Appendix "D" – Changes made to the version of the draft Waverley West Neighbourhood 'B' Secondary Plan to address comments received after December 3, 2018
Alterations made are highlighted and underlined.

#	Original	Alteration	Rationale/Comment
	1.5.2 INTERPRETATION (policies)		
1	"Net Developable Acre" is calculated by the "net area", meaning the total area of land contained within the property boundaries, excluding undevelopable lands, such as public roads, park space, pathways, walkways, ponds and fringe areas, roads and regional uses;	"Net Developable Acre" is calculated by the "net area", meaning the total area of land contained within the property boundaries, excluding undevelopable lands, such as public roads, park space, pathways, walkways, ponds and fringe areas, ~~roads~~ and other lands that are not residential in nature, such as schools, recreation and commercial uses ~~regional uses~~;	Additional clarity provided. Roads no longer referred to twice
2	NEW Definition	"Ground-entry multi-family dwelling" means a multi-family dwelling where each individual dwelling unit has a separate entrance to the street level.	Definition required to support polices in section 3.1 (Lower Density Residential)
3	NEW	1.10 COST SHARING This section provides direction on the nature of agreements that may be pursued by the City of Winnipeg to ensure the costs of providing infrastructure to the planning area are equitably shared amongst benefitting land owners. 1.1.1 OBJECTIVES The objective of entering into cost sharing agreements between the City and landowners is: A. To enable the equitable sharing of infrastructure, park dedication and related costs between benefitting landowners of the Plan Area; and B. To make landowners and prospective developers aware of the range of items that may be subject to cost sharing agreements. C. To encourage proceeds acquired from cash-in-lieu of land dedication or agreements related to provision of parks-related infrastructure to be directed to parks and related-infrastructure in the plan area. 1.1.2 POLICIES 1. The City of Winnipeg may enter into agreements with landowners to cost share the provision of infrastructure within the Plan Area. 2. Cost sharing arrangements and/or area charges are subject to periodic review and update as appropriate. 3. Collector roads, and related infrastructure, generally identified on Appendix A – Land Use and Transportation Concept Plan may be cost shared within the Plan Area. Any additional interior road infrastructure constructed to a collector road standard that is not generally identified on Appendix A may not be subject to an area wide charge. 4. Land drainage systems, including impoundment areas, are a developer/landowner responsibility, with the total cost of the systems charged to the benefitting area at a uniform Trunk Service Rate (TSR) charge on a per hectare/acre basis. Land required for impoundment and/or retention pond may be included as a cost of the TSR. 5. Consideration should be given to direct proceeds collected from cash-in-lieu of land dedication in the Plan Area exclusively to parks within the Plan Area. 6. Professional fees related to the preparation of this plan may be cost recovered through an area charge. 7. Offsite infrastructure improvements of mutual benefit to landowners within the Plan Area, such as water, wastewater and drainage infrastructure, may be cost recovered through an area charge.	Cost sharing objectives and policies added to ensure landowners and prospective developers are aware of the range of items that may be subject to cost sharing arrangements.
	3.1 LOWER DENSITY RESIDENTIAL		
4	Policy 3.1.2 (2) Public and institutional uses, such as places of worship, daycares and non-regional recreational uses may be allowed within the Lower Density Residential area, where determined by the City to be compatible and appropriate. Such uses shall be located adjacent to collector roads and the design of the site shall mitigate any negative impacts of the use on adjacent lower density residential uses.	New public and institutional uses, such as places of worship, daycares and non-regional recreational uses may be allowed within the Lower Density Residential area, where determined by the City to be compatible and appropriate. Such uses shall be located adjacent to collector roads and the design of the site shall mitigate any negative impacts of the use on adjacent lower density residential uses.	Wording changed to accommodate new institutional uses.

#	Original	Alteration	Rationale/Comment
5	Policy 3.1.2 (4) Any residential development application for lands within a Lower Density Residential area should achieve a minimum density of 7.0 dwelling units per Net Developable Acre and a maximum density of 15.0 dwelling units per Net Developable Acre.	Any residential development application for lands within a Lower Density Residential area should achieve a minimum density of 7.0 dwelling units per Net Developable Acre. ~~and a maximum density of 15.0 dwelling units per Net Developable Acre.~~	Density maximums controlled through design considerations (ie. Ground-entry only).
6	NEW	Policy 3.1.2 (5) Higher density development shall be directed along collector roads within sub-areas 1 and 2 as shown in **Appendix B – Sub-Areas for Concept Plans**	Higher densities directed to where a greater level of transit service is most likely to be available. 'Higher Density' limited by design considerations (ie. Ground-entry only)
7	Policy 3.1.2 (5) Single-family dwellings shall not back onto a collector road.	Policy 3.1.2 (6) Single-family dwellings shall not back onto an internal collector road.	Single-family dwellings may back onto Bison Drive. This is consistent with the single-family dwellings north of (future) Bison Drive.
