ONE THAT DOESN'T HAVE THOSE TARGETS IN ORDER TO, YOU KNOW, TO ALLOW FOLKS TO BE ABLE TO STILL DO THIS EVEN WHEN THE CONSTRUCTION COSTS AND LABOR COSTS ARE RISING AND THEY DON'T ALWAYS ALLOW YOU TO BE ABLE TO DELIVER AN AFFORDABLE UNIT.

MADAM SPEAKER: NEXT QUESTION.

COUNCILLOR MAYES: I THINK THE FINAL QUESTION FOR NOW, UM, SO IN SHORT THE COUNCIL DID AMEND THEN THE MALLS AND CORRIDORS -- THERE WAS AN AMENDMENT FROM COUNCIL THAT THE FEDERAL GOVERNMENT OBVIOUSLY OK'D, BECAUSE WE NEVER HEARD BACK, TO REQUIRE AFFORDABLE UNITS -- STRUCTURES OF A CERTAIN SIZE, BUT, NEVERTHELESS, THERE WAS A COUNCIL AMENDMENT ABOUT AFFORDABLE HOUSING THAT CLEARLY DIDN'T GET BOUNCED BY THE FEDERAL GOVERNMENT?

MADAM SPEAKER: THANK YOU. THE RESPONSE.

THROUGH THE CHAIR AND COUNCILLOR, UM, IT SHOULD ALSO BE NOTED WHEN WE TALKED ABOUT PARKING REQUIREMENTS WHEN PEOPLE PROVIDE AFFORDABLE UNITS IN THEIR PROPOSAL, THAT THEY GET A .15 PARKING REQUIREMENT. SO THERE'S ANOTHER INCENTIVE THAT MAY -- MAY TWEAK SOME AFFORDABLE PROVISIONS.

MADAM SPEAKER: OKAY.

COUNCILLOR MAYES: THANK YOU.

MADAM SPEAKER: THANK YOU, WE'RE NOW GOING TO RECESS AND RECONVENE AT 1:30. I WOULD LIKE THAT TO BE 1:30 SHARP, PLEASE, THANK YOU.

GOOD AFTERNOON. I'D LIKE TO RECONVENE OUR COUNCIL MEETING, SPECIAL MEETING OF JUNE 2, 2025. WE'RE ON THE SECTION WHERE WE HAVE QUESTIONS OF OUR PUBLIC SERVICE. NEXT SPEAKER IS COUNCILLOR ORLIKOW.

THANK YOU VERY MUCH. I HAVE A FEW QUESTIONS, ABOUT SIX OR SEVEN. JUST FOR CLARIFICATION, MOSTLY FOR ME, WE HAVE HAD A NUMBER OF CHIT CHATS, AND I APPRECIATE THE EFFORT YOU PUT INTO TRYING TO ADDRESS SOME OF MY CONCERNS, AND I SEE THEM ADDRESSED IN THE BYLAWS, SO ESPECIALLY AROUND THE TREATIES. SUPER-APPRECIATE THAT. BUT I JUST -- SO FOR SOME CLARIFICATION, AND I THINK MR. KIERAN MAYBE MISSPOKE, BUT I HEARD HIM SAY AN ELEVATOR WOULD BE REQUIRED ABOVE TWO STOREYS. IT'S THREE AND ABOVE,

CORRECT?

THROUGH YOU, MADAM CHAIR, AN ELEVATOR WOULD ONLY BE REQUIRED FOR FOUR STOREYS, NOT THREE, TWO OR ONE.

PERFECT. JUST WANTED TO CLARIFY THAT TO YOU, MADAM CHAIR. THE OTHER ONE IS ONE WE HAVEN'T TALKED ABOUT BUT I'VE HAD A NUMBER OF PEOPLE FROM THE WARD CONCERNED ABOUT THE ENVIRONMENTAL IMPACT OF THESE HOMES GOING ON COMBINED SEWER AREAS. CAN YOU GIVE US A LITTLE BIT OF BACKGROUND WHEN BUILDINGS ARE, NEW DEVELOPMENTS ARE BUILT, WHAT TYPE AND WOULD REQUIRE TO RETAIN WATER ON SITE.

THAT WOULD REQUIRE WHAT, SORRY?

RETENTION OF LAND DRAINAGE WATER.

THANK YOU. THE RESPONSE?

THROUGH THE CHAIR, WE ACTUALLY UPDATED OUR FREQUENTLY ASKED QUESTIONS TO HELP ADDRESS THAT AS WELL, AND THAT WAS FAIRLY RECENTLY POSTED, SO OUR APOLOGIES. TO BEST ANSWER IT IS HOW WILL SITE CONTROL OF LAND DRAINAGE BE ACCOMPLISHED TO MEET THE CLAUSE WAS THE QUESTION WE HAD, AND THE ANSWER IS THE WATER AND WASTE DEPARTMENT REFUSES MULTI-FAMILY RESIDENTIAL PROPOSALS MEANING TRIPLEXES OR FOUR-PLEXES AT THE DEVELOPMENT PERMIT STAGE TO ENSURE THAT THERE IS NO INCREASE IN INFLOW TO COMBINED SEWERS PER THE LICENSE. TYPICALLY DEVELOPERS BUILD LAND DRAINAGE CONTROLS -- TO THE COMBINED SEWER FROM THAT DEVELOPMENT. THAT'S TAKEN DIRECTLY FROM OUR WEB PAGE NOW.

I READ THAT AS THEY'RE GOING TO HAVE TO HAVE SOMETHING.

CORRECT.

THANK YOU.

IT'S A GOOD ANSWER. IT'S A LITTLE WORDY ANSWER, SO I WANT TO GET TO THE CRUX OF IT. THEY WILL REQUIRE SOME FORM. THE QUESTION REGARDING THE FRONT YARD, I SEE THE FRONT YARD SETBACK BEING SET UP IN THE WAY THAT IT'S -- THE HOUSE IS BESIDE IT. I THINK THAT'S FAIR. IT'S GENERALLY A 25-FOOT SETBACK. SOME ODD ONES ARE NOT, LIKE WAVERLEY HAS A DIFFERENT ONE, BUT REGARDS TO THAT, AND THEN I GET A LITTLE CONFUSED ABOUT THE ENCLOSURES, THE PATIOS AND THE STOOPS. WHAT I QUESTION IS THE 25-FOOT YARD SETBACK, ARE WE ALLOWING ENCLOSED PATIOS TO GO OUT I THINK IT WAS 12 FEET INTO THAT SETBACK AREA, OR IS THAT THE PART OF THE ACTUAL -- IT'S NOT. SO IS THAT WHAT'S HAPPENING FOR THE -- IN THIS MODEL?

THANK YOU. HAZEL?

YES, SO THE MINIMUM FRONT YARD SETBACK IS THE GREATER THAN EITHER 10 FEET OR THE SHALLOWEST FRONT YARD SETBACK OF THE BUILDINGS ON THE TWO ABUTTING PROPERTIES WITH THE SAME ZONING DESIGNATION, SO I'M READING NOW FROM 14(4), WHICH IS SHOWN IN FIGURE 4, OR WHERE AN ABUTTING PROPERTY IS VACANT, THEN THE NEXT-CLOSEST DEVELOPMENT LOT WITH THE SAME ZONING DESIGNATION ON THE SUBJECT LOT. SO THAT'S YOUR FIRST QUESTION. THEN YOUR SECOND QUESTION IS, YES, BUT HOW FAR CAN PORCHES ENCROACH, AND THEY CAN -- THEY MAY PROJECT INTO FRONT YARDS BY UP TO 12 FEET IN THE FRONT YARD BUT NEVER MORE -- NEVER CLOSER THAN 10 FEET FROM THE FRONT OF THE LOT LINE. AND OFTEN THE FRONT OF THE LOT LINE IS SIGNIFICANTLY FAR BACK FROM THE CURB, SO YOU WOULD NEED TO LOOK AT A PLOT OF THE LOT LINE, SO SOMETHING LIKE IVIEW, IN ORDER TO SEE EXACTLY WHERE THAT LOT LINE IS, BUT IT'S USUALLY FURTHER BACK THAN IT MIGHT SEEM. USUALLY IT HAS ENOUGH SPACE BETWEEN THE LOT LINE AND CURB THAT IT COULD AT SOME POINT BE ABLE TO HAVE A SIDEWALK EVEN IF IT DOESN'T HAVE ONE TODAY.

RIGHT, SO AN ENCLOSED, CORRECT ME IF I'M WRONG, BUT AN ENCLOSED PATIO COULD OUT OF ITS 25-FOOT-YARD SETBACK, IT COULD TAKE UP ABOUT HALF OF THAT, SO YOU'D HAVE A PROJECTION INTO THE FRONT YARD SETBACK OF POSSIBLY 12 FEET OF AN ENCLOSED STRUCTURE THAT IS QUITE SOLIDLY BUILT. IS THAT CORRECT?

IT COULD NEVER PROJECT MORE THAN 12 FEET INTO THE FRONT YARD, AND THE PORCH, NOT THE PATIO, THE PORCH MAY BE FULLY ENCLOSED PROVIDED THAT AT LEAST 60% OF THAT ENCLOSURE IS GLASS.

OKAY, SO I DEFINITELY HAD THAT AS A DISCUSSION BETWEEN -- AND I'LL BE LOOKING AT DOING AN AMENDING MOTION ON THAT ONE. ENCLOSED VERSUS NOT ENCLOSED BEING ALWAYS A DIFFERENT STANDARD, AND SO I'LL BE LOOKING AT MAKING IT NOT ENCLOSED PATIOS, JUST F.Y.I. NOW THE OTHER ONE WITH THAT, SO YOU HAVE YOUR 12-FOOT PATIO, ENCLOSED PATIO, AND THEN YOU HAVE THE STEPS TO GET UP I THINK IT WAS FOUR FEET, 6 FEET, I'M NOT SURE WHAT IT WAS. IS THAT ON TOP OF THE PATIO? YOU HAVE YOUR 12-FEET PATIO AND NOW YOU HAVE YOUR STAIRWELL OR WHATEVER YOUR 5-FOOT ELEVATION TO GET INTO THE PATIO, INTO THE HOUSE SIZE, AND SO NOW WE'RE LOOKING AT 17 FEET? HOW DOES THAT WORK?

I'LL LET YOU ANSWER THAT.

TO THE ADMINISTRATION, THROUGH YOU, MADAM CHAIR.

TO THE COUNCILLOR, NO, THE 12 FEET WOULD INCLUDE THE STEPS INTO THE PORCH, AND YOU SAY PATIO, BUT IT'S A PORCH.

PORCH.

AND THEN ON THE SIDE YARD, COUNCILLOR, FOR YOUR NEXT QUESTION I ANTICIPATE, THE SIDE STOOPS CAN ENCROACH UP TO 2 FEET.

RIGHT, I'LL PROBABLY BE LOOKING AT DEALING WITH THAT ONE LATER AS WELL. I THINK, AGAIN, WE TALKED ABOUT PRIVACY ISSUES THERE. THE OTHER QUESTION I HAD, WE DID DISCUSS THIS, BUT I DIDN'T SEE ANY MOVEMENT ON IT SO I WANTED TO KNOW WHY. AS WE KNOW, MANY OF THESE UNITS ARE GOING TO BE FOUR-PLEXES. YOU'RE NOT GOING TO KNOW WHO ACTUALLY OWNS THE BUILDING, IF IT'S A DEVELOPER OR WHOSE UNIT IS THERE, WHICH THERE MAY BE SOME CONFLICTS THAT ARISE. HOW IS THE PERSON WHO HAS A CONFLICT WITH SOMEONE IN A FOUR-PLEX GOING TO BE ABLE TO KNOW WHO THAT IS AND HOW TO CONTACT THEM TO RESOLVE THE CONFLICT?

THANK YOU. THE RESPONSE?

YES, THROUGH YOU TO THE COUNCILLOR, CURRENTLY THERE'S NO RULES THAT WE'RE PROPOSING THAT IDENTIFIES WHO OWNS WHICH MULTI-UNIT BUILDING.

OKAY. THANK YOU FOR YOUR ANSWER. YOU TOLD ME THAT BEFORE, SO I JUST WANTED TO CLARIFY THAT. I'M GOING TO GET ANOTHER CLARIFICATION QUESTION. I'M PRETTY SURE THIS IS THE RIGHT ABSENCE, BUT YOU CAN TELL ME IF I'M WRONG. THE BUILDING HEIGHT, 39 FEET, 38, 40 FEET, THAT IS FROM THE GROUND NOT FROM THE TOP OF THE FIRST STOREY, WHICH IS GENERALLY THE BASEMENT SUITE FIVE FEET UP. SO IT'S 39 FEET FROM THE GROUND, NOT FROM THE FIRST STOREY, I.E., THAT WOULD BE -- WHATEVER THAT WOULD BE, 43 FEET. THAT'S CORRECT?

THANK YOU, THE RESPONSE?

YES, THAT'S CORRECT. THE BUILDING HEIGHT IS MEASURED FROM THE GROUND TO HALFWAY UP THE SLOPE OF THE ROOF, IF THERE IS ONE.

PERFECT. THANK YOU VERY MUCH. THAT'S WHY I WANTED TO CLARIFY THAT, FOR THE PUBLIC. THERE'S BEEN A LOT OF EMAILS AND [INDISCERNIBLE] FROM THE AMOUNT OF EFFORT WE PUT INTO THIS TO TRY TO REACH OUT. A LOT OF PEOPLE DIDN'T GET THE INFORMATION OR HAVEN'T RECEIVED IT. I'VE DONE WHAT I CAN. I KNOW THE CITY'S DONE WHAT THEY CAN, BUT A LOT OF THE COMMENTS ARE TALKING ABOUT, COUNCILLOR ORLIKOW, YOU HAVE TO APPROVE THIS BECAUSE WE'RE GOING TO SAVE GREEN SPACE BY NOT OPENING UP PRECINCTS. THERE'S NO INTENTION THAT WE'RE NOT GOING TO BE OPENING UP PRECINCTS IF WE DO THIS.

MADAM SPEAKER:THANK YOU. THE RESPONSE?

MAYBE COULD YOU CLARIFY YOUR QUESTION, COUNCILLOR?

SO WE HAVE PRECINCTS THAT ARE UNDERDEVELOPED ON THE OUTSKIRTS OF THE CITY THAT ARE CONTIGUOUS TO THE CITY THAT ARE JUST BIG EMPTY FIELDS, BUT THEY ARE NOT READY TO BE SERVICED RIGHT NOW. THE CONTENTION THAT SOME PEOPLE HAVE TALKED TO ME AND SAID WE DON'T NEED THOSE ANYMORE AND SO YOU'RE NOT GOING TO BE DOING THOSE, AND SO I SAID I DON'T BELIEVE THAT'S TRUE. I WANTED TO CLARIFY FOR THE PUBLIC RECORD, JUST BECAUSE WE APPROVED THESE NEW INFILL OR ZONING CHANGES, THIS DOES NOT SAY PRECINCTS IN THE FUTURE WILL ALSO NOT BE OPENED UP.

YEAH, MADAM CHAIR, THROUGH THE COUNCILLOR, NO, THE FULL PRECINCT PLANNING AND PRECINCT PRIORITIES, THOSE ARE ALL LAID OUT IN COMPLETE COMMUNITIES. THOSE AREN'T CHANGING. WHEN A PRECINCT IS READY TO COME FORWARD AS A SECONDARY PLAN FIRST, WE WON'T BE SAYING YOU CANNOT COME FORWARD. SO EVERYTHING IN COMPLETE COMMUNITIES AND OUR PHASING PLANS, ET CETERA, ARE STILL UNCHANGED.

THANK YOU.

BUT OUR WINNIPEG DOES ESTABLISH A POLICY TO ENCOURAGE AT LEAST 50% OF ANTICIPATED DEVELOPMENT TO BE INFILL, SO NOTHING IN THIS IS CHANGING THAT POLICY.

AND WE'VE BEEN DOING VERY WELL, AND WE PASSED THAT RIGHT NOW I KNOW THAT 50% NUMBER, WE'RE PASSED THAT ALREADY, SO THAT'S GREAT. I DON'T MIND THAT. JUST A CLARIFICATION QUESTION AGAIN. GOT A LITTLE CONFUSED ABOUT THE DRIVEWAYS FOR DUPLEX LOT OF 50 FEET. IF THEY HAVE A BACK LANE, A PAVED BACK LANE, THEY WOULDN'T BE ALLOWED TO HAVE A FRONT DRIVEWAY?

CORRECT.

GOOD, I WANTED TO MAKE SURE OF THAT. THIS WILL BE A LITTLE ECCENTRIC, AND FORT GARRY, THAT'S WHERE I'M FROM, SO THIS IS A MAP IN THERE THAT SAYS IS AIRPORT IS GOING TO BE PROTECTION ZONE, AND YOU SEE ONE OF THE MAPS HAS THE LINES THAT SQUIGGLE THROUGH IT. I KNOW THERE'S ZONE ONE WHERE YOU CAN'T BUILD, AND I THINK WE'RE PARTIALLY ZONE TWO, PART OF THE RIVER HEIGHTS NEIGHBOURHOODS ARE IN THERE. WHAT DOES THAT MEAN TO THOSE PEOPLE LIVING IN THAT QUADRANT OF THE A.V.P.?

THROUGH THE CHAIR, THAT BASICALLY MEANS THAT YOU NEED TO MEET CERTAIN NOISE MITIGATION AND BUILDING PERFORMANCE STANDARDS, BUT YOU CAN DO MULTI-FAMILY.

THAT'S THE CLARIFICATION I WAS LOOKING FOR. SOME PEOPLE THOUGHT IT MEANT IT WOULD BE EXCLUDED.

AREA ONE IS EXCLUDED FROM MULTI-FAMILY. AREA TWO IS PERMITTED.

AND NOISE MITIGATION. I HEARD YOU LOUD AND CLEAR. THAT'S A CATTY QUESTION. OH, THE LAST ONE I HAVE IS -- AND I KNOW THERE IS NO -- AND WE MAY HAVE TO DO THIS AFTER THIS VOTE, REGARDLESS. ONE THING THAT I PERSONALLY BELIEVE AND I'VE ACTUALLY HAD TWO AS OF RIGHT ONES THAT I'VE GOTTEN CALLS ON IS THE SURPRISE FACTOR I'M CALLING IT. SO ALL OF A SUDDEN THEY SEE A -- A NEIGHBOUR SEES A HOUSE GETTING RIPPED DOWN. THEY NEVER KNEW -- THEY HAD NO NOTICE, OBVIOUSLY, AS THEY REALLY WANT TO KNOW WHAT'S GOING ON. WHAT'S GOING TO BE BUILT HERE? RIGHT NOW WE DON'T HAVE A MECHANISM TO EVEN LET THEM SEE THAT OR, AS I SAID BEFORE, PEOPLE ARE NOT RED TAPE, THEY PROVIDE VALUABLE INPUT. THEY MAY SAY, YOU KNOW WHAT, THAT HVAC SYSTEM OVER THERE IS REALLY GOING TO CAUSE ME PROBLEMS. COULD YOU MOVE THAT, AS A REQUEST. IS THERE ANY CONSIDERATION TO TRYING TO FIND A WAY TO ALLOW RESIDENTS AT THE PERMIT STAGE OR THE DEVELOPMENT PLAN STAGE WHERE THEY COULD CLICK ON TO SEE WHAT'S GOING TO BE BUILT BESIDE THEM AND ALLOW THEM TO HAVE SOME INPUT THAT MAY EVEN MAKE THE DEVELOPMENT EVEN BETTER? IS THERE ANY THOUGHT OR CONSIDERATION FOR THAT?

MADAM SPEAKER:THANK YOU. THE RESPONSE?

SURE. SO WE HAVE BEEN TASKED WITH CREATING AS-OF RIGHT ZONING, WHICH CERTAINLY DOES NOT REQUIRE CONSULTATION WITH NEIGHBOURS. HOWEVER, PERMITS ONLINE WILL ALWAYS HAVE THE INFORMATION ABOUT WHAT IS BEING PROPOSED NEXT DOOR, AND SO YOU CAN SEARCH PERMITS ONLINE WITH ANY ADDRESS.

VERY GOOD.

AND SEE WHAT'S BEING PROPOSED THAT WAY.

THAT'S A VERY GOOD ANSWER. THANK YOU VERY MUCH. NO MORE QUESTIONS AT THIS POINT.

MADAM SPEAKER:THANK YOU. NEXT IS COUNCILLOR.

THANK YOU VERY MUCH. I SAW THE PRESENTATION AND APPRECIATED THAT THE COLOURS INDICATED WHERE THE HIGH-FREQUENCY TRANSIT ROUTES ARE AS OF JUNE 29, 2025. THE NEW PLAN THAT'S COMING OUT. IS THAT HARD-CODED INTO

THE BYLAW OR IS THAT SUBJECT TO CHANGE BASED ON WHAT TRANSIT DOES? NORTHEAST WINNIPEG, EAST KILDONAN, NORTH KILDONAN ALONG GATEWAY ROAD HAVE TRADITIONAL NOT HAD HIGH-FREQUENCY TRANSIT. IT'S ONLY BEING INTRODUCED IN PARTS OF IT AT LEAST LATER THIS JUNE. IF SIX MONTHS, 12, 18 MONTHS FROM NOW WE FIND IT DOESN'T HAVE ENOUGH UPTAKE BECAUSE IT'S FAIRLY LOW-DENSITY HOUSING TODAY, AND THEY TAKE AWAY THE HIGH-FREQUENCY TRANSIT IN THAT AREA, DOES THAT MAP AUTOMATICALLY CHANGE OR IS IT HARD-CODED INTO THE ZONING BYLAWS AND SUCH?

MADAM SPEAKER: THANK YOU. THE RESPONSE?

THE MAP THAT INDICATES THE UP TO 49 STOREYS FOR FOUR DWELLINGS PER LOT ONLY, THAT WOULD NOT BE AUTOMATICALLY UPDATED. THAT WOULD JUST REQUIRE ANOTHER MOTION FROM COUNCIL. HOWEVER, IT IS BASED ON TRANSIT'S FORWARD-LOOKING PLAN AT THE MOMENT, SO THIS IS WHAT THEY ARE PROJECTING FOR THE NEXT FIVE-YEAR PERIOD, AND SHOULD COUNCIL WANT TO CHANGE THAT, BUT AGAIN, THAT WOULD JUST BE THAT EXTRA FOUR FEET IN HEIGHT IS THE ONLY THING THAT TRANSIT MAP REALLY CHANGES.

OKAY, THANK YOU.

MADAM SPEAKER: THANK YOU. COUNCILLOR EADIE?

YES, THANKS, MADAM SPEAKER. FIRST THING, I DIDN'T QUITE HEAR THE FULL ANSWER OUR PUBLIC SERVICE REFERRED TO OURS WINNIPEG AND 60 FEET OR SOMETHING? I DIDN'T QUITE HEAR THE FULL ANSWER TO, IF I COULD GET THAT REPEATED, IT WOULD BE GREAT.

I THINK I UNDERSTAND WHAT COUNCILLOR EADIE IS ASKING FOR. IS IT REGARDING THE SETBACKS AND ALSO REGARDING WHERE THE -- WHICH LOTS HAVE MORE RESTRICTIONS ON THEM?

WHICH WHAT, SORRY?

WAS THE QUESTION REGARDING LOTS THAT ABUT RIVERS AND CREEKS?

ALL RIGHT.

MADAM SPEAKER: COULD YOU RESTATE YOUR QUESTION, COUNCILLOR EADIE?

YOU KNOW WHAT, I'M HAVING TROUBLE HEARING THE PUBLIC SERVICE IN SOME CIRCUMSTANCES. MY -- OKAY. ANYWAY, I WAS JUST WONDERING, AND MAYBE I'LL GET SOMETHING. SO OURS WINNIPEG, MADAM SPEAKER, WAS PROPOSING

SOMETHING LIKE 100 FEET BUFFER OR SOMETHING REGARDING RIGHT TO FOR UNITS AND/OR FOUR STOREYS AS WELL. I'D LIKE TO UNDERSTAND, I BELIEVE THERE'S A 25-FOOT BUFFER. IS THAT FROM THE RIVER BANK OR IS THAT FROM THE FRONT PROPER LINE OUT TOWARDS A STREET OR ANOTHER PROPERTY?

MADAM SPEAKER: THANK YOU. THE RESPONSE?

I DO UNDERSTAND THE QUESTION. I APPRECIATE YOU RESTATING THAT. SO YES, THERE WERE TWO CHANGES TO THE DRAFT BYLAW BASED ON THE REQUEST FROM A NUMBER OF GROUPS, INCLUDING OURS WINNIPEG AND SAVE OUR SEINE, THAT INCLUDED INCREASING THE REAR SETBACK FOR ANY BUILDINGS ON THE PROPERTIES THAT ABUT THE FOUR RIVERS BEING THE RED RIVER, THE ASSINIBOINE RIVER, THE SEINE RIVER AND THE LASALLE RIVER, AS WELL AS THE FOUR CREEKS BEING ORMAND'S CREEK, BUNNS CREEK, STURGEON CREEK AND TRURO CREEK, AND FOR THOSE, INSTEAD OF THE 10-FOOT REAR SETBACK FROM THE PROPERTY LINE, INSTEAD IT WOULD BE A 25-FOOT REAR SETBACK FROM THE PROPERTY LINE. THOSE LARGER 350-FOOT SETBACKS WOULD FREQUENTLY GO ALL THE WAY THROUGH THE PROPERTY LINE AND ACROSS THE STREET. SO AT THIS TIME, THAT WAS ONE OF THE CHANGES IN RESPONSE TO THE GROUPS WHO WERE LOOKING FOR THOSE LARGER GREENWAY AND BLUEWAY BIODIVERSITY CORRIDORS, AND THEN THE SECOND CHANGE WAS TO RESTRICT THREE-UNIT DWELLINGS THAT THEY MAY NOT BE LOCATED ON ANY LOT THAT IS IN AN R1 ZONING DISTRICT AND THAT ABUTS THOSE FOUR RIVERS AND THOSE FOUR CREEKS. AND ALSO FURTHER RESTRICTIONS ON ANY FOUR-UNIT DWELLINGS, THAT THOSE MUST NOT BE LOCATED ON ANY LOT THAT IS IN THE R1 OR R2 ZONING DISTRICTS THAT ALSO ABUT THOSE FOUR RIVERS AND FOUR CREEKS. SO THOSE WERE THE TWO CHANGES BASED ON THOSE REQUESTS.

OKAY. SO MADAM SPEAKER, AND JUST FOR CLARIFICATION, EVEN IF IT FALLS WITHIN THE 800-METRE DISTANCE FROM A FREQUENT TRANSIT? IS THAT RIGHT?

YES. THAT IS CORRECT. YES.

MADAM SPEAKER: THANK YOU. NEXT QUESTION, COUNCILLOR LUKES?

THANK YOU VERY MUCH. I WOULD JUST LIKE TO CLARIFY AGAIN WHEN THE PUBLIC CALLS A CITY COUNCILLOR AND SAYS WHAT'S BEING BUILT THERE OR WHAT'S GOING IN THERE, COULD YOU JUST CLARIFY WHAT THE PUBLIC SERVICE IS PUTTING UP? I HEAR THAT PEOPLE ARE TO GO TO THE PERMITS ONLINE, BUT THEY ARE NOT GOING TO FIND PERMITS ONLINE. THEY ARE NOT GOING TO KNOW THAT RIGHT AWAY. IF THEY CALL THEIR COUNCILLOR, WE WILL DIRECT THEM TO PERMITS ONLINE, BUT I THINK WE TALKED ABOUT -- I KNOW WE TALKED ABOUT THIS BEFORE. COULD YOU JUST RECAP FOR ALL OF US WHAT YOU'RE PUTTING UP IN THE WAY OF

INFORMATION AND WHERE PEOPLE CAN CONTACT OR GO TO IF THEY WANT MORE INFORMATION?

MADAM SPEAKER: THANK YOU. THE RESPONSE?

YES, MADAM CHAIR, THROUGH THE COUNCILLOR, AS YOU REMEMBER, IN MALLS AND CORRIDORS WE DO HAVE A REQUIREMENT BECAUSE THEY ARE MUCH BIGGER PROJECTS, MUCH LARGER DEVELOPMENTS. THERE IS A POSTING REQUIREMENT PRIOR TO BUILDING. FOR THE TWOS, THREES AND FOURS, THERE'S NO POSTING REQUIREMENT THAT WAY, AS WE MENTIONED, BUT ON OUR WEBSITE, INFILL.CA, WE WILL HAVE LINKS TO PERMITS ONLINE. PEOPLE WILL SEE THAT ON OUR WEBSITE AND BE ABLE TO SEARCH THAT LINK WITH AN ADDRESS.

MADAM SPEAKER: THANK YOU. NEXT QUESTION?

SO I MEAN, I GUESS THIS COULD BE AN AMENDMENT OR A MOTION OR SOMETHING, BUT PEOPLE ARE USUALLY MORE CONCERNED ABOUT THE NEIGHBOURHOOD THAN WHAT'S GOING ON, LET'S SAY, ON PEMBINA HIGHWAY OR HENDERSON HIGHWAY OR WHATEVER MAJOR CORRIDOR THERE IS. I'M GLAD WE'RE DOING THAT ON THE MAJOR CORRIDORS, BUT SO YOU'RE SAYING THERE'S NOTHING, NOTHING, IT WILL JUST BE SOMETHING HAPPENING AND THEY'LL CALL THE COUNCILLOR AND WE'LL DIRECT THEM TO PERMITS ONLINE? THAT'S BASICALLY WHAT THE ANSWER IS? IS THAT CORRECT?

