Appendix D Revised - Recommended Second and Third Reading Alterations to the Public Markets Major Redevelopment Site "D" Secondary Plan

1.	Change date on cover page to May 20, 2020.
2.	Update the Table of Contents and List of Figures in accordance with all amendments approved by Council.
3.	Reword the first sentence in second paragraph below section *1.1 Background* to: In 2011, Winnipeg City Council (Council) adopted *OurWinnipeg* as the City's new development plan, as well as the accompanying *Complete Communities Direction Strategy (Complete Communities),* which was adopted as a secondary plan.
4.	Reword first two sentences below section *1.2 Purpose of the Plan* to: A Secondary Plan is a document created to guide the development of major redevelopment sites. It includes policies and maps that illustrate and define how the major redevelopment site will develop in terms of major infrastructure, land-use, and recreation spaces.
5.	Delete all of the wording below *1.3 Authority of the Plan* and replace with the following: The Plan is legislated through *The City of Winnipeg Charter*. Section 234 of *The City of Winnipeg Charter* provides the authority for the preparation and adoption of Secondary Plans for neighbourhoods, districts, or areas of the City on any matter within the sphere of authority of the City, as Council considers necessary or advisable to address. As per *The City of Winnipeg Charter*, all development applications submitted with respect to any lands within the planning area are to be reviewed for compliance with the policies of the Plan. In addition, as per *The City of Winnipeg Charter*, development applications must not be accepted unless they conform to the policies of the Plan.
6.	Reword the fifth and sixth sentences below section *1.5.2 Policy* to: Where the term "should" is used in a policy, it is intended that the policy will be followed in the majority of instances. However, the policy may be deviated from in a specific situation where it is necessary to address unique circumstances or to allow an alternate means of satisfying the original intent of the policy.
7.	Delete all of the wording below section *1.7 Amending the Plan* and replace with the following*:* As a (secondary plan) by-law, applications to amend the Plan must be submitted to the Planning, Property and Development Department for review and approval by Council. Where appropriate, the applicant shall submit supporting information necessary to justify and evaluate the proposed amendment. Figures are conceptual and for illustrative purposes only; their modification does not require an amendment.

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8.	Delete the third paragraph under *1.8 Planning Area* and replace with the following: As discussed and illustrated in the Winnipeg Transportation Master Plan (2011), the southeast rapid transit corridor may be considered within the Canadian Pacific Railway Emerson Subdivision right-of-way beyond 2031. The Transportation Master Plan and Transit Master Plan are currently under review. Through such reviews, the timing or use of this corridor may change in the future.
9.	Delete all of the wording below section *1.9 Background and Supporting Studies* and replace with the following*:* Several background studies were undertaken to support the development of the Plan, including a market analysis, preliminary infrastructure review, traffic impact study, environmental remediation plan, an emergency access evaluation, a review of separation distance between proposed multi-family residential and existing industrial, and a public consultation report.
10.	Delete the first paragraph below section *3.0 Land Use* and replace with the following: The Land Use and Transportation Concept Plan for the planning area is shown in **Appendix A**. This concept consists of a series of Land Use Policy Areas that define the future land use pattern of the planning area. The following sections outline the objectives and policies that apply to each Land Use Policy Area illustrated in **Appendix A**. These Land Use Policy Areas are categorized as follows: • Employment; • Commercial; and • Higher Density Residential. There is also policy direction for Parks and Open Space, Sustainable Design, Transportation, and Municipal Services and Utilities.
11.	Delete *Figure 3 – Land use and Transportation Concept Plan* and renumber Figures in the Table of Contents and throughout the Secondary Plan accordingly.

