**Appendix 'D' - Recommended First Reading Alterations to the Precinct 'G' Secondary Plan**

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| 1 | Rename item "*3. Precinct G Sub-Areas"* under the List of Figures in the Table of Contents to: "*3. Sub-Areas and Phasing Map."* |
| 2 | Delete item "*7. Phasing Map"* under the List of Figures in the Table of Contents. |
| 3 | Delete the last sentence under the section *1.7 Amending the Plan*:<br>"~~Where minor numerical or quantitative deviations from the standards are sought, these shall be dealt with through a Community Committee process~~." |
| 4 | Delete the last bullet point under section *3 Land Use Policies*, on page 9 which is worded:<br>• *"Limited Use Policy Areas"*<br>And replace with the following:<br>• *Limited Development Policy Areas.* |
| 5 | Delete the following policy under section 3.1 *Low Density Residential Policy Area*:<br>*3.1.2 "Higher density multi-family residential developments may be considered on corners, along collectors, or adjacent to Medium Density Policy Areas."*<br>And replace with the following:<br>*3.1.2 Higher density multi-family residential developments may be considered on corners, along collectors, or adjacent to Medium Density Neighbourhood Policy Areas.* |
| 6 | Delete the following policy under section *3.1 Low Density Residential Policy Areas*:<br>*3.1.3 "Townhouses shall not exceed 3 storeys in height."*<br>And replace with the following:<br>*3.1.3 Ground-oriented multi-family dwellings shall not exceed the lesser of 3 storeys, or 35 feet in height.* |
| 7 | Delete the following policy under section *3.1 Low Density Residential Policy Areas*:<br>*3.1.4 "Townhouses may be supported by a public lane for vehicular access."*<br>And replace with the following:<br>*3.1.4 Ground-oriented multi-family dwellings should be supported by a public lane for vehicular access.* |
| 8 | Delete the following policy under section *3.1 Low Density Residential Policy Areas*:<br>*3.1.12 "Residential development will not be permitted within 100 meters of the existing snow dump as long as the snow dump is operational."*<br>And replace with the following:<br>*3.1.12 Residential development will not be permitted within 300 metres of the existing snow dump.* |
| 9 | Add the following policy to section *3.1 Low Density Residential Policy Areas* after policy 3.1.12:<br>*3.1.13 Home-based businesses may be permitted and will be evaluated on a case-by-case basis for compatibility with adjacent uses.* |

**Appendix 'D' – Con't**

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| 10 | Add the following policy to section *3.1 Low Density Residential Policy Areas* after policy 3.1.13:<br><br>*3.1.14 Development in proximity to the closed landfill will be consistent with Standards and Guidelines for the Mitigation of Methane Gas at Buildings and Utilities and Guidelines for Construction on Landfill Sites (December, 2006) or updates to that document from time to time.* |
| 11 | Delete the following policy under section *3.2 Medium Density Neighbourhood Policy Area*:<br><br>*3.2.2 "Medium Density Neighbourhood Policy Areas shall achieve a minimum net density of 15 units per acre."*<br><br>And replace with the following:<br><br>*3.2.2 Medium Density Neighbourhood Policy Areas shall achieve a minimum net density of 20 units per acre.* |
| 12 | Delete the following policy under section *3.2 Medium Density Neighbourhood Policy Area*:<br><br>*3.2.3 "Single-family housing is discouraged, but may be accommodated when:*<br>*a) It has been demonstrated that a net density of 20 units per acre can be achieved throughout the Medium Density Neighbourhood Policy Area;*<br>*b) It is combined with a secondary suite; or*<br>*c) It is not fronting onto a collector road."*<br><br>and replace with with the following:<br><br>*3.2.3 Single-family housing is discouraged, but may be accommodated when it has been demonstrated that a net density of 20 units per acre can be achieved throughout the Medium Density Neighbourhood Policy Area.* |
| 13 | Delete the following policy under section *3.2 Medium Density Neighbourhood Policy Areas*:<br><br>*3.2.10 "Neighbourhood commercial uses may be considered, where appropriate (e.g. along a collector road)."*<br><br>And replace with the following:<br><br>*3.2.10 Neighbourhood commercial uses may be considered along collector streets, where appropriate.* |
| 14 | Add the following policy under section *3.2 Medium Density Neighbourhood Policy Area:* after policy 3.2.11:<br><br>*3.2.12 Residential, and other uses that may be sensitive to nearby rail operations shall incorporate mitigation measures to appropriately buffer these uses from the CP Winnipeg Beach Subdivision (e.g. setbacks, berming, and/or fencing).* |