8	Policy 3.1.2 (6) Single-family dwellings on lots with less than 12.19 metres (40 feet) of frontage shall take exclusive access from a back lane because narrow lots with front access driveways: a. reduce the availability of front yard areas for landscaping and tree growth; b. reduce snow storage areas; c. negatively impact on-street parking capacity; d. reduce pedestrian comfort and safety; and e. create streets that are dominated by garage doors and pavement which lack the ability to animate the street.	Policy 3.1.2 (7) Single-family dwellings on lots with less than 12.19 metres (40 feet) of frontage ~~shall~~ should take exclusive access from a back lane, unless a design solution can be provided, to the satisfaction of the Director of Public Works, that can address the following design considerations: a. the availability of front yard areas for landscaping and tree growth; b. adequate snow storage areas; c. on-street parking capacity; and d. the provision of utilities. ~~d. pedestrian comfort and safety; and~~ ~~e. create streets that are not dominated by garage doors and pavement which lack the ability to animate the street~~	The Secondary Plan now provides direction instead of a prescribed solution to the issues identified. This new wording allows consideration for design solutions. In addition, it will allow for some front driveways to be considered for lots with less than 40', rather than restricting them altogether.
9	Policy 3.1.2 (8) Semi-detached dwellings and two-family dwellings may be permitted on local roads where: a. the minimum lot width is 15.24 metres (50 feet), although this does not preclude the splitting of lots as per the Zoning By-law; and b. the City determines that such development will not negatively impact the ability to provide landscaping, on-street parking and snow clearing. In such situations, the front access driveway width shall be limited to a maximum of 3.05 metres (10 feet) and require that driveways be shared with the driveway of the adjacent lot.	Policy 3.1.2 (8) Semi-detached and two-family dwelling on lots less than 15.24 metres (50 feet) of frontage should take exclusive access from a back lane, unless a design solution can be provided, to the satisfaction of the Director of Public Works, that can address the following design considerations: a. the availability of front yard areas for landscaping and tree growth; b. adequate snow storage areas; c. on-street parking capacity; d. the provision of utilities; and e. pedestrian safety	Policy re-organized for readability and consistency with other policies. Emphasis is on design solutions to which address the listed criteria.
10	Policy 3.1.2 (7) Multi-family dwellings may be allowed within the Lower Density Residential area, under the following conditions: a. multi-family dwellings shall be limited to a maximum of six dwelling units per building; b. multi-family dwelling shall be limited to a maximum height of two storeys; c. the design of multi-family dwellings shall be street-oriented and ground-entry only; and d. multi-family dwellings shall only have driveway and garage access from a back lane.	Policy 3.1.2 (9) Multi-family dwellings may be allowed within the Lower Density Residential area along collectors roads within sub areas 1 and 2 as shown in Appendix B, under the following conditions: a. multi-family dwellings shall take exclusive access from a back lane, and b. the design of multi-family dwellings shall be street oriented and ground entry only. Policy 3.1.2 (10) Multi-family dwellings may be allowed within the Lower Density Residential along collector roads within sub-area 3 as shown in Appendix B and along local roads throughout the Plan Area, under the following conditions: a. multi-family dwellings shall take exclusive access from a back lane; b. the design of multi-family dwelling shall be street oriented and ground-entry; and c. should be limited to approximately six dwelling units per building.	Maximum of 6 dwelling units per building no longer a requirement along collector roads. More than 6 dwellings per building may be considered elsewhere when appropriate. Maximum height of multi-family buildings on local streets now limited by 'ground-entry' requirement. Maximum height of multi-family buildings on collector roads will be consistent with the Zoning Bylaw.

#	Original	Alteration	Rationale/Comment
11	NEW	Policy 3.1.2 (11) Live-work style development may be allowed along collector roads in the Lower Density Residential areas within **sub-areas 1 and 2 as shown on Appendix B – Sub-areas for Concept Plans.**	Clarification that live-work dwelling units, which were allowed in previous version, are allowed along collector roads in the north portion of the plan area.
12	NEW	Policy 3.1.2 (12) Properties zoned "A–Agricultural" shall be required to rezone prior to the establishment of new principal buildings or uses.	Clarification that development on empty parcels of land must be rezoned appropriately.
	3.2 MEDIUM DENSITY RESIDENTIAL		
13	3.2.2 (3) Any residential development applications within the Medium Density Residential areas should achieve a minimum density of 15.0 dwelling units per Net Developable Acre and a maximum density of 55.0 dwelling units per Net Developable Acre.	~~Any~~ residential development ~~applications~~ within the Medium Density Residential areas should achieve a minimum density of 15.0 dwelling units per Net Developable Acre ~~and a maximum density of 55.0 dwelling units per Net Developable Acre.~~	Maximum density already restricted by the Zoning Bylaw.
14	3.2.2 (4) Higher-density multi-family residential dwellings should be located adjacent to a collector road.	Higher-density multi-family residential dwellings should ~~be located adjacent to~~ abut a collector road.	Wording change for clarity.
15	Policy 3.2.2 (5) Institutional and public uses, such as places of worship, daycares and recreational uses may be allowed within the Medium Density Residential area, where determined to be compatible and appropriate. Such uses shall be located on and have access to a collector road and shall mitigate any negative impacts of the use on any adjacent residential uses	New institutional and public uses, such as places of worship, daycares and recreational uses may be allowed within the Medium Density Residential area, where determined to be compatible and appropriate. Such uses shall be located on and have access to a collector road and shall mitigate any negative impacts of the use on any adjacent residential uses.	Wording changed to accommodate new institutional uses.