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12.	Delete the paragraph below section 3.1 and replace with the following: **Employment** areas will comprise generally half of developable land in the planning area and will accommodate the development of lands for a range of local job creation uses, such as office and supportive commercial and industrial uses, as well as permit existing industrial uses to continue, as required. Industrial development within the planning area will be safe and adhere to site and building design standards to mitigate any negative impacts on adjacent residential uses. **Employment** areas will also consider the development of recreation spaces, such as public parks or private indoor and outdoor sports facilities. Heavy industrial uses exist immediately adjacent to the planning area and are anticipated to remain. Proposed employment and commercial development within the planning area will play an important role as a buffer between existing heavy industrial uses and proposed residential.
13.	Reword Objective 3.1.1.E. to: To provide areas for active and passive recreational opportunities for employees, residents, and visitors through the establishment of recreation facilities, including parks, open spaces, and an integrated pathway and sidewalk network.
14.	Reword policy 3.1.2.1. to: Employment uses, such as office or business park type development and light to general industrial uses shall be the predominant land use within the **Employment** area.
15.	Reword policy 3.1.2.2 to: Other land uses that may be considered in this policy area include public and institutional, industrial service, recreational facilities, parks and other public or private open spaces, where determined by the City to be compatible and appropriate.
16.	Delete policy 3.1.2.3 and replace with the following: New heavy manufacturing uses, as defined in the Winnipeg Zoning By-law, or any other industrial uses that create smoke, fumes, odours or health or safety hazards shall not be permitted.
17.	Delete policy 3.1.2.4. and renumber any remaining policies within section 3.1.2 accordingly: Industrial uses that create smoke, fumes, odours or health or safety hazards will not be permitted.

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18.	Add the following policies after policy 3.1.2.3 and renumber these policies and any remaining policies within section 3.1.2 accordingly: 3.1.2._ Residential, residential-related or accommodation uses shall not be permitted. 3.1.2._ Retail sales uses shall not be permitted as a principal use.
19.	Delete policy 3.1.2.5 and replace with the following: Office, business park-type development or light industrial uses may be considered adjacent to or abutting a residential use, where determined to by the City be compatible and appropriate.
20.	Delete policy 3.1.2.6 and replace with the following: Proposed industrial uses that are permitted in the General Manufacturing Zoning District, but not permitted in the Manufacturing Mixed Use or Manufacturing Light Zoning Districts, shall not abut or be adjacent to the **Higher Density Residential** area.
21.	Delete policy 3.1.2.8 and replace with the following: Existing industrial uses within the planning area are permitted to continue. If the use is discontinued, new development must comply with the policies set forth in the Plan.
22.	Delete policy 3.1.2.9 and replace with the following: Where an office, business park or light industrial use is located abutting the **Higher Density Residential** area, the design and siting of the industrial development shall mitigate any potential negative impacts on the **Higher Density Residential** area. Mitigative solutions that may be applied include, but are not limited to: a. Reflecting a transition in building massing; b. Increasing setbacks to help decrease any potential negative impacts; c. Siting of off-street parking areas to increase the distance between office, business park or light industrial uses and the **Higher Density Residential** area; and d. Creating landscape buffers (berms and/or fencing and/or planting) to help reduce any potential negative impacts between the business park or light industrial use and the **Higher Density Residential** area.
23.	Delete policy 3.1.2.10 and replace with the following*:* Where an Employment use is abutting a Park or Open Space use, the design and siting of the development shall provide adequate buffering (such as berms and/or screening and/or planting) to reduce any potential negative impacts (ex. noise, emissions, views) that may detract from a park user's comfort and enjoyment.

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24.	Add the following policies after policy 3.1.2.10: 3.1.2._ In the **Employment** area, buildings may be required to include sprinkler systems as part of ensuring that added safety measures are provided within the planning area. This determination will be made in consultation with the City, and industry experts and be based on use, building size, occupancy and applicable building code. 3.1.2._ For new development in the **Employment** area that may be deemed a sensitive use, such as places of public assembly and recreation facilities, mitigation measures such as berming, setbacks, and fencing may be considered to help reduce the potential impacts of rail operations that abut the new development. These mitigations measures shall be determined at the Development Application stage in consultation with the applicable rail provider.
25.	Reword policy 3.2.2.1 to: Local and community-scale commercial development shall be the predominant land use within the **Commercial** area.
26.	Reword policy 3.2.2.2 to: Other land uses that may be considered in the **Commercial** area include: multi-family residential, public and institutional, recreational uses, parks and other public or private open space, where determined by the City to be compatible and appropriate.