**Appendix 'D' – Con't**

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| 15 | Add the following policy under section *3.2 Medium Density Neighbourhood Policy Area*, after policy 3.2.12:<br><br>*3.2.13 Residential development will not be permitted within 300 metres of the existing snow dump.* |
| 16 | Delete the following policy under section *3.3 Commercial and Mixed-Use Policy Areas:*<br><br>*3.3.4 "Suitable buffers or transitions shall be provided between Commercial and Mixed-Use Policy Areas and Low Density Residential Policy Areas, in accordance with the Zoning By-law. Buffers or transitions may include setbacks, building massing, landscaping, or other mitigative measures."*<br><br>And replace with the following:<br><br>*3.3.4 Suitable buffers and/or design considerations shall be provided between Commercial and Mixed-Use Policy Areas and Low Density Residential Policy Areas. Buffers and/or design considerations may include setbacks, building massing, landscaping, or other mitigative measures.* |
| 17 | Delete the following policy under section *3.3 Commercial and Mixed-Use Policy Areas*::<br><br>*3.3.7 "Single-family housing may be permitted in the Commercial and Mixed-Use Policy Area if it:*<br><br>• *Does not front onto a collector road or arterial road; and,*<br>• *Is not within approximately 50 meters of an arterial road and collector road intersection."*<br><br>And replace with the following:<br><br>*3.3.7 New single-family dwellings will not be permitted in the Commercial and Mixed Use Policy Areas.* |
| 18 | Delete the following policy under section *3.3 Commercial and Mixed-Use Policy Areas:*<br><br>*3.3.8 "Residential development will not be permitted within approximately 100 meters of the existing snow dump."*<br><br>and replace with the following<br><br>*3.3.8 Residential development will not be permitted within 300 metres of the existing snow dump.* |
| 19 | Add the following policy under section *3.3 Commercial and Mixed-Use Policy Areas* after policy 3.3.8:<br><br>*3.3.9 Development in proximity to the closed landfill will be consistent with Standards and Guidelines for the Mitigation of Methane Gas at Buildings and Utilities and Guidelines for Construction on Landfill Sites (December, 2006) or updates to this document from time to time.* |

**Appendix 'D' – Con't**

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| 20 | Delete the following policy under section 3.4 Limited Development Policy Area:<br><br>*3.4.5 "The southern boundary of the Limited Development Policy Area in sub-area 4b will be consistent with the Future Chief Peguis Trail right-of-way once the alignment of the Chief Peguis Trail has been approved by Council."*<br><br>And replace with the following:<br><br>*3.4.5 No neighbourhood development will be permitted in the Limited Development Policy Area portion of sub-area 4a until the alignment of the Future Chief Peguis Trail right-of-way has been determined and approved by Council.* |
| 21 | Delete the following policy under section 3.4 *Limited Development Policy Area*<br><br>*3.4.6 "Any new land uses proposed in a Limited Development Policy Area should be complementary, compatible and supportive of the adjacent land uses to minimize land use conflicts."*<br><br>And replace with the following:<br><br>*3.4.6 The boundary of the Limited Development Policy Area in sub-area 4a will be consistent with that of the Future Chief Peguis Trail right-of-way once the alignment of the Chief Peguis Trail has been approved by Council.* |
| 22 | Add the following policy under section *3.4 Limited Development Policy Area* after policy 3.4.6:<br><br>*3.4.7 Existing agricultural uses may continue to operate in the Limited Development Policy Area.* |
| 23 | Delete the following policy under section *3.5 Parks and Open Space*:<br><br>*3.5.3 "A minimum of one small park (0.5-acre minimum) should be provided per sub-area, and a minimum of one large park and/or public reserve area (10-acre minimum) should be provided in the overall Precinct."*<br><br>And replace with the following:<br><br>*3.5.3 A minimum of one small park (0.5-acre minimum) should be provided per sub-area, and a minimum of one large park (15 or more acres) or two smaller (7 acres or more) community-scale parks shall be provided for organized sports in the Precinct.* |
| 24 | Delete the following policies under section *3.5 Parks and Open Space* and renumber the remaining policies accordingly:<br><br>*3.5.10 "The control zone between the closed landfill and nearby housing shall be confirmed by the City of Winnipeg at the development application stage."*<br><br>*3.5.11 "Reducing the control zone surrounding the closed landfill may be considered."* |