16	NEW	Policy 3.2.2 (7) Ground entry and street oriented multi-family dwellings should take exclusive access from a back lane, unless a design solution can be provided, to the satisfaction of the Director of Public Works, that can address the following design considerations: a. the availability of front yard areas for landscaping and tree growth; b. adequate snow storage areas; c. on-street parking capacity; d. provision of utilities; and e. pedestrian safety.	Policy added to ensure consistency with multi-family development along collector roads in the Low Density Area.
17	Policy 3.2.2 (7) The following design and siting considerations shall be made for the development of any multi-family residential dwellings: a. development shall be oriented to the public road, with a main entrance facing the public road and minimal front yard setbacks; b. locate buildings to frame edges of streets, parks and open spaces; c. large expanses of blank walls are discouraged. Balconies, windows, architectural details and façade treatments shall be used to provide visual interest; d. clear pedestrian connections to the building(s) entrance to and from the public road and any off-street parking areas; e. off-street parking areas shall be located either underground, to the side or behind buildings; f. landscaping, including trees around the perimeter of the lot and between rows of surface parking stalls, to provide a buffer and visual interest; g. where off-street parking areas are visible from the public road, a landscaped buffer will be provided to visually screen the off-street parking areas from the public road; h. locate activities such as loading and service areas, utilities, storage and parking away from the public realm and view; and i. on larger sites with multiple buildings, building orientation should either be parallel or perpendicular to the public road(s) in order to ensure visibility and access to all building entrances from the public road.	Policy 3.2.2 (8) Multi-family residential development is subject to the following design and siting criteria: a. where a building abuts a street, the building shall provide a clear common entrance oriented to the street, unless street access is provided from all individual ground floor units facing the street; b. where a building does not abut a street, the site design shall provide clear pedestrian connections to the building entrances and any off-street parking areas; c. off-street parking areas shall be located either underground, to the side or behind buildings; d. landscaping, including trees, around the perimeter of the lot and between rows of surface parking stalls, shall be provided; e. where off-street parking areas are visible from the public road, a landscaped buffer shall be provided to visually screen the off-street parking areas from the public road; f. large expanses of blank walls shall be discouraged; and g. balconies, windows, architectural details and façade treatments shall be used to provide visual interest.	Reorganized slightly. Buildings abutting streets now require more a clear 'street presence'

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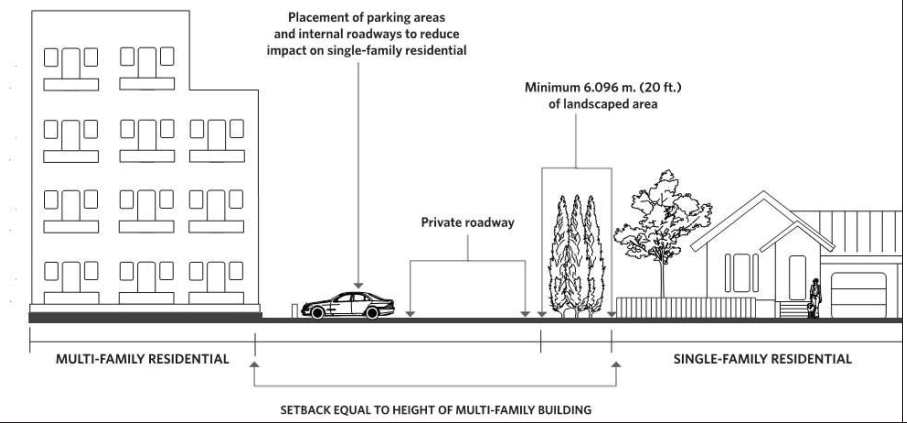
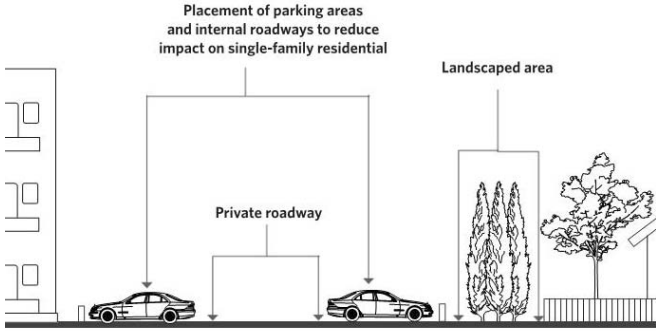
18	Policy 3.2.2 (8) Where a multi-family residential use is located abutting a single-family residential use, the design and siting of the multi-family dwelling shall mitigate any negative impacts on the single-family residential use. Mitigative solutions that shall be applied include, but are not limited to: a. placement of off-street parking areas or internal roadways to buffer and reduce visual impacts of the multi-family residential use on an adjacent single-family residential use; b. placement of landscaping, berming and/or fencing to reduce visual impacts of the multi-family residential use on an adjacent single-family residential use. This shall include, but not be limited to, a minimum of 6.096 metres (20 feet) of landscaped area from the property line of any single-family residential use and any building, off-street parking area or internal roadway within the multi-family site; and c. in instances where the proposed building is taller than the maximum allowable height for the adjacent zoning district, the multi-family dwelling shall provide a yard setback no less than the required rear yard setback of the impacted property or a yard setback equal to the height of the proposed building, whichever is greater.	