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27.	Add the following policies after policy 3.2.2.2. and renumber this policy and any remaining policies within section 3.2.2 accordingly: 3.2.2._. Regional-scale commercial development shall not be permitted. 3.2.2._ New residential development shall not be located east of the easterly collector road that connects to Marion Street. 3.2.2._ The combined maximum number of dwelling units in the **Commercial** area and the **Higher Density Residential** area should be 1,200. 3.2.2._ West of the westerly collector road bisecting the **Commercial** area, multi-storey residential buildings shall not exceed 10 storeys and a maximum of 100 feet (30.48 metres) in height, excluding permitted projections in the Winnipeg Zoning By-law. 3.2.2._ East of the westerly collector road bisecting the **Commercial** area, multi-storey residential buildings shall not exceed 6 storeys and a maximum of 70 feet (21.34 metres) in height, excluding permitted projections in the Winnipeg Zoning By-law. 3.2.2._ New residential development, or new development of other sensitive uses, such as places of public assembly and recreation facilities, shall include the following mitigation measures to help reduce the potential impacts of rail operations that are in proximity to the new development: a. A 30 metre setback from the mutual property line to any habitable room or space within a dwelling in conjunction with constructing a 2.0 metre in height berm adjacent to a secondary main line or a 2.5 metre in height berm adjacent to a principal main line together with noise attenuation fencing and security fencing. i. Alternative mitigation measures that meet or exceed the above, such as the development of a crash wall or reduction of a setback with an increased berm height, may be considered through consultation with the applicable rail provider. 3.2.2._ New residential development shall be setback 300 metres from any "M3" Manufacturing Heavy zoning district outside the planning area, except for lands located directly across Marion Street to the north, where new residential development shall be setback 150 metres from any other Manufacturing-zoned industrial lands. Setback distances shall be measured from the nearest property line to nearest property line.

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28.	Delete policy 3.2.2.3. and replace with the following: The following design and siting considerations should be made for any development in the **Commercial** area: a. Large expanses of blank walls are discouraged; b. Architectural details, windows and façade treatments should be used to provide visual interest; c. A clear, common entrance to the building with landscaping, lighting and connections to the public street, where applicable, and off-street parking areas should be provided; and d. Where appropriate and feasible, features and amenities such as outdoor seating areas and plaza spaces should be included to enhance the role of the **Commercial** areas as a community meeting place.
29.	Delete policy 3.2.2.4. and replace with the following: The design and siting of **Commercial** areas on either side of the westerly collector road off Marion Street, should acknowledge or relate to the street, contributing to a comfortable pedestrian environment and village feel. Additional design and siting considerations for this area may include entry monumentation, directional signage, buildings oriented to the street, landscaping and/or open spaces that contribute to a sense of place and arrival.
30.	Reword policy 3.2.2.6 to: Where a new commercial use is located abutting a residential use or the **Higher Density Residential** area, the design and siting of the commercial development should mitigate any negative impacts on the abutting residential use or policy area. Mitigative solutions that may be applied include, but are not limited to: a. Placement of off-street parking areas and internal roadways to buffer and reduce visual impacts of the commercial use on the abutting residential use; and b. Placement of landscaping, berming and fencing to reduce visual impacts of the commercial use on the residential use.