**Appendix 'D' – Con't**

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| 25 | Delete the following policy under section *4.1 Road Network*, policy<br><br>*4.1.2 "The collector roads shall be constructed to the standards and specifications of the City of Winnipeg."*<br><br>And replace with the following:<br><br>*4.1.2 All public roads and lanes shall be constructed to the standards and specifications of the City of Winnipeg at the Development Application stage.* |
| 26 | Delete the following policy under section 4.1 *Road Network*:<br><br>*4.1.8 "The design of the internal road network should provide for the following:*<br><br>• *Convenient connections and multiple choices to origin/destination points within the community;*<br>• *Pathway connections between streets, to assist in meeting transit coverage requirements; and,*<br>• *The ability of Transit routes to be provided within 400 metres of most dwellings."*<br><br>And replace with the following:<br><br>*4.1.8 The design of the internal road network should provide for the following:*<br><br>• *Convenient connections and multiple choices to origin/destination points within the community;*<br>• *Pathway connections between streets, to assist in meeting transit coverage requirements and promote connectivity; and,*<br>• *The ability of Transit stops to be provided within 400 metres of most dwellings.* |
| 27 | Delete the following policy under section 4.1 *Road Network* and renumber the remaining policies accordingly:<br><br>*4.1.9 "Collector streets shall be shared by motorized vehicles, buses, and cyclists, and shall have off-street sidewalks on both sides unless otherwise determined through the development application stage."* |
| 28 | Delete the following policy under section 4.1 *Road Network*:<br><br>*4.1.13 "Ferrier Street shall connect to the future Chief Peguis Trail extension."*<br><br>And replace with the following:<br><br>*4.1.13 Ferrier Street shall connect to the future Chief Peguis Trail extension and shall be a four (4) lane divided roadway from the Chief Peguis Trail to McPhillips Street.* |
| 29 | Add the following policy under section *4.1 Road Network* and renumber the remaining policies accordingly:<br><br>4.1.14 *Residential lots with narrow lot widths (ie approximately 35 feet or less) may need to be supported by a back lane, as determined by Public Works.* |

**Appendix 'D' – Con't**

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| 30 | Delete the following policy under section *4.1 Road Network*:<br><br>*4.1.15 "At the development application stage, prior to development adjacent to the CP Rail Winnipeg Beach subdivision, the City of Winnipeg and developer will work in collaboration with CP Rail to identify and determine rail crossing requirements for Precinct G – this may include crossings at Red River Boulevard and/or Fernbank Avenue, as well as the potential closure of the Murray Avenue Crossing. Further study and consultation may be required."*<br><br>And replace with the following:<br><br>*4.1.15 Future rail crossings will be considered through consultation with the appropriate rail company.* |
| 31 | Add the following policy under section 4.1 Road Network, and renumber the remaining policies accordingly:<br><br>*4.1.15 Railway crossings warning systems shall meet the Grade Design Standards for whistle cessation.* |
| 32 | Delete the following policy under section *4.1 Road Network*:<br><br>*4.1.16 "Development adjacent to the CP Rail Winnipeg Beach subdivision will consider the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and Railway Association of Canada and/or City of Winnipeg guidelines."* |
| 33 | Delete the following policy under section 4.2 *Walking and Cycling Network*:<br><br>*4.2.1 "Subdivision designs within the Precinct shall include provisions for pathways and sidewalks generally located within the walking and cycling network concept as outlined in Figure 5 of this Plan."*<br><br>And replace with the following:<br><br>*4.2.1 Subdivision designs within the Precinct shall include provisions for pathways generally located within the walking and cycling network concept as outlined in Figure 5 of this Plan. Pathways shall be designed to minimize mid-block crossings.* |