Policy 3.2.2 (9) Where a multi-family residential use is located abutting a single-family residential use, the design and siting of the multi-family dwelling shall mitigate any negative impacts on the single-family residential use. Mitigative solutions that ~~shall~~ should be ~~applied~~ considered include, but are not limited to the following: a. the placement of off-street parking areas or internal roadways to buffer and reduce visual impacts of the multi-family residential use on an adjacent single-family residential use; b. the placement of landscaping, berming and/or fencing to reduce visual impacts of the multi-family residential building(s), drive aisles and parking areas on an abutting single-family residential dwelling; c. locating and massing the building(s) on the portion of the site immediately adjacent to the single-family residential uses in a manner that respects the adjacent residential scale and character through lower building height and/or increased set back. ~~d. the placement of landscaping, berming and/or fencing to reduce visual impacts of the multi-family residential use on an adjacent single-family residential use. This shall include, but not be limited to, a minimum of 6.096 metres (20 feet) of landscaped area from the property line of any single-family residential use and any building, off-street parking area or internal roadway within the multi-family site; and~~ ~~e. in instances where the proposed building is taller than the maximum allowable height for the adjacent zoning district, the multi-family dwelling shall provide a yard setback no less than the required rear yard setback of the impacted property or a yard setback equal to the height of the proposed building, whichever is greater.~~	Wording altered so as not to be interpreted as prescribing a single mitigative treatment to the edge condition of Apartments/Single Family Dwellings
19	Figure 4 – Illustration of Acceptable Mitigation Measures  	 Figure 4 – Illustration of Possible Acceptable Mitigative Measures.	Wording in the graphic altered to clarify that the mitigation measures depicted are all examples of treatments that may be used.
20	NEW	Policy 3.2.2 (11) Properties zoned "A–Agricultural" shall be required to rezone prior to the establishment of new principal buildings or uses.	Clarification that development on empty parcels of land must be rezoned appropriately.
21	3.4 COMMUNITY NODE The Community Node area provides for public and institutional uses, including the site for two schools and a recreation centre, limited commercial and multi-family residential, where appropriate. The Community Node area will be a regional recreational and educational hub.	The Community Node area provides for public and institutional uses, including the site for two schools and a recreation centre, limited commercial and multi-family residential, where appropriate. The Community Node area will ~~be~~ contain a regional recreational and educational hub.	(Language altered to reflect the potential existence of more than one Community Node Area)

#	Original	Alteration	Rationale/Comment
22	Policy 3.4.2 (2) Small-scale, local commercial uses may be allowed within the Community Node area, where determined to be compatible and appropriate. Such uses shall be located adjacent to a collector road and support the development of the Community Node area as a regional recreational and educational hub by providing amenities and complementary services for the users of the public and institutional uses.	Small-scale, local commercial uses may be allowed within the Community Node area, where determined to be compatible and appropriate. Such uses shall be located adjacent to a collector road and support the development of the Community Node area as a regional recreational and educational hub by providing amenities and complementary services for the users of the public and institutional uses and residents of the Plan Area.	Clarification that commercial uses serve residents in the plan area as well.
23	Policy 3.4.2 (6) Commercial uses should be located in mixed-use buildings, such as the ground floor of a residential building or within the recreational complex.	Throughout the Community Node area, commercial uses may be located in mixed-use buildings, such as the ground floor of a residential building or within the recreational complex.	Wording altered to accommodate commercial uses at Lee Blvd/Waverley Street.
24	NEW	Policy 3.4.2 (7) Stand-alone commercial development may be located within the Community Node areas located on the east side of the collector road at Bison Drive and at Waverley Street and Lee Boulevard as identified in Appendix A.	Policy added to allow commercial uses east of the school site and at the Lee/Waverley intersection
25	Policy 3.4.2 (7) So as not to compete with commercial services provided in the Waverley West Town Centre and other areas in the vicinity of the Plan Area, stand-alone commercial development within the Community Node area: a. should occupy no more than 929.03 square metres (10,000 square feet) of commercial space in total; and b. shall be limited to those uses in the "C1 – Commercial Neighbourhood" zoning requirements	Policy 3.4.2 (8) So as not to compete with commercial services provided in the Waverley West Town Centre and other areas in the vicinity of the Plan Area, stand-alone commercial development within the Community Node on the east side of the collector road at Bison Drive: a. shall be limited to neighbourhood commercial uses; and b. should generally be limited to approximately 929.03 square metres (10,000 square feet) of commercial space in total. Additional stand-alone commercial space may be considered on a case-by-case basis provided it is neighbourhood oriented in scale.	Policy now directed specifically to the area east of the school site. 'Neighbourhood Commercial' is defined in the Zoning By-law as 'C1'.