THAT'S CORRECT, COUNCILLOR. AS-OF RIGHT DEVELOPMENT IS WHAT WE'VE BEEN DIRECTED TO TRY AND ENABLE HERE.

MADAM SPEAKER: THANK YOU. COUNCILLOR ORLIKOW, WOULD YOU TAKE THE CHAIR?

YES.

AND I'LL BE ASKING A QUESTION OR TWO. I APPRECIATE THE PRESENTATION YOU PUT UP THE SLIDE DECK ON PAGE 6 MR. DEPUTY SPEAKER IT LISTED COMMUNITY BENEFITS AND IMPACTS. I WANTED TO TALK A LITTLE BIT, HAVE THE PUBLIC SERVICE ELABORATE AND TALK A LITTLE BIT ABOUT THE BULLETS. SOME PROPERTIES EXPERIENCING SHADOWS CAST BY ADJACENT RESIDENTIAL BUILDINGS. NOW WE'RE TALKING ABOUT PEOPLE'S SUNSHINE THAT THEY ENJOY IN THEIR YARDS. I PRESUME. CAN YOU ELABORATE ON THAT? MR. DEPUTY SPEAKER TO THE PUBLIC SERVICE.

THANK YOU. WHO WANTS TO TAKE THAT ONE? OR WHOM?

DEPUTY SPEAKER, TO THE COUNCILLOR, WHENEVER THERE'S NEW DEVELOPMENT NEXT DOOR AND PERHAPS IF THE EXISTING HOME IS JUST A BUNGALOW AND A TWO-STOREY IS GOING UP NEXT DOOR, THERE WILL BE ADDITIONAL SHADOWING, DEPENDING ON NORTH, SOUTH, EAST AND WEST, WHERE IT'S LOCATED IN TERMS OF THE SUN PATH, BUT YES, THAT'S -- WE ARE HIGH LIGHTING THAT THERE WILL BE -- HIGHLIGHTING THAT THERE WILL BE SOME IMPACTS, JUST AS IF YOU MOVED INTO ANY LOT ON ANY SITE AND SOMETHING WAS BUILT NEXT TO YOU AND WAS A LARGER SCALE. THERE WILL BE IMPACTS, AND WE'RE ACKNOWLEDGING THAT THERE WILL BE SOME IMPACTS IN ADDITION TO SHADOWING.

BUT I THINK ALSO THINK IMPORTANT TO SAY, MADAM CHAIR -- WHOOPS, SORRY.

CARRY ON.

IS THAT THE EXISTING MAXIMUM HEIGHTS ARE NOT MATERIALLY CHANGING EXCEPT WITHIN 800 METRES OR HALF A MILE FROM TRANSIT, SO THOSE SORTS OF SHADOWING COULD ALREADY HAPPEN TODAY JUST WITH THE CONSTRUCTION OF A NEW SINGLE FAMILY HOUSE AT THE MAXIMUM ALLOWABLE HEIGHTS.

OKAY.

THANK YOU, MR. DEPUTY SPEAKER, AND ALSO THE BULLET OF REDUCED PRIVACY, IF THEY COULD JUST ELABORATE AND TELL US WHAT THEY HEARD FROM RESIDENTS AT THE NUMBER OF PUBLIC SESSIONS THAT WERE HELD? PRIVACY WILL CERTAINLY BE REDUCED, AND WHAT DID THEY HEAR FROM THE PUBLIC ON THAT?

VERY GOOD. RESPONSE?

SURE, AND SO IN A SIMILAR SENSE, THE EXISTING SETBACKS AND LOT COVERAGE AND HEIGHTS AREN'T REALLY CHANGING THAT MUCH FROM WHAT IS THERE TODAY AND IN MANY INSTANCES ARE NOT CHANGING AT ALL. AND SO YOU STILL WOULD HAVE THAT SAME PROXIMITY TO YOUR NEIGHBOURS. HOWEVER, ADDITIONALLY FOR ANYONE WHO IS BUILDING A TWO, THREE, OR FOUR-UNIT DEVELOPMENT, THEY WILL BE REQUIRED UNDER SECTION 28, WHICH IS FENCING, TO INSTALL A FENCE ALONG THE LOT LINES, AND THIS REGARD WOULD BE OFFERING SOME ADDITIONAL PROTECTION FOR PRIVACY TO THE NEIGHBOURS.

OKAY.

OKAY, THANK YOU. MR. DEPUTY SPEAKER, WE HEARD THAT THE HEIGHTS WON'T CHANGE VERY MUCH, BUT IN -- I MEAN, IT'S A FACT THAT IN SOME NEIGHBOURHOODS THERE ARE ESTABLISHED HOMES THAT HAVE BEEN THERE FOR A VERY LONG TIME, SO WHEN A NEW HOME IS ERECTED, THE ENJOYMENT OF SUN IN

ONE'S YARD WOULD BE QUITE DIFFERENT, LIKELY. THAT IS TRUE, CORRECT?

TO THE ADMINISTRATION?

YES, THAT COULD BE -- THAT ABSOLUTELY WOULD BE TRUE, BUT IT WOULD ALSO BE TRUE IN THE CASE OF SOMEONE BUILDING A LARGER SINGLE-FAMILY HOME AS WELL.

THANK YOU, MR. DEPUTY SPEAKER. I'LL TAKE THE CHAIR BACK.

WHOO! COUNCILLOR DUNCAN IS ON THE LIST.

COUNCILLOR DUNCAN, OVER TO YOU.

THANK YOU, MADAM SPEAKER. JUST A COUPLE POINTS TO START OFF HERE. QUICK QUESTION ON THE CREEKS AND HOW THEY WERE SELECTED. COULD YOU INFORM US, THROUGH YOU, MADAM SPEAKER, OF HOW THAT WAS DONE BY THE PUBLIC SERVICE?

MADAM SPEAKER: THANK YOU.

THANK YOU, MADAM SPEAKER, TO THE COUNCILLOR. THE CREEKS SELECTED ARE THE ONES IN OUR EXISTING WATERWAYS BYLAW, AND THAT BYLAW REQUIRES PERMITS FOR ANY BUILDING, CONSTRUCTION, CHANGE OF GRADE, ANY SORT OF DEVELOPMENT ON THE LOT REQUIRES A PERMIT WITHIN THE WATERWAYS BYLAW. THESE FOUR RIVERS AND FOUR CREEKS ARE LISTED IN THE WATERWAYS BYLAW.

IF I MAY, MADAM SPEAKER, IS THERE ANY CREEKS THAT ARE OMITTED FROM THIS THAT THE PUBLIC WILL BE ASKING WHY NOT MY CREEK?

MADAM SPEAKER: THANK YOU. THE RESPONSE?

THERE MAY BE. THERE ARE SOME SMALLER CREEKS WITHIN THE CITY. SAY, FOR EXAMPLE, STURGEON CREEK IS NOT LISTED. OH, STURGEON CREEK IS LISTED. LASALLE.

LASALLE RIVER.

THERE MAY BE, COUNCILLOR.

OKAY.

MADAM SPEAKER: THANK YOU.

I'LL HAVE A BETTER LOOK AT THAT AND JUST ANOTHER QUESTION, IF I MAY.

MADAM SPEAKER: COUNCILLOR DUNCAN?

THANK YOU, MADAM SPEAKER. SO LOOKING AT THE 39 FEET 800 METRES FROM TRANSIT THAT WE SPEAK OF, I KNOW THIS IS THROWING SOME GUESSES IN THERE, BUT IS THERE ANY WAY TO APPROXIMATE HOW MANY LOTS IN WINNIPEG WOULD BE SUBJECT OR A PERCENTAGE OF LOTS THAT WOULD BE SUBJECT TO THESE 39-FOOT STRUCTURES THAT WOULD HOUSE UP TO FOUR UNITS?

MADAM SPEAKER: THANK YOU. THE RESPONSE?

IF YOU WOULD JUST GIVE US ONE MOMENT, MICHAEL PILL IS ANSWERING THAT. HE WOULD JUST NEED A MOMENT TO CALCULATE, SO IF WE COULD COME BACK TO THAT ANSWER.

SURE.

MADAM SPEAKER: OKAY, THANK YOU. ANY FURTHER QUESTIONS, COUNCILLOR ORLIKOW?

THANK YOU, MADAM SPEAKER. YOU GOT ME ON THE OTHER PRIVACY ISSUE. I JUST CLARIFY RIGHT NOW THAT THERE ARE STOOPS, I THINK YOU CALL THEM, THAT ARE ALLOWED ON THE SIDE YARD. IT WOULD HAVE TO BE AT LEAST TWO FEET BACK, BUT THEY WILL BE ABOUT FIVE FEET HIGHER; IS THAT CORRECT? IF THEY BUILT IT IN SUCH A WAY WHERE THEY HAD A FIRST FLOOR BASEMENT, WHICH IS ABOUT 5 FEET, THEY SAID, ELEVATION, SO I'M GOING TO GO OUT OF MY HOUSE ON THE SIDE. I HAVE TO GO UP FIVE FEET AND THEN INTO MY PLACE ON THE SIDE; IS THAT CORRECT?

MADAM CHAIR, THROUGH YOU TO THE COUNCILLOR, THAT WOULD ONLY BE TRUE IF PEOPLE ARE DOING A DAYLIGHT BASEMENT, AND YOU'LL NOTICE THAT THE VAST MAJORITY OF OUR ILLUSTRATIONS -- ACTUALLY I THINK ALL OF OUR ILLUSTRATIONS -- DON'T -- DO NOT KNOW THAT DAYLIGHT BASEMENT BECAUSE THE MAJORITY OF FOLKS THAT WE TALK TO WHO WERE INTERESTED IN DOING THIS TYPE OF INFILL WERE UNLIKELY TO BUILD THOSE, SO WE DID NOT ILLUSTRATE THAT. BUT YES, YOU ARE CORRECT THAT IF SOMEONE WANTED TO DO A STOOP OR VESTIBULE UNDER SECTION 21 OF THE DRAFT BYLAW MODIFICATIONS, THEN THAT STOOP MIGHT BE AS TALL AS 5 FEET ABOVE GRADE, WHICH WOULD BASICALLY JUST BE THE SIDE ENTRANCE OR THE REAR ENTRANCE TO ONE OF THE UNITS.

YEAH, I'M SPECIFICALLY TALKING ABOUT THE SIDE, BUT THANK YOU FOR THE

ANSWER, WHICH LEADS ME TO MY NEXT QUESTION, ON PRIVACY AS WELL. SO NOW WE WALK UP FIVE FOOT ON OUR STOOP AND WE ARE LOOKING RIGHT INTO MY NEIGHBOUR'S LIVING ROOM BECAUSE THE HOUSE IS AT GROUND LEVEL, SO YOU CAN WAVE AT THEM EVERY TIME YOU GO INTO YOUR HOUSE, BUT THAT ALSO PUTS INTO THE OTHER FACTOR OF WINDOWS. IS THERE ANY CONSIDERATION HOW THE WINDOWS ON THE SIDE OF THE HOUSE HAVE TO TAKE CONSIDERATION OF PRIVACY FOR THE NEIGHBOURS? ANYTHING IN THERE ON THAT?

MADAM SPEAKER: THANK YOU, THE RESPONSE?

THERE'S NOT REALLY A LOT OF -- OKAY, SO IF THERE IS A SIDE BALCONY, THEY ARE REQUIRED TO DO A PRIVACY ALONG THE SIDE THAT DOES FACE THE NEIGHBOURS, BUT OTHERWISE, IT WOULD JUST BE VERY SIMILAR -- SO THOSE WOULD REQUIRE A PRIVACY SCREEN ON ANY SIDE-FACING PORTIONS, BUT OTHERWISE IT WOULD JUST BE LIKE A SECOND-FLOOR WINDOW THAT LOOKS INTO A NEIGHBOURING YARD TODAY. IT WOULD BE THAT SIMILAR DYNAMIC. SO THERE IS NOT ADDITIONAL PRIVACY SCREENING BEING PROPOSED, BUT HOWEVER, IF A SIDE OF A BUILDING IS WITHIN 10 FEET OF THE OTHER SIDE OF A BUILDING, THEN THE BUILDING CODE STARTS KICKING IN AS FAR AS THE AMOUNT OF OPENINGS YOU CAN HAVE AND, YOU KNOW, SOMETIMES REQUIRING GLASS BLOCK OR SOME OTHER MORE DURABLE MATERIALS. SO IF BUILDINGS START GETTING VERY CLOSE TOGETHER, THAT WOULD START LIMITING PRIVACY -- OR THAT WOULD START SUPPORTING PRIVACY AS WELL.

THANK YOU VERY MUCH, AND THAT WOULD BE THE 8% GLAZING WHERE IT WAS MENTIONED IN THE BYLAW, MINIMUM OF 8 -- LIKE, 8%, IS THAT RIGHT, THE NUMBER? GLAZING ON THE SIDE, MINIMUM AMOUNT, NOT MAXIMUM, WHICH I MAY BE TRYING TO CHANGE LATER ON.

YES, THAT'S RIGHT. THAT'S UNDER SECTION 25(1) (B), THAT ANY BUILDING FACADE THAT'S FACING A STREET, BUT NOT NECESSARILY FACING YOUR NEIGHBOUR. SO ONLY FOR THE STREET-FACING, AS MEASURED BETWEEN 3 FEET AND 8 FEET ABOVE EACH FINISHED FLOOR, THAT 25% OF THE FRONT FACADE, LIKE FACING THE FRONT STREET, WOULD BE GLASS, AND 8% OF THE SIDE FACADE, BUT THAT'S ONLY FACING A SIDE STREET, NOT FACING YOUR NEIGHBOUR'S HOME.

SO IS THERE ANY RESTRICTION? COULD I PUT 50% OF MY HOUSE, MY DEVELOPMENT BEING ALL GLASS, FACING MY NEIGHBOUR? IS THERE ANY RESTRICTION ON THAT? OF COURSE YOU WOULDN'T, BUT MAYBE YOU COULD.

MADAM SPEAKER: A RESPONSE PLEASE?

IT WOULD ONLY BE IF YOU WERE STARTING TO GET WITHIN THAT 10-FOOT SIDE SETBACK THAT THE BUILDING CODE WOULD START TO KICK IN, AND THAT WOULD

START TO LIMIT YOUR OPENING SIZES PRECIPITOUSLY.

YEP.

BUT OTHERWISE, NO.

SO BECAUSE I'M TALKING ABOUT THE RESIDENTS OF FORT GARRY AND THE FACT WE ARE LOOKING AT 4-FOOT SIDE YARDS AND MANY, MANY BUILDINGS WILL BE 8 FEET THERE ON THE ADJACENT SIDE, WHAT WOULD BE THE MAXIMUM GLAZING ALLOWED ON A BUILDING LIKE THAT? THAT IS ONLY 8 FEET FROM THE HOME ON THE OTHER SIDE.

MADAM SPEAKER: THANK YOU. THE RESPONSE? GET BACK TO THE COUNCILLOR?

YEAH, WE'LL GET BACK TO YOU.

MADAM SPEAKER: THANK YOU. THAT'S IT FOR NOW?

THAT'S IT FOR ME.

MADAM SPEAKER: MIKE PILL, DO YOU HAVE THE RESPONSE FOR COUNCILLOR DUNCAN?

HE WAS ASKING FOR FIVE MINUTES FOUR MINUTES AGO, SO I'M NOT SEEING HIS ANSWER QUITE YET, BUT I WILL LET YOU KNOW AS SOON AS IT COMES.

MADAM SPEAKER: OKAY, THANK YOU. COUNCILLOR ROLLINS?

THANK YOU. MADAM SPEAKER, I'M GOING TO HEARKEN BACK TO COUNCILLOR DUNCAN'S QUESTION WITH RESPECT TO THE FOUR CREEKS AND FOUR RIVERS. RIVER BANKS ARE PART OF OUR NATURAL SERVICES. SO ARE CREEKS IN TERMS OF THE WAY WE WORK ECOLOGICALLY TO -- WITHIN THE CITY OF WINNIPEG. OURS WINNIPEG HAD VERY SPECIFIC THINGS THAT THEY'VE CONSULTED WITH THE PUBLIC SERVICE ON, AND PERHAPS MANY COUNCILLORS, AS YOU KNOW, MADAM SPEAKER. IF THE PUBLIC SERVICE COULD RESPOND TO THEIR IMPLICIT ASK, I GUESS THAT'S IN FACT MY QUESTION, MADAM SPEAKER, FOR THE PUBLIC SERVICE. DID THE PUBLIC SERVICE RESPOND TO THEIR SPECIFIC ASK? IF NOT, WHY NOT, WITH RESPECT TO THE PROTECTION OF CREEKS, STREAMS, RIVER BANKS THEY WERE SEEKING?

MADAM SPEAKER: THANK YOU. THE RESPONSE?

SURE, SO WE DID RESPOND TO THEM AS MUCH AS WE COULD WITHIN THE

PARAMETERS THAT WE FELT MIGHT BE ACCEPTABLE TO US STILL FULFILLING OUR HALF CONTRACT COMMITMENTS, AND SO THEIR REQUEST OF EXTENDING THE PROTECTED AREAS 350 FEET ON EACH SIDE OF THE FOUR RIVERS AND 250 FEET ON EACH SIDE OF THE FOUR CREEKS WOULD TAKE -- WOULD REMOVE THE MAJORITY OF PROPERTIES THAT ABUT THOSE RIVERS AND CREEKS AND WOULD ALSO FREQUENTLY GO ACROSS THE STREET TO OTHER PROPERTIES. SO WE FELT THAT WHAT WE ARE PROPOSING HERE, WHICH IS A SIGNIFICANT LIMITATION ON THE DEVELOPMENT CAPACITY OF THOSE LOTS WOULD STILL ACHIEVE MANY OF THEIR REQUESTS. I WOULD ALSO JUST LIKE TO REMIND YOU THAT THOSE REQUESTS, THOSE TYPES OF PROPERTIES COULD ALREADY -- THE SAME SORT OF LOT COVERAGE AND THE SAME SORT OF HEIGHT COULD BE BUILT TODAY ON THESE PROPERTIES WITH JUST A SINGLE FAMILY DETACHED HOME. SO EVEN THOUGH THESE PROTECTIONS ARE REDUCING THE NUMBER OF FAMILIES THAT COULD BE IN THAT HOME, THE MASSING AND THE OVERALL SIZE OF THOSE HOMES ARE THE SAME. SO YEAH.

MADAM SPEAKER: OKAY, THANK YOU. ANY FURTHER QUESTIONS? COUNCILLOR ROLLINS?

JUST APPRECIATE THE RESPONSE. IF THE PUBLIC SERVICE HAS ANYTHING FURTHER TO ELABORATE ON WITH RESPECT TO THAT?

MADAM CHAIR, TO COUNCILLOR DUNCAN'S EARLIER QUESTION, THERE ARE TWO ADDITIONAL CREEKS, BEAVER DAM CREEK AND NORMAND CREEK, BUT THEY ARE NOT LISTED. THEY ARE BOTH VERY SMALL CREEKS.

MADAM SPEAKER: THANK YOU. MOVING TO COUNCILLOR MAYES?

WELL, I HATE TO LEAVE FROM THAT LOVELY DISCUSSION OF WHATEVER BEAVER DAM CREEK IS TO SOMETHING MORE MUNDANE. TWO QUESTIONS, I THINK ONE IS DIRECTED TO MR. KOSTIUK AS OUR SEWER PERSON FOR TODAY. JUST FOR CLARIFICATION, THEN, NONE OF THIS AMENDS THE SEWER BYLAWS, SO THE SAME PROVISIONS WOULD APPLY IF YOU'RE PUTTING IN A TWO-UNIT DUPLEX OR SINGLE FAMILY HOME WITH A SECONDARY SUITE, YOU'RE NOT HAVING TO PUT IN THE LAND DRAINAGE CONNECTION IF YOU'RE DOING MULTI-FAMILY, THE THREE OR THE FOUR YOU WOULD BE OBLIGATED TO PUT IN THE LAND DRAINAGE, THE L.D.S. SYSTEM?

THROUGH THE CHAIR, YEAH, CONFIRMATION FROM WATER AND WASTE IS THAT'S THAT'S WHERE THAT WOULD BE CONSIDERED TO THE PERMIT THROUGH IT. IT WOULD BE THROUGH THE THREE UNITS OR FOUR UNITS.

RIGHT, OKAY. WE'VE HAD THIS DEBATE A TIME OR TWO. OKAY. MOVING OVER THEN, IF I CAN, JUST A BIT, A COUPLE QUESTIONS ABOUT SECTION 10 I THINK IT IS IN THE

PROPOSED BYLAW, AND I SENSE DYLAN HARRIS WARMING UP IN THE BULLPEN HERE READY TO COME IN IF NEEDED TO ANSWER SOME QUESTIONS. TWO THINGS. I'LL START WITH THE CRITICISM FIRST AND THEN END WITH A MORE POSITIVE AGREEMENT, I THINK. SO THE FIRST QUESTION WAS THE SECTION 172 OF THE EXISTING ZONING BYLAW SAYS IF YOU'VE GOT MULTI-FAMILY YOU'VE GOT TO HAVE A DRIVEWAY, NOT PARKING AISLE, NOT PARKING SPOT, YOU'VE GOT TO HAVE A DRIVEWAY THAT'S 16 FEET WIDE. THIS WOULD AMEND THAT DOWN TO 10 FEET WIDE, SO RIGHT NOW YOU -- I THINK IF IT'S OVER TWO FAMILY, YOU'RE NEEDING 16 FEET. I THINK THERE'S MR. HARRIS, GOOD TO SEE YOU. SO CHANGES GOING FROM 16 DOWN TO 10 IN TERMS OF WIDTH, AND THAT WOULD EXTEND FOR THE FULL LENGTH OF THE PROPERTY, OR WHEREVER THAT DRIVEWAY WOULD END, WOULD TURN INTO A PARKING AISLE OR STALLS? ALL OF THAT IS CORRECT?

MADAM SPEAKER: THANK YOU.

HI, FOLKS, CAN YOU -- IS THAT READY TO GO QUESTION FOR ME?

MADAM SPEAKER: YES.

YES. OKAY. MADAM CHAIR, YES. THE PURPOSE OF THE DRIVEWAY IS TO PROVIDE ACCESS TO THE PARKING AREA, WHICH INCLUDES THE STALLS OR THE AISLE THAT ALLOWS VEHICLES TO TURN INTO THE STALL. SO THERE'S ADDITIONAL STIPULATIONS IN THIS SCHEDULE ABOUT NARROWING THE WIDTH OF A DRIVEWAY. IT ALSO SAYS HOW CLOSE IT CAN BE TO PROPERTY LINES.

RIGHT, OKAY, THANK YOU. AND THEN I THINK A QUESTION EITHER FOR MR. HARRIS OR -- WELL, I GUESS THROUGH YOU, MADAM SPEAKER, AND . . . THE SECTION 10 TALKS ABOUT DRIVEWAYS AND THEY CAN'T GET CLOSER THAN 10 FEET TO THE REAR PROPERTY LINE, AND WE ALREADY HEARD SOME HELPFUL COMMENTS ABOUT OPAQUE FENCING GOING IN. IT'S NOT JUST DRIVEWAYS WE'RE TALKING ABOUT HERE, THOUGH. THERE WOULD BE -- I THINK A FRIENDLY AMENDMENT TO SAY PARKING STALLS AND PARKING -- I'M NOT SURE IF ANYTHING RIDES ON THE DIFFERENCE BETWEEN PARKING AISLES OR DRIVE AISLES. I'LL LEAVE THAT TO MR. HARRIS THERE, BUT I THINK IT'S PARKING AISLE. SO IN OTHER WORDS, YOU CAN'T END RUN THIS BY SAYING, WELL, I DIDN'T PUT THE DRIVEWAY RIGHT NEXT TO THE FENCE, I PUT THE PARKING STALLS NEXT TO THE FENCE, OR THE DRIVE AISLE. IT WOULD -- IN KEEPING WITH THIS, THERE WOULD BE A 10-FOOT BUFFER AND THEN YOU'D HAVE TO DO THE PARKING AREA ALIGNED AS THE DEVELOPER WOULD SEE FIT IN TERMS OF DO THE PARKING STALLS GO NORTH SOUTH OR DO THEY GO EAST WEST. I GUESS THAT'S THE QUESTION. JUST FOR CLARITY, PUBLIC SERVICE, WOULD THE PUBLIC SERVICE SUPPORT PUTTING IN AN AMENDMENT THAT WOULD SAY, YES, DRIVEWAYS IN THIS PARTICULAR CONTEXT ALSO INCLUDES PARKING AISLE AND PARKING STALLS?

MADAM SPEAKER: OKAY, THANK YOU. THE RESPONSE?

YES.

THERE WE GO. ALL RIGHT, THANK YOU.

OKAY.

MADAM SPEAKER: ANY FURTHER QUESTIONS? OKAY, COUNCILLOR GILROY?

YEAH, ONE OF THE QUESTIONS I HAD WAS CAN YOU PLEASE WALK US THROUGH SOME OF THE CHANGES YOU HAD AROUND TREES AND SHRUBS?

MADAM SPEAKER: THANK YOU. THE RESPONSE?

SURE. YES, THERE IS A MORE ROBUST SET OF LANDSCAPE STANDARDS IN THIS DOCUMENT AS A RESULT OF THE COMMUNITY INPUT AND COUNCILLOR INPUT, AND SO YOU WILL SEE THOSE PLANTING STANDARDS STARTING IN SECTION 29, AND SO IT TALKS ABOUT WHAT IS REQUIRED AND WHERE, AND SO LOTS MUST CONTAIN NO LESS THAN ONE TREE AND FOUR SHRUBS. IF THE LOT IS 35 FEET OR LESS THAN IN WIDTH, AND MUST CONTAIN NO LESS THAN TWO TREES AND SIX SHRUBS FOR LOTS THAT ARE GREATER THAN 35 FEET BUT LESS THAN 50 FEET IN WIDTH, AND THREE TREES AND SIX SHRUBS FOR LOTS THAT ARE GREATER THAN OR EQUAL TO 50 FEET IN WIDTH THAT ARE LOCATED IN R1 OR R2, AND THEN TWO TREES AND SIX SHRUBS FOR LOTS GREATER THAN 50 FEET IN WIDTH THAT ARE LOCATED IN RMFS, BUT IN ADDITION TO THAT, SECTION 29(5) ALSO GIVES CREDIT FOR PRESERVING EXISTING TREES, AND THE AMOUNT OF CREDIT THAT'S GIVEN IS BASED ON THE DIAMETER OF THE TREES. SO IN TABLE 1, WHICH IS PRESERVATION OF EXISTING TREES, FOR DECIDUOUS TREES THAT HAVE A MINIMUM CALIPER OF THE PRESERVED TREES AS 7 AND 3/4 INCHES, THAT WOULD BE CREDITED FOR TWO OF THE REQUIRED TREES, REGARDLESS OF WHERE YOU ARE, AND A CONIFEROUS TREE THAT IS A MINIMUM HEIGHT OF 20 FEET WOULD BE CREDITED TO TWO TREES, AND THEN A DECIDUOUS TREE THAT THE MINIMUM CALIPER IS 18 INCHES, THAT WOULD GIVE YOU CREDIT FOR ALL OF THE REQUIRED TREES JUST BECAUSE IT'S HAVING A SIGNIFICANT DRIPLINE AND TAKING UP A LARGE PORTION OF THE PROPERTY. AND THEN FOR A CONIFEROUS TREE THAT IS A MINIMUM HEIGHT OF 33 FEET, THAT WOULD ALSO BE THE TRADE-OFF FOR ALL OF THE REQUIRED TREES.

THANK YOU.

MADAM SPEAKER: THANK YOU. COUNCILLOR CHAMBERS?

YES, THANK YOU, MADAM SPEAKER. THROUGH YOU TO THE PUBLIC SERVICE, I ASKED THE QUESTION THIS MORNING WITH RESPECT TO SIDE YARDS ON PROPERTIES THAT ARE 40 FEET WIDE AND SMALLER. I NOTE IN THE PRESENTATION THIS MORNING THAT YOU SAID IT SAYS FOUR FEET OR THREE FEET. I HAVE CONCERNS WITH THE 3 FEET. AS WITNESSED THIS PAST WEEKEND IN OTTAWA, I WAS ON A TOUR AND SAW SOME HOUSES THAT HAD THE THREE-FOOT SIDE YARDS THAT SEEMED TO BE QUITE SMALL. CONCERNS THAT AROSE IN MY MIND ARE DRAINAGE, SAFETY IN TERMS OF FIRE WALL, AND WHAT WAS THE THIRD ONE, ACCESS. ACCESS TO BACKYARDS. IS THERE THE POTENTIAL JUST TO HAVE IT AT FOUR FEET? I KNOW THAT WOULD IMPACT THE SIZE OF THE HOMES, TAKING TWO FEET ESSENTIALLY AWAY IF IT'S THREE FEET ON EACH SIDE GOING TO FOUR FEET ON EACH SIDE. HOW DOES THAT IMPACT IN TERMS OF MASSING OR PERCENTAGES OF BUILDING ON PROPERTY?