**Appendix 'D' – Con't**

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| 34 | Delete the following policy under section *4.2 Walking and Cycling Network*:<br><br>4.2.12 *"Active Transportation infrastructure (AT) shall be provided as follows:*<br>• *Collector rights-of-way shall be of an adequate width to accommodate a sidewalk on both sides and/or another form of off-street AT amenity;*<br>• *Arterial rights-of-way shall be of an adequate width to accommodate a sidewalk on both sides and/or another form of off-street AT amenity; and,*<br>• *Expressways shall include a dedicated off-street AT facility (e.g. along the future Chief Peguis Trail extension)."*<br><br>And replace with the following:<br><br>*4.2.12 The following collector rights-of-way, also found on **Figure 5**, shall be of an adequate width to accommodate a sidewalk on one side and a 3.5 metre wide multi-use path on the other side, including but not limited to:*<br>• *Ferrier Street*<br>• *Murray Avenue*<br>• *Fernbank Avenue from the Chief Peguis Trail multi-use path connection to Murray Avenue*<br>• *Red River Boulevard from the CP Winnipeg Beach Subdivision to the Ferrier Street intersection.* |
| 35 | Delete the following policy under section *4.2 Walking and Cycling Network*:<br><br>*4.2.13 "Local streets shall be shared by motorized vehicles, cyclists, and pedestrians. While sidewalks are not required on these streets, they should be considered in strategic locations, including those:*<br>• *That provide direct connections to school sites;*<br>• *That provide direct links to pathways or Medium Density Neighbourhood Policy Areas; and/or*<br>• *Where flanking lots offer opportunities to provide connections to community destinations, without crossing front driveways."*<br><br>And replace with the following:<br><br>*4.2.13 The inclusion of sidewalks on local streets shall be guided by the standards or specifications of the City of Winnipeg applicable at the Development Application Stage and/or shall be considered in strategic locations, including but not limited to those that provide direct connections to:*<br>• *School sites*<br>• *Pathways*<br>• *Commercial and Mixed-Use Policy Areas*<br>• *Medium Density Neighbourhood Policy Areas; and/or*<br>• *Multi-family areas.* |

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| 36 | Delete the following pre-amble to section *6.1 Staging and Phasing*:<br><br>*"The policies of this section serve to ensure that the orderly development of the Precinct can be accommodated by appropriate infrastructure. The phasing plan for Precinct G is illustrated in Figure 3. Development phasing within the Precinct is primarily based on infrastructure requirements (including roads, water, wastewater, and land drainage) on a sub-area basis. The Plan assumes that a majority of development will take place over a 25-year time horizon.*<br><br>*Phasing for development of each Sub-Area within the Precinct is subject to the following constraints as outlined in Figure 7:*<br><br>• *Sub-area 2a, 4a, and 4b, identified as yellow in Figure 7, can be serviced independent of other Precinct sub-areas with minor extension of services.*<br><br>• *Sub-areas 2b, 3a, 3b, and 5 identified as magenta in Figure 7, cannot be serviced independent of other Precinct sub-areas because of land drainage, sewer, or water servicing constraints.*<br><br>• *A majority of sub-area 1a, identified as grey in Figure 7, is currently used as a City of Winnipeg snow dump. There are no plans to cease operations of the snow dump in the foreseeable future.*<br><br>• *Sub-area 1b, identified as green in Figure 7, is a closed landfill and may be considered in the future as a passive park space.*<br><br>• *The narrow strip of land north of sub-areas 1a and 1b cannot be serviced independent of other Precinct sub-areas because of land drainage, sewer, water and road constraints."*<br><br>And replace with the following:<br><br>*The policies of this section serve to ensure that the orderly development of the Precinct can be accommodated by appropriate infrastructure. The phasing plan for Precinct G is illustrated in* ***Figure 3 (Sub-Areas and Phasing Map).*** *Development phasing within the Precinct is primarily based on infrastructure requirements (including roads, water, wastewater, and land drainage) on a sub-area basis. The Plan assumes that a majority of development will take place over a 25-year time horizon.*<br><br>*Phasing for development of each Sub-Area within the Precinct is subject to the following constraints as outlined in* ***Figure 3 (Sub-Areas and Phasing Map)****.*<br><br>• *Sub-areas 2b and 4a identified as yellow in Figure 3 can be serviced independent of other Precinct sub-areas with minor extension of services. More specifically, sub-area 2b can be serviced to accommodate single-family dwellings. However, the Servicing Brief has not demonstrated that multi-family development can be adequately serviced by the water infrastructure in sub-area 2b without additional connections to the south or southwest. Further review is required to confirm the extent of multi-family development in sub-area 2b prior to connections to the south. Per policy 3.4.5, no neighbourhood development will be permitted in the southern portion of sub-area 4a until the alignment of the Future Chief Peguis Trail right-of-way has been determined and approved by Council.* |