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31.	Add the following policies after policy 3.2.2.6: 3.2.2._ Commercial buildings may be required to include sprinkler systems as part of ensuring that added safety measures are provided within the planning area. This determination will be made in consultation with the City, and industry experts and be based on use, building size, occupancy and applicable building code. 3.2.2._ Residential buildings shall include sprinkler systems as part of ensuring that added safety measures are provided within the planning area. 3.2.2._ With the intent to further minimize any potential concerns related to odour or noise emanating from existing industrial land uses outside the planning area, residential dwelling units should be climate controlled with noise attenuation features. Such requirements may be dealt with at the Development Application stage, detailed in a Zoning or Development Agreement and registered on title. 3.2.2._ Notification signage may be considered in areas where new residential development may be impacted by existing industrial uses outside of the planning area. Specific signage requirements may be identified at the Development Application stage.
32.	Reword the title of section 3.3 to: HIGHER DENSITY RESIDENTIAL
33.	Delete the wording below section *3.3 MEDIUM AND HGHER DENSITY RESIDENTIAL* and replace with the following: **Higher Density Residential** areas will accommodate the development of medium to high density residential uses. A range of housing options in terms of size, form, and tenure are encouraged within the designation to meet the needs of diverse household sizes and compositions. Sidewalks and pathways will facilitate connections to public transit locations, commercial areas, and parks and recreation areas. The identification of the residential designation has considered land use compatibility carefully, with respect to existing off-site industrial uses and rail lines. The target for residential dwelling units within the planning area is approximately 1,200.
34.	Reword the first sentence below *3.3.1 Objectives* to: The objectives of the Higher Density Residential designation are:

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35.	Delete policy 3.3.2.1 and renumber the policies within section 3.3.2 accordingly: 3.3.2.1 Two-family and multi-family dwellings, including side-by-sides, bungalow condos, townhomes and multi-family buildings, up to approximately four storeys, shall be allowed within the Medium Density Residential areas.
36.	Reword policy 3.3.2.2 to: Multi-family uses such as row dwellings, townhomes and multi-storey residential buildings shall be the predominant land use within the **Higher Density Residential** areas.
37.	Add the following policies after policy 3.3.2.2. and renumber these policies and any remaining policies within section 3.3.2 accordingly: 3.3.2._. West of the collector road bisecting the **Higher Density Residential** area, multi-storey residential buildings shall not exceed 10 storeys and a maximum of 100 feet (30.48 metres) in height, excluding permitted projections in the Winnipeg Zoning By-law. 3.3.2._ East of the collector road bisecting the **Higher Density Residential** area, multi-storey residential buildings shall not exceed 6 storeys and a maximum of 70 feet (21.34 metres) in height, excluding permitted projections in the Winnipeg Zoning By-law.
38.	Reword policy 3.3.2.3 to: Single-family and two-family dwellings shall not be permitted.
39.	Reword policy 3.3.2.4. to: Other land uses that may be considered in these policy areas include neighbourhood commercial, institutional, parks, and recreational uses, where determined by the City to be compatible and appropriate. Neighbourhood commercial, institutional and recreational uses should be located adjacent to collector streets and shall mitigate any negative impacts of the use on any adjacent residential uses. Park uses shall be located in conformance with the Parks and Open Space policies (section 4.0).
40.	Delete policy 3.3.2.5. and replace with the following: The combined maximum number of dwelling units in the **Commercial** area and the **Higher Density Residential** area should be 1,200.
41.	Reword policy 3.3.2.7. to: The design and layout of the **Higher Density Residential** area should facilitate access by a variety of transportation modes, including walking, cycling, public transit, and private motor vehicles. Sidewalks and pathways should facilitate connections to public transit locations, **Commercial** areas and parks and recreation areas.

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42.	Reword policy 3.3.2.9. to: 3.3.2.9 The following design and siting considerations should be applied to apartment style multi-family residential development: a. Large expanses of blank walls are discouraged; b. Balconies, windows, architectural details, and façade treatments should be used to provide visual interest; c. The site plan should illustrate a clear common entrance to the building(s), including landscaping, lighting, and connections to the public street, where applicable, and off-street parking areas; and d. Off-street parking areas should include landscaping and trees around the perimeter of the lot and between rows of parking stalls to provide visual interest.
43.	Add the following policy after policy 3.3.2.9. and renumber this policy and any remaining policies within section 3.3.2 accordingly: 3.3.2._. Row house or townhome style residential development shall not have individual dwelling unit access to a collector road.
44.	Delete policy 3.3.2.11 and renumber the policies within section 3.3.2 accordingly: Open space may be provided within Medium and Higher Density Residential areas in the form of outdoor plazas, squares or other such spaces. These spaces may be smaller than typical park spaces. The layout and location of open space shall be determined during subdivision design.