26	NEW	Policy 3.4.2 (9) Stand-alone commercial development within the Community Node at Waverley Street and Lee Boulevard should be limited to neighbourhood commercial uses; however, may include fuel sales and/or drive-ins or drive-throughs more typically associated with community commercial uses.	Limited commercial allowed at Waverley/Lee intersection.
27	Policy 3.4.2 (8) The following design and siting considerations shall be made for any stand-alone commercial development within the Community Node area: a. development shall be oriented to the public road, with a main entrance facing the public road and minimal front yard setbacks; b. large expanses of blank walls are discouraged. Windows, architectural details and façade treatments shall be used to provide visual interest; c. clear pedestrian connections to the building(s) entrance to and from the public road and any off-street parking areas; d. off-street parking areas shall be located either underground, to the side or behind buildings; e. landscaping, including trees, around the perimeter of the lot and between rows of surface parking stalls, to provide a buffer and visual interest; and f. where off-street parking areas are visible from the public road, a landscaped buffer will be provided to visually screen the off-street parking areas from the public road.	3.4.2 (10) The following design and siting considerations shall be made for any stand-alone commercial development within the Community Node area: a. buildings shall provide a clear common entrance oriented to the street, unless street access is provided from all individual ground floor units facing the street; b. off-street parking areas shall be located either underground, to the side or behind buildings; c. clear pedestrian connections to the building entrances and any off-street parking areas shall be provided; d. landscaping, including trees, around the perimeter of the lot and between rows of surface parking stalls, shall be provided; e. where off-street parking areas are visible from the public road, a landscaped buffer shall be provided to visually screen the off-street parking areas from the public road; f. large expanses of blank walls are discouraged; and g. windows, architectural details and façade treatments shall be used to provide visual interest.	Criteria reorganized/reworded slightly for readability.
28	NEW	3.4.2 (12) Properties zoned "A–Agricultural" shall be required to rezone prior to the establishment of new principal buildings or uses.	Clarification that development on empty parcels of land must be rezoned appropriately.
	4.0 PARKS AND OPEN SPACE		
	4.2 GENERAL POLICIES		
29	Policy 4.2 (3) The establishment of an off-leash dog park, in accordance with the City's Off-Leash Dog Areas Master Plan, should be encouraged within the Plan Area.	An off-leash dog park should be encouraged within the Plan Area in accordance with the City's Off-Leash Dog Areas Master Plan.	Wording change for readability.
30	Policy 4.2 (4) Parks and open spaces should be sized and sited according to their intended use and to provide public park space within 400 metres (approximately 1,300 feet) of most dwellings.	Parks and open spaces should be sized and sited according to their intended use and ~~to~~ provide public park space generally within 400 metres (approximately 1,300 feet) of most dwellings.	Clarity added; grammar fixed.

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31	NEW	Policy 4.2 (11) Park space, linear or otherwise, should not flank more than approximately 50% of the perimeter of a retention basin.	Limits the amount of park space flanking a retention pond.
	4.3 COMMUNITY SCALE PARK POLICIES		
32	Policy 4.3 (1) There shall be at least one Community Scale Park of approximately 10-12 acres in the Plan Area, to support active uses and it shall be co-located with the school sites and recreation facility as identified in Appendix A – Land Use and Transportation Concept Plan.	There shall be at least one Community Scale Park of approximately 10-12 acres in the Plan Area, to support active uses, co-located with the school sites and recreation facility as identified in Appendix A.	Readability
33	NEW	Policy 4.3 (2) Active park space provided as part of the school sites and/or recreation facility may be considered as part of the Community Scale Park, provided the park space is contiguous.	
34	Policy 4.3 (3) The Community Scale Park shall be configured to properly accommodate at least two full sized sport fields, space for other park amenities, parking and have appropriate grading and land drainage.	The Community Scale Park shall be configured to accommodate at least two full sized sports fields with supporting facilities. ~~space for other park amenities, parking and have appropriate grading and land drainage~~	'Supporting facilities' covers the items listed.
35	Policy 4.3 (4) Where the Community Scale Park is adjacent to the Lower Density Residential area, appropriate landscape buffering shall be provided to mitigate potential land use conflicts.	~~Where the Community Scale Park is adjacent to the Lower Density Residential area, appropriate landscape buffering shall be provided to mitigate potential land use conflicts.~~	This policy would apply regardless of whether it is included.
	4.4 NEIGHBOURHOOD SCALE PARKS POLICIES		
36	4.4 (1) There shall be 3-5 neighbourhood scale parks, ranging in size from 0.5-3 acres each in the Plan Area, offering a mix of active and passive park space	There shall be 3-5 neighbourhood scale parks, ranging in size from approximately 0.5-3 acres each in the Plan Area, offering a mix of active and passive park space	Size may vary above 3 acres
37	4.4 (4) At least one of the neighbourhood scale parks shall be approximately 3 acres in size to provide larger, unprogrammed park space.	At least one of the neighbourhood scale parks shall be approximately 3 acres in size ~~to provide larger, unprogrammed park space.~~	The intended purpose of the park to be determined at the time of construction.