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| | • *Sub-area 2a, identified as orange in Figure 3, cannot be serviced independent of other Precinct sub-areas because of land drainage, sewer, or water.*<br>• *Sub-area 3a, identified as orange in Figure 3, cannot be serviced independent of other Precinct sub-areas because of land drainage.*<br>• *Sub-areas 5 and 3b, identified as orange in Figure 3, cannot be fully serviced independent of other Precinct sub-areas.*<br>• *Sub-areas 1 and 4b identified as grey in Figure 3, have limited development potential. Area 1 is predominantly comprised of an operational snow dump with no plans to cease operations in the foreseeable future and a closed landfill. The closed landfill may be considered in the future as a passive park space. The majority of Area 4b is required for long-term plans to develop a support-type land use related to the North End Sewage Treatment Plant and some of the lands may be required for the Future Chief Peguis Trail.* |
| 37 | Delete the following policy under section *6.1 Staging and Phasing*:<br>*6.1.1* "*Development of the Planning area will generally be phased in accordance with Figure 7 and the following:*<br>• *Development within sub-areas 2a, 4a, and 4b, identified as yellow in Figure 7, may be developed independently of development in other areas.*<br>• *Development within sub-areas 2b, 3a, 3b, and 5, identified as magenta in Figure 7, cannot be developed until land drainage, sewer, and/or water servicing can be extended from adjacent sub-areas."*<br>And replace with the following:<br>*6.1.1 Development of the Planning area will be phased in accordance with Figure 3: Sub-Areas and Phasing Map and the following:*<br>*a) Development within sub-areas 2b and 4a identified as yellow in Figure 3 may be developed in advance of development in other areas.*<br>*i) Per policy 3.4.5, no neighbourhood development will be permitted in the southern portion of sub-area 4a until the alignment of the Future Chief Peguis Trail right-of-way has been determined and approved by Council.*<br>*b) Development within sub-areas 2a, 3a, 3b, and 5 identified as orange in Figure 3 will not be developed until land drainage, sewer, and/or water servicing can be extended from adjacent sub-areas.* |

