APPENDIX "B" – Recommended changes to the version of the first reading version Waverley West Neighbourhood 'B' Secondary Plan to address issues raised at SPC (April 1, 2018)
Recommended alterations are highlighted and underlined.

#	First Reading	Alteration	Rationale/Comment
	3.1 LOWER DENSITY RESIDENTIAL		
1	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 (Appendix B)**	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 ~~(Appendix B)~~**	No need to include 'Appendix B' twice.
2	Policy 3.1.2 (6) Single-family dwellings shall not back onto an internal collector road.	Residential lots shall not back onto an internal collector road, unless it can be it can be demonstrated that physical site constraints limit the ability to provide lots which flank or front the collector road. In these instances a variety of lot treatments which provide visual interest and neighbourhood character may be considered.	Updated an oversight which would have permitted semi-detached and two-family lots to back onto an internal collector road. Flexibility added
3	Policy 3.1.2 (7) Single-family dwellings on lots with less than 12.19 metres (40 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; and d. the provision of utilities. 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	REPLACE WITH: Policy 3.1.2 (7) Design solutions shall be provided to the satisfaction of the Director of Public Works, where the size of a proposed residential lot or series of contiguous residential lots result in difficulties with respect to a. the availability of front yard areas for landscaping and tree growth; b. adequate snow storage areas; c. on-street parking capacity; and d. street lighting; ~~and~~ ~~e. pedestrian safety~~	Back lane no longer the default solution to issues with smaller lots. Single policy now applies to single-family, two-family and semi-detached dwelling lots. 'Utilities' more clearly described as 'street lighting'. 'Pedestrian safety' made a consideration for all development, not just when considering smaller lot widths. Policy 5.3 (9) added

#	First Reading	Alteration	Rationale/Comment
4	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.	Policy 3.1.2 (8) Notwithstanding other policies of this section, multi-family dwellings a. shall take exclusive access from a back lane, b. shall be street oriented and ground entry only; and c. should be limited to approximately six dwelling units per building Policy 3.1.2 (9) Multi-family dwellings on collector roads in sub-areas 1 and 2 as shown in **Appendix B**, may exceed six dwelling units per building Policy 3.1.2 (10) Multi-family dwellings may be considered on local roads provided they are interspersed and integrated in a manner which preserves the intent of the Lower Density Residential designation. Such development may be considered without taking exclusive access from a back lane provided that a solution can be provided which addresses the following design considerations to the satisfaction of the Director of Public Works: a. a. the availability of front yard areas for landscaping and tree growth; b. b. adequate snow storage areas; c. c. on-street parking capacity; and d. d. street lighting;	Clarity provided as follows: • These criteria apply everywhere • This policy applies only to sub-areas 1 & 2 • MFD allowed on local roads provided the objectives of Lower Density Residential area are maintained.
	3.2 MEDIUM DENSITY RESIDENTIAL		
5	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 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; and d. street lighting. ~~the provision of utilities; and~~ ~~e. pedestrian safety~~	'Utilities' more clearly described as 'street lighting'. 'Pedestrian safety' made a consideration for all development, not just when considering smaller lot widths. Policy 5.3 (9) added
6	LEE BOULEVARD ESTATES Policy 3.3.2 (6) *The subdivision of land and new residential uses may only be established the within Lee Boulevard Estates area if they are serviced by a full range of municipal services.*	Typo Fixed: *The subdivision of land and new residential uses may only be established ~~the~~ within the Lee Boulevard Estates area if they are serviced by a full range of municipal services.*	Typo corrected
7	NEW	Policy 3.3.2 (10) Within Lee Boulevard Estates, the back of an existing lot may subdivided without triggering the requirement for a full range of municipal services, provided the purpose of the subdivision is to provide for development within the Lower Density Residential area and the subdivision does not create a new lot that requires access from Lee Boulevard.	Clarification on provision of full range of municipal services.
	3.4 COMMUNITY NODE		
8	Policy 3.4 (8) 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.	Stand-alone commercial development within the Community Node on the east side of the collector road at Bison Drive shall be limited to neighbourhood commercial uses which have a local or neighbourhood orientation. ~~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.~~	Limits on square footage removed. Requirement that commercial uses not draw from beyond the local neighbourhood emphasized.

#	First Reading	Alteration	Rationale/Comment
	4.0 PARKS AND OPEN SPACE		
	4.2 GENERAL POLICIES		
9	Policy 4.2 (11) Park space, linear or otherwise, should not flank more than approximately 50% of the perimeter of a retention basin.	In order to minimize the amount of park space with limited functionality (ie. sloping lands), park space, linear or otherwise, should generally not flank more than approximately ~~50%~~ one side of the perimeter of a retention basin.	Wording altered for clarity of interpretation.
	4.3 COMMUNITY SCALE PARK POLICIES		
10	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.	Active park space provided as part of the school sites and/or recreation facility ~~may~~ should be considered as part of the Community Scale Park, provided the park space is contiguous and meets the functional requirements of a community scale park.	Clarification added for ease of interpretation.
	5.3 ARCHITECTURAL AND NEIGHBOURHOOD DESIGN		
11	Policy 5.3 (9) The establishment of public art in public spaces is encouraged.	RENUMBER TO: Policy 5.3 (10) The establishment of public art in public spaces is encouraged.	Renumbered for readability.
12	NEW	Policy 5.3 (9) Pedestrian safety shall be considered as part of all development applications. Consideration of pedestrian safety may include, but is not limited to, the following: a. presence of a designated pathway, such as a sidewalk; b. presence of a buffer between the road and pedestrian areas (i.e.: curb and landscaped area); and/or c. pedestrian refuge opportunities.	Pedestrian safety needs to be considered for every development application. Evaluation criteria provided for clarity.
	6.4 SIDEWALK, PEDESTRIAN WALKWAY AND PATHWAY POLICIES		
13	Policy 6.4(1) 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.	Policy 6.4 (1) The ~~inclusion of~~ requirement for sidewalks on local ~~streets~~ roads 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: a. School sites; b. Recreation ~~sites~~ facility; c. Pathways; d. Parks; e. **Community Node** ~~policy~~ areas; f. Commercial uses; g. **Medium Density Residential** areas; and h. Multi-family ~~areas~~ uses.	Rewording for consistency with other references throughout the document.
	7.3 WATER AND WASTEWATER POLICIES		
14	NEW	Policy 7.3 (4) Development densities may be limited due to regional wastewater capacity. As part of the development application process, and specific wastewater servicing analysis, development may be limited in particular phases in order to ensure that future development may proceed in accordance with the land use designations in the plan.	Ensures development of the Plan Area without exceeding regional wastewater capacity.