38	4.4 (7) Neighbourhood scale parks shall be accessible from a local or collector road.	Neighbourhood scale parks shall be accessible from a local ~~or collector~~ road.	Neighbourhood scale parks should not be on a collector road
39	4.4 (8) Neighbourhood scale parks should be connected to the linear park network and may form a node where linear parks intersect and/or where vistas can be created.	~~Neighbourhood scale parks should be connected to the linear park network and may form a node where linear parks intersect and/or where vistas can be created.~~	Redundant
40	4.4 (9) Neighbourhood scale parks may provide access to the local retention ponds.	~~Neighbourhood scale parks may provide access to the local retention ponds.~~	Redundant
	4.5 LINEAR PARK POLICIES		
41	4.5 (2) The linear park network should form a looped pathway network throughout the Plan Area and shall serve as a connection to adjacent neighbourhoods and the active transportation network.	When combined with multi-use pathways along collector roads and Bison Drive the linear park network should form a looped pathway network throughout the Plan Area and shall serve as a connection to adjacent neighbourhoods and the active transportation network.	Clarity added. Pathways along collector roads should be considered as part of the network when evaluating the connectivity of the pathway system.
42	4.5 (3) The linear park network shall be designed utilizing wayfinding design principles, including, but not limited to intuitive pathway connections, signage, memorable features and clear sight lines.	The linear park network shall be designed utilizing wayfinding design principles, including, but not limited to intuitive pathway connections, ~~signage, memorable features~~ and clear sight lines.	Signage and memorable features may be included regardless.
43	4.5 (4) A north-south linear park through the Plan Area shall serve, in part, to connect the pathway on the east side of Northridge Road in South Pointe, to the school sites and recreation centre, and ultimately connect to a signalized crossing at Bison Drive.	A north-south linear park through the Plan Area shall serve, in part, to connect the pathway on the east side of Northridge Road in South Pointe, to the school sites and recreation centre, and ultimately connect to a ~~signalized~~ safe crossing at Bison Drive.	Public Works will determine in the future if the crossing at Bison Drive will be 'signalized'.

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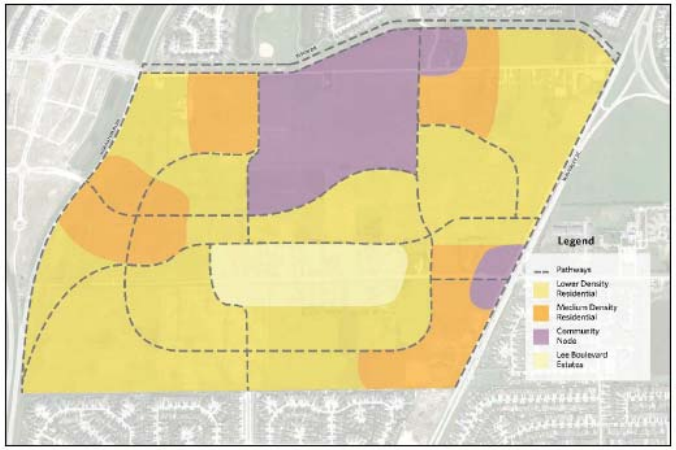
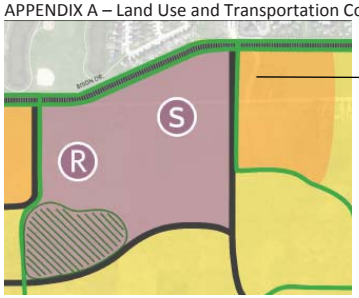
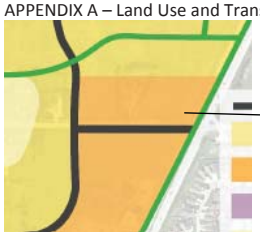
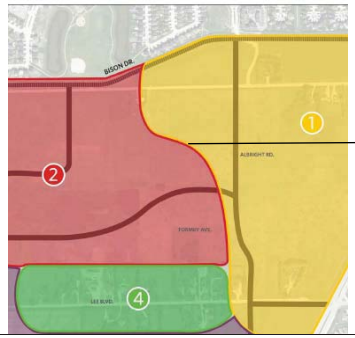
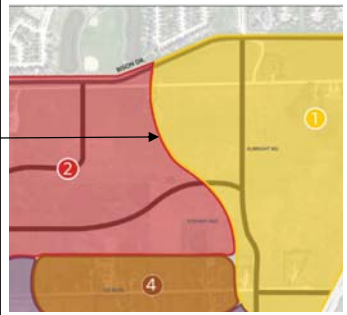
44	4.5 (6) The north-south linear park and the east-west linear park shall intersect.	~~The north-south linear park and the east-west linear park shall intersect.~~	The intent of this policy is to ensure pathway connectivity within the plan area. Connectivity is already achieved via the land use policy map; which makes this policy redundant.