45.	Delete policy 3.3.2.12 and replace with the following: New residential development shall include the following mitigation measures to help reduce the potential impacts of rail operations that are in proximity to the new development: a. A 30 metre setback from the mutual property line to any habitable room or space within a dwelling in conjunction with constructing a 2.0 metre in height berm adjacent to a secondary main line or a 2.5 metre in height berm adjacent to a principal main line together with noise attenuation fencing and security fencing. i. Alternative mitigation measures that meet or exceed the above, such as the development of a crash wall or reduction of a setback with an increased berm height, may be considered through consultation with the applicable rail provider. b. A 300 metre setback from the Paddington Yard. The setback distance shall be measured from the nearest Paddington Yard property line to the closest location of a habitable room or space within a dwelling.
46.	Delete policy 3.3.2.13 and replace with the following: New Residential zoning districts shall be setback 300 metres (984.25 feet) from any "M3" Manufacturing Heavy zoning district outside the planning area, except for lands located directly across Marion Street to the north, where new Residential zoning districts shall be setback 150 metres (492.13 feet) from any other Manufacturing-zoned industrial lands. Setback distances shall be measured from the nearest property line to nearest property line.
47.	Delete policy 3.3.2.14 and renumber policies in section 3.3.2 accordingly: 3.3.2.14 Where a new Employment use is permitted to establish abutting or adjacent to a residential use, the design and siting of the industrial development needs to conform to Policy 3.1.2.9.

48.	Delete policy 3.3.2.15 and replace with the following: Where a new residential use is permitted to establish abutting or adjacent to an existing industrial use or **Employment** area, the design and siting of the residential development shall mitigate any negative impacts on the existing industrial use or **Employment** area. Mitigative solutions that may be applied include, but are not limited to: a. Incorporating increased setbacks or siting of off-street parking areas to increase the distance between industrial uses or **Employment** area and the residential use; and b. Creating landscape buffers (berms and/or fencing and/or planting) to reduce any negative impacts between the residential use and the industrial use or **Employment** area.
49.	Delete policy 3.3.2.16 and replace with the following: All buildings in the **Higher Density Residential** area shall include sprinkler systems as part of ensuring that added safety measures are provided within the planning area.
50.	Delete policy 3.3.2.17: The provision of fewer off-street parking spaces than what it required is encouraged, subject to approval under the Zoning By-law.
51.	Delete policy 3.3.2.18: Re-designation of lands for **Medium Density Residential** shall be encouraged if and when the CN Paddington Yard relocates and associated industrial uses cease to exist. These areas are generally identified on the Medium Density Residential Development Map (**Figure 4**) and would have to be re-designated through an amendment to the Land Use and Transportation Concept Plan.
52.	Add the following policies after policy 3.3.2.16. and renumber these policies and any remaining policies within section 3.3.2 accordingly: 3.3.2._. With the intent to further minimize any potential concerns related to odour or noise emanating from existing industrial land uses outside the planning area, residential dwelling units should be climate controlled with noise attenuation features. Such requirements may be dealt with at the Development Application stage, detailed in a Zoning or Development Agreement and registered on title. 3.3.2._ Notification signage may be considered in areas where new residential development may be impacted by existing industrial uses outside of the planning area. Specific signage requirements may be identified at the Development Application stage.
53.	Delete *Figure 4 – Medium Density Residential Development Map* and renumber Figures in the Table of Contents and throughout Secondary Plan accordingly.