MADAM CHAIR, SO ONE OF THE PERSISTENT CONCERNS WE HEARD FROM THE COMMUNITY IS VERY TALL BUILDINGS, SO RELAXING THAT SIDE SETBACK A LITTLE BIT AND IN SOME SITUATIONS RELAXING THE LOT COVERAGE A LITTLE BIT WOULD ALLOW PEOPLE TO KEEP THE HEIGHTS DOWN, AND SO THAT'S ONE OF THE REASONS THAT ON LOTS THAT ARE LESS THAN 50 FEET WIDE THE PROPOSAL IS THAT ON ONE SIDE OF THE BUILDING IT COULD BE FOUR FEET AND THE OTHER SIDE OF THE BUILDING THAT COULD BE THREE FEET, BUT THEN IF LOTS ARE 50 FEET WIDE OR BIGGER, THEY WILL REQUIRE A FOUR-FOOT SETBACK ON BOTH SIDES. ANOTHER REASON WE WERE PROPOSING THAT THREE-FOOT SETBACK ON ONE SIDE IS IF YOU HAVE A MATURE TREE ON ONE SIDE OF THE PROPERTY, IT JUST LETS YOU KIND OF RESPECT THAT TREE AND HAVE A BETTER CHANCE OF MAINTAINING IT. SO THAT WAS THE RATIONALE BEHIND THOSE PROPOSED SIDE SETBACKS, BUT I DON'T -- I COULDN'T OPINE ON IF YOU CHANGED IT TO 4-FOOT SIDE SETBACK ALL AROUND IF THERE WOULD BE ANY CONCERNS FROM OUR --

BUILDERS.

YEAH, FROM THE BUILDERS OR FROM POTENTIALLY THE FEDERAL PERSPECTIVE.

OKAY. ALL RIGHT, THANK YOU.

MADAM SPEAKER: THANK YOU. NEXT SPEAKER, COUNCILLOR MAYES.

A NUMBER OF RESIDENTS HAD WRITTEN IN OR APPEARED AT MEETINGS TALKING ABOUT THE UNIQUE -- NOW IT CERTAINLY SOUNDS BRITISH, THE CONCEPT OF THE CONSIDERATE CONSTRUCTOR AND SOME SORT OF CODE FOR CONSIDERATE CONSTRUCTION. I WISH WE HAD HAD SUCH A THING FOR SEVERAL YEARS BASED ON SOME EXPERIENCES IN MY WARD, BUT I GUESS A TWOFOLD QUESTION. THERE'S NOTHING IN HERE THAT REALLY GOES TO THAT. YOU KNOW, OH, WE HAVE TO

CLEAN UP WITHIN X AMOUNT OF TIME, THAT SORT OF THING, AND BE -- I KNOW MR. COMAC WHO IS ON THE DELEGATE LIST AND HOPEFULLY ATTEND AND HAS BEEN VERY GOOD IN THIS, REALLY, AND BEEN WILLING TO TALK, HAS TALKED ABOUT EVERYONE WHO IS BUILDING THESE THINGS SHOULD HAVE TO BE A MEMBER OF THE MANITOBA HOME BUILDERS ASSOCIATION. THAT WOULD AT LEAST REGULATE IT SOMEHOW, SOME ACCREDITATION, SOME PROFESSIONALISM. HOW WOULD THE PUBLIC SERVICE FEEL ABOUT THAT? I GUESS, SO TWO QUESTIONS. IS THERE ANYTHING IN HERE THAT KIND OF MANDATES CONSIDERATE CONSTRUCTION; AND B, WHAT IS THE PUBLIC SERVICE VIEW ON MANDATING, IF YOU WANT TO BUILD A THREE-PLEX OR A FOUR-PLEX, YOU WOULD HAVE TO JOIN THE HOME BUILDERS ASSOCIATION?

MADAM SPEAKER: THANK YOU. THE RESPONSE?

MADAM CHAIR, YEAH, FOR THE FIRST QUESTION, THERE'S NOTHING IN THIS PROPOSAL THAT REGULATES IMPACT TO THE STREET CLEANUP, CONSTRUCTION, ET CETERA. THAT'S HANDLED IN SOME OF OUR OTHER BYLAWS, LIKE NEIGHBOURHOOD LIVABILITY BYLAW. I THINK PUBLIC WORKS ALSO HAS SOME BYLAWS ABOUT WHAT CAN HAPPEN ON A PUBLIC STREET WHEN YOU'RE BUILDING, HOW YOU HAVE TO FLAG IF YOU'RE GOING TO LEAVE SOMETHING ON THE STREET, YOU HAVE TO HAVE BARRIERS OVERNIGHT, ET CETERA. SO THERE'S NOTHING PROPOSED HERE FOR THAT. THAT'S ALREADY HANDLED, WE FEEL. IN TERMS OF HOME BUILDERS, HAVEN'T CONTEMPLATED THAT. I'M NOT SURE HOW THAT WOULD IMPACT OUR APPROVALS, ET CETERA, IF WE MAKE A RESTRICTION LIKE THAT. SOMETHING WE COULD LOOK AT AND INVESTIGATE, BUT I DON'T THINK IT'S A QUESTION WE COULD ANSWER HERE NOW. AND I WANTED TO REFER BACK TO COUNCILLOR CHAMBERS QUESTION ABOUT SIDE YARDS AND JUST WANTED TO POINT OUT THAT TODAY IN THE BYLAW, IN R1S, A SINGLE FAMILY, OUR SMALLEST LOTS, YOU CAN DO TWO, THREE-FOOT SIDE YARDS TODAY IN THE BYLAW, OR A 2-FEET AND A 4-FOOT, SO THESE REGULATIONS ARE ACTUALLY MAKING THOSE SIDE YARDS A LITTLE BIT WIDER AT 3 AND 4 AND THEN 4 AND 4 FOR THE BIGGER LOTS. JUST FOR CLARITY THERE.

MADAM SPEAKER: OKAY, THANK YOU. ANYTHING FURTHER, COUNCILLOR MAYES? COUNCILLOR ORLIKOW?

I DO RESPECT THE FACT WE HAVE A LOT OF DELEGATIONS HERE, BUT THIS IS OUR ONE CHANCE TO GET SOME OF THESE QUESTIONS OUT, SO I'M -- AND SOME OF THE QUESTIONS ARE LED FROM OTHER PEOPLE'S QUESTIONS. SO MY LAST QUESTION I HOPE, WE'LL SEE WHERE WE GO, LAND DRAINAGE. RIGHT NOW IF YOU CAN CLARIFY FOR ME THAT SUMP PUMPS CAN BE DRAINED EITHER TO THE FRONT YARD OR TO THE BACKYARD.

MADAM SPEAKER: THANK YOU. THE RESPONSE?

YES, THAT'S CORRECT. THE LAND DRAINAGE BYLAW, I DON'T KNOW WHAT THE EXACT TERM IS, IT'S UNDER WATER AND WASTE, THE BYLAW REQUIRES EITHER TO THE BACK OF THE LOT OR THE FRONT OF THE LOT.

YEAH, YOU HAVE HEARD ME MENTION HOW THE FRONT OF THE LOT, ESPECIALLY IF YOU HAVE A, WHAT DO YOU CALL IT, A PORCH, ENCLOSED PORCH, THAT'S GOING TO PUT A LOT OF WATER ON THE FRONT STREET SOMETIMES, SO I'M NOT SURE ABOUT THAT. I'LL BE STRAIGHT UP ABOUT THAT, LOOKING INTO THAT TONIGHT IN MY AMENDING BYLAWS, BUT THE OTHER ONE IS THE HVAC SYSTEMS. IS THERE ANYTHING IN HERE THAT PREVENTS DEVELOPER IN THE SIDE YARD PUTTING THE ON THE GROUND PUTTING THEIR HVAC SYSTEMS THERE RATHER THAN EITHER ON THE ROOF OR IN THE REAR OF THE BUILDING?

MADAM SPEAKER: THANK YOU. THE RESPONSE?

YES, COUNCILLOR, THERE'S NO REQUIREMENTS WITHIN THIS PROPOSAL IN TERMS OF THE BYLAW AND WHERE HVAC CAN GO. I BELIEVE IN OUR EXISTING BYLAW THERE IS SOME LANGUAGE AROUND THAT. MAYBE IF WE ASKED DYLAN HARRIS IS THERE ANYTHING AROUND AIR CONDITIONING, HVAC, ET CETERA, FOR RESIDENTIAL?

MADAM SPEAKER: THANK YOU. DYLAN, YOU HEARD THE QUESTION?

I DID, CHAIR. THROUGH YOU TO THE COUNCILLOR, WE FORMERLY DID REGULATE AIR CONDITIONING UNITS IN OUR PERMITTED PROJECTIONS TABLE. WE DON'T. IT WAS REMOVED. IT'S NOW MANAGED THROUGH NEIGHBOURHOOD LIVEABILITY BASED ON A NOISE LEVEL.

MADAM SPEAKER: THANK YOU. OKAY, NO FURTHER QUESTIONS? MADAM CLERK, WE'LL MOVE TO DELEGATIONS, BEGINNING WITH THOSE IN SUPPORT.

CORRECT, YES. OUR FIRST REGISTERED SPEAKER IN SUPPORT IS TYLER CREIGHTON, AND TYLER IS JOINING US VIA ZOOM. SO TYLER, IF YOU WANT TO GO AHEAD AND UNMUTE YOURSELF AND TURN ON YOUR VIDEO, YOU HAVE FIVE MINUTES FOR YOUR PRESENTATION.

MADAM SPEAKER: TYLER, ARE YOU PRESENT WITH US? WE'LL COME BACK, POSSIBLY, MADAM CHAIR? THE NEXT DELEGATION?

MAX SHREKENBECK, ALSO JOINING US VIA ZOOM. YOU HAVE UP TO FIVE MINUTES FOR YOUR PRESENTATION.

GOOD AFTERNOON. CAN YOU HEAR ME?

MADAM SPEAKER:YES, WE CAN.

OKAY, PERFECT. HELLO, EVERYONE. I'M PLEASED TO APPEAR BEFORE YOU TODAY IN SUPPORT OF YOUR AGENDA TO RE-LEGALIZE MORE HOUSING OPTIONS IN MORE NEIGHBOURHOODS, AND I USE THAT WORD "RE-LEGALIZE" VERY INTENTIONALLY. MAKE NO MISTAKE. WHAT YOU HAVE BEFORE YOU TODAY IS NOT SOME RADICAL NEW PROPOSAL BUT A RETURN TO MORE TRADITIONAL PATTERNS OF ZONING AND CITY DEVELOPMENT, A RETURN TO THE WAY IN WHICH MANY OF OUR MOST BELOVED NEIGHBOURHOODS FROM ST. BONIFACE TO THE EXCHANGE DISTRICT TO THE CORDON AREA AND MANY MORE WERE BUILT. MANY OF THESE NEIGHBOURHOODS, AS WELL AS ALMOST ANY OLDER NEIGHBOURHOOD IN THE CITY, WOULD BE ILLEGAL TO BUILD TODAY. THIS INCLUDES THE NARROW LOT HOMES IN THE NORTH END, THE MID BLOCK MULTI-FAMILY IN DANIEL MCINTYRE, AND THE MIXED USE CORNER STORES OF ELMWOOD. WINNIPEG IS IN A HOUSING CRISIS. WE CAN SEE IT ALL AROUND US. BOTH AT THE MORE ACUTE END IN TERMS OF PEOPLE SLEEPING ROUGH IN PARKS AND ON RIVER BANKS, HOWEVER, WINNIPEG ALSO HAS A SIGNIFICANT SHORTAGE OF MARKET RATE HOUSING, PARTICULARLY AT THE ENTRY LEVEL. AS SOMEONE WHO HAS BEEN RECENTLY LOOKING FOR MY FIRST HOME, I WOULD LIKE TO SHARE SOME OF MY EXPERIENCES WITH YOU. IN PARTICULAR, I WOULD LIKE TO ADDRESS THE ASSERTION WHICH I HAVE HEARD FROM SEVERAL PEOPLE, INCLUDING MORE THAN ONE CITY COUNCILLOR, THAT THEY ARE TEARING DOWN PERFECTLY LIVEABLE 200 TO 250,000 HOMES TO PUT UP INFILL DEVELOPMENTS. LET ME PUT IT BLUNTLY. IN TODAY'S MARKET, IF A HOUSE IS LIVABLE IT IS NOT SELLING FOR $250,000, AND IF IT'S SELLING FOR $250,000, IT IS NOT LIVEABLE. GIVE YOU A COUPLE OF EXAMPLES. ONE OF THE FIRST HOMES I EVER BID ON WAS A 800 SQUARE FOOT BUNGALOW BUILT IN 1930 IN THE GLENWOOD NEIGHBOURHOOD. IT HAD AN UNFINISHED BASEMENT, WHICH WAS DRY, GOOD BONES, BUT NEEDED A LOT OF WORK, INCLUDING A NEW ROOF, CHIMNEY, EAVESTROUGHS AND DOWNSPOUTS, SOFFIT, FASCIA, BOILER REPLACEMENT, A NEW KITCHEN AND NEW WINDOWS, THE PERFECT PLACE TO PUT IN SOME SWEAT EQUITY, RIGHT? SALE PRICE, $327,000. SECOND PLACE I LOOKED AT, A 700 SQUARE FOOT BUNGALOW FROM 1947. FINISHED BASEMENT, BUT IT STILL NEEDED NEW ROOF AND CHIMNEY, AN ARBOURIST TO DEAL WITH SOME OF THE TREES WHICH WERE OVERGROWN, AND SOME OTHER MINOR WORK. SALE PRICE, $411,000. THE THIRD HOUSE, AN 870 SQUARE FOOT BUNGALOW, AGAIN 1930, FINISHED BASEMENT, NICELY RENOVATED, MOVE-IN READY. SALE PRICE? HALF A MILLION DOLLARS. I COULD KEEP GOING AS I HAVE MANY MORE EXAMPLES, INCLUDING FROM SEVERAL FRIENDS MY AGE IN SIMILAR SITUATIONS. HOWEVER, I WOULD ALSO LIKE TO ADDRESS ONE OTHER ASPECT OF AFFORDABILITY, AND THAT IS PROPERTY TAXES. THIS PAST BUDGET WE'VE HAD THE HIGHEST PROPERTY TAX

INCREASE WINNIPEG HAS HAD IN DECADES AT 5.95%. IN HIS CAMPAIGN, MAYOR GILLINGHAM COMMITTED TO 3.5% ANNUAL PROPERTY TAX INCREASES. ACCORDING TO THE CITY'S OWN DATA, IF APPROXIMATELY 2% OF SINGLE FAMILY PROPERTIES WERE REDEVELOPED TO FOUR UNITS, THAT WOULD BE EQUIVALENT TO ALMOST EQUIVALENT TO A 3.5% PROPERTY TAX INCREASE. ONE HOME EVERY TWO BLOCKS REDEVELOPED INTO A FOUR-PLEX AND WE WOULDN'T NEED TO HAVE A PROPERTY TAX INCREASE ON EXISTING HOMEOWNERS AT ALL NEXT YEAR. I DON'T KNOW ABOUT YOU, BUT I'D MUCH RATHER HAVE A COUPLE MORE FOUR-PLEXES SCATTERED AROUND THE NEIGHBOURHOOD THAN ANOTHER PROPERTY TAX INCREASE. FINALLY, ALTHOUGH THIS PROPOSAL IS VERY GOOD, AND I STRONGLY SUPPORT IT, I WOULD LIKE TO SUGGEST TWO WAYS IN WHICH IT COULD BE IMPROVED. FIRST, THE ENTIRE PRIMARY TRANSIT NETWORK SHOULD BE USED WHEN CALCULATING HEIGHT LIMITS, INCLUDING THE DIRECT LINES. IN THE WINNIPEG TRANSIT MASTER PLAN, THE PRIMARY TRANSIT NETWORK IS CALLED A PERMANENT TOOL FOR CITY BUILDING. AS SUCH, WE SHOULD USE ALL OF IT WHEN WE'RE MAKING TRANSIT-BASED CITY BUILDING DECISIONS, INCLUDING HEIGHT LIMITS. SECONDLY, ALTHOUGH THE PROPOSAL CONTAINS A SLIGHT REDUCTION IN PARKING MANDATES, WHICH IS A GOOD STEP, THESE SHOULD BE ELIMINATED ENTIRELY. WHY ARE WE STILL FORCING HOUSING PROVIDERS TO SUBSIDIZE THE MOST EXPENSIVE, DANGEROUS AND ENVIRONMENTALLY DAMAGING FORM OF TRANSPORTATION? WITH THOSE TWO CHANGES, I THINK YOU REALLY HAVE A GOOD PROPOSAL FOR MOVING OUR CITY FORWARD INTO THE -- REALLY INTO THE 21ST CENTURY IN A MORE SUSTAINABLE WAY. I THANK YOU FOR YOUR TIME AND WELCOME ANY QUESTIONS.

MADAM SPEAKER:THANK YOU FOR YOUR PRESENTATION. OKAY, NO QUESTIONS TODAY. APPRECIATE YOU COMING DOWN TO SPEAK HERE. THANK YOU.

THANK YOU.

OKAY, OUR NEXT PRESENTER, WE'RE GOING TO GO BACK TO TYLER CREIGHTON JOINING US VIA ZOOM. TYLER, YOU CAN GO AHEAD. YOU HAVE UP TO FIVE MINUTES.

THANK YOU SO MUCH. CAN YOU HEAR ME OKAY?

MADAM SPEAKER:YES, WE CAN.

PERFECT. BEAUTIFUL, THANK YOU SO MUCH. MY NAME IS TYLER CREIGHTON. I'M HERE TO EXPRESS SUPPORT OF THE PROPOSED BYLAW CHANGES BECAUSE I WANT TO SEE OUR COMMUNITIES THRIVE, BE MORE CONNECTED AND MAKE HOMES A REALITY AND HAVE A SPACE FOR OUR SENIOR POPULATION TO AGE IN PLACE. WE STAND AT A PIVOTAL MOMENT. WE CAN CHOOSE A PATH TOWARDS SUSTAINABILITY, A BETTER FUNCTIONING CITY, AND START TO TACKLE THE HOUSING CRISIS, OR WE

CAN MAINTAIN THE STATUS QUO, FACING CONTINUED SERVICE CUTS AND GROWING DEFICITS. WHEN WE WERE LOOKING FOR OUR FIRST HOME, WE WANTED TO STAY IN THE NEIGHBOURHOOD I GREW UP IN. WE PUT IN COUNTLESS BIDS, OFTEN GETTING OUTBID BY TENS OF THOUSANDS OF DOLLARS EACH TIME. EVENTUALLY WE HAD TO MOVE TO A DIFFERENT AREA, LEAVING BEHIND THE PLACE THAT WE LOVED AND HAD TO START FROM SCRATCH. YEARS LATER, AFTER WE FOUND -- OR AFTER WE GOT SOME GOOD EQUITY, WE TRIED RETURNING AGAIN. THIS TIME WE NEEDED A HOME THAT SUITED OUR EVOLVING NEEDS. IDEALLY A WELL-BUILT DUPLEX WHERE OUR PARENTS COULD LIVE IN A SEPARATED SUITE, ALLOWING THEM TO CARE FOR THEM AS THEY AGED. HOWEVER, SUCH OPTIONS WERE LIMITED. MANY OF MY FRIENDS DREAM OF HOME OWNERSHIP, BUT IT SEEMS OUT OF REACH DUE TO LIMITED AND EXPENSIVE OPTIONS. WE ALSO SEE OUR AGING POPULATION STRUGGLING. THEY WANT TO DOWNSIZE AND REMAIN IN THEIR NEIGHBOURHOODS WHERE THEY'VE LIVED FOR DECADES. THE LACK OF SUITABLE HOUSING FORCES THEM TO LEAVE THEIR COMMUNITIES. WE NEED MORE FLEXIBLE HOUSING OPTIONS IN OUR EXISTING NEIGHBOURHOODS TO PRESERVE OUR COMMUNITY FABRIC. THESE ZONING CHANGES, WHILE NOT PERFECT, ARE A SIGNIFICANT STEP FORWARD. IF YOU LOVE YOUR NEIGHBOURHOOD, YOU SHOULD WANT MORE PEOPLE TO ENJOY IT. MORE RESIDENTS MEANS A STRONGER COMMUNITY CONNECTIONS, INCREASED SAFETY WITH EYES ON THE STREETS, VIBRANT NEIGHBOURHOODS, AND MORE SUPPORT FOR COMMUNITY -- LOCAL COMMUNITY CENTRES AND LOCAL BUSINESSES. OUR CITY'S CURRENT MOULD OF LOW DENSITY SPRAWL IS FINANCIALLY UNSUSTAINABLE. WE CAN'T KEEP UP WITH THE CITY SERVICES AND MAINTENANCE AND INFRASTRUCTURE THAT WE ALREADY HAVE. THESE DEVELOPMENTS DON'T GENERATE ENOUGH PROPERTY TAX TO COVER THE COSTS. THIS AFFECTS ESSENTIALLY CITY SERVICES, LIKE POOLS, LIBRARY HOURS, COMMUNITY SERVICES FUNDING, BRIDGES, ROADS, AND PARKS. THESE SERVICES WILL CONTINUE TO DECLINE WITH OUR CURRENT GROWTH PATTERN. WHEN OVER 80% OF OUR COSTS ARE ROADS AND PIPES, WE NEED TO FIGURE OUT A NEW WAY TO LOOK AFTER OUR CITY'S FINANCIAL OBLIGATIONS. SOME MAY WORRY ABOUT PARKING, SNOW CLEARING AND TRAFFIC WITH INCREASED DENSITY. INSTEAD OF VIEWING THESE AS ROADBLOCKS, WE NEED TO FIND SOLUTIONS. THE NEW TRANSIT SYSTEM IS ONE SUCH EXAMPLE OF THAT. SOME MAY ARGUE THAT 3 FEET OF CLEARANCE TO THE PROPERTY LINE ISN'T ACCEPTABLE. THIS MEANS A MINIMUM OF 6 FEET BETWEEN EACH HOME, AND OFTEN MIGHT BE LARGER THAN EXISTING PROPERTIES THAT ARE THERE TODAY. THERE ARE SEVERAL DESIRABLE COMMUNITIES IN WINNIPEG THAT LOOK LIKE THIS ALREADY, BUT WE STOPPED ALLOWING THEM TO BE BUILT. TAKE A WALK DOWN AN OLDER MATURE COMMUNITY AND YOU WILL FIND THAT THIS IS ALREADY IN PLACE AND WORKING TODAY, BUT IF THE SAME STRUCTURES WERE TO BURN DOWN, YOU WOULDN'T BE ABLE TO BUILD THEM AGAIN DUE TO OUR RESTRICTIVE HOUSING LAWS. WHAT TRULY DEFINES NEIGHBOURHOOD CHARACTER? IS IT STRUGGLING COMMUNITY MEMBERS? DETERIORATING STREETS? SERVICE CUTS AND NEGLECTED PARKS? OR

IS IT THE PRESENCE OF A FEW NEW BUILDING TYPES AND STYLES? THE HOUSING CRISIS AND OUR CITY'S FINANCIAL HEALTH ARE SERIOUS ISSUES REQUIRING BOLD SOLUTIONS. CUTTING SERVICES LIKE CITY STAFF WAGES AND FLOWER POTS IS NOT THE ANSWER. WE NEED TO REINVEST IN OUR EXISTING COMMUNITIES AND MAKE THE MOST OF OUR EXISTING LAND AND INFRASTRUCTURE. THANK YOU VERY MUCH.

MADAM SPEAKER:THANK YOU, TYLER. OKAY, THERE'S NO QUESTIONS TODAY. WE DO APPRECIATE YOUR PRESENTATION. THANK YOU.

HAVE A GREAT DAY. THANK YOU. BYE-BYE.

MADAM SPEAKER:MADAM CLERK?

OUR NEXT SPEAKER IS DILLON MARTIN, ALSO JOINING US VIA ZOOM. DILLON, IF YOU WANT TO GO AHEAD AND UNMUTE YOURSELF, YOU HAVE FIVE MINUTES.

HELLO, MADAM SPEAKER. TO CITY COUNCIL I'D LIKE TO START OFF BY TELLING YOU A BIT ABOUT MYSELF. I AM AN OFF-RESERVE CITIZEN IN FIRST NATION, WAS BORN IN WINNIPEG AND GREW UP IN THE NORTH END WHERE I LIVED WITH MY FATHER UNTIL WE MOVED TO THOMPSON FOR MY GRADE 8 THROUGH 12 YEARS.

DILLON, WOULD YOU LIKE TO PUT YOUR CAMERA ON? I'M NOT SURE IF IT'S WORKING OR NOT.

THE CAMERA IS NOT WORKING.

MADAM SPEAKER:OKAY, THANK YOU.

THANK YOU. SO WHERE I LIVED WITH MY FATHER UNTIL WE MOVED TO THOMPSON FOR MY GRADE 8 THROUGH 12 YEARS. I MOVED BACK TO WINNIPEG FOR POST-SECONDARY EDUCATION DURING A TIME OF DISASTROUSLY LOW VACANCY RATES FOR RENTERS, SEEING THE EFFECTS OF AN OVERLY TIGHT RENTAL MARKET ON TENANTS AND DOING A STORY ON THE TOPIC FOR THE UNITER. FOR ALL MY TIME IN WINNIPEG, I'VE LIVED IN MATURE COMMUNITIES, INCLUDING THE NORTH END, LORD ROBERTS, THE TALBOT GREY PART OF ELMWOOD, WEST BROADWAY AND THE CHALMERS SECTION OF ELMWOOD. I SEE THE PROMISE AND POTENTIAL OF MATURE COMMUNITIES UNDER A POLICY AGENDA THAT FOCUSES ON SMARTER GROWTH AND RENEWED PUBLIC AND PRIVATE INVESTMENT. A POLICY AGENDA THAT ALLOWS FOR MORE OPTIONS AND MORE CHOICE IN HOUSING, BECAUSE TODAY IS ULTIMATELY ABOUT CHOICE. IT'S ABOUT LETTING PEOPLE HAVE MORE OPTIONS FOR MORE TYPES OF HOMES IN MORE PLACES. IT'S ABOUT MORE OPPORTUNITIES FOR ARRANGEMENTS LIKE THOSE ENJOYED BY AN OLDER RELATIVE OF MINE, ARRANGEMENTS OF LIVING IN A DUPLEX NEXT TO THEIR DAUGHTER AND BEING

ABLE TO STAY CLOSE TO THE FAMILY AND LOOK AFTER THE YOUNG KIDS FROM TIME TO TIME. IT IS ABOUT MORE OPPORTUNITIES FOR FOLKS LIKE THAT WOMAN IN HER LATE 20s I KNOW WHO LOVED SOUTH OSBORNE AND IS ABLE TO LIVE WITHIN WALKING DISTANCE OF THE BRIDGE DRIVE-IN ICE CREAM SHOP THANKS TO AFFORDABLE RENTS OF A SECONDARY SUITE, AND IT'S ABOUT MORE CHOICES FOR MANY WINNIPEGGERS WHO PREFER TO LIVE NEAR TRANSIT IN COMPLETE COMMUNITIES WHERE YOU DON'T HAVE TO DRIVE EVERYWHERE FOR EVERY SINGLE ERRAND. THE OPPOSITE OF THESE OPTIONS AND CHOICES IS THE MONOCULTURE OF SINGLE FAMILY-ONLY EXCLUSIONARY ZONING, WHICH FREEZES MANY AREAS IN AMBER AS FAMILIES AGE AND NEED CHANGE, EXCLUSIONARY ZONING FORESTALLS MANY OPPORTUNITIES FOR GROWTH AND ADAPTION IN WINNIPEG AND PUTS THE THUMB ON THE SCALE AGAINST BUILDERS INTERESTED IN INCREMENTAL INFILL AND TOWARDS LOW DENSITY GREENFIELD SPRAWL AS THE EASIEST PATH. THIS OVER-EXTENDS OUR INFRASTRUCTURE BURDEN AND CAN RESULT IN UNWELCOME IMPACTS, SUCH AS THE CLEAR-CUTTING OF AGRICULTURAL OR FOREST LAND ON THE FRINGE OF THE CITY AS THE PATH OF LEAST RESISTANCE COMPARED TO COMMITTEE AFTER COMMITTEE TO BUILD ANY MULTI-FAMILY INFILL IN OUR ALREADY DEVELOPED URBAN NEIGHBOURHOODS. SOME HAVE LAMENTED THESE BYLAW CHANGES AS EXTREME AND THAT THEY WILL LEAD TO IMMEDIATE RADICAL TRANSFORMATION OF THE CITY, BUT THE REALITY IS MUCH MORE MUNDANE. INCREASING WHAT YOU ARE ALLOWED TO BUILD DOES NOT NECESSARILY CHANGE THE ECONOMICS OF WHAT IS FEASIBLE TO BUILD AND EARN A RETURN. THERE ARE LOTS ZONED R IS OR EVEN R2 IN WINNIPEG THAT ARE VACANT. HOMEOWNERS IN EXISTING HOUSES ARE NOT GOING TO DEMOLISH THEIR HOMES JUST BECAUSE THERE'S FEWER HOOPS TO JUMP THROUGH AFTER THESE CHANGES. WHAT THESE BYLAW UPDATES REALLY ALLOW IS A BIT MORE FLEXIBILITY TO REDEVELOP HOMES APPROACHING THE END OF THEIR LIFESPANS AND TO MEET THE CURRENT AND NEXT GENERATION'S NEEDS. IN SOME RESPECTS, WINNIPEG IS BEHIND THE CURVE ON MODERNIZING OUR ZONING. EDMONTON, SASKATOON AND REGINA HAVE ELIMINATED PARKING MINIMUMS FOR NEW BUILDS. UNDER THIS PROPOSAL, WINNIPEG SETS THEM AT ONE OFF-STREET SPOT PER UNIT, ESPECIALLY AROUND FREQUENT TRANSIT CORRIDORS WHERE WE SHOULD HOPE TO GAIN MORE TRANSIT RIDERS, THE CITY SHOULD CONSIDER ELIMINATING THEM AND LETTING BUILDERS AND BUYERS DECIDE HOW MUCH PARKING THEY WANT. THANK YOU FOR YOUR TIME. I HOPE COUNCIL WILL ADOPT THESE ZONING BYLAW CHANGES TO ALLOW MORE HOMES IN MORE PLACES, PREVENT THE EROSION OF WINNIPEG'S AFFORDABILITY ADVANTAGE, AND ENABLE OUR CITY TO EVOLVE TO MEET THE CHANGING NEEDS OF INDIVIDUALS AND FAMILIES.