45	4.5 (8) The linear park network shall be designed to minimize the number of road crossings. Where a linear park connects to a public road right-of-way, it should link to a pathway and cross at an intersection. 4.5 (9) Pathway road crossings should be directly aligned from each other across the road and be at right angles to the road they are crossing and/or ensure their placement does not result in impaired site lines at crossings.	~~The linear park network shall be designed to minimize the number of road crossings. Where a linear park connects to a public road right-of-way, it should link to a pathway and cross at an intersection.~~ ~~Pathway road crossings should be directly aligned from each other across the road and be at right angles to the road they are crossing and/or ensure their placement does not result in impaired site lines at crossings.~~ Policy 4.5 (7) Pathways within the linear park network are subject to the requirements of Policies 6.4.5.	These policies are best dealt with under the Transportation policies in section 6.4
46	Policy 4.5 (10) Linear parks should be designed so that access to the linear park network is frequent. Distance between access points should range between 150-250 metres (492-820 feet) to promote connectivity, convenience and safety.	Policy 4.5 (8) Linear parks should be designed so that access to the linear park network is frequent. Distance between access points should range between 250-350 metres (820-1,150 feet) but shall generally not exceed 400 metres (1,310 feet), to promote connectivity, convenience and safety.	Flexibility added to accommodate instances where providing access points within 400m is not feasible.
47	Policy 4.5 (11) The distance between access points to the linear park network shall not exceed 400 metres (1,300 feet).	~~The distance between access points to the linear park network shall not exceed 400 metres (1,300 feet).~~	Consolidated with Policy 4.5 (10)
48	Policy 4.5 (11) Pathway right-of-way shall be a minimum of 6 metres (19.69 feet) in width.	~~Pathway right-of-way shall be a minimum of 6 metres (19.69 feet) in width.~~	Already covered off with: 6.4 (8) All sidewalks, pedestrian walkways and pathways must be designed in accordance with City guidelines and standards.
49	Policy 4.5 (12) Pathway surfacing shall be determined at the development application stage and be appropriate to the context and consistent with City guidelines and standards.	~~Pathway surfacing shall be determined at the development application stage and be appropriate to the context and consistent with City guidelines and standards.~~	Redundant
	5.2 CONCEPT PLANS		

#	Original	Alteration	Rationale/Comment
50	Policies under 5.2 1. Applications to re-zone and/or subdivide land in the Plan Area should not be considered until a concept plan for the sub-area it is within has been endorsed by Community Committee. The concept plan must demonstrate the following: a. compatibility with the land use designations and policies of this plan; b. alignment with any other overall of sub-area concept plan(s) endorsed by Community Committee; c. an acceptable alignment of the collector road network, which aligns with Appendix A - Land Use and Transportation Concept Plan; d. an acceptable provision and alignment of local roads; e. the general arrangement of potential lots; f. compatibility of intended and existing uses; g. the location of any public facilities, neighbourhood scale parks and linear parks, as required; and h. the general location and size of stormwater retention ponds. Four sub-areas are identified in Appendix B - Sub-areas for Concept Plans. 2. Developers are required to consult impacted landowners prior to submitting their concept plan for endorsement by Community Committee and shall obtain approval from the Director on the proposed engagement strategy prior to consulting with impacted landowners. 3. Developers shall be required to demonstrate to the satisfaction of the Director that best efforts have been utilized to consult with impacted landowners prior to submitting a concept plan for endorsement by Community Committee. 4. Once a concept plan has been endorsed by Community Committee as a sub-area concept plan, any development applications within the sub-area should align with the endorsed concept plan. 5. If a proposed development application does not conform to an endorsed concept plan, the applicant shall consult with impacted landowners as per Policy 5.2.2	1. Applications to re-zone and/or subdivide land in the planning area should, at the discretion of the Director, be accompanied by a concept plan for the sub-area it is within. The concept plan must demonstrate the following: a. Compatibility with the land use designations and policies of this plan; b. Alignment with any existing development; ~~other overall of sub-area concept plan(s);~~ c. ~~An acceptable~~ Alignment of the collector road network, ~~which aligns with~~ as presented generally in the **Land Use and Transportation Concept Plan;** d. ~~An acceptable~~ The provision and alignment of local roads; e. General arrangement of ~~potential~~ blocks of lots; f. Compatibility of intended and existing uses; g. The location of any public facilities, neighbourhood scale parks and linear parkways, as required; and h. The general location and size of stormwater retention ponds. Four sub-areas are identified in Appendix B – Sub-areas for Concept Plans. 2. Developers are required to consult impacted landowners prior to submitting their concept plan and are required to demonstrate that best efforts have been utilized to consult with impacted landowners. ~~3. Developers shall be required to demonstrate to the satisfaction of the Director that best efforts have been utilized to consult with impacted landowners prior to submitting a concept plan for endorsement by Community Committee.~~ ~~4. Once a concept plan has been endorsed by Community Committee as a sub-area concept plan, any development applications within the sub-area should align with the endorsed concept plan.~~ ~~5. If a proposed development application does not conform to an endorsed concept plan, the applicant shall consult with impacted landowners as per Policy 5.2.2~~	Requirements for Concept Plans, including public consultation requirements, loosened considerably. Consultation with landowners remains a requirement.
	6.2 EXTERNAL TRANSPORTATION NETWORK POLICIES		
51	Policy 6.2 (1) 1. Major road connections within and abutting the Plan Area will include: a. the future Bison Drive extension; b. Waverley Street (arterial); and c. Kenaston Boulevard (arterial).	1. Major road connections ~~within and~~ abutting the Plan Area ~~will~~ include: a. the future Bison Drive extension; b. Waverley Street (arterial); and c. Kenaston Boulevard (arterial).	Wording altered for accuracy.