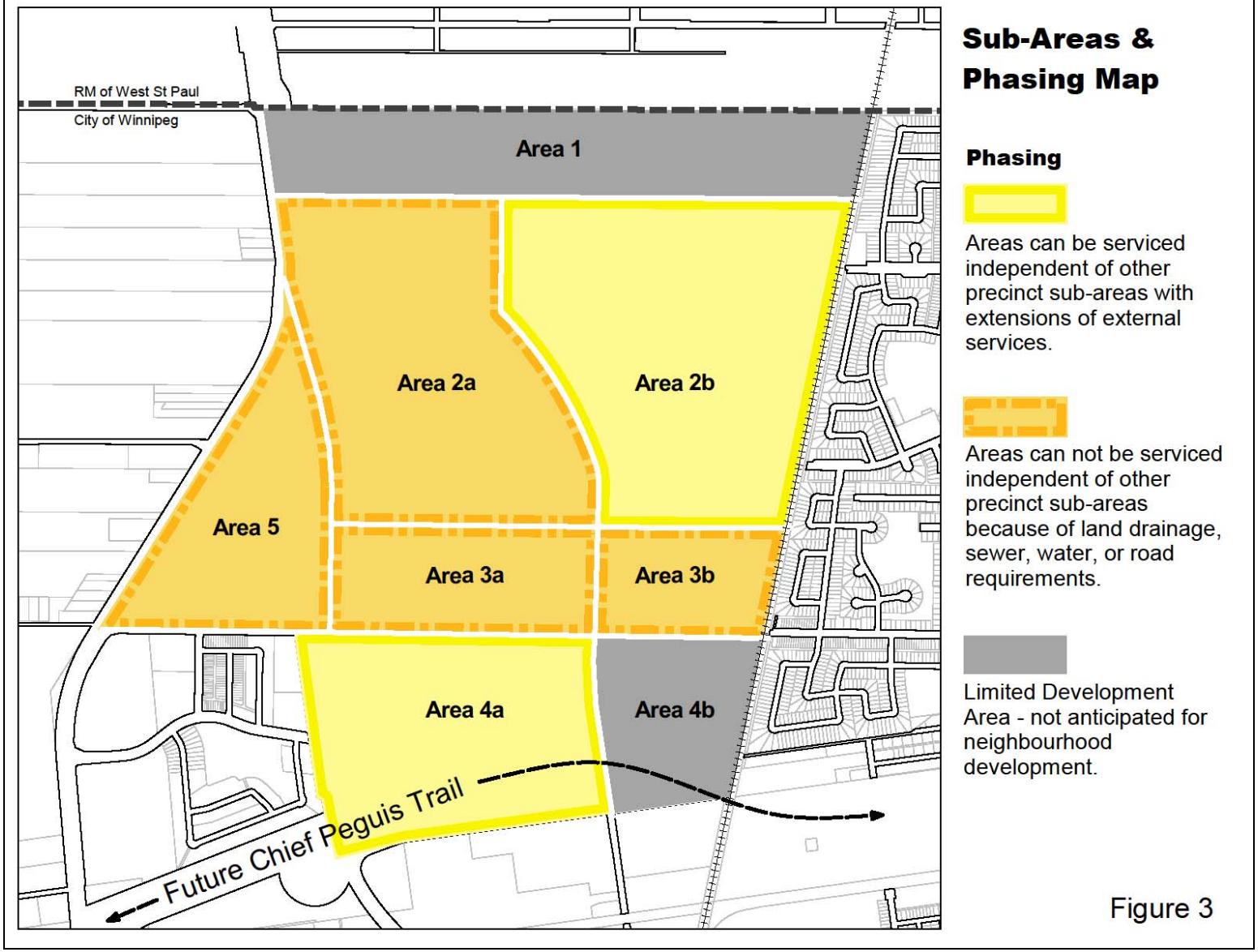
**Appendix 'D' – Con't**

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| 38 | Delete the following policy under section *6.1 Staging and Phasing*:<br>*6.1.2* "*The phasing constraints outlined in Section 6.1 and illustrated on **Figure 7** of this Plan can be revised subject to detailed technical analysis to the satisfaction of the Director of Water and Waste (City of Winnipeg).*"<br>And replace with the following:<br>*6.1.2* *The phasing constraints outlined in Section 6.1 and illustrated on **Figure 3** of this Plan can be revised subject to detailed technical analysis to the satisfaction of the Director of Water and Waste (City of Winnipeg).* |
| 39 | Add the following policy under section *6.1 Staging and Phasing*, after policy 6.1.2:<br>*6.1.3 Road-related phasing criteria may be considered.* |
| 40 | Delete the following policies under section *6.2 Cost Sharing*:<br>*"6.2.1 Cost sharing agreements related to provision of services within the Precinct may be implemented in accordance with the Development Agreement Parameters.*<br>*6.2.2 Cost sharing agreements should be reviewed with every development application.*<br>*6.2.3 The major land drainage system including land impoundment areas is a developer/landowner responsibility with the total cost of the system charged to the total benefiting area at a uniform Trunk Service Rate (TSR) charge on a per /acre basis.*<br>*6.2.4 Development within Precinct G requires the provision of land for road rights-of-way, parks, open space and natural areas. These items may be considered as part of an area charge.*<br>*6.2.5 Cost-sharing for any oversized infrastructure will be calculated in accordance with the Development Agreement Parameters.*<br>*6.2.6 The installation and costs of the internal services of each subdivision area will be the responsibility of the developer including local streets, local wastewater sewers, watermains and land drainage sewers.*<br>*6.2.7 Cost sharing arrangements for professional fees related to the preparation of this Precinct Plan will be accomplished through the development of an area charge which shall be administered by the City of Winnipeg."*<br>And replace with the following:<br>*6.2.1 Cost sharing agreements related to provision of services within the Precinct may be implemented in accordance with the Development Agreement Parameters and changes to the Development Agreement Parameters from time to time.*<br>*6.2.2 Cost sharing agreements should be reviewed with every development application.*<br>*6.2.3 In accordance with the Development Agreement Parameters, the major land drainage system including land impoundment areas is a* |

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| | | *developer/landowner responsibility with the total cost of the system charged to the total benefiting area at a uniform Trunk Service Rate (TSR) charge on a per /acre basis.* |
| | *6.2.4* | *Development within Precinct G requires the provision of land for road rights-of-way, parks, open space and natural areas. These items may be considered as part of an area charge as part of phase 1 of development in the Precinct.* |
| | | *(a) Costs associated with the construction of the future connection of Ferrier Street to Chief Peguis Trail, including but not limited to traffic control structures, may be funded through the establishment of an area charge.* |
| | *6.2.5* | *Cost-sharing for any oversized infrastructure will be calculated in accordance with the Development Agreement Parameters.* |
| | *6.2.6* | *In accordance with the Development Agreement Parameters, the installation and costs of the internal services of each subdivision area will be the responsibility of the developer including local streets, local wastewater sewers, watermains and land drainage sewers.* |
| | *6.2.7* | *Cost sharing arrangements for professional fees related to the preparation of this Precinct Plan may be accomplished through the development of an area charge in a manner consistent with the Development Agreement Parameters.* |