MADAM SPEAKER:THANK YOU, DILLON, FOR YOUR PRESENTATION TODAY. THANK YOU. THERE'S NO QUESTIONS. COUNCIL WILL NOW HAVE A 10-MINUTE RECESS AND WE'LL RECONVENE AT 3:00. THANK YOU. [SHORT RECESS].

MADAM SPEAKER:TESTING TESTING. IF EVERYONE CAN HAVE THEIR SEAT, PLEASE. COUNCILLOR ORLIKOW, COUNCILLOR SANTOS? GOOD AFTERNOON. I'D LIKE TO RECONVENE OUR SPECIAL COUNCIL MEETING OF JUNE 2, 2024. 2025. WE ARE ON HEARINGS, THE HEARING IS BEFORE US, AND WE'RE HEARING FROM THOSE IN SUPPORT OF THIS APPLICATION. NOW THERE'S MANY PEOPLE IN THE GALLERY. WE PROBABLY WON'T GET TO EVERYONE TODAY. COUNCIL WILL ADJOURNING AROUND 5 P.M., SO TOMORROW WHEN YOU COME BACK WE WILL BEGIN AT 9:30 IN THE MORNING AND WE'LL GET RIGHT INTO DELEGATIONS. IF YOU'RE NOT SURE WHEN YOU'RE SPEAKING, THERE IS A LIST THAT'S PUBLISHED ON THE CITY WEBSITE, AND IF YOU NEED ANY SPECIFIC QUESTIONS ANSWERED, ONE OF THE CLERKS WOULD BE HAPPY TO COME SEE YOU. OKAY? SO IN AND AROUND 5:00 WE WILL BE ADJOURNING. MADAM CLERK, NEXT DELEGATION.

OUR NEXT SPEAKER IS MEL MARTIN, JOINING US VIA ZOOM. MEL, IF YOU WANT TO GO AHEAD AND UNMUTE YOURSELF AND TURN ON YOUR VIDEO, YOU HAVE FIVE MINUTES.

HELLO. THANK YOU VERY MUCH. CAN YOU HEAR ME?

MADAM SPEAKER:YES, WE CAN.

OKAY, GREAT. THANK YOU VERY MUCH, MEMBERS OF COUNCIL AND MAYOR GILLINGHAM, FOR HEARING FROM ME TODAY. MY NAME IS MEL -- I'VE PRESENTED TO A LOT OF YOU FOLKS BEFORE, OFTEN ON BEHALF OF GREEN ACTION CENTRE, WHERE WE PROMOTE SUSTAINABLE PRACTICES IN THE HOME, WORKPLACE AND BEYOND. WE'VE ALREADY SUBMITTED A WRITTEN DELEGATION THERE, SO I'M NOT GOING TO SPEAK TOO MUCH ABOUT THAT. WE JUST TALKED IN THAT SUBMISSION ABOUT HOW GREAT THESE CHANGES ARE TO HAVE MORE PEOPLE LIVING WHERE THERE'S ESTABLISHED INFRASTRUCTURE, CLOSE TO TRANSIT, BIKE AND WALKING ROUTES. AND HOW IMPORTANT IT IS TO THE FINANCIAL SUSTAINABILITY AND THE ENVIRONMENTAL SUSTAINABILITY OF OUR CITY. IN THAT AS WELL, I HAD SENT A LINK TO A REALLY GREAT REPORT CALLED CITIES IN TRANSITION. IT'S FROM THE INTERNATIONAL INSTITUTE OF SUSTAINABLE DEVELOPMENT. SO WE'RE SEEING A REALLY BIG SHIFT FROM THESE KIND OF BIG ORGANIZATIONS, RECOGNIZING THERE'S NOT ENOUGH TO JUST ELECTRIFY AND REALLY LOOKING THE FACT THAT WE HAVE TO JUST CHANGE OUR URBAN DESIGN IN TERMS OF ENVIRONMENTAL SUSTAINABILITY AS WELL. AND SO IT'S REALLY IMPORTANT TO READ THAT REPORT. WINNIPEG IS THE CASE STUDY IN IT, AND THE AUTHOR, ZACK REMPLE -- SORRY, MY DOG IS BEING A LITTLE BIT GROWLY HERE. ZACK REMPLE IS HERE TO SPEAK AND A FEW PEOPLE AFTER ME, SO I'LL LET HIM ANSWER QUESTIONS ABOUT THAT. I REALLY WANTED TO SPEAK A LITTLE BIT ABOUT MY EXPERIENCE AT ONE OF THE OPEN HOUSES. SO I WENT TO THE OPEN HOUSE AT THE CONVENTION CENTRE. I REALLY LIKE TO GO TO THESE OPEN HOUSES JUST TO KIND OF BE A FLY ON THE WALL, TO

REALLY GET OUT OF THE BUBBLE, HEAR WHAT PEOPLE ARE IN FAVOUR OF, NOT IN FAVOUR OF, JUST TO -- AS AN ADVOCATE -- KIND OF BE ABLE TO DO A BETTER JOB OF ANSWERING QUESTIONS, SEEING WHERE THERE'S DISAGREEMENTS, THOSE SORTS OF THINGS. SO AS I WAS GOING AROUND THE DISPLAYS, I NOTICED I WAS KIND OF IN THE GROUP WITH THESE TWO LADIES WHO WERE VERY MUCH OPPOSED THERE. SO I WAS KIND OF NOTING WHAT THEY WERE SAYING TO EACH OTHER, THOSE SORTS OF THINGS. AND THEN AT ONE POINT, AT ONE OF THE BOARD'S -- YOU KNOW, THEY KIND OF TURNED TO ME OF, LIKE, OH, DON'T YOU AGREE THAT THIS IS TERRIBLE, AND SO I WAS LIKE, OH, NO, I'M IN THE CONVERSATION NOW, BUT IT WAS REALLY GREAT, SO I JUST TOLD THEM THAT I WAS ACTUALLY VERY MUCH IN FAVOUR OF THESE BYLAW CHANGES. I WAS ABLE TO SPEAK WITH THEM ABOUT MY STRUGGLES WITH HOUSING SINCE MOVING HERE IN 2001 AS A UNIVERSITY STUDENT AND ALL THROUGH MY ADULT LIFE, STRUGGLES THAT MY PEERS HAVE BEEN HAVING, MOST WHO HAVE GIVEN UP ON HOME OWNERSHIP. THEY REALIZE THEY'RE JUST GOING TO BE RENTING FOREVER, SO JUST THAT THREAT OF RENOVICTION IS ALWAYS HANGING OVER THEIR HEADS. AND THEN, YOU KNOW, AND I WAS ABLE TO HEAR SOME OF THEIR CONCERNS AS WELL AND JUST TO USE MY EXPERIENCE, YOU KNOW, I'M NOT AN EXPERT IN THIS AREA, BUT I HAVE DONE A LOT OF RESEARCH IN IT OVER THE LAST FIVE OR SIX YEARS, JUST CONNECTING, JUST HOW CONNECTED SUSTAINABLE TRANSPORTATION IS WITH URBAN DESIGN AS WELL. SO ABLE TO ANSWER THE QUESTIONS. ONE OF THEIR BIG ONES, CONCERN THEY HAD WAS THAT WE WERE GOING TO BE PAYING FOR THIS AS, LIKE, THE TAXPAYERS, THAT IT WAS GOING TO BE THE CITY PUTTING UP THE HOUSING, YOU KNOW, SO THEY WERE CONCERNED ABOUT THAT. NOT REALIZING THAT IT'S -- YOU KNOW, IT'S NOT THE CITY THAT'S BUILDING THE HOUSING. IT'S JUST THE BYLAW CHANGES. AND ACTUALLY ONE OF THEIR BIG CONCERNS WAS ACTUALLY KIND OF IN SUPPORT OF THE CHANGES AS WELL, SO THEY MENTIONED THAT THEY WERE IN ST. JAMES AND, YOU KNOW, THEY WERE LIKE, WELL, WHY IS THIS HAPPENING EVERYWHERE ELSE AND WHY CAN'T, YOU KNOW, THE LOTS -- WE HAVE THESE EMPTY LOTS AND THEY ARE NEVER BEING DEVELOPED AND THEY ARE JUST IGNORED. AND I WAS LIKE, OH, WELL, FUNNY YOU SHOULD MENTION THAT. THESE BYLAWS WILL ACTUALLY MAKE IT EASIER FOR THOSE LOTS TO BE DEVELOPED. RIGHT NOW IT'S JUST VERY HARD. THERE'S A LOT OF RESTRICTIONS ON THEM. IT COSTS A LOT OF MONEY TO GET PERMISSIONS, YOU KNOW, BUT WITH THESE CHANGES IT WILL JUST BE A LITTLE BIT EASIER, NOT JUST FOR A DEVELOPER, BUT JUST FOR AN EVERYDAY PERSON TO PERHAPS DEVELOP -- YOU KNOW, DO SOMETHING WITH THOSE LOTS IN THE FUTURE. AND THEN I WAS JUST ABLE TO SHARE SOME RESOURCES WITH THEM AS WELL, JUST BOOKS THAT I'VE READ OVER THE YEARS. TALKED TO THEM A LITTLE BIT ABOUT STRONG TOWNS AND ENCOURAGED THEM TO DO SOME READING THERE. SO YEAH, IT WAS ABOUT TEN MINUTES. A LOT OF OTHER PEOPLE HAD KIND OF JOINED IN OUR CONVERSATION AS WELL. IT WAS REALLY NICE, YOU KNOW, SO A LOT -- KIND OF LIKE THESE HEARINGS. YOU'RE EITHER FOR OR AGAINST, BUT IN OUR CASE -- I MEAN, WE WERE REALLY FOR THE SAME THINGS.

WE WANT TO LIVE IN GOOD NEIGHBOURHOODS WITH GOOD SERVICES THAT WE CAN AFFORD, AND TO TAKE CARE OF THINGS, AND TO BE MORE FINANCIALLY SUSTAINABLE. YOU KNOW, SO I THINK THAT THAT SAYS A LOT ABOUT KIND OF THE FUTURE OF WINNIPEG AND THAT THERE'S JUST A LOT TO BE HOPEFUL FOR AND THAT EVEN THOUGH IT CAN SEEM LIKE THERE'S A LOT OF, YOU KNOW, PEOPLE WHO ARE AGAINST CHANGES LIKE THIS, I JUST DISAGREE. I THINK, YOU KNOW, THAT NO NEIGHBOURHOOD SHOULD BE IMMUNE FROM CHANGE BUT NO NEIGHBOURHOOD SHOULD HAVE --

MEL, THAT CONCLUDES YOUR SPEAKING TIME.

OKAY, GREAT.

MADAM SPEAKER:THAT WAS FIVE MINUTES. WE DO APPRECIATE YOU COMING TODAY. I DON'T SEE ANY QUESTIONS AT THIS POINT IN TIME.

OKAY, AWESOME. THANK YOU SO MUCH.

MADAM SPEAKER:MADAM CLERK, NEXT DELEGATION.

OKAY, OUR NEXT REGISTERED SPEAKER IS FANNY CONKEN, ALSO JOINING US VIA ZOOM. FANNY, IF YOU WANT --

HI, CAN YOU GUYS HEAR ME OKAY TODAY?

MADAM SPEAKER:YES.

OKAY, I'M GOING TO TAKE MY HEADPHONES OFF, BECAUSE I CAN HEAR EITHER PEOPLE IN MY EAR. SO I JUST WANT TO SAY GOOD AFTERNOON MEMBERS OF CITY COUNCIL AND FELLOW WINNIPEGGERS. MY NAME IS FANNY. AND I AM HERE TODAY TO EXPRESS MY STRONG SUPPORT FOR THE PROPOSED ZONING BYLAW CHANGES. MY HOPE IS THAT THESE CHANGES WILL HELP THE CITY OF WINNIPEG FACILITATE DEVELOPMENT OF NOT ONLY MORE HOUSING BUT HOUSING THAT IS MORE INCLUSIVE, MORE ACCESSIBLE AND BETTER DESIGNED TO MEET THE NEED OF ALL WINNIPEGGERS. PERSONALLY, I LIVE WITH MULTIPLE DISABILITIES AND HAVE FACED CONSISTENT BARRIERS IN WINNIPEG. I HAVE LIVED HERE FOR OVER A DECADE, AND DURING THAT TIME I'VE ROUTINELY FOUND THAT I'VE BEEN EXCLUDED FROM EITHER SERVICES OR FORCED TO PAY SIGNIFICANTLY MORE JUST TO MEET MY BASIC NEEDS. AND YET I STILL CONSIDER MYSELF ONE OF THE LUCKY FEW BECAUSE I CAN ACTUALLY STILL DRIVE A CAR, FOR NOW. AND THAT'S WHERE MY CONCERN LIES WHEN I THINK ABOUT MY FUTURE HOUSING NEEDS AND WHEN I THINK ABOUT THESE ZONING CHANGES AND HOW THEY WOULD POSITIVELY IMPACTED THE DISABLED COMMUNITY OF WINNIPEG. SO FOR ME, MY NEIGHBOURHOOD,

RICHMOND WEST, IS VERY UNWALKABLE AND QUITE INACCESSIBLE TO ME. THERE ARE FEW SIDEWALKS AND THERE ARE NO AMENITIES CLOSE ENOUGH FOR ME TO REACH ON FOOT, AND WHEN THE DAY COMES THAT I CAN NO LONGER DRIVE DUE TO PROGRESSION OF MY DISABILITIES, I WILL HAVE ALMOST NO ACCESS TO MY COMMUNITY AND I WILL FACE A MAJOR LOSS OF INDEPENDENCE. SO WHEN I REALIZED THIS I STARTED LOOKING INTO OTHER AREAS OR NEIGHBOURHOODS OF THE CITIES THAT MIGHT BE MORE SUITABLE AND OVERALL HAVE BEEN QUITE DISAPPOINTED WITH WHAT WINNIPEG CURRENTLY HAS TO OFFER IN TERMS OF ACCESSIBLE HOUSING AND ACCESSIBLE COMMUNITIES. SO FOR EXAMPLE, I LIVED IN OSBORNE VILLAGE FOR A FEW YEARS, AND AT THE TIME I THOUGHT THAT COULD BE A GOOD OPTION FOR ME AND MY POTENTIAL FUTURE AS A WHEELCHAIR USER, BUT AFTER LIVING THERE FOR SEVERAL YEARS, THERE WAS MANY OCCASIONS WHEN I SAW WHEELCHAIR USERS FORCED INTO THE STREET AND DODGING CARS BECAUSE THE SIDEWALKS WERE EITHER COMPLETELY OVER OR CRUMBLING AND BUCKLING, AND THAT'S NOT SAFETY. IT'S NOT ACCESSIBILITY, AND I DON'T THINK IT'S ACCEPTABLE. I THINK IT'S NO SECRET THAT THE CITY OF WINNIPEG IS IN A BUDGET CRISIS AND IT'S BECOME CLEAR THAT IT CAN'T AFFORD TO PROVIDE IS SERVICES TO MAKE OUR COMMUNITIES TRULY ACCESSIBLE. YEAR AFTER YEAR THERE AREN'T ENOUGH FUNDS TO KEEP THE SIDEWALKS CLEAR OF SNOW AND ICE OR PROVIDE ADEQUATE TRANSIT BUS SERVICE OR SUPPORT THE DEVELOPMENT OF ACCESSIBLE HOUSING IN COMMUNITIES THAT ARE ACTUALLY THEMSELVES LIVEABLE FOR PEOPLE WITH DISABILITIES. I THINK TOO OFTEN PEOPLE WITH DISABILITIES ARE EXPECTED JUST TO STAY HOME AND NOT ENGAGE WITH THEIR COMMUNITIES AND PAY EXTRA FOR SERVICES LIKE GROCERY DELIVERY OR TAXI TO DAILY ERRANDS BECAUSE THE INFRASTRUCTURE AROUND THEM SIMPLY ISN'T USABLE. AND THAT'S WHY THESE ZONING CHANGES MATTER. THIS IS A NECESSARY STEP TOWARDS BUILDING A CITY THAT WORKS FOR ALL OF US. I THINK THAT THESE PROPOSED BYLAW CHANGES ARE A COMMENDABLE EFFORT TO INCREASE HOUSING DENSITY AND DIVERSITY, AND SPECIFICALLY THAT THEY HAVE THE POTENTIAL TO ALLOW A BROADER RANGE OF HOUSING TYPES TO GIVE PEOPLE WITH DISABILITIES MORE OPPORTUNITIES TO FIND HOMES THAT MEET THEIR NEEDS, SUCH AS BARRIER-FREE UNITS IN WALKABLE AND ACCESSIBLE NEIGHBOURHOODS THAT ARE CLOSE TO ESSENTIAL SERVICES. AND NOT SO SPRAWLED. THE BYLAWS COULD POTENTIALLY OPEN A DIVERSE MIX OF HOUSING, AND IT HELPS BUILD NEIGHBOURHOODS THAT ARE WELCOMING AND SUPPORTIVE OF PEOPLE OF ALL AGES AND ABILITIES AND ALL STAGES OF THEIR LIFE. LASTLY, I, AND MOST IMPORTANTLY, I REALLY HOPE THAT TODAY'S CITY COUNCIL UNDERSTANDS WHO THEIR CONSTITUENTS TRULY ARE, BECAUSE ACCORDING TO THE FEDERAL GOVERNMENT ONE IN FIVE CANADIANS CURRENTLY LIVES WITH A DISABILITY, AND AS A BABY BOOMER GENERATION AGES, THAT NUMBER IS EXPECTED TO POTENTIALLY REACH ONE IN FOUR. SO OUR CITY'S HOUSING STOCK IS ABSOLUTELY NOT READY FOR THAT REALITY, AND I THINK THESE ZONING CHANGES WON'T FIX EVERYTHING, BUT THEY ARE AN ABSOLUTELY ESSENTIAL START, AND THE ZONING

CHANGES JUST MAKE FINANCIAL SENSE IN THE LONG TERM. SO IN CONCLUSION, I AM URGING THE CITY COUNCIL TO APPROVE THE PROPOSED ZONING BYLAW CHANGES. IT'S NOT -- THIS ISN'T JUST ABOUT INCREASING DENSITY. IT'S ABOUT INCREASING EQUITY. IT'S ABOUT BUILDING A MORE INCLUSIVE AND ACCESSIBLE WINNIPEG FOR EVERYONE.

THANK YOU, FANNY. ANY QUESTIONS FOR THE DELEGATION? OKAY, NO QUESTIONS. FANNY, I HAVE A QUESTION FOR YOU. DO APPRECIATE YOUR PRESENTATION TODAY. YOU TALKED ABOUT ACCESSIBILITY AND EQUITY. WHAT ARE YOUR THOUGHTS ON HAVING ONE OF THESE UNITS ACCESSIBLE WHEN IT'S A LARGER FOUR-PLEX, LET'S SAY?

I ABSOLUTELY WOULD LOVE THAT IF THERE WAS SOME SORT OF -- SORRY, I CAN HEAR MYSELF IN MY EARS. I HAVE TO MUTE THAT. I WOULD LOVE IT IF THERE WAS SOME SORT OF GOAL OR SOMETHING FOR EACH FIRST LEVEL UNIT TO BE THIS MANY ACCESSIBLE. I EVEN SAW IN THE CMHC, THE CANADIAN MORTGAGE AND HOUSING CORPORATION, I THINK, THEY HAVE THAT HOUSING CATALOGUE WHERE THERE ARE UNITS THAT ARE ACCESSIBLE, LIKE TOTALLY WHEELCHAIR ACCESSIBLE. I THINK THAT WOULD BE POTENTIALLY A GREAT AMENDMENT, BUT REALLY JUST MORE HOUSING IN GENERAL I THINK WOULD GIVE A LOT MORE OPTIONS.

MADAM SPEAKER: THANK YOU, FANNY. COUNCILLOR LUKES HAS A QUESTION.

I JUST WANT TO THANK FANNY FOR ALL OF HER ADVOCACY FOR ACCESSIBILITY AND FOR HOUSING. WE DIALOGUE BACK AND FORTH, AND I REALLY APPRECIATE IT. THANK YOU.

MADAM SPEAKER: THANK YOU, FANNY. YOU HAVE A GOOD DAY. OUR NEXT DELEGATIONS, I BELIEVE, ARE IN PERSON. MADAM CLERK?

THAT'S CORRECT. OUR NEXT DELEGATION IS JOINING US IN PERSON.

MADAM SPEAKER:AND I'D LIKE TO ASK IS STEVEN SCHNEIDER HERE? IF YOU COULD COME DOWN AND WAIT. SARINDER, PLEASE COME FORWARD. IS MARIO MANUEL LOPEZ HERE? YOU'LL BE NEXT, SIR. [CAPTIONER SWITCH] I BELIEVE WE'LL GO BACK TO VIRTUAL. SURENDU? YOU DON'T SEE THAT. PRESENTER HERE. STEVE SNYDER.

GOOD AFTERNOON, COUNCIL. I WILL BE BRIEF. YOU HEARD DYLAN SPEAK ABOUT PARKING MINIMUMS. I SENT TO -- I SENT A LIST OF SIMILAR CITIES IN CANADA AND U.S. TO NO DETRIMENT TO THE CITY AT ALL AS WELL AS A COUPLE OF THREE THAT INCLUDED PARKING MAXIMUM FOR CERTAIN USES. I THINK THAT IS SOMETHING THAT SHOULD BE ADDED TO THIS. I DO SUPPORT IT. IT SHOULD BE ADDED TO THIS PARTICULAR AMENDMENT AS WELL AS CONSIDERATION FANNY BROUGHT UP THE

CMHC'S DESIGN. I THINK WE SHOULD CONSIDER LOOKING AT A STANDARD APPROVED DESIGN. SOME PEOPLE THINK IT MIGHT CAUSE TOO MUCH CONFORMITY WITHIN THE COMMUNITY. I LIVE IN SCOTIA HEIGHTS ALONG WITH COUNCILLOR ROSS EADIE. [INDISCERNIBLE] WE HAVE A LOT OF DIVERSITY OF HOMES IN THAT AREA DESPITE THE FACT THAT A LOT OF THOSE ARE SERIOUS ROLL BACK HOMES. YOU BOUGHT THEM FROM A CATALOG. THEY WERE ALL THE SAME AS THEY CAME TO YOU. THERE'S A LOT OF DIVERSITY FOR DIFFERENT HOME. EVEN THEY WERE A STANDARD PRODUCT. I HOPE YOU CONSIDER THOSE TWO ADDITIONS. IN ITS CURRENT FORM. THANK YOU. --

CHAIR: MADAM CLERK NEXT?

CLERK: MARIO MANUAL LOPEZ.

CHAIR: THANK YOU, WELCOME.

IDENTIFY BEEN HERE A FEW TIMES NOW SPEAKING AS AN ADVOCATE FOR AFFORDABLE HOUSING. NOT ONLY DO I SUPPORT THE MOTION, I HIGHLY ENCOURAGE THAT IT BE ADDED ON TO. LET'S BE QUITE HONEST HERE, WHEN WE LOOK AT AREAS SUCH AS THE NORTH END, MAYOR GILLINGHAM WE HAD WHAT MUTUAL FRIEND WITH THE WILLIAM WHITE NEIGHBOURHOOD ASSOCIATION. HE'LL TELL THERE'S 90 BOARDED UP HOMES IN WILLIAM WHITE. I WANT THE COUNCIL TO UNDERSTAND FROM OUR PERSPECTIVE AS LANDLORDS IN THE NORTH END, WE'RE TAKING A HUGE RISK BY BEING IN THE AREA UNFORTUNATELY IN THIS ENVIRONMENT. WE HAVE A BOARDED UP HOME. CITY DOESN'T WANT THIS. THE FIRE DEPARTMENT DOESN'T WANT THIS. NEIGHBOURS DON'T WANT THIS. RIGHT NOW, WE CAN DO A DUPLEX. I GO TO THE BANK AND I ASK FOR MORTGAGE, $400,000 MORTGAGE TO BUILD A DUPLEX. THEY ASK HOW MUCH THE RENTS. DUPLEX IN THE NORTH END WILL NOT RENT FOR MUCH MONEY. THEY LOOK AT THE APPLICATION, THERE'S NOT ENOUGH REVENUE, MORTGAGE DENIED. PERIOD. HOUSE CONTINUES TO BE BOARDED UP. IF YOU ALLOW FOUR PLEXES, AND I WOULD ACTUALLY GO FURTHER ASSAY THAT IN AREAS SUCH AS THE NORTH END ON 33-FOOT LOTS WHERE IT'S ZONED R2 AND THERE'S A BACK LANE, I WOULD GORE -- GO FURTHER AND SAY FIVE PLEX. EGO TO THE SAME BANK, I HAVE FIVE PLEX COMING IN. GUESS WHAT HAPPENS? APPLICATION APPROVED. NOW I CAN DO SOMETHING. REGARDING THE PARKING, MAKE IT MANDATORY THAT THREE UNITS HAVE TO BE AFFORDABLE. WHICH IS ONE PARKING STALL. .15 PARKING RATIO PER AFFORDABLE UNIT. OTHER TWO PARKING STALLS WILL BE MARKET RENTS. YOU JUST BUILT A FIVE PLEX, THREE AFFORDABLE UNITS, TWO MARKET RENT UNITS FITTING WITHIN THE PARKING STALL RATIO. NOW YOU'VE CREATED A DIFFERENT SITUATION. PROPERTY TAXES ARE MUCH HIGHER FOR THE CITY FAST COMPARED TO WHAT THEY ARE GETTING NOW FROM A BOARDED UP HOME. YOU GOT THREE FAMILIES THAT NOW -- SORRYING FIVE FAMILIES LIVE IN THE HOME. FIRE DEPARTMENT IS HAPPY.

NEIGHBOURS ARE HAPPY. NOT ONLY DO I SUPPORT THIS, I THINK IT SHOULD BE INCREASED IN AREAS SUCH AS THE NORTH END. IN PARTICULAR, WILLIAM WHITE. STREETS THAT PRITCHARD, ALFRED, ALBERTA AND MAGNUS. THE LOTS ARE 33 FEET WIDE. ALREADY ZONED R2. BACK LANE I DON'T SEE ANY REASON WHY THEY CAN'T BE AT LEAST THE FOUR PLEX IF NOT A FIVE PLEX. THIS IS IN MY OPINION, YOU CAN SPEAK TO OTHER LANDLORDS IN THE AREA, ONE OF THE ONLY IF NOT THE ONLY WAY TO SAVE THAT AREA IN TERMS OF BOARDED UP THERE. WE CANNOT PICK UP THE FREE PRESS WITHOUT SEEING AN ARTICLE ABOUT THESE HOMES. ANOTHER AREA OF THE CITY, THIS ISN'T AS DESPERATE BUT IN THE NORTH END, WEST END, SPECIFICALLY WILLIAM WHITE. THIS IS SERIOUSLY A TRAGEDY. COUNCIL NOT ONLY HAS THE POWER TO APPROVE THIS, I THINK IN AREAS SUCH AS THE NORTH END, 33-FOOT LOTS, ZONED R2 BACK LANE. IT SHOULD BE INCREASED TO FIVE PLEXES. IF YOU DO THAT, HONESTLY, I WOULD GO FURTHER AND SAY THAT SEND OUT A WARNING LETTER TO ALL THE EXISTING LANDOWNERS AND PROPERTY OWNERS THAT ARE BOARDED UP. SAY, WE'VE NOW MADE IT EASY AS POSSIBLE FOR YOU TO MOVE FORWARD AND DO SOMETHING WITH YOUR VACANT PROPERTY. YOU HAVE ONE YEAR. IF YOU DON'T DO SOMETHING WITHIN ONE YEAR, WHICH APPLY FOR A PERMIT OR SELL IT TO SOMEONE ELSE THAT WILL DO SOMETHINGERS WE WILL STICK YOU WITH THE BIGGEST FINE THAT WE CAN POSSIBLY STICK YOU WITH. SURE, THESE FELLOW LANDLORDS MAY NOT AGREE. IF YOU GIVE THEM A CHANCE, AN HONEST CHANCE, IN THAT CASE, IF THROUGH DON'T FOLLOW THE RULES, THEN STICK THEM WITH THE BIG PENALTIES. THAT'S JUST AN OPINION FROM A LOCAL AFFORDABLE HOUSING PROVIDER.

CHAIR: WE HAVE QUESTIONS. COUNCILLOR EADIE.

COUNCILLOR EADIE: THANK YOU FOR COMING IN SUPPORT. I WANT TO POINT OUT SOMETHING. IN TERMS OF THE RIGHT TO BUILD FOUR. IF YOU HAVE ENOUGH LAND SPACE THAT IT'S TIED INTO HOW MANY SQUARE FOOT PER UNIT. YOU KNOW, I KNOW YOU'RE WORKING TRYING TO DEVELOP A COUPLE OF LOTS THERE ON STELLA. DID YOU KNOW THAT IT'S BASED ON -- DO YOU HAVE ENOUGH SQUARE FOOTAGE PER UNIT.

IT'S 800 SQUARE FEET UNDER THE R2 ZONING AND THE 400 SQUARE FEET IF IT'S MULTIFAMILY.