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54.	Delete the paragraph immediately below *4.0 Parks and Open Space* and replace with the following: This section provides general policy direction for the dedication of public parks and development of other open spaces within the planning area. Parks will accommodate active and passive recreational and leisure activities for residents, employees, and visitors. Other open space areas or recreation facilities may complement and support the dedicated park space by providing additional neighbourhood amenities. A well-integrated parks and open space network will become an important bridge between **Higher Density Residential**, **Commercial** and **Employment** areas that is interconnected by the sidewalk and pathway system.
55.	Reword Objective 4.1.A. to: To provide parks for a variety of recreational opportunities, including active recreation, passive recreation, and leisure opportunities;
56.	Reword Objective 4.1.B. to: To provide parks within walking distance of residential areas; and
57.	Delete 4.1.C. and replace with the following: To provide safe and accessible parks, that in conjunction with sidewalks and pathways, can enhance connectivity between **Higher Density Residential, Commercial,** and **Employment** areas.
58.	Delete 4.2.1 and replace with the following: Parks and open space areas should provide residents, employees, and visitors with a balance of: a. Active recreation opportunities, such as sports fields; b. Passive recreation and leisure opportunities, such as small parks providing spaces for playgrounds, sitting, picnicking areas and spaces to enjoy nature; and c. Spaces to accommodate pathways to enhance pedestrian and cycling activity and community connectivity.
59.	Reword policy 4.2.2. to: Parks should be available within approximately 400 metres of any residential building.
60.	Reword policy 4.2.4 to: Parks are generally identified on the Land Use and Transportation Concept Plan (Appendix A) as Public Reserve. The size, configuration and exact locations of parks shall be determined at the Development Application stage. Other open spaces are not identified.

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61.	Delete and replace policy 4.2.7 with the following: The size, location, orientation and configuration of each park should be appropriate for the intended use, and determined in consideration of establishing an appropriate distribution of active and passive recreation opportunities throughout the planning area.
62.	Delete policy 4.2.8 and replace with the following: Parks established in association with a stormwater retention basin shall: a. flank generally only half of the pond, and b. be consistent with the Development Agreement Parameters.
63.	Reword policy 5.2.2.d. to: Using solar panels to power on-site lighting and signage.
64.	Reword policy 5.2.3.c. to: Incorporating rain gardens, bioswales, or other similar approaches on privately-owned lands; and
65.	Reword policy 5.2.3.d. to: Using permeable pavement along privately-owned pathways and alleys as an alternative to traditional concrete or asphalt.
66.	Delete the second sentence and two bullets below section *6.0 Transportation* and replace with the following: The Transportation Master Plan, approved by Council in November 2011, identifies the following relevant to the planning area: • The southeast rapid transit corridor could be considered within the Canadian Pacific Railway Emerson Subdivision beyond 2031; • Marion Street and Archibald Street to continue operating as truck routes. It should be noted that the Transportation Master Plan and Transit Master Plan are currently under review. Through such reviews, the timing or use of the Canadian Pacific Railway Emerson Subdivision corridor may change in the future.
67.	Delete policy 6.2.1 and replace with the following: Primary public access to the planning area will be from Marion Street.
68.	Add the following policy after policy 6.2.1. and renumber this policy and any remaining policies within section 6.2 accordingly: 6.2._. Widenings or realignments associated with improvements to Marion Street may limit the planning area and policy areas and will be determined at the Development Application stage, which will require the developer to consult with the Public Works Department in advance of making a Development Application.

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69.	Reword policy 6.2.2.b. to: A new right-of-way generally located across from 765 Marion Street, which will be the responsibility of the developer to acquire and open.
70.	Reword policy 6.2.3. to: A new right-of-way, generally located at the northern terminus of and connected to Speers Road, shall provide access to the planning area and Speers Road will be upgraded to a collector, in consultation with Public Works.
71.	Reword policy 6.2.4. to: The existing private road connection generally located on the west side of 750 Marion Street should be closed after public road access is provided in place of the existing private access as part of Phase 1.
72.	Reword policy 6.2.5 to: Access to the planning area, including emergency access, shall be defined in consultation with the City and is subject to City approval and **Policy 8.2.2**.
73.	Reword policy 6.3.2.b. to: To ensure an interconnected road pattern;
74.	Reword policy 6.3.2.d. to: To direct truck traffic to arterial roads while limiting truck traffic as much as possible through residential areas.
75.	Delete policy 6.3.3. and replace with the following: Development shall incorporate road connection opportunities for future phases of development as necessary to ensure a seamless and efficient transportation network.
76.	Reword policy 6.3.4. to: Traffic calming strategies on collector roads may be considered, particularly where they intersect with pedestrian and/or cycling pathways.
77.	Reword policy 6.3.5. to: Applications for new development may be required to complete a transportation impact study. Any recommendations resulting from the transportation impact study may be implemented through a Development Agreement.
78.	Delete policy 6.4.1 and replace with the following: Sidewalks and/or multi-use pathway requirements along collector roads shall be determined by the City at the Development Application stage.
79.	Delete policy 6.4.6. and renumber policies in section 6.4. accordingly: 6.4.6. Sidewalks and pathways, especially within Employment areas, shall be designed to be safe.