	6.3 INTERNAL TRANSPORTATION NETWORK POLICIES		
52	Policy 6.3 (1) The general location of collector roads within the Plan Area are shown on Appendix A - Land Use and Transportation Concept Plan. The exact locations of the internal collector road and local road network shall be refined at the development application stage.	The general location of collector roads within the Plan Area ~~are~~ is shown on Appendix A - Land Use and Transportation Concept Plan. The exact locations of the internal collector road and local road network shall be refined at the development application stage.	Correction of a typographical error.
53	NEW	Policy 6.3 (5) Traffic calming strategies on local roads are encouraged.	
	6.4 SIDEWALK, PEDESTRIAN WALKWAY AND PATHWAY POLICIES		

#	Original	Alteration	Rationale/Comment
54	Policy 6.4 (1) Buffered sidewalks shall be provided on both sides of collector roads and local roads, with the exception of the bulb section of cul-de-sacs.	~~Buffered sidewalks shall be provided on both sides of local roads, with the exception of the bulb section of cul-de-sacs.~~ 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: - School sites - Recreation sites - Pathways - Parks - Community Node Policy Area - Commercial Areas - Medium Density Residential Policy Areas; and - Multi-family areas.	Wording altered to be consistent with approach taken across the City regarding sidewalk provision.
55	Policy 6.4 (7) Bison Drive shall be of an adequate width to accommodate a multi-use path on both sides.	Policy 6.4 (2) A multi-use pathway shall be provided on both sides of Bison Drive.	Minor rewording
56	Policy 6.4 (4) Subdivision designs within the Precinct shall include provisions for pathways generally located within the walking and cycling network concept as outlined in Appendix A - Land Use and Transportation Concept Plan. The pathway network design: a. shall not include mid-block pedestrian crossings or encourage demand for unsafe pedestrian crossings of arterial roads; b. should not include mid-block pedestrian crossings or encourage demand for un-safe pedestrian crossings of collector roads; and c. shall minimize mid-block crossings on local roads.	Policy 6.4 (5) Subdivision designs within the ~~Precinct~~ Plan Area shall include provisions for pathways ~~generally~~ located within the ~~walking and cycling network concept~~ Linear Parks as outlined in Appendix A - Land Use and Transportation Concept Plan. The pathway network design: a. shall not include mid-block pedestrian crossings or encourage demand for unsafe pedestrian crossings of arterial or major collector roads; and b. where required on a collector or local road, mid-block crossings shall be designed to be safe. ~~should not include mid-block pedestrian crossings or encourage demand for un-safe pedestrian crossings of collector roads; and~~ ~~c. shall minimize mid-block crossings on local roads.~~	Clarity provided.
57	Policy 6.4 (6) All collector roads in **Appendix A - Land Use and Transportation Concept Plan**, shall be of an adequate width to accommodate a City standard sidewalk on one side and a multi-use path on the other side.	~~All collector roads in **Appendix A - Land Use and Transportation Concept Plan,** shall be of an adequate width to accommodate a City standard sidewalk on one side and a multi-use path on the other side.~~	This is City standard.
58	Policy 6.4 (8) All sidewalks, pedestrian walkways and pathways must be designed in accordance with *City of Winnipeg Accessibility Design Standards.*	All sidewalks, pedestrian walkways and pathways must be designed in accordance with city guidelines and standards ~~*City of Winnipeg Accessibility Design Standards*~~.	All standards/guidelines must be considered; not just 'Accessibility'.

#	Original	Alteration	Rationale/Comment
59	NEW	 Figure 5 - Pathways	Pathways Figure added to clearly identify where pathways will be provided.
	7.0 MUNICIPAL SERVICES AND UTILITIES		
60	Policy 7.2 (1) Any new development within the Plan Area must be serviced with a full range of municipal services as well as other utilities (hydro, cable and telephone).	Any new development within the Plan Area must be serviced with a full range of municipal services as well as other utilities ~~(hydro, cable and telephone).~~	Not all utilities are 'municipal services', but would be required regardless.
	7.3 WATER AND WASTEWATER POLICIES		
61	NEW	Policy 7.3 (3) Oversizing of wastewater collection infrastructure may be required to accommodate future development of adjacent lands.	Clarification for awareness purposes.
	7.4 LAND DRAINAGE POLICIES		
62	Policy 7.4 (6) Retention ponds may allow public access at limited locations.	~~Retention ponds may allow public access at limited locations.~~	This Policy removed as it was determined to be confusing and redundant considering existing policies related to retention ponds.
63	APPENDIX A – Land Use and Transportation Concept Plan 		Community Node extended to the east side of the extension of North Town Road

#	Original	Alteration	Rationale/Comment
64	APPENDIX A – Land Use and Transportation Concept Plan 		Community Node added at Lee Boulevard and Waverley Street to accommodate limited commercial
65	APPENDIX B - Sub-Areas for Concept Plans 		Alignment of the boundary between Sub-areas 1 and 2 modified to reflect the School Division Land as being part of Sub-Area 1 (and therefore 'Phase 1' of development)