COUNCILLOR EADIE: YOU ARE SEEING THAT RIGHT. IT'S TIED KILOMETRE SQUARE FEET. YOU'RE TALKING ABOUT 33-FOOT FRONT LOTS BEING AIL TO GO TO FOUR OR FIVE. SOME LOTS ARE 33 AND VERY DEEP, I GUESS. NOT SO MUCH IN THE WILLIAM WHITE NEIGHBOURHOOD. YOU HAVE DEEP LOTS AND YOU MIGHT HAVE SQUARE FOOTAGE. YOU'RE AWARE THAT THE POSSIBILITIES WITH THE 33-FOOT AND GOING FOUR OR FIVE UNITS, THAT'S VERY DIFFICULT. YOU'RE GOING TO BE APPLYING FOR VARIANCES.

YES, UNFORTUNATELY RIGHT NOW THAT'S WHY I WILL GO FURTHER AND SAY INCLUDE FIVE UNITS SPECIFICALLY IN AREAS SUCH AS THE NORTH END.

COUNCILLOR EADIE: RIGHT. I'LL JUST -- DID YOU KNOW THAT MAGNUS HAS SECTIONS THAT DON'T HAVE BACK LIGHTS?

EXACTLY.

CHAIR: THANK YOU. COUNCILLOR CHAMBERS.

COUNCILLOR CHAMBERS: WOULD SEWER CAPACITY ISSUES PREVAIL IN THIS AREA THAT UP TO NORTH END? I KNOW IT'S STILL PART OF THE COMBINE NETWORK.

YES. OBVIOUSLY, THERE ARE SUER CAPACITY ISSUES. BECAUSE OF A LOT OF THESE PROPERTIES ARE SPREAD OUT ALONG THE STREETS. SOMETIMES SITUATIONS I'M WORKING ON SOME PROJECTS IN THE AREA WHERE SEWER CAPACITY IS THERE. IF I BUILT, FOR EXAMPLE, THREE OR FIVE PLEXES NEXT DOOR TO EACH OTHER, THEN THERE MIGHT BE A CHALLENGE. BECAUSE THEY ARE SPREAD OUT, THE CITY HAS ALREADY INFORMED ME THEY CAN WORK WITH THAT. ONCE YOU PASS A DUPLEX IN THE CITY, YOU HAVE TO HAVE A LANE DRAINAGE DESIGN. WHETHER YOU GO TO FOUR OR FIVE, IT DOESN'T INCREASE THE COST.

CHAIR: THANK YOU. NEXT IS COUNCILLOR MAYES.

COUNCILLOR MAYES: I'M NOT NECESSARILY OPPOSED OR IN FAVOUR OF WHAT YOU ARE SAYING. I HAVEN'T THOUGHT THAT THROUGH. WE HAVE PUBLICLY POSTED BYLAW PROCESS HERE THAT'S CALLED THE FOUR BY FOUR. JURISDICTIONALLY, COUNCIL WILL BE THE HEARING BODY FOR THE TWO, THREE AND FOURS. AGAIN, AS PART OF THIS PROCESS, IT WOULD SEEM OUT OF OUR JURISDICTION.

THERE IS A RULE WE CAN'T GRANT MORE THAN WHAT'S APPLIED FOR. WE HAVE TO SEE WHAT THAT QUALIFIES.

COUNCILLOR MAYES: THE GUIDELINES HAVE SECTIONS THAT PER -- PERTAIN TO THE FIVE PLEXES. YOU GOT TO HAVE TEN FEET BUFFER. LIKE YOUR PARKING AREA IN THE BACK AND YOU'RE 33 WIDE AND 20 ALREADY GONE FOR BUFFER, I DON'T THINK GEOMETRICALLY IT CAN WORK. BUT THANK YOU FOR COMING AND SPEAKING. IT MIGHT BE WORTH TAKING A LOOK AT IT.

CHAIR: THANK YOU. WAS THAT A QUESTION FOR THE DELEGATION? ANY OTHER QUESTIONS FOR MR. LOPEZ? THANK YOU FOR YOUR PRESENTATION TODAY. MADAM CLERK.

CLERK: WE HAD SOMEONE ON THE LIST REGISTERED SPEAKERS. ANDREW, HE'S NO LONGER AVAILABLE. WE'LL MOVE ON TO LANNY MCKINNIS JOINING US VIA ZOOM.

THANK YOU VERY MUCH. GOOD AFTERNOON, EVERYONE. I'M THE PRESIDENT AND C.E.O. OF THE MANITOBA HOME BUILDERS ASSOCIATION AND THE EXECUTIVE DIRECTOR OF THE URBAN DEVELOPMENT INSTITUTE OF MANITOBA. THANK YOU FOR THE OPPORTUNITY TO SPEAK TODAY ON BEHALF OF OUR COLLECTIVE MEMBER REGARDING THE PROPOSED AMENDMENTS TO WINNIPEG'S ZONING BYLAW. I LIKE TO EXTEND OUR APPRECIATION TO THE PUBLIC SERVICE FOR THE EXTENSIVE WORK THAT HAS BEEN DONE IN PREPARING THE REPORT AND THE PROPOSED BYLAW AMENDMENT BEFORE YOU TODAY. SPECIFICALLY, I WOULD LIKE TO THANK AND COMMEND DR. HAZEL BORIS, JAMES 55 AND ENTIRE TEAM FOR THE TREMENDOUS WORK THEY HAVE DONE THROUGHOUT THIS PROS. I LIKE TO THANK D.P.Z. FOR THEIR WORK IN HELPING CRAFT THE PROPOSED AMENDMENTS AND FACILITATING THE PUBLIC AND STAKEHOLDER CONSULTATIONS THAT HELPED INFORM THEM. OUR MEMBERSER HAPPY TO PROVIDE EXPERTISE TO ASSIST THE CITY AS THEY CRAFTED THESE ZONING BYLAW AMENDMENTS. THESE PROPOSED CHANGES PROVIDE A BALANCE BETWEEN TRYING TO MAKE IT FASTER AND EASIER TO BUILD HOUSING IN ESTABLISHED NEIGHBOURHOODS WHILE STILL PROTECTING THE COMMUNITY CHARACTER. WHILE NOT PERFECT IN THE EYES SOME MEMBERS, ASSOCIATION SUPPORTED THE PROPOSED AMENDMENTS. IT IS IMPORTANT TO REMEMBER THAT AS OF RIGHT, DOES NOT WITHOUT RESTRICTIONS. NEW TWO UNIT, THREE UNIT AND FOUR UNIT DWELLINGS WILL NOT ONLY HAVE TO COMPLY WITH THE REQUIREMENTS AND RESTRICTIONS OUTLINED IN THE PROPOSED BYLAW CHANGES. THEY HAVE TO MAKE ECONOMIC SENSE TO BUILD. THE PROPOSED CHANGES ALONG WITH THE REALITIES AROUND THE CITY'S SERVICING CAPACITY BUILDING CODE REQUIREMENTS FOR COMPLEX BUILDINGS WILL NOT LIKELY LEAD TO A SIGNIFICANT INCREASE IN FOUR UNIT DWELLINGS BEING BUILT IN WINNIPEG OVERNIGHT. WHAT THESE CHANGES WILL ALLOW FOR IS TO MAKE IT EASIER TO HAVE PROJECTS THAT MEET ALL OF THESE REQUIREMENTS AND MAKE ECONOMIC SENSE TO BE APPROVED AND ULTIMATELY BUILT FASTER THAN THEY ARE TODAY. WE THANK YOU FOR THE OPPORTUNITY TO BE AN IMPORTANT STAKEHOLDER PER THANK YOU VERY MUCH FOR YOUR TIME AND THE OPPORTUNITY TO SPEAK TO THIS ITEM TODAY. THANK YOU.

CHAIR: THANK YOU. ANY QUESTIONS? COUNCILLOR MAYES.

COUNCILLOR MAYES: ARE WE STANDING FOR THIS?

CHAIR: YOUR CHOICE. [LAUGHTER] YOUR GROUP HAS TALKED ABOUT -- I RELATED SOME OF THE IMPLEMENT -- IMPLEMENTATION DIFFICULTIES. IT'S BEEN DUPLEXES AND. YOUR GROUP HAS TALKED ABOUT TRYING TO REGULATE, TRYING TO REQUIRE

DEVELOPERS TO BE ALONG TO MANITOBA HOME BUILDERS. MAYBE U.D.I. I DON'T KNOW. WE HAD SOME DISCUSSION ABOUT THAT EARLIER. ANYTHING YOU CAN ADD FOR US ABOUT WHAT CAN WE DO TO CREATE A MORE CONSIDERATE CONTRACTOR TYPE OF REGIME? I HAD OVER A THOUSAND CALLS FROM THE GLENWOOD AREA. SOME PEOPLE PRETEND THAT DIDN'T HAPPEN. BUT IT DID. CERTAINLY, VERITAS CONSTRUCTION HAS BEEN TERRIFIC TO WORK WITH. ANYTHING WE CAN DO TO MANDATE OWNER MEMBERSHIP IN YOUR GROUP OR WHAT?

THANKS FOR THE QUESTION, COUNCILLOR. WE BIT SELF-SERVING FOR ME TO STAY THAT WE WOULD LIKE THE CITY TO MANDATE ALL BUILDERS BE MEMBERS OF OURS. ALL BUILDERS LIKELY COULDN'T BE BECAUSE OF THE REQUIREMENTS THAT THEY NEED TO MEET THE STANDARDS THAT THEY NEED TO MEET TO BE A MEMBER OF OUR ASSOCIATION. HAVING SAID THAT, WHAT THESE CHANGES HOPEFULLY WILL DO AND WHAT WE HEARD FROM A NUMBER OF OUR MEMBERS WHO USED TO DO INFILL DEVELOPMENT AND IS THESE CHANGES WILL ENCOURAGE THEM TO TAKE ANOTHER LOOK AT DOING INFILL. FOR BUILDERS WHO ARE PROMINENTLY GREEN FIELD BUILDERS TO LOOK AT THAT AS WELL. THOSE POSITIVE CHANGES -- THOSE CHANGES SHOULD BE SEEN AS A POSITIVE RESULT IF COUNCIL SUPPORTS THIS AND BUILDERS ARE ENCOURAGED TO REPUTABLE PROFESSIONAL BUILDERS WHO ARE MEMBERS OF THE ASSOCIATION LIKE THE MHBA. LOOK AT DOING WORK INFILL HOUSING THAN THEY DO RIGHT NOW.

CHAIR: THANK YOU, ANY FURTHER QUESTIONS? SEEING NONE. THANK YOU FOR YOUR PRESENTATION TODAY.

CLERK: OUR NEXT PRESENTER. ALL FOLKS ON ZOOM, TURN ON YOUR CAMERA BUT NOT BEFORE YOU SPEAK. YOU HAVE FIVE MINUTES.

CHAIR: WELCOME, ZACH.

HELLO, EVERYONE. THANKS FOR THE OPPORTUNITY TO SPEAK TODAY. WE ARE CANADA'S LARGEST ENVIRONMENTAL RESEARCH ORGANISATION WITH A HEAD OFFICE HERE IN WINNIPEG. I'M A MEMBER OF THE CANADA ENERGY TEAM. WE HELP FEDERAL GOVERNMENTS ACROSS THE WORLD AND MAKE CANADA AS WELL AS MANITOBA CREATES EFFECTIVE ENERGY AND CLIMATE CHANGE POLICY. I WANTED TO SPEAK ABOUT SOME OF OUR CLIMATE CHANGE RESEARCH AS IT RELATES TO INFILL IN WINNIPEG. IT'S CALLED CITIES IN TRANSITION. THIS REPORT ANALYZED HOW THE DESIGN WITH SPECK FOCUS ON THE CITY OF WINNIPEG. THERE ARE WAYS TO DESIGN CITIES THAT USE A LOT OF ENERGY. THERE ARE WAYS TO DESIGN A CITY TO USE A SMALLER AMOUNT OF ENERGY. ONE OF THE MAIN POINTS OF THIS RESEARCH IS THAT CITY GOVERNMENTS HAVE A VERY IMPORTANT ROLE TO PLAY IN TERMS OF EMISSIONS REDUCTIONS. EVEN THOUGH PROGRAMMES LIKE CARBON PRICING ARE RUN THROUGH THE FEDERAL GOVERNMENT OR PROVINCIAL

GOVERNMENT, THE DESIGN OF OUR CITY ACTUALLY HAS A SIGNIFICANT IMPACT ON EMISSIONS. INFILL DEVELOPMENT RELATES TO THIS. I WOULD SAY THAT CITY DESIGN IS MORE FOR REDUCING EMISSIONS COMPARED TO POLICIES LIKE THE CARBON TAX AND BUILDING HOW RENEWABLES. THE DESIGN OF OUR CITY HAS A MUCH BIGGER IMPACT ON EMISSION PRODUCTIONS AND CLIMATE CHANGE THAT IS COMMONLY UNDERSTOOD. ALL ACROSS WINNIPEG ARE CITIES FULL OF NEIGHBOURHOODS ARE IT'S NOT POSSIBLE TO WALK, BIKE OR TAKE A BUS COMFORTABLY. ALL THE PLACES YOU NEED TO GO TO GO WORK, SCHOOL, ETCETERA. I MEAN, TO LIVE LIKE A COMPLETE LIFE WITHOUT A CAR IS VERY CHALLENGING. THAT'S WHAT I MEAN TO SAY THAT IN MANY NEIGHBOURHOODS. WE'VE DESIGNED A CITY IN SUCH A WAY WHERE YOU NEED A CAR TO GET TO ALL THE PLACES YOU NEED TO GO. THESE LOW DENSITY CAR ORIENTED NEIGHBOURHOOD REQUIRE TREMENDOUS AMOUNTS OF ENERGY. PEOPLE LIVING IN ISOLATED PLACES WHERE THEY CANNOT HAVE ACCESS TO THE PLACES THEY NEED TO GO, THEY ARE RELIANT ON MEANS OF TRANSPORTATION. STUDIES SHOW THAT PLACES THAT CAR ORIENTED LOW DENSITY PLACES PRODUCE AT LEAST TWICE AS MANY EMISSIONS COMPARED TO MORE COMPACTIBLE COMMUNITIES. COUNTRIES IN EUROPE, FOR EXAMPLE, PRODUCE 50% FEWER EMISSIONS THAN WE DO. IT'S NOT THAT EUROPEANS CARE AS MUCH OR WORKING TWICE AS HARD. THEY ARE CITIES THAT'S BUILT VERY DIFFERENTLY. I'M HERE TO SAY THAT INFILL DEVELOPMENT IS A CLIMATE CHANGE ISSUE. BARRIERS MEANS THAT WE'RE LOCKING OURSELVES INTO ENERGY, HIGH ENERGY DEVELOPMENT PATTERNS AND SUSTAINABLE DEVELOPMENT. WE USE THE TERM INFRASTRUCTURE LOOK-IN WHEN WE'RE TALKING ABOUT PIPELINES AND GAS INFRASTRUCTURE AND THINGS LIKE THAT. THIS TERM ALSO APPLIES THROUGH OUR BUILD NEIGHBOURHOODS. ESSENTIALLY, THIS DECISION ON INFILL IS A DECISION ABOUT CLIMATE CHANGE INFRASTRUCTURE. CITIES ACROSS CANADA AND AROUND NORTH AMERICA ARE INCREASINGLY REALISING THAT WALKABLE COMPACT COMMUNITIES ARE NOT JUST NICE TO HAVE BUT ESSENTIAL TO LEAVING CLIMATE CHANGE GOALS. FOR EXAMPLE, VANCOUVER MADE WALK THE AIR STRATEGY. IT'S THE NUMBER ONE BIG MOVE. THEY NEED TO HAVE 90% OF PEOPLE LIVING IN EASY WALK OF DAILY NEEDS BY 2030. EDMONTON HAS BECOME A NATIONAL LEADER. INTERNATIONAL LEADER ON ZONING REFORM. THEY'VE ACHIEVED MANY OF THESE THINGS YEARS AGO ALREADY. WINNIPEG IS IN SERIOUS RISK FALLING BEHIND. OTHER CITIES ARE TAKING THE STEPS TO REDESIGN THEIR URBAN FORM. WE ARE STILL EXPANDING OUTWARDS. BUILDING EXPENSIVE INFRASTRUCTURE AND MISSING THE OPPORTUNITY TO BUILD VIBRANT NEIGHBOURHOODS WHERE PEOPLE CAN LIVE LOCALLY. IN CLOSING, I WANTED TO SAY THAT I'M ASKING COUNCIL TO TREAT INFILL AS A CLIMATE CHANGE ISSUE AS WELL AS A COMMUNITY BUILD ISSUE. THANK YOU.

CHAIR: THANK YOU. THERE'S A QUESTION.

COUNCILLOR MAYES: ZACK, THAT WOULD HAVE BEEN A TERRIFIC PRESENCE WHEN WE DO THE CORRIDOR PIECE. WHICH WAS ALL ABOUT EXISTING SHOPPING CENTRE, PARKING LOTS. WE'RE MAKING -- WE'RE ALLOWING MORE DEVELOPMENT RIGHTS IN ANY NUMBER OF PRECINCTS HERE. THE SEA OF MUD THAT IS DAWSON TRAIL NOW. SOUTH RIDGEWOOD, -- ANYWAY, PRECINCT AFTER PRECINCT. WE VOTED TO OPEN UP THREE MORE PRECINCTS. I APPRECIATE WHAT YOU SAYING. YOU ARE AWARE THAT DOESN'T LIMIT DEVELOPMENT TO EXISTING NEIGHBOURHOODS, RIGHT? IT MAY WELL BE CHEAPER TO BUILD FOUR PLEXES IN DAWSON TRAIL EAST OF THE MINT, THAN TO BUILD THEM IN THE MIDDLE OF RIVER HEIGHTS. I DON'T WANT TO PICK ON YOU HERE. A NUMBER OF PEOPLE HAVE MADE THIS POINT. I DO FEEL COMPELLED TO SAY, THIS IS A CITY WIDE -- THE FEDERAL GOVERNMENT REQUIRES US TO DO THIS CITY WIDE. YOU'RE AWARE OF THAT RIGHT?

YES. I APPRECIATE THAT. I GUESS, THE POINT I WAS SAYING THAT BARRIERS TO INFILL DEVELOPMENTS ARE APPLIED CITY WIDE AND YOU KNOW, IT'S STILL GOING IN GRAND SCHEME OF THINGS MOVING TOWARDS MORE SUSTAINABLE NEIGHBOURHOODS. EVEN IF THAT MEANS MORE INFILL WITHIN CITY LIMITS IN THE SUBURBS YOU'RE TALKING ABOUT, THAT'S STILL A BETTER THING.

COUNCILLOR MAYES: THERE'S NO QUESTION THAT WE HAVEN'T BUILT THE SURFACING OUT YET TO DAWSON TRAIL, FOR EXAMPLE. THERE WILL BE INCREASED COSTS FROM DOING THIS EVEN IN THE NEW PRECINCT AREAS. WE GOT LONG DAY AHEAD. THANK YOU FOR THE PRESENTATION.

CHAIR: THANK YOU, ZACK. APPRECIATE THE PRESENTATION. NEXT MADAM CLERK.

CLERK: NEXT UP IS MICHAEL ABON. YOU HAVE FIVE MINUTES.

I LIVE IN ONE OF OUR DENSE OLDER NEIGHBOURHOODS BY DENSE I MEAN WE HAVE 25-FOOT WIDE LOTS. TONS OF HOUSES ON THE SAME BLOCK. MOST OF THAT IS ABOUT 120-YEAR-OLD SINGLE FAMILY HOUSING. THREE DOORS DOWN IS A BEAUTIFUL FOUR-STORY BRICK HOUSING BUILDING. BUILT IN ABOUT 1914. IT'S ABOUT EIGHT UNITS IN THERE. COLLECTIVELY, THEY PUT TOGETHER THE BEST HALLOWEEN EXPERIENCE ON THE BLOCK. ACROSS THE STREET FROM ME IS A QUAD PLEX THAT USED TO BE SINGLE FAMILY HOUSING. THAT WAS BUILT ABOUT SIX YEARS AGO. THEIR LOVELY NEIGHBOURS. AT THE OTHER END OF THE BLOCK HERE IS THE CONVALESCENT HOME. THE FIRST PERSONAL CARE HOME IN WINNIPEG. BUILT IN THE '60s. IT'S FOUR STORIES TALL. THE SENIORS WHO LIVE THERE LOVE SEEING MY TODDLER GOING BACK-AND-FORTH ON THE SIDEWALK. MY NEIGHBOURS JUST TO THE RIGHT HERE, THEY ALWAYS HAVE DINNER ON FRONT PORCH IF THE WEATHER IS GOOD. THAT'S HELPED UP BUILD OUR RELATIONSHIP WITH THEM SINCE WE SEE THEM OFTEN. WE LOVE HANGING OUT WITH THEM. THEY TAUGHT US HOW TO OPEN A CHAMPAGNE BOTTLE WITH A SWORD. THE NEIGHBOURS ON THE OTHER SIDE,

THIS MOVED IN OUR BLOCK A FEW WEEKS AGO. THEY LIKE OUR BLOCK BETTER. EVEN IF THE HOUSE IS SMALLER. BECAUSE ALL OF OUR NEIGHBOURS HERE HAVE BEEN ABLE TO BUILD A REALLY GOOD COMMUNITY. OUR BLOCK IS HOSTING OUR ANNUAL BLOCK PARTY THIS WEEKEND. WE GOT A PERMIT TO OPEN UP THE STREET TO PEOPLE. WE'RE ALL TIPPING IN TO RENT TWO BOUNCY CASTLES FOR DIFFERENT AGE KIDS. EVERYONE WILL ROLL THEIR BARBECUES IN THE STREET. I'M PLAN ON SMOKING TWO BIG DRUMSTICKS. THEIR RESIDENCE LOVE COMING OUT BEING PART OF THE PARTY. THEY'RE OUR NEIGHBOURS. THOSE NEW NEIGHBOURS WHO JUST MOVED IN FURTHER DOWN THE STREET, THERE WAS LAST YEAR'S BLOCK PARTY THAT CONVINCED THEM TO MOVE. THEY REALISED HOW GOOD AND WHOLESOME IT IS TO HAVE A THRIVING COMMUNITY. TO BE SURROUNDED BY HELPFUL, LOVING NEIGHBOURS. TO BE PART OF A COMMUNITY WITH AN ACTIVE GROUP CHAT WHERE YOU CAN ASK TO BORROW ALATED -- A LADDER OR TABLE SAW. THIS DENSE NEIGHBOURHOOD THAT WE'RE IN CAN SUPPORT ALL OF THE WONDERFUL SMALL SHOPS IN LITTLE ITALY. THE ONLY REASON YOU CAN HAVE AS MANY COFFEE SHOP AND BAKERIES UP AND DOWN THE ACTIVE PART OF CORDON IS BECAUSE OF ALL THE PEOPLE WHO LIVE HERE. WE HELP DRIVE THE ECONOMY OF WINNIPEG. OUR DENSE NEIGHBOURHOOD HELPS SUSTAIN THE SMALL MOM AND POP SHOPS OF WINNIPEG. COUNCILLORS YOU HAVE ALL THE DATA SHOWING HOW WE NEED MORE HOUSING IN WINNIPEG. HOW INFILL HOUSING IS A SMART IDEA. THE CITY DOESN'T TO PAY EXTRA TO MAINTAIN ADDITIONAL ROADS, WART AND SEWER. I WANT TO TELL YOU AS SOMEONE WHO LIVES IN AN OLD NEIGHBOURHOOD THAT NONETHELESS, HAS SEVERAL DUPLEXES, QUAD PLEXES AND CO-OP HOUSING BUILDINGS. IT'S EXTREMELY PLEASANT PLACE TO LIVE. MY NEIGHBOURS ARE EXCELLENT AND MY LIFE IS RICHER BECAUSE OF THE PEOPLE WHO LIVE AROUND ME. SO, LET ME CLOSE BY ENCOURAGING YOU TO VOTE IN SUPPORT OF INFILL HOUSING MEASURES.

CHAIR: THANK YOU, MICHAEL. QUESTION BY COUNCILLOR ORLIKOW.

COUNCILLOR ORLIKOW: ONE IS THE IDEA OF THAT WE HAVE ALL THE EXISTING INFRASTRUCTURE IN THE NEIGHBOURHOODS. HOWEVER, YOU ARE AWARE THAT YOU DEFINITELY ARE AWARE, THAT MANY INFRASTRUCTURE IS REALLY GONE. ROADS ARE PRETTY ROUGH SHAPE. SIDEWALKS ARE LEAVING, TREE CANOPIES HANGING IN THERE. WOULD YOU AGREE THAT PART OF THIS MODELING, SOME OF THE NEW TAX REVENUE SHOULD REMAIN IN THE NEIGHBOURHOOD TO START BUILDING UP THAT INFRASTRUCTURE TO WE CAN REINVEST RATHER THAN THOSE TAXES BEING SPREAD TO OTHER PROJECTS? NOT ALL BUT SOME.

THANK YOU FOR YOUR QUESTION, COUNCILLOR. YOU NEED TO ENCOURAGE PEOPLE TO GET AROUND BETTER. FOR EXAMPLE, COUNCILLOR, I REALLY DISLIKE CYCLING IN YOUR WARD. THE ROADS ARE POORLY MAINTAINED. YOU CAN KIND OF TELL ON WARSAW AVENUE. EAST OF STAFFORD IS EASY NICE TO CYCLE ON. WEST

STAFFORD IT FEELS LIKE YOU'RE CYCLE ON THE SURFACE. I WILL BE IN SUPPORT OF THAT.

CHAIR: SEEING NO FURTHER QUESTIONS. THANK YOU FOR YOUR PRESENTATION. [CAPTIONER SWITCH]

NEXT UP IS ANDREW SINGLE, ALSO JOINING US VIA ZOOM. YOU CAN UNMUTE YOURSELF AND TURN ON THE VIDEO, YOU HAVE FIVE MINUTES.

THANKS VERY MUCH. MY MIC'S WORKING?

YES.

ALL RIGHT, HELLO COUNCIL AND MAYOR, THANK YOU FOR THE TIME HERE. I LIVED IN THE DANIEL MAC NEIGHBOURHOOD SINCE 1995 AND I WANT THE KIDS TO HAVE THE OPTION OF THRIVING WINNIPEG AS ADULTS. HOUSING IS ATTAINABLE AND WELL-SERVICED AND SOLVENT AND THE ELEPHANT IN THE ROOM, INFRASTRUCTURE HAS DEFICIT OF $8 MILLION, THAT WE CANNOT CURRENTLY AFFORD. ABOUT WHAT WE TAKE IN IN PROPERTY TAXES. WE SHOULD BE LOOKING AT EVERY CITY COUNCIL LENS, DOES THIS GET US CLOSER TO ADDRESSING THE SHORTFALL. THIS IS GOING TO LIKELY PASS, NOT COMPLYING IS NOT A FISCAL OPTION. THE MORE IS HOW MUCH IS IT GOING TO BE DILUTED IN TERMS OF LITTLE AMENDMENTS AND CHANGES THAT MAKE THIS LESS EFFECTIVE. SO, WE NEED TO IMPROVE OUR CITY'S FISCALOUT LOOK. MOVE AWAY FROM A CITY THAT HAS THE LARGEST INFRASTRUCTURE DEFICIT IN CANADA. WE NEED MORE INCOME PER PERSON -- GIVEN THAT POLITICIANS DON'T KEEP THEIR SEATS LONG WHEN THEY PROMISE BIG TAX INCREASES, WE -- TAKES INCREASING DENSITY AND MAKING CHANGES TO ALLOW PEOPLE TO LIVE THEIR LIVES WITHOUT HAVING TO DRIVE HALFWAY ACROSS THE CITY TO DO THINGS, ALLOWING MORE MIXED USE DEVELOPMENTS, ALLOWING PEOPLE TO LIVE WHERE THEY LIVE, WORK AND PLAY, AND MEANS ALTERNATIVE TO DRIVING, SAFE SIDEWALKS, LOWER RESIDENTIAL SPEEDS, PROTECTED CYCLING INFRASTRUCTURE AND INVESTMENTS IN TRANSIT AND REALLY DOES HELP WHEN WE CAN DO THE SIGNIFICANT DENSEFICATION AROUND THE RAPID TRANSIT ROUTES. AND MORAL OBLIGATION TO MAKE HOUSING EASIER TO BUILD, PARTICULARLY AFFORDABLE HOUSING IS MORALLY UNJUSTIFIABLE. WHEN YOU LOOK AT THE TRADITIONAL NEIGHBOURHOODS OF THE CITY LIKE WHERE I LIVE, WE HAVE PLENTY OF HOUSING THAT'S GRANDFATHERED IN THAT DOES NOT MEET THE REQUIREMENTS OF PARKING MINIMUM SETBACK, THERE IS MIXED RESIDENTIAL AND COMMERCIAL DEVELOPMENT. SOME OF THE MOST ECONOMICALLY PRODUCTIVE AREAS OF THE CITY, SO WE WANT TO ENCOURAGE THAT AND NOT BAR IT. TO THE PEOPLE OPPOSED TO THE BYLAW CHANGES, I WANT TO ASK, ARE YOU WILLING TO BEAR A DOUBLING OF PROPERTY TAXES TO ADDRESS OUR INFRASTRUCTURE DEFICIT, AND IF NOT, WHERE DO WE THINK THE MONEY IS

GOING TO COME FROM. ANY MONEY COMING FROM THE PROVINCE OR THE FEDS COMES FROM THE TAXPAYER, US. WE WANT TO MOVE AWAY FROM FANTASY LAND WE THINK SOMEONE YOU ELSE IS GOING TO PAY FOR THE DECISIONS WE MADE. EVERYBODY WANTS TO LIVE ON A NICE QUIET STREET WITH BIG SETBACK AND LOTS OF PARKING BUT WE ALSO NEED HOMES WE CAN AFFORD AND LIVING IN THE CITY, WE HAVE COMPROMISES ON PRIVACY, VIEW, ETC., IN EXCHANGE FOR BEING CLOSE TO WORK AND AMENITIES. NOT MAKING THE ZONING CHANGES WILL MEAN PROHIBITIVE TAX INCREASES. TRADE-OFFS, FOR STREETS FUNCTIONAL, CLEAN DRINKING WATER, EMERGENCY SERVICES THAT RESPOND TO CALLS AND PARKS THAT ARE CLEAN AND BEAUTIFUL. WHEN WE CAN CREATE A LOT OF RESIDENTIAL RESTRICTIONS AROUND WHERE AND HOW INFILL HAPPENS, IT'S GOING TO PUSH ALL THE INFILL INTO THOSE PARTICULAR NEIGHBOURHOODS THAT MEET THAT CRITERIA, MEANING SOME NEIGHBOURHOODS WILL GET FLOODED WITH DEVELOPMENT AND OTHERS WILL HAVE NO CHANGES AT ALL. THE CITY NEEDS GRADUAL, UNIFORM DENSEFICATION WHERE NO NEIGHBOURHOOD IS TRANSFORMED OVERNIGHT BUT NOT LOCKED IN THE PAST AND THE ENTIRE CITY IS MORE ECONOMICALLY PRODUCTIVE. THANKS FOR YOUR TIME.