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80.	Reword policy 6.4.7 to: The following policies should be applied in the **Higher Density Residential** and **Commercial** areas: a. Higher Density Residential and Commercial development should be directly connected to a sidewalk or pathway; and b. Pathways should be provided as necessary to reduce pedestrian trip lengths to commercial uses, transit, and other community focal points.
81.	Add the following policies after policy 6.4.7. and renumber appropriately: 6.4._. Sidewalks and pathways shall be designed to cohesively integrate parks into the overall pedestrian and cycling network. 6.4._. The inclusion of requirements for sidewalks on local streets shall be guided by the standards or specifications of the City 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. Multi-use Pathways; b. Parks and Public Reserves; c. Community nodes; d. **Commercial** and **Employment** areas; and e. **Higher Density Residential** areas. 6.4._. A pedestrian connection from the planning area to Archibald Street should be explored by the developer in consultation with the City and the applicable rail provider.
82.	Reword policy 6.5.1.a. to: a. Transit stops should be located in close proximity to **Higher Density Residential** areas, **Commercial** areas, and other community focal points; and
83.	Add the following after the sentence below *7.0 Municipal Services and Utilities*: The City is planning to construct large diameter land drainage infrastructure and a stormwater retention pond within or adjacent to the planning area as part of the Mission Combined Sewer District (MCSD) relief works. This infrastructure will require sufficiently wide easements through private lands or along road rights-of-way to facilitate the construction process. Easements may also need to be provided for MSCD relief related land drainage sewers to connect to the MCSD stormwater retention pond. It is anticipated that the land drainage outfall from the planning area to St. Catherine right-of-way requires the provision of an easement.