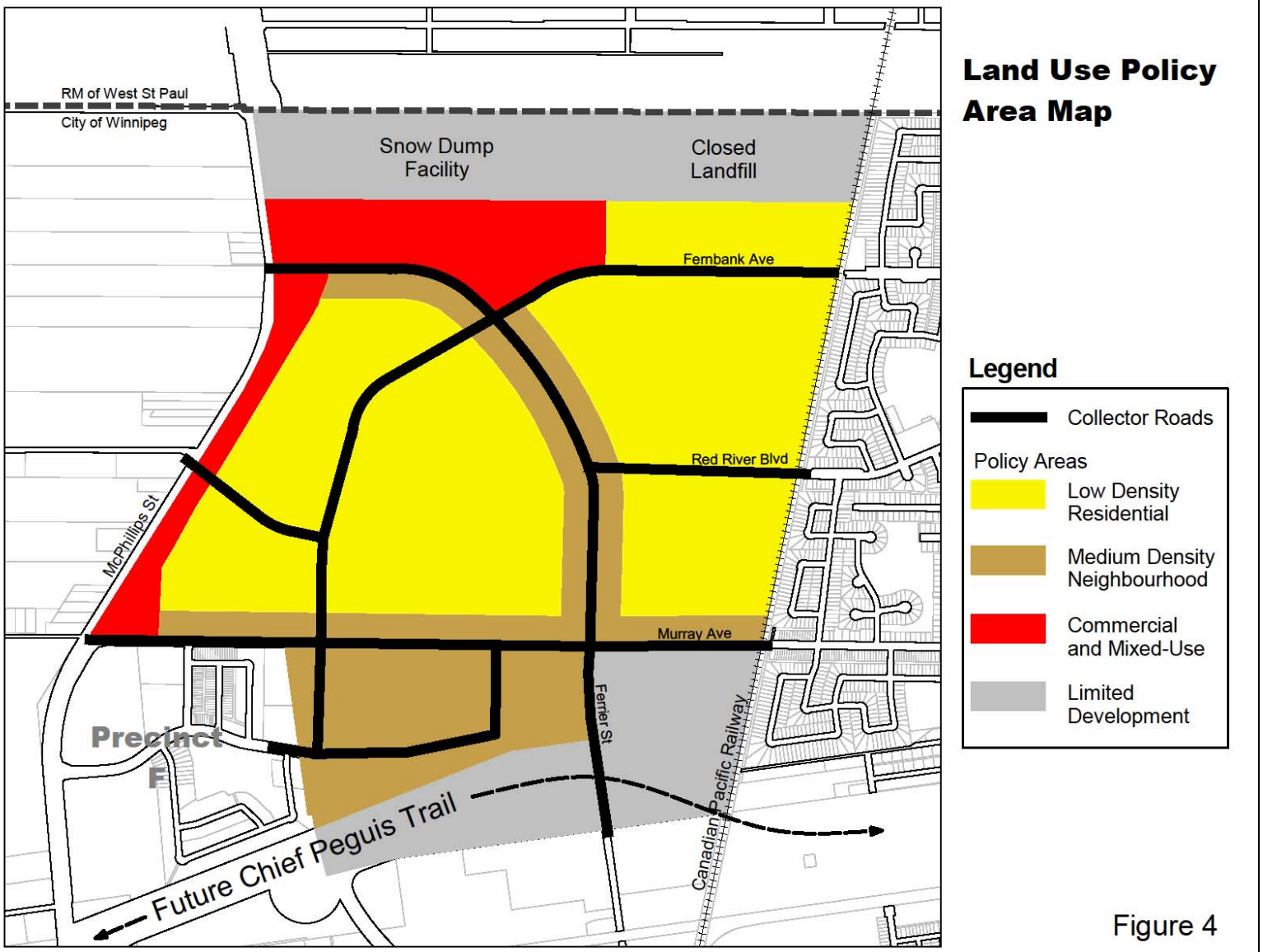
**Appendix 'D' - Recommended First Reading Alterations to the Precinct 'G' Secondary Plan**