THANK YOU. ARE THERE ANY QUESTIONS FOR OUR DELEGATION? SEEING NONE, THANK YOU. THANK YOU, ANDREW. NEXT, MADAM CLERK.

NEXT DELEGATION IS ADAM JOHNSON JOINING US VIA ZOOM. ADAM, YOU HAVE FIVE MINUTES.

GREETINGS, THANK YOU VERY MUCH, CITY COUNCILLORS, MAYOR SCOTT GILLINGHAM, I AM SPEAKING IN SUPPORT OF THE AMENDMENT REGARDING THE WINNIPEG ZONING BYLAWS TO SUPPORT INFILL HOUSING AND I'VE LIVED IN ELMWOOD AND EAST KILDONAN ALL MY LIFE AND WE ARE LIVING IN SOME INTERESTING TIMES, TO BE HONEST. FACING A HOUSING CRISIS, PROJECTIONS HERE IN WINNIPEG OF 1 MILLION PEOPLE IN THE NEXT TEN YEARS IS EXPECTED, COME A MAJOR MILESTONE IN THE CITY ITSELF, HOWEVER, AS THE CITY CONTINUES TO GROW WE NEED TO BUILD MORE OF THE HIGH DEMAND FOR MORE HOUSING AND NEED TO LOOK AT FOR THE FUTURE OF OUR CITY AS IT CONTINUES TO GROW. THAT'S WHY I SUPPORT THE INFILL HOUSING HERE. BYLAWS MAY NOT BE THE BEST, BUT THEY CERTAINLY ARE A STEP FORWARD IN IMPROVING OUR NEIGHBOURHOODS, ESPECIALLY MATURE NEIGHBOURHOODS WHERE I LIVE IN ELMWOOD AND I SAID THE DYNAMICS HAVE BEEN CHANGING IN THE CITY FOR A WHILE, AND WHY WE NEED TO SUPPORT TO KEEP UP THE CHANGING DYNAMICS TO MEET THE INCREASED DEMAND. SECOND, WE HAVE TO BECOME MORE EFFICIENT WITH OUR RESOURCES AT A FINANCIAL LEVEL, AND WE HAVE TO START BUILDING SMART WHEN IT COMES TO HOUSING, NOT BUILD FOR THE SAKE OF BUILDING. MOST BANG FOR THE DOLLAR WHEN IT COMES TO PROPERTY DEVELOPMENT AND LAND USE. WE CANNOT KEEP BUILDING OUTWARD EVERY TIME WE NEED

HOUSINGS, WE NEED TO BE CLEVER, SAVVY, WITH THE HOUSING AND ECONOMIC DEVELOPMENT. INFILL HOUSING IS USING OUR LANDS MORE EFFICIENTLY AND USING OUR FINANCIAL RESOURCES BETTER IN ORDER TO BUILD BETTER CITY FOR ALL. AS AUTHOR MICHAEL DURAND WOODS SAID IN A RECENT BOOK, YOU'LL PAY FOR THIS. WHEN IT LOOKS LIKE BUILDING MORE CITY ON LESS LAND WHILE USING LESS INFRASTRUCTURE. WHY I SUPPORT THESE AMENDMENTS. WE NEED TO TAKE CARE OF OUR LANDS BETTER FOR THE ENVIRONMENT. WE ARE IN A CLIMATE CRISIS. AND WE ARE SEEING THAT THE WILDFIRES IN NORTHERN AND INDIGENOUS COMMUNITIES. THESE INDIGENOUSS DID THE LEAST TO CONTRIBUTE TO CLIMATE CHANGE YET ARE MOST IMPACTED BY OUR DECISIONS AND WE CONTRIBUTE TO URBAN SPRAWL. NOT ONLY IMPACT OUR LOCAL CITY BUT TRICKLED OUTWARDS THROUGH THE IN CREASING OF CARBON EMISSIONS. INCREASED HOTTER, DRYER WEATHER WHICH FUELS WILDFIRES AND WHEN IT COMES TO BUILDING CITIES MORE SUSTAINABLY, INFILL HELPS US DO THAT. AND WE DO THIS AS IN RECENT YEARS WE ARE BUILDING FURTHER AND FURTHER OUT, AND THAT INCREASES THE RISK OF OVERLAND FLOODING FROM INTENSE RAINFALLS, AND THE PLANET, INCREASES CARBON EMISSIONS. LOCAL LEVEL, INNER CITY COMMUNITIES ARE IMPACTED BY THE URBAN SPRAWL AND THEY CONTRIBUTE LESS TOWARDS THIS AND YET ARE IMPACTED HEAVILY AS WELL DUE TO POOR ROADS AND WE CANNOT CONTINUE TO BUILD THE WAY THAT WE HAVE. NOT ENVIRONMENTALLY SUSTAINABLE AND WE NEED TO INCREASE THE MATURE NEIGHBOURHOODS LIKE ELMWOOD. AND A MEMBER OF THE RED RIVER METIS NATION, ONE OF THE LESSONS I HOLD DEAR, WE HAVE TO USE RESOURCES MORE SUSTAINABLY, AND NOT BUILDING OUT FURTHER. WE ONLY HAVE SO MUCH LAND AND MONEY. SO LET'S MOVE FORWARD TO SUPPORT INFILL HOUSING FOR OUR CITY'S FINANCIAL AND OUR ENVIRONMENTAL FUTURE. MIIGWECH.

THANK YOU, ADAM. ANY QUESTIONS FOR OUR DELEGATION? OKAY. DON'T SEE ANY. THANK YOU, ADAM. APPRECIATE YOUR PRESENTATION.

ADRIAN JONES, JOINING US VIA ZOOM. ADRIAN, IF YOU WANT TO GO AHEAD AND TURN ON THE VIDEO, YOU HAVE FIVE MINUTES.

HI, CAN YOU HEAR ME?

YES, WE CAN.

AWESOME. THANKS FOR GIVING ME THE OPPORTUNITY TO SPEAK HERE. WHAT I WANT TO START WITH, I THINK THE WAY WE ARE FRAMING THIS DEBATE IS INCORRECT. BECAUSE WE ARE FRAMING THIS AS A DEBATE BETWEEN WHETHER WE SHOULD PASS THESE ZONING REFORMS OR WHETHER WE SHOULD NOT PASS THESE ZONING REFORMS. BUT I THINK A MORE HONEST FRAMING IS WHETHER WE SHOULD PASS THESE ZONING REFORMS NOW WITH THE HELP OF FEDERAL MONEY,

WHEN WE HAVE THE OPPORTUNITY TO PREVENT THE WORST OF THE HOUSING CRISIS, OR WHETHER WE PROCRASTINATE 20, 30 YEARS AND WAIT FOR THE PROBLEMS THE CITY IS FACING TO GET WORSE, DON'T HAVE A CHOICE BUT TO MAKE THESE CHANGES. BECAUSE THE PROBLEMS OUR CITY IS FACING ARE NOT GOING TO GO AWAY. LAST I CHECKED THE CITY OF WINNIPEG PROJECTS THAT OUR POPULATION WILL BE 1.1 MILLION IN 25 YEARS. SO, THE HOUSING SHORTAGE IS NOT GOING TO GO AWAY. AND IF WE KEEP CURRENT ZONING LAWS, THE DEFICIT THAT WE HAVE IS NOT GOING TO GO AWAY EITHER. BECAUSE WE JUST AREN'T GENERATING ENOUGH PROPERTY TAXES THE WAY WE ARE DOING THINGS. SO THESE PROBLEMS DON'T MAGICALLY DISAPPEAR. WE HAVE TO ACTUALLY BE PROACTIVE IN SOLVING THESE THINGS AND THAT'S WHY IT'S THE RIGHT THING TO DO TO SUPPORT THESE CHANGES. IT'S THE RIGHT THING TO DO FINANCIALLY FOR OUR CITY, BUT I THINK, AND THIS IS AN IMPORTANT POINT, THE RIGHT THING TO DO MORALLY. THIS IS A MORAL DECISION, AN ETHICAL DECISION. IT'S SIMPLY UNETHICAL TO CONTINUE TO ALLOW PEOPLE TO BE PRICED OUT OF HOMES WHEN -- THE COST OF LIVING TO GROW. IT'S UNETHICAL TO REJECT FEDERAL MONEY WHEN WE ARE IN SUCH A DIRE SITUATION. I'M A YOUNG PERSON AND I WORK A BLUE COLLAR JOB AND I HONESTLY BELIEVE IF THE CITY COUNCILLORS COULD SPEAK TO SOME OF THE PEOPLE I SPEND MY TIME WITH AND SEE HOW THEY ARE STRUGGLING TO JUST GET BY IN THE CITY, ANYONE WITH ANY AMOUNT OF EMPATHY WOULD BE IN FAVOUR OF THESE CHANGES. IT'S JUST SIMPLY WRONG TO ALLOW THE FAST VOTE TO CONTINUE. I'M ALSO IN FAVOUR OF THE REMOVING PARKING MINIMUMS. I WANT TO PUT THAT ON RECORD. THANK YOU.

THANK YOU. WE HAVE A QUESTION.

DO YOU THINK THE PRICE OF THE MOST BASIC STARTER HOMES WILL GO UP OR DOWN IF WE PASS THIS POLICY?

IT'S BASIC SUPPLY AND DEMAND, PRICE OF A STARTER HOME WILL GO DOWN AND DATA TO SUPPORT IT FROM OTHER CITIES AS WELL.

YOU HAVE A VERY BASIC STARTER HOME THE OPPORTUNITY TO SELL IT AND PUT UP A MUCH MORE INTENSIVE FOURPLEX BECOMES THE CHALLENGE.

ARE YOU SUGGESTING THE PRICE WILL GO UP IF WE MAKE THESE CHANGES? BECAUSE I BELIEVE THAT'S JUST --

IF YOU BOUGHT HOUSE ON A LOT, AND $250,000, YOU CAN RENT OUT OR MORE VALUE, IT WILL MAKE SINGLE-FAMILY HOMES MORE EXPENSIVE FOR STARTING INDIVIDUALS.

FIRST OF ALL, IT SEEMS LIKE SUPPLY AND DEMAND IS A VERY BASIC CONCEPT. I

WOULD ASSUME A CITY COUNCILLOR WOULD WE ABLE TO COMPREHEND. THAT'S REALLY BASIC STUFF. THE SECOND THING IS, WE ARE NOT JUST TALKING ABOUT HOUSING AS LIKE BUYING A HOUSE. WE ARE TALKING ABOUT RENTAL MARKETS, RIGHT. SO, THE RENT WOULD GO DOWN AS WELL. AND SORRY, I'M A BIT -- A BIT SURPRISED BY THE SUGGESTION BECAUSE THERE IS SO MUCH DATA FROM OTHER CITIES THAT SUGGEST THIS WILL REDUCE PRICES. ARE YOU DISPUTING THAT?

I THINK PRICE OF SINGLE-FAMILY HOMES THAT ARE DESIRED TO REDEVELOP WILL GO UP IN APPLIES A LOT. BY DEMAND.

IN ORDER TO HAVE A CONVERSATION, WE NEED THE SAME REALITY.

WELL, I AGREE WITH THE CONCEPT OF SUPPLY AND DEMAND. IF THE SUPPLY OF DEVELOPABLE LOTS, YOU KNOW, GOES UP, FORCE THE PRICE OF THESE REDEVELOPABLE SINGLE-FAMILY HOMES TO MOVE UP IN PRICE.

THANK YOU. COUNCILLOR BROWATY, ANY FURTHER QUESTIONS?

WHERE DO YOU THINK TAXPAYERS DOLLARS COME FROM? ONE TAXPAYER.

WHAT'S YOUR POINT?

YOU ARE SUGGESTING WE WOULD BE ABHORRENT IF WE DID NOT TAKE THE FEDERAL TAX DOLLARS. THEY ARE COMING FROM YOU AND ME AND EVERYBODY ELSE.

I BELIEVE THE COLLEAGUE IS DEBATING MY WARD RESIDENT AND IT'S QUESTION AND ANSWER TIME.

DO YOU NOT AGREE THERE IS ONE TAXPAYER --

DISTRIBUTION OF MONEY, IT'S -- OBVIOUSLY THE PEOPLE WHO WOULD BE BENEFITTING FROM THIS ARE NOT THE ONES PRIMARILY PAYING FOR THIS. REDISTRIBUTION OF WEALTH GOING ON.

FAIR.

THANK YOU.

CHAIR: ANYTHING FURTHER? IT'S A LITTLE MORE DIFFICULT DOING QUESTION AND ANSWER --

ADRIAN, ARE YOU AWARE WE APPRECIATIVE OF YOU COMING TODAY AND

SPEAKING?

SORRY, I GOT FEISTY --

MAKE SOME POINTS, BUT THANK YOU, SIR, FOR COMING TODAY. APPRECIATE IT.

THANK YOU.

CHAIR: ANY OTHER QUESTIONS? THANK YOU, PRESENTATION. NEXT SPEAKER, MADAM CLERK?

OUR NEXT SPEAKER I DON'T BELIEVE IS IN THE ZOOM WAITING ROOM. CLARA MITCHELL ENS WAS REGISTERED, BUT ALEXANDER HUNTER IS NOT ALSO IN THE ZOOM MEETING. MOVE ON TO MICHAEL REIMER. MALCOLM. SORRY. MALCOLM, WELCOME.

THANK YOU, GOOD AFTERNOON. VERY HAPPY TO BE HERE, IT'S MY FIRST TIME SPEAKING BEFORE COUNCIL AND I APPRECIATE THE OPPORTUNITY. SO, GOOD AFTERNOON, EVERYONE. I'M ATTENDING THE HEARING TO EXPRESS THE STRONG SUPPORT FOR THE CHANGES IN THE PROPOSAL AND URGE COUNCIL TO LEAN INTO THE CHANGES AND TAKE STEPS TO OPTIMIZE LAND USE. AS A YOUNG STUDENT IN WINNIPEG, HOUSING AFFORDABILITY IS ALWAYS ON MY MIND. WE ARE HAPPY TO REMAIN IN WINNIPEG DESPITE BETTER JOB OPPORTUNITIES ELSEWHERE IS HOUSING HERE IS RELATIVELY AFFORDABLE COMPARED TO OTHER MAJOR CITIES IN CANADA. WE SHOULD KEEP IT THAT WAY AND WORK TO IMPROVE AFFORDABILITY CITYWIDE. REZONING TO ALLOW DUPLEXES WILL INCREASE HOUSING SUPPLY, ESPECIALLY SEEKING NEW HOUSING WILL -- INCREASED SUPPLY REGARDLESS OF THE AFFORDABILITY OF ANY INDIVIDUAL INFILL UNITS. AND SO I'M HAPPY TO SEE THESE NEW UNITS WILL ALSO BE BUILT CLOSE TO TRANSIT CONNECTIONS, WHICH I BELIEVE WILL IMPROVE MOBILITY, WALKABILITY OF THE NEIGHBOURHOODS, AND REPEAT THE STATEMENTS THAT MORE HOUSING OPTIONS ARE GOOD FOR THE CITY, NOT JUST FOR YOUNG PEOPLE, BUT FOR OLDER PEOPLE LOOKING FOR THE FLEXIBILITY TO DOWNSIZE AND REMAIN IN THEIR BELOVED NEIGHBOURHOODS. ON THE POINT -- A POINT I WOULD LIKE TO TAKE THE OPPORTUNITY TO ENCOURAGE THE COUNCIL TO GO BEYOND THE REZONING CONDITIONS OF THE HOUSING ACCELERATOR FUND. THESE CHANGES INCLUDE REQUIREMENTS FOR LOT WIDTH, PARKING MANDATES, AND I UNDERSTAND THE AESTHETIC REASONS, IT MAKES IT HARD TO BUILD BY THE AVERAGE CITIZENS OF THEIR OWN. YOU'VE ALREADY HEARD AND WILL LIKELY HEAR CONCERNS IN THIS HEARING ABOUT THE CHANGES THIS MAY BRING TO NEIGHBOURS, LIKELY HEAR CONCERNS ABOUT LESS GREEN SPACE AS A RESULT OF INFILL AND I DO SHARE THAT CONCERN. WHEN WE REQUIRE LARGE SETBACKS, DRIVEWAYS, PARKING PADS, WE OFTEN REDUCE THE OPEN SPACE ON THE LOTS IN AGGREGATE, SO INSTEAD OF GARDENS OR TREES OR SHARED COURT

YARDS, WE END UP WITH NECESSARY PAVEMENT ON THE LOTS. ALSO FOCUS IN ON THE MANDATORY PARKING REQUIREMENTS IN PARTICULAR. THESE ARE A MISTAKE ANYWHERE IN THE CITY, BUT ESPECIALLY FOR INFILL. THEY DRIVE UP COST, AND IF THE GOAL IS TO CUT CARBON EMISSIONS AND AIR POLLUTION, WINNIPEG NEEDS TO MOVE AWAY FROM PRIORITIZING CARS AS THE PREFERABLE AND SOMETIMES ONLY MODE OF TRANSPORTATION. VANCOUVER, REGINA, EDMONTON, SASKATOON, OTHER CANADIAN CITIES HAVE ALL SUCCESSFULLY REMOVED PARKING MINIMUMS FROM NEW DEVELOPMENTS AND HAVE SEEN MORE EFFICIENT USE OF LAND BY DEVELOPERS. BUT SIMPLY PUT, WE SHOULD NOT BE SETTING ASIDE GOOD HOUSING LAND, ESPECIALLY NOT IN THE CORRIDORS WE ARE TRYING TO URGE MORE USE. I WOULD URGE COUNCIL TO REMOVE THE ZONING CHANGES ALL TOGETHER.

THANK YOU. ANY QUESTIONS FOR THE DELEGATION, SEEING NONE, THANK YOU FOR THE PRESENTATION. MADAM CLERK.

MICHAEL MCMAN, JOINING US VIA ZOOM.

WELCOME, MICHAEL.

CAN YOU FOLKS HEAR ME? MY NAME IS MICHAEL, A BIG TECH GUY AND I RECENTLY FELL IN -- I HAVE A LOT OF PASSION FOR BAKING. I SWEAR THIS IS RELEVANT, I'LL TRY NOT TO TAKE UP TOO MUCH OF EVERYONE'S TIME. A CLOSE FRIEND OF MINE HAS FELL ON HARD FINANCIAL TIMES AND NEEDS A ROOMMATE AS SOON AS POSSIBLE. I STARTED LOOKING FOR WORK TO GET A JOB AS A PROFESSIONAL BAKER OR PASTRY CHEF AND LAYING OUT THE LOGISTICS OF IT. THE MATH DID NOT ADD UP. MOST BAKERY JOBS IN WINNIPEG ONLY PAY 16 TO $17 AN HOUR AND IT'S COMMON THESE ARE SHIFTS STARTING AT 4:00 A.M. AND REQUIRE PREVIOUS EXPERIENCE. MEANWHILE, THE AVERAGE TWO BEDROOM APARTMENT IN WINNIPEG IS $1,700, OR SPLIT WITH FRIEND, 850 A PERSON. SO, HAVING A BALANCED DIET, ENOUGH SLEEP AND REGULAR EXERCISE ARE IMPORTANT TO ME AND THINGS I BELIEVE EVERYBODY SHOULD HAVE. HOWEVER, I WOULD LOSE ALMOST $300 EVERY MONTH LIVING THAT LIFESTYLE, A HEALTHY LIFESTYLE WHILE I GET EXERCISE AND EAT AND SLEEP WELL. IF I WERE TO CUT MY EXPENSES DOWN AS MUCH AS POSSIBLE, I WOULD BE LIVING PAYCHEQUE TO PAYCHEQUE, ZERO SAVINGS FOR MY FUTURE AND FOR EMERGENCY. THIS ASSUMES, I CURRENTLY DO, GET EVERYWHERE BY BIKE. 0 MONEY FOR A BUS, AND A CAR, AND THE CAR WOULD COST MORE THAN $1,300 OVER ITS LIFETIME, GAS, INSURANCE, FINANCING, ALL OF IT. THE WORST PART IS I KNOW I'M NOT ALONE. MOST PEOPLE MY AGE I KNOW ACTUALLY STILL LIVE WITH THEIR PARENTS AND THAT INCLUDES EYE DOCTOR, AN I.P. LAWYER AND A SOFTWARE DEVELOPER. RENT IS BY FAR THE BIGGEST EXPENSE ON MY SHEET AND THE BIGGEST THING STOPPING ME FROM BECOMING THE DREAM BAKER I WANT TO BE. THAT'S WHY HOPING THE ZONING CHANGES WILL PUT MORE UNITS ON THE

MARKET, GREATER VARIETY AND PLACES THAT NEED IT THE MOST. GOING EVEN FURTHER, IF WE STOP PARKING FOR EVERY UNIT, THEY CAN ONLY BUILD WHAT'S NEEDED. A CAR SPENDS 95% OF THE LIFETIME PARKED, UP TO 4.4 PARKING SPACES. YOU ARE SEEING MY LOCAL ST. VITAL MALL ON AN AVERAGE DAY. NOT ONLY IS THE FOOTPRINT OF PARKING BIGGER THAN THE MALL, BUT IT'S BARELY HALF FULL. YOU'LL SEE THIS TREND IS ALL OVER THE CITY, BUT ESPECIALLY AT BIG BOX STORES. PARKING IS VALUABLE LAND WE ARE LETTING GO TO WASTE. WE WOULD INCENTIVIZE -- IT'S A SIMPLE CALCULATION, LIKE BIKES AND BUSSES ARE FAR MORE COMPACT IN CARRYING PEOPLE AND ESPECIALLY MULTIPLY IT WITH THINGS BEING DENSER AND CLOSER TOGETHER, IT HAD THE EFFECT WHERE IT MAKES THINGS A LOT MORE EFFICIENT.

THANK YOU, MICHAEL.

SORRY, SORRY, I -- I HAVE -- AMBROSE PLACE, A NEW HOUSING DEVELOPMENT WAS FORCED TO MAKE PARKING FOR EACH UNIT. ACCORDING TO THE MAKING SPACE PODCAST, THIS REQUIRED PARKING INCREASED THE COST BY $1 MILLION, FORCED THE DEVELOPER TO REDUCE THE NUMBER OF UNITS BY 25% TO PAY FOR A LOT MOSTLY REMAINS EMPTY EVEN TODAY. OVERALL, EDMONTON HAS SEEN GREAT SUCCESS HOUSING MORE PEOPLE WITH BYLAW CHANGES, MULTIPLE HOMES PER LOT IN 2013, ALSO CALLED SKINNY HOMES, ABOLISHING PARKING MINIMUMS, AND REZONE IN 2024. THIS IS ONE OF THE HOUSES I LIKE, I THINK IT FITS WELL WITH THE NEIGHBOURHOOD CHARACTER. URBAN SPRAWL IS HORRIBLY EXPENSIVE. IT MEANS LESS ROADS, SEWERS AND INFRASTRUCTURE TO MAINTAIN. MORE ACCESSIBLE NEIGHBOURHOODS TO THE YOUNG, OLD, DISABLED, EVERYONE IN BETWEEN. IT'S EASIER TO WALK TO A PLACE RATHER THAN DRIVE FOR A HALF HOUR OR MORE. I WANT TO AFFORD WORKING MY DREAM JOB. I WANT WINNIPEG TO FOLLOW IN OUR SISTER'S CITY'S FOOTSTEPS AND MORE ACCESSIBLE FUTURE FOR OUR CHILDREN AND GRANDCHILDREN. THANK YOU FOR YOUR TIME.

THANK YOU. COUNCILLOR MAZE.

REPEAT WHAT YOU HAD AS THE AVERAGE RENT FOR WINNIPEG TWO BEDROOM?

$1,700 A MONTH, SORRY, LET ME -- LET ME GET MY FACE OUT OF HERE.

YEAH, I'M JUST GONNA SAY RENTAL MARKET REPORT, 2024, AVERAGE RENT FOR TWO BEDROOM PURPOSE BUILT APPOINTMENT WAS $1,229, SO -- IT'S -- THAT'S LIKE TWO-THIRDS OF WHAT YOU ARE SAYING, BASICALLY. BUT I'M NOT SURE OF YOUR SOURCE, I'M USING THE CMHC FALL RENTAL MARKET, BUT YOU ARE TALKING ABOUT RENTAL UNITS, APPRECIATE, NOT MANY PEOPLE HAVE. ST. VITAL, APPRECIATE THE THEORY YOU ARE SAYING. I WOULD LOVE AN L.R.T. LIKE EDMONTON BUT DO YOU CONSIDER A 38-MINUTE WAIT ON DUNKIRK, THAT'S WHAT THE CITY IS SAYING,

FREQUENT TRANSIT CORRIDOR, 38-MINUTE GAP BETWEEN BUSSES.

I DON'T WANT TO BE -- [INDISCERNIBLE] I DON'T THINK THERE'S A SINGLE PERSON ON THE STREET IF YOU ASKED THEM IF OUR TRANSIT IS GOOD OR FREQUENT ENOUGH, WILL SAY YES, IT'S GOOD ENOUGH, ESPECIALLY IN THE WINTER WHEN THE SNOW HITS. I THINK THE PROPOSED TRANSIT CHANGES ARE A, DEFINITELY A GOOD STEP IN THE RIGHT DIRECTION BUT I DON'T THINK THEY ARE ENOUGH.

CHAIR: THANK YOU, THANK YOU FOR YOUR PRESENTATION, MICHAEL. HAVE A GOOD DAY. MADAM CLERK.

OUR NEXT REGISTERED SPEAKER IS MICHAEL HEMS, AND MICHAEL IS JOINING US IN PERSON. AND FOLLOWING MICHAEL, WE HAVE TIM COMAC.

IT'S A LOT BIGGER DOWN HERE THAN IT IS UP THERE.

MICHAEL, WELCOME. FIVE MINUTES.

THANK YOU. FIRST OFF, THANK THE COUNCILLOR, MAYOR, STAFF AND THE CHAIR. MY NAME IS MICHAEL, LIFETIME RESIDENT OF FORT ROUGE, I'M SPEAKING FOR THE VERY FIRST TIME IN SUPPORT OF THE ZONING BYLAW AMENDMENT. WINNIPEG NEEDS MORE HOUSING OPTIONS TO MAKE IT MORE AFFORDABLE, EQUITABLE AND LIVABLE FOR US ALL. AND NOTE, ALTHOUGH I SPEAK ALONE TODAY, DOZENS OF FRIENDS, FAMILY, COLLEAGUES COULD NOT GET TIME OFF WORK. AS A TRAINED HISTORIAN, EXAMINE ORIGINS. I'VE STUDIED THE PATTERNS, THE -- APARTMENTS IN THE EARLY 20TH CENTURY ALLOWED BY RIGHT IN THE CITY AND GREATLY ADDED TO THE CHARACTER AND VIABILITY OF NEIGHBOURHOODS. EVEN TODAY REMNANT APARTMENTS IN MATURE NEIGHBOURHOODS ARE LANDMARK BUILDINGS IN THE COMMUNITY. IN 1910, AND 1920S, THEY WANTED TO BAN THEM. NOT A DECISION BASED ON ANY FUNDAMENTAL OR TOWN PLANNING, THOUGHTFUL GROWTH OR CHARACTER, MOST OF THE NEIGHBOURHOODS WERE BRAND-NEW. ONE PROUDLY AND OVERTLY TO MAINTAIN CLASS SEPARATION BASED ON GEOGRAPHY AND PROTECT THE ASSETS OF THE ALREADY WEALTHY. IT HAS FORCED WINNIPEG TO SEPARATE THINNER, AND ENCLAVES OF WEALTH AND DETERIORATING INFRASTRUCTURE. IT'S NOT RADICAL, NOT BREAKING NEW GROUND, SIMPLY REVERSING A REGRETABLE DECISION FROM A PREVIOUS CENTURY. YOUNG PERSON STRUGGLES WITH THE UNCERTAINTY OF THE HOUSING FUTURE, DUE TO THE LACK OF AFFORDABLE HOUSING, INFILL AND GENTLE DENSITY CAN BE AN AVENUE FOR ACHIEVING HOUSING SECURITY FOR PEOPLE OF BACKGROUNDS AND GENERATIONS. A MORE CONNECTED, SUSTAINABLE CITY, NOT ONLY SERVES TO BENEFIT US ALL. WINNIPEG IS NOT UNIQUE. OTHER PRAIRIE CITIES HAVE MADE MORE IMPACTFUL CHANGES, SUCH AS EDMONTON, ALLOWING EIGHT-PLEXES, AND THEY ARE COMMON, MY NEIGHBOURHOOD IN FORT ROUGE HAS MANY EXAMPLES.