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| 41 | Delete *Figure 3 "Precinct G Sub-Areas"* and replace with the following: |



**Appendix 'D' – Con't**

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| 42 | Delete *Figure 4 "Land Use Policy Map"* and replace with the following: |



**Appendix 'D' – Con't**

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| 43 | Delete Figure 5 *"Transportation Map"* and replace with the following: |
| 44 | Delete Figure 7 "Phasing Map". |

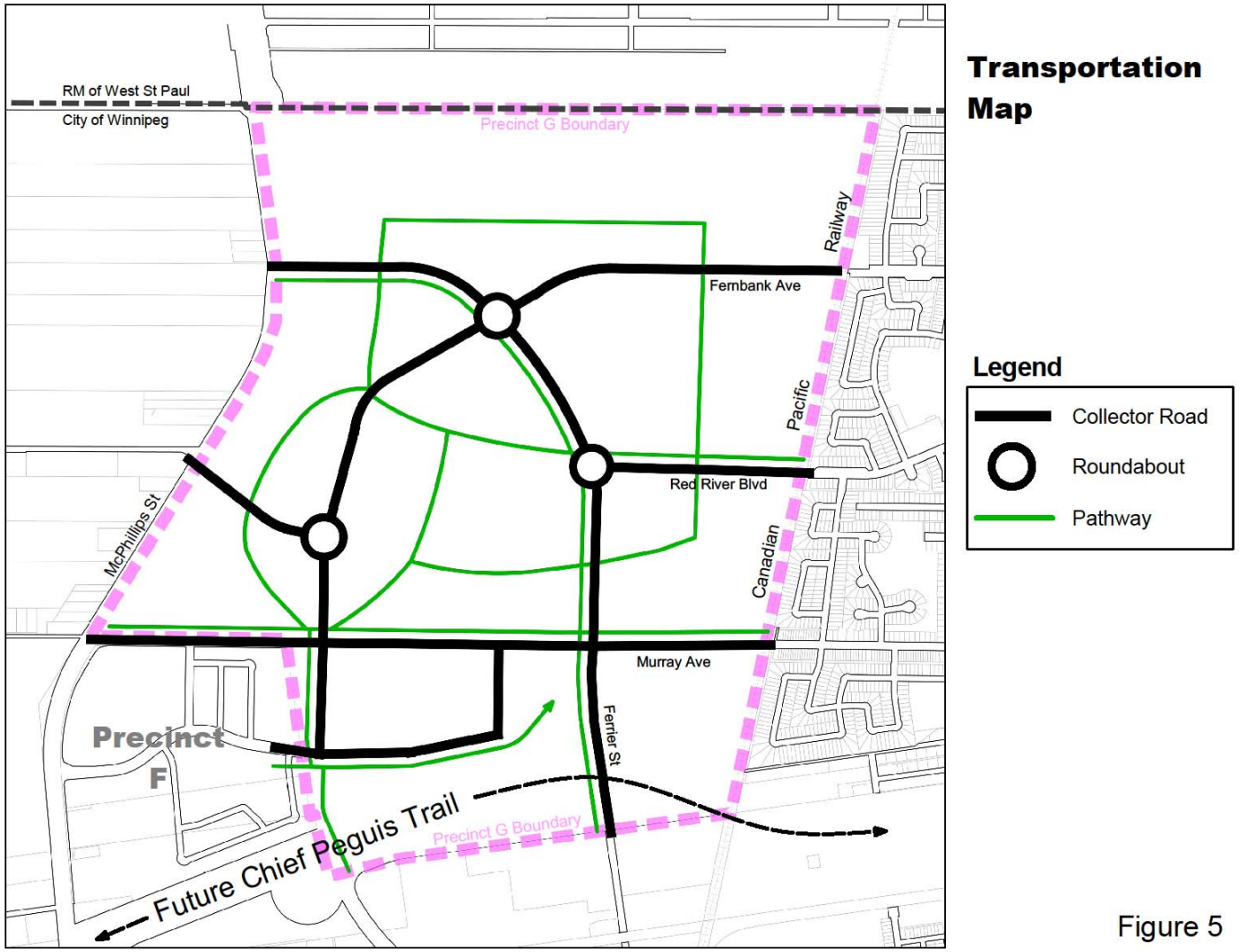



Figure 5