SINGLE STAIR BLEND INTO THE NEIGHBOURHOOD. BLOCK IN WHICH I GREW UP CONTAINED TWO EIGHT-PLEXES, AND ONLY GOOD TO BE GAINED FOR HAVING MORE PEOPLE LIVE IN EXISTING NEIGHBOURHOODS IN WINNIPEG. IT LIMITS SPENDING AND ALLOWS THE CITY'S RESOURCES TO MAINTAIN THE INFRASTRUCTURE WE ALREADY HAVE. AND FINANCIAL SUPPORT FOR PUBLIC WORKS, PARKS AND COMMUNITY CENTRES, CURRENTLY UNDERFUNDED. WE FOUND OUT WE WOULD NOT BE ABLE TO REHAB THE SEWAGE SYSTEM UNTIL 2095, CONTINUING TO USE THE INFRASTRUCTURE, WILL ACCELERATE PROBLEMS LIKE THIS. A MORE EQUITABLE, SUSTAINABLE, AND WALKABLE CITY. I HOPE THEY PASS THIS, AND ALLOW ALLOWANCES AND MIXED USE BEYOND MAJOR ARTERIAL ROADS AND USE THE OPPORTUNITY TO INCENTIVIZE NONMARKET RATE AND AFFORDABLE HOUSING TO GENERATE DOWNWARD PRESSURE ON THE HOUSING MARKET. ALLOW PEOPLE TO BUY BACK INTO THE GREAT NEIGHBOURHOODS IN WHICH THEY WISH TO LIVE. THANK YOU VERY MUCH.

CHAIR: THANK YOU FOR YOUR PRESENTATION. COUNCILLOR MAYES, YOUR QUESTION.

THAT WAS QUITE ELOQUENT. WE HAVE HEARD A LOT OF THESE POINTS BEFORE AND JUST ON THE SEWER, ASPECT OF THE SEWER SYSTEM THAT IS SLATED NOT TO BE THE -- THE WORK NOT TO BE DONE IS IN THE PRE1960 PART OF THE CITY. COMBINED SEWER SYSTEM. YOU CAN'T BLAME PEOPLE IN WAVERLEY WEST OR SAGE CREEK FOR THE COMBINED SEWER SYSTEM. IT'S A MULTI-BILLION DOLLAR PROGRAMME AND EVERYONE IS PAYING TOWARD IT. IT'S NOT JUST THE OLDER PART OF THE CITY RENEWING THE SEWERS, EVERYONE IS PAYING IN. NO IT'S NOT JUST SOME PEOPLE NOT PAYING, EVERYONE PAYS TOWARD THE RENEWAL OF THE COMBINED SEWER SYSTEM.

CHAIR: QUESTION, COUNCILLOR MAYES?

THE CHALLENGE, LIMIT THE AMOUNT OF GROWTH WE CAN PUT IN THE OLDER PARTS OF THE COMMUNITY. IT MAKES IT EASIER TO PUT IT IN THE GREEN FIELD. ARE YOU AWARE EVERYONE IN THE CITY IS PAYING TOWARD THE RENEWAL OF THE COMBINED SEWER SYSTEM.

YES, I'M EXTREMELY AWARE. I THINK IT'S IMPORTANT TO MENTION THAT THIS IS -- THERE IS NO -- APOLOGIZE MAKES IT SEEM LIKE I WAS BLAMING NEW DEVELOPMENT FOR THIS. THE NEW DEVELOPMENTS AND THE PEOPLE THAT LIVE THERE ARE NOT TO BLAME FOR OUR CITY'S INFRASTRUCTURE PROBLEM. THEY COME TO LIVE HERE IN THE CITY. THE CITY IS GOING TO GROW, REGARDLESS WHETHER WE WANT TO OR NOT. BUT WE HAVE TO FIGURE OUT WHERE WE ARE GOING TO PUT THE PEOPLE, RIGHT. SO THE GREEN FIELD DEVELOPMENT HAS TO HAPPEN. AS WE PUT THESE INFRASTRUCTURES FURTHER AND FURTHER OUT AND WE ALREADY HAVE THIS

DEFICIT THAT WE CAN'T MAINTAIN THE INFRASTRUCTURE THAT ALREADY IS WITHIN THE LIMITS OF THE CITY, YOU HAVE TO IMAGINE, RIGHT, THIS IS GOING TO PUT THE STRESS ON THE INFRASTRUCTURE AS WELL. SO, YEAH, I DIDN'T WANT TO MAKE IT SEEM I WAS MAKING THAT ASSUMPTION.

THANKS.

CHAIR: THANK YOU. THERE'S NO FURTHER QUESTIONS AT THIS TIME.

THANK YOU VERY MUCH.

CHAIR: MADAM CLERK.

WE HAVE ALEXANDER HUNTER, REJOINED THE ZOOM MEETING. UNMUTE AND TURN ON YOUR VIDEO. YOU HAVE UP TO FIVE MINUTES.

HI THERE, ARE YOU ABLE TO HEAR ME? AWESOME. MY NAME IS ALEX, A RESIDENT IN OSBORNE VILLAGE, HERE TO SPEAK TODAY IN FAVOUR OF THE PLANNED ZONING AMENDMENTS. I LIVE ON A RESIDENTIAL STREET IN OSBORNE AND YOU KNOW, IN THE LAST TWO YEARS WE HAVE HAD TWO NEW FOUR-STOREY APARTMENT BUILDINGS BUILT ON MY STREET. ONE IS UNDER CONSTRUCTION, ONE IS 15 APARTMENTS AND THE OTHER IS ABOUT 20. AND YOU KNOW, I GET THAT THERE'S INCONVENIENCES THAT COME WITH INFILL DEVELOPMENT BUT I THINK AT THE END OF THE DAY, YOU KNOW, THE INCONVENIENCES ARE FAIRLY MINOR, AND THAT, YOU KNOW, WE REALLY NEED MORE HOUSING IN THE CITY, ESPECIALLY MORE MULTI-FAMILY BUILDINGS, THEY TEND TO BE MORE AFFORDABLE, AND ESPECIALLY MORE RENTAL PROPERTIES, ESPECIALLY FOR YOUNG PEOPLE LIKE MYSELF, I LIVE IN A RENTAL APARTMENT, SO IT'S REALLY, YOU KNOW, IMPORTANT FOR THE CITY TO KEEP BUILDING MORE HOUSING SO THAT, YOU KNOW, PEOPLE CAN HAVE A PLACE TO LIVE AND AFFORDABLE PLACE TO LIVE, YOU KNOW, WHEN I HAD THOSE TWO BUILDINGS BUILT ON MY STREET, YOU KNOW, THERE'S A BIT OF CONSTRUCTION NOISE, THERE'S A BIT OF EXTRA TRAFFIC FROM THE CONTRACTORS, YOU KNOW, STREET PARKING, MAYBE A LITTLE LESS THAN BEFORE BUT AT THE END OF THE DAY, YOU KNOW, IT'S ALL PRETTY MINOR STUFF AND I'M HAPPY TO HAVE MORE PEOPLE LIVING ON MY STREET. I THINK IT'S GREAT THAT I HAVE MORE NEIGHBOURS NOW AND I'M JUST -- I'M HAPPY THAT WE ARE GETTING MORE HOUSING BEING BUILT AND I THINK THAT THE AMENDMENTS PLANNED TODAY ARE VERY REASONABLE, YOU KNOW. IT'S NOT A DRASTIC CHANGE. THERE'S SOME PRETTY REASONABLE LIMITS THAT ARE SET ON THE NEW DEVELOPMENTS IN TERMS OF THE LOT WIDTH AND WHATNOT, SO I THINK IT WOULD BE REALLY GREAT TO SEE THESE AMENDMENTS GET PASSED AND I HOPE -- I HOPE THAT THEY DO. THANKS FOR YOUR TIME TODAY.

CHAIR: THANK YOU, ALEX. I SEE NO QUESTIONS TODAY. APPRECIATE YOUR

PRESENTATION. MADAM CLERK, NEXT.

NEXT UP IS TIM COMAC, JOINING US VIA ZOOM.

CHAIR: WELCOME, TIM.

HELLO, COUNCIL, YOUR WORSHIP, SPEAKER, APPRECIATE THE TIME TODAY TO PRESENT ON THIS. I HAVE NO SCRIPT, I WANT YOU TO KNOW WE PUT A LOT OF TIME INTO THIS AS BOTH AN INDUSTRY AND AS A COMPANY, AND IT'S NOT PERFECT, WHICH IS A GOOD THING BECAUSE WINS AND LOSSES ON ALL SIDES. I DO HOPE WHEN WE GET TO THE STAGE WE UNDERSTAND THE IMPACTS OF THIS PLANNING AND OF THESE AMENDMENTS, AND START MOVING FORWARD TOWARDS STAGE 2, THAT WE CAN TAKE SOME TIME TO TARGET AREAS AND TAKE A FINANCIAL APPROACH AS TO WHERE PERHAPS WE CAN GENERATE MORE AFFORDABLE HOUSING BY WAY OF PROPERTY VALUES BEING THE LOWEST AND DENSITY BEING THE HIGHEST. THAT'S REALLY MY ONLY INPUT. I THINK EVERYBODY ARE HAS PUT A LOT OF TIME INTO THIS. I HAVE CERTAINLY DIALOGUED WITH MANY PEOPLE ON IT. THE PLANNING DEPARTMENT DESERVES A BIG PAT ON THEIR BACK, THE AMOUNT OF HOURS THEY PUT BEHIND THIS AND EACH MEMBER OF COUNCIL, EACH PHONE CALL AND EVERY SINGLE WARD MEMBER THAT HAS REACHED OUT TO YOU, AS WELL AS INDUSTRY. SO, THANK YOU. WE ARE VERY EXCITED TO TAKE THIS STEP, IT'S A LONG TIME COMING. IT'S NOT PERFECT, AND I WANT TO BE CLEAR WITH THAT. ALL THESE QUESTIONS AND THESE ISSUES COMING UP TODAY IS BECAUSE THIS IS THE BEST FIT WE FOUND AMONGST MANY STAKEHOLDERS AND I DO TRULY BELIEVE IT'S A GOOD OUTCOME THUS FAR AS WRITTEN. I SUPPORT WHAT'S BEEN PRESENTED. THANK YOU.

CHAIR: THANK YOU, TIM. ANY QUESTIONS FOR OUR PRESENTER? COUNCILLOR MAYES.

THANKS, TIM, AND YOUR WORK ON THIS AND I KNOW YOU HAVE MET WITH ME CERTAINLY AND THE VARIOUS SKETCHES WHERE ELEVATORS ARE REQUIRED AND BUSINESS CODE SECTIONS, AND YOU HAVE BEEN CONSISTENT SAYING COUNCIL NEEDS TO DO SOMETHING TO REGULATE, REQUIRE, PROFESSIONALIZE THE INFILL HOME BUILDING SECTOR, WE TALKED A BIT ABOUT THAT TODAY. ANY THOUGHTS ON THAT? I HAVE MET WITH KURT SOWATTSKI WHO HAS BEEN GOOD DEALING WITH ME ON THESE MATTERS AS WELL, SO I'M NOT FAULTING ALL DEVELOPERS, BUT I'M THE ONE WHO GETS THE EMAILS CHRISTMAS MORNING, PEOPLE SAY WHERE ARE THEY BUILDING, WHY ARE THEY BUILDING AT 7:00 A.M. ON CHRISTMAS MORNING, CAN'T YOU DO SOMETHING? THAT IS NOT CONSIDERED CONSTRUCTION. WHAT IS TO BE DONE IN THAT REGARD, ANY THOUGHTS?

WE ARE A DIVERSIFIED REAL ESTATE COMPANY, WE DEVELOP SUBDIVISIONS

USUALLY OUTSIDE THE CITY, MEDIUM TO LARGER SCALE PLANNED COMMUNITIES. PROACTIVE, A SET OF PRESCRIBED RULES. I WOULD BE HAPPY TO SHARE THOSE WITH YOU. THE CITY OF WINNIPEG IS PRIVY TO THOSE RULES AS WELL. I THINK YOU'VE SPRINGBOARDED OFF ONE OF MY COMMENTS IN SOME CASES IN GREEN FIELD, YOU MUST BE A MEMBER OF MHBA TO PARTICIPATING, IT'S NOT MANDATING BUT LITMUS TEST TO BE A MEMBER OF MHBA, THAT WOULD BE SELF-SERVING AS A COMMUNITY MEMBER OF MHBA AND DIRECTOR OF UPI, I'M NOT ADVANCING THAT, BUT MANDATORY WARRANTY, CORE SAFETY CERTIFICATION, A WHOLE SERIES OF OTHER PROFESSIONAL CONDUCT REQUIREMENTS. IN THAT MIND, I WOULD BE HAPPY TO DIALOGUE THE PLANNING DEPARTMENT AND HELP UNDERSTAND THOSE TYPES OF THINGS. AND AS EARLY AS TODAY, AS VICE PRESIDENT OF A PRETTY LARGE COMPANY I'M OUT IN ONE OF OUR SUBDIVISIONS ADVANCING ANOTHER PHASE AND I TAKE MY TIME TO GET MY DIGITAL CLIPBOARD OUT AND DRIVE THROUGH THE SUBDIVISION AND MAKE SURE PEOPLE ARE FOLLOWING THE RULES, RIGHT DOWN TO PORT A POTTIES, GARBAGE BINS, THE BUILDING WRAPPING, ARE THEY MEETING THE REQUIREMENTS FOR DRIVEWAY LAYDOWN, AND MUD ON THE STREET, AND PROACTIVE AND EMAILS AND WE ARE SUBDIVISION MANAGING AND PERHAPS THE CITY NEEDS TO GO BEYOND BYLAW ENFORCEMENT AND LOOK AT HOW THEY CAN GET INTO STRATEGY FOR THE INFILL FILE TO REVIEW THESE SITES AND HOLD PEOPLE TO A CERTAIN STANDARDS. I KNOW MEMBERS OF MHBA THROUGH POLICIES, PROCEDURES, CHECKLISTS, YOU NAME IT, PROFESSIONAL APPROACHES, LIKELY TRIAL AND ERROR AND LEARNING FROM MISTAKES AND PREVENTING THOSE MISTAKES IN THE FUTURE, NOT ADVANCING ANYONE IS SMARTER THAN ANYONE, BUT BEEN AROUND 30 PLUS YEARS, YOU KNOW WHAT SOME PEOPLE DON'T KNOW YET. I THINK FROM THAT PERSPECTIVE, YOU WILL NOW ATTRACT A LOT OF THOSE MEMBERS BACK INTO THE INFILL FILE, NOT THAT YOU'VE CHASED THEM AWAY, BUT MORE ATTRACTIVE TO THE GREEN FIELD COMMUNITIES FROM A PRODUCTION LINE PERSPECTIVE AND KNOWING WHERE THE NEXT SALE AND OPPORTUNITIES WILL BE, AND BROADER FOLD, THERE IS SOME CERTAINTY AND NARROWING THE GAP BETWEEN GREEN FIELD ENTITLEMENTS AND INFILL ENTITLEMENTS, YOU MAY LEARN WHAT IT IS WE DO DIFFERENTLY TO MAKE SURE YOUR PHONE IS NOT RINGING AND PERHAPS WE CAN WORK TOGETHER TO FIND BETTER WAYS TO ACCOMPLISH THAT OUTCOME. NUMBER ONE THING WE HAVE TO TALK ABOUT THAT IS AT THIS POINT A LITTLE BIT, YOU KNOW, DON'T LOOK, IS THE NUMBER ONE ISSUE OF INFILL FOR US AS A BUILDER DEVELOPER, THE RESIDENTS ARE NUMBER ONE, AND NUMBER TWO, SITE SECURITY AND THEFT. WE HAVE TO KEEP AN EYE ON THAT. AND BIGGER ISSUE THAN MANDATING MEMBERSHIP OR ANYTHING, BUT WISE TO FIGURE OUT WHAT CRITERIA YOU NEED TO MEET FOR THE RIGHT FILL. WE OWN A SEWER AND WATER BUSINESS AND WE HAVE TO APPLY TO BE ABLE TO CUT AND CAP A SEWER LINE FROM THE CITY OF WINNIPEG AND IF YOU ARE NOT GOING TO MEET A CERTAIN THRESHOLD YOU DON'T HAVE THE RIGHT TO DO THAT AS A SEWER AND WATER BUSINESS AND WE DEMOLISH BUILDINGS AND I HAVE TO MAKE APPLICATION TO BE ACCREDITED WITH THE CITY TO HAVE THE RIGHT TO DEMOLISH BUILDINGS AS

WELL. SO, I CAN'T SEE YOU BEING FAR OFF, TRYING TO FIGURE OUT HOW IT WILL NORMALIZE WHAT A BUILDER IS, I DON'T KNOW WHAT THAT LOOKS LIKE AND SEE WHAT THAT GUIDANCE WOULD LOOK LIKE, THE CHAIR OF THE INFILL COMMITTEE, HAPPY TO SIT DOWN AND FIGURE OUT WHAT THAT MATRIX WOULD LOOK LIKE TO GIVE YOU A SET OF CRITERIA, SO IT'S NOT JUST ANY TOM OR JOE COMING FROM THE STREET LOOKING TO, YOU KNOW, BECOME A BUILDER ON YOUR BACK, ON YOUR OVERHEAD. IT'S EXPENSIVE. WE IN OUR OWN SUBDIVISION, WE SELL TO A PRIVATE BUILDER, MANY DEVELOPERS WON'T, IT'S TWICE THE WORK EVERY SINGLE TIME.

CHAIR: THANK YOU, TIM. NEXT QUESTION, COUNCILLOR LUKES.

THANK YOU MR. COMAC FOR COMING AND PRESENTING. WHILE I APPRECIATE THE MANITOBA HOME BUILDERS COMES AND REPRESENTS UDI, IT'S ALWAYS GOOD TO SPEAK TO AN ACTUAL DEVELOPER. SO YOU HAVE DEVELOPED A WIDE RANGE OF HOUSING UNITS OVER THE YEARS. I JUST WANT YOU TO, IF YOU DON'T MIND, JUST SPEAK TO FOURPLEXES AND REALLY THE COST OF BUILDING A FOURPLEX WITH AN ELEVATOR OR JUST THE COST OF BUILDING A FOURPLEX. I FROM ALL THE DEVELOPERS I'VE SPOKEN WITH, THERE SEEMS TO BE, YOU KNOW, IN WINNIPEG THE NEED FOR A FOURPLEX, BY THE TIME THE UNIT IS READY TO GO, YOU CAN BASICALLY BUY A HOUSE AND MAKE MORTGAGE PAYMENTS IN WINNIPEG HERE. IT'S NOT LIKE VANCOUVER, TORONTO, MORTGAGE PAYMENTS ON A HOUSE. WHAT ARE YOUR THOUGHTS ON, ARE WE GOING TO SEE A RASH OF THESE THINGS GO UP OR WHAT'S YOUR PERSPECTIVE ON THE FEAR OF FOURPLEX OUT THERE?

I'M GOING TO GO ON A LIMB, AND DON'T WANT TO BE CALLED OUT IF I'M WRONG, STAGE 1, BLANKET APPROACH AND INCLUDED EVERYONE AND EVERYTHING AND DONE OUR BEST TO STANDARDIZE ACROSS THE CITY OF WINNIPEG USING VARIOUS LITMUS TEST OR ACCREDITATIONS OR REASONS WHY WE ARE DOING IT AND WHERE WE ARE DOING IT, EXAMPLE, 800 METRES OFF OF FREQUENT TRANSIT OR HIGH FREQUENCY TRANSIT, I THINK WE ARE GOING TO FIND WE ARE GOING TO HAVE TO AT STAGE 2 BE ABLE TO BE MORE TARGETED, WHERE IS THE INFRASTRUCTURE, WHERE IS THE REAL ESTATE PRICE A CERTAIN DOLLAR PER SQUARE FOOT OR DOLLAR PER UNIT AND TAKE A MORE TARGETED APPRECIATE. I DON'T THINK YOU ARE GOING TO SEE A LOT OF FOUR-STOREY FOURPLEXES GOING UP. A FEAR WHAT THAT'S GOING TO LOOK LIKE, THE PRICE WOULD BE SO HIGH I WOULD IMAGINE THE CONSUMER WOULD WANT A BEAUTIFUL BUILDING. I DON'T THINK IT'S SOMETHING WE SHOULD FEAR. I DON'T THINK IT'S SOMETHING WE WOULD SEE A LOT OF. THE MARKET, IF IT DOES HAVE THE OPPORTUNITY TO BUILD SOMETHING, IT WILL BE THREE-STOREY OR TWO AND A HALF-STOREY, AND TRIPLEX, FROM DUPLEX TO TRIPLEX, A SERIES OF REQUIREMENTS FOR THE STORAGE OF WATER ON-SITE YOU NEED TO MANAGE, AND SO I THINK THE STORY HERE IS GOING TO BE WE HAVE ABLED AND THE RIGHT PLACES, LOW-HANGING FRUIT, AND DURING THAT TIME TAKE A MORE TARGETED APPROACH. THEN MAYBE THAT WOULD BE A CONCERN. BUT

RIGHT NOW, FOR EXAMPLE, OFF GRANT AVENUE, 800 METRES TAKES YOU TO CORYDON OR UP TO TAYLOR, THE REAL ESTATE IS 450,000 TO $850,000 TO BUY ONE OF THOSE HOUSES. I DON'T THINK THERE IS MUCH IN THE CATCHMENT THAT'S IN THE 350 RANGE. YOU ARE NOT GOING TO SEE A WHOLE BUNCH OF FOURPLEXES ON THAT TYPE OF REAL ESTATE. IT'S A BOGEYMAN. ADDING ELEVATORS, SPRINKLERS, IT'S GOING TO COUNTER BACK ON YOU, AND AFFLUENT PRODUCT BUILT BY PEOPLE THAT WANTS A PRODUCT THAT LOOKS VERY NICE.

THANK YOU. THAT'S A PERSPECTIVE I'VE GOT THERE A LOT OF PEOPLE, I THINK IT IS A BIT OF A BOGEYMAN. BUT THANKS VERY MUCH FOR YOUR INPUT.

SORRY IF THAT'S OFFENCIVE.

CHAIR: THANK YOU. NEXT IS COUNCILLOR WYATT.

TIM, WHAT DO YOU THINK THE IMPACT IS GOING TO BE ON STARTER, SINGLE-FAMILY, NEW FAMILIES TRYING TO GET INTO THE AREA, AREA TARGETED IS WHERE STARTER HOMES TYPICALLY ARE. WHAT DO YOU THINK THE IMPACT ON PRICING FOR THEM TO GET INTO THE HOUSING MARKET, PARTICULARLY?

NEW CONSTRUCTION IS MORE EXPENSIVE. DENSITY TO THE SITE, BRING DOWN THE COST PER UNIT. IN THE END, BUYING THE INFILL PRODUCT WHAT HAS TO BE CONSIDERED IS THE INITIAL COST PER DOOR. IN A LOT OF CASES OR SOME CASES, THE REAL ESTATE WE HAVE CHOSEN BASED ON A BROAD BRUSH APPROACH, A SERIES OF CHECKLIST IS THE WHY. A LOT OF REAL ESTATE IS TOO EXPENSIVE TO MAKE THIS WORK. I DON'T THINK WE ARE GOING TO SEE NOTHING HAPPEN. I DON'T THINK IT'S GOING TO BE AS EXPLOSIVE AS EVERYONE EXPECTS AND THE RIGHT THING TO HAPPEN, IF THERE WAS SCIENCE BEHIND THAT, I'M NOT SURE THAT THERE WAS, SLOW AND STEADY AND A CHANCE TO RAMP IT UP PROPERLY AND STOOD ON THE SIDELINES AND LOOK FORWARD TO STAGE 2 WHERE WE CAN GROW A BIT AND TAKE A TARGETED APPROACH, DO WHAT THEY DO IN VANCOUVER, EDMONTON, AND THE INFRASTRUCTURE AVAILABLE FOR THE RISE PRICE POINT FOR THE UNIT OF HOUSING POTENTIALLY ON THE MARKET, TO CREATE THE PRICE POINT THAT YOU ARE SEEKING, A CHEAPER DOLLAR.

CAN I JUST CHALLENGE YOU A BIT? I THOUGHT -- I THOUGHT TRANSCONA WEST WAS GOING TO TAKE 30 YEARS, IT TOOK 15 TO BUILD IT. SO, IF THAT TAKES OFF, COULD IT HAVE AN IMPACT ON THE VALUE OF LOTS, A SINGLE EXISTING SINGLE-FAMILY HOME, AND THE AFFORDABILITY OF IT, ESPECIALLY IN SOME NEIGHBOURHOODS WHERE IT'S STILL AFFORDABLE? IT WILL DRIVE UP VALUE BECAUSE NOW YOU CAN PUT GREATER DENSITY ON THE LOT AS A RIGHT. THAT'S WHAT I'M TALKING ABOUT. AND LET ME SAY, NUMBER ONE. NUMBER TWO, LET'S SAY THE INDUSTRY AS YOU KNOW, A WHOLE NEW HOME BUILDERS INDUSTRY OUT

THERE THAT DID NOT EXIST BEFORE, AND IT'S DEVELOPED IN THE LAST 10 OR 15 YEARS. LET'S SAY THIS TAKES OFF, YOU KNOW THE COST OF CONSTRUCTION IN MANY WAYS IS LESS THAN A BIG RMFL, OR RMFL PRODUCT, STICK CONSTRUCTION, NOT CONCRETE, AND YOU CAN GET UP TO THE NEXT ONE. WHAT ARE YOUR THOUGHTS ON THAT?

TWO PERSPECTIVES TO SHARE. YOU MIGHT BE RIGHT, THAT EXISTING CONSTITUENTS IN SOME CASES MAY BENEFIT AND THANK EACH OF YOU FOR THE PROPERTY VALUES GOING UP. I THINK CONVERSELY ON THE OTHER SIDE OF THAT EQUATION THE REAL ESTATE IS BOUGHT FOR MORE THAN AT THIS TIME MIGHT HAVE BEEN BOUGHT -- NOW 3 OR 4 FAMILIES, RENTED OR SOLD, THAT NOW THE PER UNIT PRICE HAS ACTUALLY GONE DOWN, AND SO THE BACK END OF THAT STORY BOARD, FOUR FAMILIES OR THREE FAMILIES WILL WIN, AND ONE FAMILY PAYING TAXES ARGUABLY 10, 20, 30 YEARS MIGHT WIN A LITTLE BIT WITH APPRECIATION IN VALUE. SO I CAN SEE THE DOUBLE-EDGED SWORD BUT IT STRIKES POSITIVE IN BOTH DIRECTIONS.

THE UDI -- WHAT IS THE IMPACT, LET'S SAY IT DOES TAKE OFF. THIS PRODUCT WOULD BE IN DIRECT COMPETITION WITH THE RMFF PRODUCTS LIKE MEDIUM AND LARGE. WOULD YOU SAY THAT'S FAIR?

IT'S A DIFFERENT PRODUCT, BUT YEAH, I THINK WHAT IT WILL DO, INCREASE SUPPLY IN THE MARKET, AND AVAILABILITY, AND I KNOW FROM A MACRO ECONOMIC PERSPECTIVE SHOULD HELP PRICE COME DOWN. AND THERE ARE SOME, YOU KNOW, ISSUES TO DEAL WITH WITH RESPECT TO THAT, MORE EXPENSIVE THAN GREEN FIELD, BUT THEY TEND TO BE PLACES THAT PEOPLE WANT TO LIVE AND SO WHAT I SEE HAPPENING HERE, I THINK YOU ARE GOING TO INCREASE THE SUPPLY NOMINALLY, A LITTLE BIT, NOT A HUGE AMOUNT, AND IT WILL TAKE OFF, IT WILL TAKE OFF PROBABLY SLOWLY AS PEOPLE RIGHT-SIZE AND FIX THEIR WIDGETS THROUGH 1, 2, 3, 4, AND FINE TUNE IT ALL, AND A FEW YEARS MORE OF A ROBUST ENVIRONMENT FOR ALL OF US TO DEAL WITH AND FOR REFERENCE, TO HIT PAUSE, I'M CHAIRING THE INFULL COMMITTEE FOR UDI SO I'M DIRECTLY INVOLVED IN ALL OF THAT, AND WE'LL FIND WE HAVE MORE HOUSING OPPORTUNITY ACROSS THE WHOLE CITY AND A TON OF SPINOFF BENEFITS TO SPIN OFF DIFFERENT THINGS. TRANSIT, BICYCLE USE, ENVIRONMENT, TALK ABOUT THE IMPACTS ON THE ENVIRONMENT AND SEE, TOO, DIFFERENT VARIETY OF HOUSING AVAILABLE. YOU MIGHT NOT SEE IN GREEN FIELD BECAUSE PEOPLE HAVE TO BE MORE CREATIVE HERE.

LAST QUESTION, HOW DO WE GET CHARLESWOOD GOING? IT'S A BIG GRAY NOTHING IS MOVING. GREAT POTENTIAL.

ELECTED THE RIGHT GUY AND FROM WHAT I UNDERSTAND --

I LIKE THAT, A LIGHT QUESTION AT THE END. THANKS. I SEE HE WAS FALLING ASLEEP THERE.

CHAIR: TIM, YOUR RESPONSE TO THE LAST QUESTION?

I SAID THEY HAVE ELECTED THE RIGHT GUY. HE'S GOT HIS EYE ON THE PRIZE WITH THE DEPARTMENT HE'S NOW CHAIRING, I'M SURE HE'LL PROVIDE SOME BENEFICIAL SOLUTIONS TO THAT.

CHAIR: THANK YOU. THANK YOU, TIM. THAT CONCLUDES QUESTIONS FOR YOU. APPRECIATE YOUR PRESENTATION TODAY.

THANK YOU FOR YOUR TIME TODAY.

CHAIR: MADAM CLERK, WE'LL ASK IF THERE ARE ANY OTHERS IN SUPPORT.

TIM WAS OUR LAST REGISTERED SPEAKER IN SUPPORT OF THE APPLICATION. I'LL ASK IF THERE ARE OTHERS? SEEING NONE.

CHAIR: ASK ANOTHER ONE.

ANYONE IN SUPPORT OF THE APPLICATION?

CHAIR: WE NOW HAVE THOSE IN OPPOSITION. COUNCIL AS WELL, WE CAN HEAR FROM A FEW. A BIG QUESTION, YEAH. WE DO HAVE A WHOLE LIST OF FOLKS AND JUST WANT TO MAKE IT CLEAR THAT WE'LL BE BEGINNING AT 9:30 TOMORROW MORNING, AND WE'LL BE HEARING FROM THOSE IN OPPOSITION. [INDISCERNIBLE]

CHAIR: WE DID SAY 5:00, SO MAYBE WE CAN HEAR FROM THE FIRST TWO. MADAM CLERK.

FIRST REGISTERED SPEAKER IN OPPOSITION IS KELLY RYEBACK, AND KELLY IS JOINING US IN PERSON. FOLLOWING THAT IS RITA MOYER, AND THE REST WILL BE HEARD TOMORROW. WELCOME, KELLY. FIVE MINUTES.

THANK YOU, MADAM SPEAKER. A LOT OF EXAMPLES TODAY, A LOT OF DISCUSSION. YOU'VE HEARD EXAMPLES WHAT'S HAPPENING IN OTHER CITIES. EVERYONE THEY SAID THAT IS LISTED DOES NOT HAVE OUR WINTERS, THEY HAVE RAIL TRANSIT AND MOST HAVE INNER FREEWAYS. WE DON'T HAVE ANY OF THAT. YOU'VE HEARD BOOKS REFERENCED IN SUPPORT OF CREATING COMPLETE COMMUNITIES, ETC. AND THERE ARE MANY BOOKS SHOWING THE FAILINGS, "THE VANISHING AUTOMOBILE AND OTHER URBAN MYTHS," FROM PORTLAND OREGON WHERE THEY

GOT THE CONSULTANT TO COME UP WITH RECOMMENDATIONS. I'VE SPOKEN TO HUNDREDS OF PEOPLE ON THIS ON RMF REZONING AND TALK ABOUT HMF AND OVERWHELMING, 85% ARE OPPOSED. AS OF RIGHT THAT THEY HAVE LOST INFLUENCE WHAT GOES UP IN THEIR NEIGHBOURHOOD AND BESIDE THEM AND LIVE IN FEAR OF THAT, AND THAT IS A CROSS REFERENCE OF VARIOUS DEMOGRAPHICS THROUGHOUT THE CITY, PARTICULARLY ST. JAMES. I WOULD NOT HAVE BOUGHT MY BUNGALOW 35 YEARS AGO IF IT HAD HAD A TRIPLEX BESIDE IT. I CAN SIT IN MY LIVING ROOM, LOOK THROUGH THE DINING ROOM WINDOW AND I SEE SKY AND TREES. I CAN GO IN THE BACK YARD, MY NEIGHBOUR'S HOUSE, I CAN SEE ABOVE IT AND AROUND IT AND THE OTHER BACK YARDS AND SEE TREES, BIRDS, SKY, ETC., WE ARE ENJOYING THE ENVIRONMENT, WITH THIS PROPOSAL I WOULD SAY STUCCO, AND THAT'S WHAT -- NOT WHAT I BOUGHT, IT'S NOT THE CHARACTER OF THE NEIGHBOURHOOD. I LOSE THAT RIGHT TO AT LEAST HAVE A CHANCE TO INFLUENCE WHAT GOES UP BESIDE ME. IN THE WHITESHELL, IF SOMEBODY WANTED TO ENCROACH WITH A SATELLITE DISH, A SHED, EXPANSION TO THE COTTAGE OR A BUNK HOUSE, THEY NEED MY APPROVAL IN THEIR SUBMISSION TO COME WITHIN TEN FEET OF THE PROPERTY LINE. OKAY? THIS IS MY THIRD TIME HERE. I WAS TOLD NEW CONSTRUCTION IS NOT AFFORDABLE, MEANWHILE WE HAVE BOARDED UP BUILDINGS THAT COULD BE RESTORED. ALLOWED BUILDINGS TO BE BOARDED UP FOR YEARS, THERE SHOULD BE CONTROLS ON THAT. DETACHED BY THE WINNIPEG REAL ESTATE BOARD, $423,878 AND LOOKED AT MY CHILDHOOD HOME, I'VE LIVED IN FOUR BUNGALOWS, THREE ON CORNER LOTS. MY CHILDHOOD HOME, ONE STORY SIDE-BY-SIDE DUPLEX, AND THAT'S ALL WE COULD AFFORD AND DID NOT WANT TO TAKE MORE MORTGAGE RISK. NOW $252,000, 168 SQUARE FOOT, THREE BEDROOM, 52.4 FRONTAGE FOR THE ONE SIDE. SINGLE MOM WITH A YOUNG CHILD, NICE SIDE YARD, FENCED IN, THEY HAVE A DOG. WITH WHAT YOU ARE PLANNING NOW, THOSE DAYS WILL BE GONE. WITH THE DUPLEX COMBINED, THE ONE LOT, BUILT IN 1967, TOTAL FRONTAGE OF 104 FEET, 66.4 DEEP, WITH A 31% FOOTPRINT. UNDER THIS RECOMMENDATION, YOU ARE GOING TO 42.5 TO 57.5% FOOTPRINT. IN THAT NEIGHBOURHOOD, NINE SIDE-BY-SIDE DUPLEXES AND A BAY, 34 BUILDINGS, MAKING 43 HOME UNITS. I CAN'T FATHOM THIS DUPLEX REPLACED WITH A FOURPLEX OR SIDE-BY-SIDE DUPLEXES ON MUCH SMALLER LOTS. THERE'S BEEN FOUR RECENT REZONING APPLICATIONS IN ST. JAMES, RMF, THAT I WAS FOLLOWING. PRIOR TO THE APPLICATION THEY SOLD OR ASSESSED AT 120 TO $214,000 BELOW THE AVERAGE SELLING PRICE IN THE CITY. THEY COULD HAVE BEEN, AND ONE FOR OVER FOUR YEARS HAS SAT EMPTY, EVEN THOUGH IT GOT FIRST READING IN SEPTEMBER OF 2022, AND JUST FOUND OUT THIS AFTERNOON BY A LADY LIVING ACROSS THE LANE, THERE ARE SQUATTERS IN THE GARAGE AND THE GRASS HASN'T BEEN CUT. $240,000 MORTGAGE, $1,347 A MONTH. VERSUS NEW RENT IN ANY OF THESE COMPLEXES IS 2,000, 1800 TO 2,000, $2,200 A MONTH. AS I SAID IN MARCH WITH THE COUNCIL MEETING WITH AGREEMENT FROM SEVERAL COUNCILLORS, YOU ARE TAKING AFFORDABLE SINGLE DETACHED HOMES, DUPLEXES AND MAKING THEM UNAFFORDABLE RENT. AS WE TALKED -- I

LOOK FORWARD TO ESTABLISHED BUILDERS COMING IN, THERE ARE ISSUES WITH CURRENT BUILDERS BUT NOW THAT THERE IS WELL-FUNDED REAL ESTATE DEVELOPERS COMING BACK INTO THIS MARKETPLACE, THERE WOULD BE MORE DEMAND, THEREFORE HIGHER PRICES. IF I CAN ASK -- JUST VERY BRIEFLY AN EXTENSION OF TIME.

TWO MINUTES OR -- WHAT ARE YOU LOOKING FOR? [INDISCERNIBLE]

CHAIR: COUNCILLOR WYATT MOVES EXTENSION FOR TWO MINUTES. ALL IN FAVOUR? CONTRARY? OKAY. WE NOW HAVE QUESTIONS.

OKAY.

CHAIR: COUNCIL MAYES.

YEAH, THANKS FOR YOUR COMMENTS AND LONG DAY HERE, SO THANKS FOR YOUR PATIENCE. TWO QUESTIONS. ONE WAS -- I'VE SEEN COMMENTS FROM YOU IN THE NEWSPAPERS ABOUT TRYING TO ACCELERATE DEVELOPMENT WITHOUT THE LOSS OF SOME INPUT, WITHOUT BASICALLY -- WITHOUT DOING THE AS OF RIGHT MECHANISM. SO -- GIVE YOU A CHANCE TO TALK ABOUT THAT, PERHAPS.

THANK YOU VERY MUCH. RIGHT NOW THE PROCESS, A HEARING, OPPORTUNITY FOR APPEAL, COULD GO TO MUNICIPAL BOARD, THEN IT GOES TO FIRST READING, THEN IT'S ON THE DEVELOPER TO COME UP WITH THE FEES OF 10%, ETC., WITH -- THEY HAVE TO DO THAT WITHIN, I THINK, 1 OR 2-YEAR TIME LIMIT. ONCE THEY PAY THAT, THAT'S WHEN IT GOES TO SECOND, THIRD READING, AND THEN TIME TO REGISTER WITH LAND TITLES. I'VE NEVER SEEN ANYTHING DEBATED OR ADDRESSED OR CHANGED FROM FIRST READING AND BEYOND. SO THE OPPORTUNITY TO BE AT THE COMMUNITY COMMITTEE LEVEL YOU STILL HAVE THE HEARING BUT THEN PROCEED THERE TO LAND TITLES. IF THEY PAY THEIR FEE, AND PREFERABLY WITH THE APPLICATION, THEN YOU DO NOT REQUIRE THE FIRST, SECOND AND THIRD READING PROCESS. THEY CAN GO FASTER BUT YOU STILL HAVE THE OPPORTUNITY FOR THE NEIGHBOURHOOD TO LEARN WHAT'S GOING ON AND THEN VOICE CONCERNS AND OPINIONS AND ADJUSTMENTS MADE AS THEY HAVE BEEN DISCUSSED AND GRANTED, I WOULD ALSO ASK WITH THIS THERE STILL COULD BE VARIANCES, IF IT'S NOT IN PLACE, THE PROCEDURE BYLAW NEEDS TO BE CHANGED TO MAKE SURE IT GOES TO THE COMMUNITY COMMITTEE AND FOLLOW PUBLIC HEARING AND EXISTING PROTOCOL. ON THIS CASE, NO VARIANCES.

CHAIR: THANK YOU, NEXT QUESTION, COUNCILLOR MAYES.

I THINK THERE WILL BE SOME INTEREST, MIGHT BE TRICKY TO GET RID OF AS OF RIGHT, DISCUSSIONS AND MAKE SURE, AND THE PUBLIC CAN SPEAK TO THAT.

SECOND QUESTION, WHEN I SAW YOU THIS MORNING YOU HAD A DOCUMENT TO HAND OUT, A MAP OF -- [CAPTIONER SWITCH] YOU HAD A DOCUMENT TO HAND, A MAP OF ALL THE PROPERTIES THAT CURRENTLY HAVE PAVED DRIVEWAYS.

I KNOW WHEN YOU COME TO DEBATE THIS COULD BE AMENDMENTS. YOU'RE GOING TO LAND SOMEWHERE. MY BONE OF CONTENTION IS NOT ONLY LOSING BUT THE EXTREME OF THE SETBACKS AND THE REQUIREMENTS BASED ON WHAT YOU CAN AND CANNOT DO. ONE OF THEM IN PARTICULAR WHERE FOR A FOUR PLEX, IF YOU DO NOT HAVE A BACK LANE YOU NEED A 60-FOOT WIDE LOCK. WHAT I HAVE A MAP SHOWING ALL THE ROADS, RESIDENTIAL ROADS IN WINNIPEG THAT HAVE BACK LANES. IF YOU MAKE THE LOT REQUIREMENT WIDER WITHOUT A BACK LANE, YOU'RE NOT LOSING A HUGE OPPORTUNITY. THE SHADED AREA IS THAT.

CHAIR: MR. CLERK, YOU TRYING TO WEIGH IN ON THE DISTRIBUTION? SUSPENSION OF THE RULES TO DISTRIBUTE THE ITEM. ALL IN FAVOUR, CARRIED. COUNCILLOR MAYES. NOTHING FURTHER, COUNCILLOR WYATT.

COUNCILLOR WYATT: ARE YOU AWARE OF PRIOR TO WORLD WAR IIICS SHOW YOU HOUSES ON 20-FOOT LOTS. BACK THEN THE AVERAGE SIZE OF A FAMILY WAS HUSBAND AND WIFE AND ANYONE OF THREE KIDS. MAYBE LOT MORE. MATTER OF FACT, THE RATES OF HAPPINESS SINCE WORLD WAR II HAVE NOT GONE UP INCREMENTALLY. ARE YOU AWARE OF THIS?

THAT'S THE HOUSE THAT MY FATHER GREW UP WHEN THEY FIRST MOVED FROM TORONTO IN THE NORTH END. I KNOW THOSE EXIST. WHEN YOU GO TO AS RIGHT, YOU'RE AFFECTING THE CHARACTER OF THE HOME. THE CHARACTER OF THE NEIGHBOURHOOD. WE'RE TARGETING THE $300,000 LESS HOME. YOU HEARD DELEGATE SAY THAT THEY TRYING TO LOOK FOR A HOME IN THAT PRICE RANGE. IT'S UNAFFORDABLE. A LOT OF PRICES ARE DRIVEN UP FROM DEVELOPERS. NOW THE WELL FUNDED LARGE DEVELOPERS ARE COMING TO THE MARKETPLACE. NOW THERE'S MORE COMPETITION. THERE'S GOING TO BE MORE OFFERS AND THE PRICES WILL -- I BELIEVE THOSE PRICES WILL GO UP. IT'S NOT ABOUT YES PEOPLE LIVED IN NARROW HOMES WITH NO LOTS NO SIDE YARDS.

COUNCILLOR WYATT: MY NEXT QUESTION IS, YOU'RE AWARE OF OVER THE LAST 25 YEARS THE CITY HAS SURGED THE MARKET IN TERMS EVER REZONE LAND AND PROPERTIES THAT ARE AVAILABLE FOR DEVELOPMENT FOR DEVELOPERS AND IT'S DONE EXACTLY WHAT YOU SAID, IT CREATED A FEEDING FRENZY. ARE YOU AWARE THAT THE ONLY THING THAT REALLY ADDRESSES THAT HAS BEEN PROVE IN OTHER COUNTRIES, ESPECIALLY ISRAEL, FRANCE AND ITALY. IT'S ASKING FOR IMPORT GOSH -- GOVERNMENT TO STEP IN AND BUILD AFFORDABLE HOUSING. BUT TO HAVE A VERY AGGRESSIVE PROGRAMME TO ENSURE THE MARKET DOES NOT GET OUT OF CONTROL. THAT'S WHAT THOSE COUNTRIES DO. WE DO IT SUCCESSFUL. WE DON'T

DO THAT IN NORTH AMERICA.

I'M AWARE OF THAT. MY SON LIVED TWO YEARS IN SWEDEN. HOWEVER, THIS PHASE OF THE HOUSING FUND IS NOT ABOUT AFFORDABILITY. IT'S NOT ABOUT ADDRESSING HOMELESSNESS. IT'S NOT ABOUT -- IT DOES NOT GO ANYWHERE FAR IN ADDRESSING AGE IN PLACE. SENIORS WANT GROUND LEVEL OR ELEVATORS. WE INTRODUCED AN ELEVATORS. DEVELOPERS WHY YOU NOT GOING TO FOUR STORIES. HE SAID THE ELEVATORS ADD $80,000 IN PRICE. AS FAR AS THE FLEXIBILITY, SO MANY UNIT HAVE TO HAVE LEVEL THRESHOLDS, BARGE BATHROOMS, GUARDRAILS AND WAVERLY WEST, MY DAUGHTER LIVES IN BRIDGEWATER WITH ONE OF THOSE HOMES EXCEPT FOR THE BEDROOM.

COUNCILLOR WYATT: WHEN THE AVERAGE WINNIPEGER OR MANITOBA TAN WHEN I SAY AFFORDABLE HOUSING, FIRST THING RUN DOWN BUILDING OWNED BY MANITOBA HOUSING. COMPARED TO WINNIPEG HOUSING, WHICH HAS MANY RENT TO INCOME UNITS. YOU WOULDN'T KNOW THAT THEY ARE NOT FOR PROFIT, NON-PRIVATE CORPORATION THAT'S OFFING AFFORDABILITY. WE CAN BUILD AFFORDABLE HOUSING UNITS THAT'S ARE BEAUTIFUL AND WELL MAINTAINED?

I'M AWARE OF THE 50 PROJECTS THAT GOT COMBINED -- A NUMBER OF PROJECTS THAT GOT $50 MILLION, $10 MILLION GOING TO THE BAY. THERE'S ONE IN ST. JAMES.

COUNCILLOR WYATT: 92 UNITS ON CHRISLAN STREET.

SOME ARE MARKET RATE AND SOME LESS 70% AS MANITOBA HOUSING. THE MODE SHIFT AND THE LESS THAN ONE VEHICLE PER UNIT THAT IS NOT TAKING PLACE. YOU HAVE INFILL. YOU HAVE PARKING PROBLEMS. I HAVE A QUESTION IF PROPERTY ACTUALLY GOES OUT AND VISITS THESE SITES. 202 DUFF FIELD, WAS NOT AWARE ONE HOUR RESTRICTED PARKING. FOR FIVE -- NINE BLOCKS. 475 SETON WAS A SINGLE HOME BUILT. 1000 SQUARE FOOT HOME DISAPPEARED IN 1875 SQUARE FOOT MONSTER SHOWED UP WITH -- IF THE ORIENTATION HAD BEEN DIFFERENT FOR THE DRIVEWAY AND THE FRONT ENTRANCE, A TREE WOULD HAVE BEEN SAVED ON THE BOULEVARD. WHERE THEY PUT THE DRIVEWAY, THERE'S A TREE RIGHT IN THE MIDDLE. YOU WANT TO TALK ABOUT PROTECTING TREES AND THERE'S GOING TO BE DELEGATE ON THAT. THERE'S ISSUES. PROBABLY THE SECOND BIGGEST THREAT TO OUR BEAUTIFUL CANOPY IS INFILL HOUSING. KASH THANK YOU. ANY FURTHER QUESTIONS? SEEING NONE. WE APPRECIATE YOUR PRESENTATION. FINAL DELEGATE FOR TODAY.

CLERK: RITA MORIER JOINING US VIA ZOOM.

THANK YOU FOR STAYING LATE FOR LISTENING TO US. I LIVE IN GLENWOOD. OUR COUNCILLOR IS BRIAN MAYES. I WILL BE SPEAKING TO ITEM ONE TODAY. FOR YEARS

I HAVE LIVED YEARS, THE INFILL EXPERIENCE IN GLENWOOD. I DO BELIEVE THAT CONSTRUCTION PRACTICES CAN BE IMPROVED. I DO APPRECIATE TIM COMACK WITH CONSTRUCTION BEHAVIOUR. I DO BELIEVE RESIDENTS NEED ACCESS TO DESIGN INFORMATION WHILE IMMEDIATE NEIGHBOURS SHOULD HAVE THE BUILDER CONTACT DETAILS FOR WHEN URGENT ISSUES ARISE. I DON'T THINK YOU CAN EXPECT GENERAL RESIDENTS TO KNOW THAT THEY HAVE TO GO TO THE CITY OF WINNIPEG WEBSITE PERMITS PAGE TO FIND OUT WHAT IS HAPPENING. THAT IS NOT EFFECTIVE COMMUNICATION. I THINK IF YOU WANT TO PREVENT A LOT OF HEADACHES IN THE FUTURE, WE HAVE TO GO TO COMMUNICATION ROUTE. MUCH CAN BE SAID ABOUT THE LIVABILITY, INFILL CONSTRUCTION ZONE. I HAVE FIVE MINUTES HERE TODAY. I WANT TO CENTRE AROUND TREES AND SURFACES. INFILL DEVELOPMENT IN THE GLENWOOD AREA HAS LIVED SIGNIFICANT TREE CANOPY LOSS. THIS WILL LIKELY BE THE CASE CITYWIDE. WE HEARD ABOUT THAT ONE TREE IN THE MIDDLE OF THE DRIVEWAY BEING ELIMINATED. I DO HAVE RECOMMENDATIONS OR THOUGHTS ON THIS. NUMBER ONE, I WOULD RECOMMEND THAT WE HAVE AN ARBORIST REPORT. DEVELOPERS SHOULD BE REQUIRED TO SUBMIT AN ARBORIST REPORT WITH TREE PROTECTION PLANS FOR EXISTING MATURE TREES AND FOR THOSE THAT STRADDLE THE PROPERTY LINE. MATURE TREE PROTECTION SHOULD BE PRIORITIZED OVER NEW PLANTINGS. THESE REQUIRED TREE PROTECTION PLANS AND ROOT ZONE PROTECTION PLANS SHOULD BE ARBORIST-LED AND MONITORED. DIRECTIONAL DRILLING. THAT WOULD BE MY SECOND RECOMMENDATION. THIS IS PART OF THE TREE ROOT PROTECTION PLAN. DIRECTIONAL DRILLING SHOULD BE MANDATED WHEN INSTALLING UTILITIES TO SAFE FORWARD TREE ROOTS. THIS AVOIDS THE OPEN TRENCHING THAT WE SOMETIMES SEE. THIS ALSO PROTECTS THE PEDESTRIANS THAT USE THE SIDEWALKS BY MINIMIZING SIDEWALK DISRUPTION AND LANDSCAPE DESTRUCTION. IT MIGHT BE A LITTLE BIT MORE EXPENSIVE BUT WE'RE PROTECTING THE LANDSCAPE AND WE'RE PROTECTING THE TREE ROOT ZONE. NUMBER THREE, SET AN ENFORCED LANDSCAPING STANDARDS. BUILDING PERMITS SHOULD REMAIN OPEN UNTIL ALL LANDSCAPING REQUIREMENTS ARE MET. WE HAVE HAD PROPERTIES IN GLENWOOD SIX YEARS POST DEVELOPMENT THAT DO NOT HAVE THE TREES THAT WERE ON THE ORIGINAL DEVELOPMENT PLAN. WE ALSO HAVE YARDS FULL OF CRUSHED STONE THAT DO NOT HAVE TREES, DO NOT SUPPORT VEGETATION AND ONLY CREATES HEAT ISLANDS. PERMITS SHOULD REMAIN OPEN UNTIL ALL THE DEVELOPMENT IS COMPLETE AS PER THE SUBMITTED PLAN. WHICH HOLD DEVELOPERS ACCOUNTABLE FOR THEIR LANDSCAPING AND TREE PLANTING PLANS. THIS I SEE AS AN ENFORCEMENT ISSUE. NUMBER FOUR, MY COMMENT ABOUT PERVIOUS SURFACES. IT'S IMPORTANT TO HAVE FOR PARKING SPACES AND ALL PAVEMENT. EFFECTIVE WATERSHED MANAGEMENT IS CRITICAL FOR RETAINING WATER WHERE IT ACTUALLY FALLS. THE NEW BYLAWS SHOULD BE AMENDED TO ENFORCE PERVIOUS MATERIALS IN WALKWAYS, PARKING AREA AND LANDSCAPING BY FACILITATING WATER INFILTRATION INTO THE GROUND, PERVIOUS SURFACES WILL ALLEVIATE THE PRESSURE ON STAM WATER SYSTEMS. THIS WILL SUPPORT

VEGETATION. WILL SUPPORT BIODIVERSITY. WILL HELP MANAGE WATER RUNOFF AND OFF LOAD CITY INFRASTRUCTURE. THE PERVIOUS WAS ADDRESSED BY HAZEL.

CHAIR: YOU'RE TIME IS UP. DO YOU NEED ADDITIONAL TIME?

I NEED ABOUT 30 SECONDS.

CHAIR: COUNCILLOR, THE TIME IS UP FOR YOUR QUESTIONS.

COUNCILLOR ROLLINS:. VERY INTERESTED IN HER LAST 30 SECONDS, SPEAK. CAN SHE EXPLAIN? 401K COUNCILLOR ROLLINS QUESTION.

COUNCILLOR ROLLINS: I'M INTERESTED IN HER LAST 30 SECONDS. CAN SHE EXPLAIN?

THANK YOU. PERVIOUS SURFACES, THEY ARE IMPORTANT. I DON'T THINK DA LANGUAGE IS STRONG ENOUGH TO HAVE PERVIOUS SURFACES. WE REALLY NEED TO HAVE MORE PERVIOUS SURFACES NOT LESS PERVIOUS SURFACES. OTHER CITY HAVE IMPERVIOUS AREA LEVIES OR TAXES THAT ACTUALLY REFLECT THE AMOUNT OF AREA THAT IS IMPERVIOUS AND CONTRIBUTING TO STORM WATER RUNOFF. WE NEED TO KEEP WATER WHERE IT FALLS. WE NEED THE LAND TO ABSORB THE WATER TO ALLEVIATE SOME OF THE STRESSES ON THE CITY INFRASTRUCTURE.

COUNCILLOR MAYES: YOU CERTAINLY LIVE THE EXPERIENCE SOME OF THE PROBLEMS THAT COME FROM THIS CONSTRUCTION. YOU'RE LOOKING FORWARD. YOU HAVE COMMENTS IN THE BRIEF, THE BRIEF THAT WAS CIRCULATED ABOUT HOW HEIGHT. THEY KIND OF ECHO SOME OF THE CONCERNS THAT COUNCIL CHAMBERS TALK ABOUT. WE MAY -- THE WAY WE'VE DRAFTED THIS NOW. THE 39-FOOT THING IS ETCHED IN STONE. THAT'S THE FEDERAL REQUIREMENT. FOR THREE PLEXES AND FOUR PLEXES. THERE'S MANEUVERABILITY. THE INFILL GUIDELINE REFLECT THE COMPROMISE. WE LOWERED THE HEIGHT LIMIT IN THE MATURE COMMUNITIES. WE DO WANT TO KEEP DEVELOPMENT IN THE MATURE COMMUNITIES. TALK ABOUT WHAT YOU SAY BEING THE HEIGHT LIMIT FOR THE THREE PLEXES AND FOUR PLEXES BECAUSE I KNOW COUNCIL CHAMBERS AND I HAVE CONCERN ABOUT THAT. THE INEQUITY THAT'S BEING SET UP WITH 30 FEET IN THE MATURE COMMUNITY AND 35 ELSEWHERE. MAYBE WE NEED TO REBALANCE THAT. IF YOU CAN TALK ABOUT YOUR CONCERNS ABOUT HEIGHT.

WHEN THE INFILL GUIDELINES WERE CREATED, THAT WAS A FAIR COMPROMISE. A LOT OF WORK WENT INTO THAT REGARDING HEIGHT ISSUES. I WOULD TEND TO WANT TO ABIDE BY THOSE. INFILL GUIDELINES FOR MATURE COMMUNITIES.

COUNCILLOR MAYES: ASIDE FROM THE 39-FOOT CHANGE, WE'RE GOING TO 30 FEET

FROM 28 IN THE MATURE COMMUNITIES FOR THREE FLEXES AND FOUR FLEXES. THE FOUR PLEXES THAT AREN'T WITHIN 800 METRES OF TRANSIT. WHY 35 AND SOME OF THE MATURE COMMUNITIES IF WE SUCCESSFULLY AS A COMPROMISE LOWER TO 30 IN THESE MATURE COMMUNITIES. THANK YOU FOR YOUR COMMENTS ON THAT. ANY FURTHER -- YOU'RE RIGHT, THERE WAS A LOT OF WORK ON THE INFILL GUIDELINES. ANY FURTHER POINTS YOU WANT TO MAKE THAT YOU WEREN'T ABLE TO MAKE DUE TO THE TIME LIMITATIONS?

THE BIG TAKE HOME MESSAGE TODAY WITH THAT WOULD BE THAT THE CITY REALLY NEEDS TO LOOK AT ENFORCEMENT ISSUES. THEY HAVE BYLAWS. THEY HAVE PERMITS THAT OPEN AND CLOSE. THEY HAVE RULES. THEY DON'T HAVE THE RESOURCES TO ENFORCE THOSE RULES. I WOULD LIKE TO SEE SOME ALLOCATION TO THE ENFORCEMENT OF SOME OF THOSE -- THE ALLOCATION OF RESOURCES TO SOME OF THOSE ENFORCEMENT STRATEGIES.

CHAIR: SEEING NO FURTHER QUESTIONS. RITA, THANK YOU FOR YOUR PRESENTATION. MR. MAYOR.

MAYOR GILLINGHAM: I ASK THAT THE PUBLIC HEARING BECOME GEORGEED JUNE 3rd.

CHAIR: ANY NEED FOR ROLL CALL? ROLL CALL MADAM CLERK.

CLERK: [ROLL CALL VOTE]