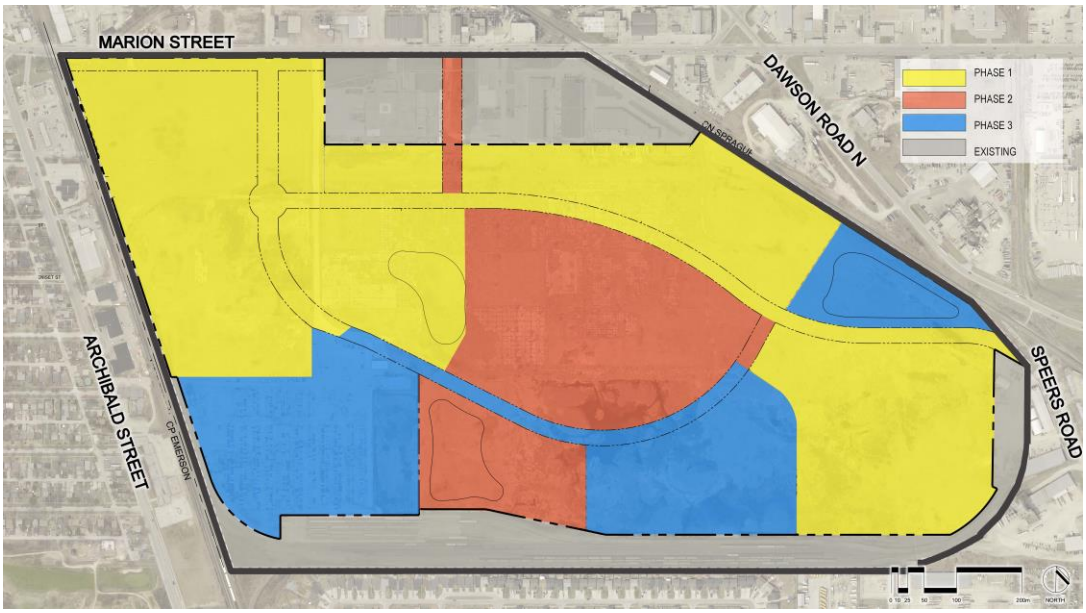
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84.	Delete and replace the *7.1 Objectives* section with the following: 7.1 OBJECTIVES The objective of the municipal services and utilities policies in the planning area is: A. To ensure that adequate municipal service and utility infrastructure is provided to serve urban development throughout the planning area.
85.	Delete policy 7.2.2 and replace with the following: Design of servicing such as, the alignment and capacity of water mains, wastewater sewers, land drainage sewers and stormwater management facilities, for phased and ultimate development shall be to the satisfaction of the City, based upon engineering studies and analysis.
86.	Reword policy 7.2.5. to: Municipal services and utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of these works throughout the development and external to the planning area. Municipal service and utility alignments will be identified at the Development Application stage and confirmed prior to or during construction drawing approval.
87.	Add the following policies after policy 7.2.7. and number accordingly: 7.2._. As part of the Development Application process, the developer(s) shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as accepted by the City to demonstrate that the future development can be serviced in accordance with the overall design of the stormwater management system for the area. 7.2._. As part of the Development Application process, a developer(s) may be required to submit a site, or development-specific water distribution and wastewater servicing analysis along with development phasing plans in order to demonstrate that any future development can be serviced in accordance with the overall design of the water distribution system or wastewater system for the area.
88	Delete the sentence below *8.0 Phasing, Concept Plans and Cost Sharing* and replace with the following: This section provides general policy direction related to the implementation of this plan, including phasing, concept plans, and cost sharing. The timing of development will largely be driven by markets conditions and by the extension of municipal services.
89.	Reword policy 8.2.1. to: Development phasing is conceptually shown within the Phasing Map (Figure 3); however, phasing of development should occur in a sequential fashion that is logical and contiguous.

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90.	Reword policy 8.2.2. to: Up to 600 dwelling units may be permitted within Phase 1 with collector road access to Marion Street, generally located across from Dupuy Avenue, and access at the northern terminus of and connected to Speers Road. Additional dwelling units may be permitted once emergency access, acceptable and approved by the City, can be established.
91.	Delete policy 8.2.3. and replace with the following: The third collector road located generally across from 765 Marion street shall be established as part of Phase 1 or Phase 2.
92.	Reword policy 8.2.4. to: Existing uses may be redeveloped over time as development within the planning area, in accordance with the Plan.
93.	Delete policies 8.2.5 to 8.2.9: 5. A Medium Density Residential area has been generally identified on the Medium Density Residential Development Map (Figure 4), to provide direction should a re-designation be considered if and when the CN Paddington Yard relocate and associated industrial uses cease to exist. 6. A re-designation of lands for Medium Density Residential shall only be considered if no new industrial development within the area identified for potential Medium Density Residential and designated Employment has been approved. 7. Should a re-designation of lands for Medium Density Residential occur, an additional collector road connection to the existing residential development to the south should be made. 8. Should a re-designation of lands for Medium Density Residential occur, the design and siting of multi-family development abutting an existing employment use, shall ensure public health and safety of any negative impacts on the residential use(s). 9. Should a re-designation of lands for Medium Density Residential occur, residential development shall not be permitted adjacent or abutting to existing industrial uses that create land use conflict, such as warehouse and freight movement uses, waste and salvage uses or other industrial uses that create noise, smoke, fumes, odours, glare or health or safety hazards.

Appendix "D" – Con't

94.	Delete Figure 5 – Phasing Map and replace with the following: 
95.	Renumber *Figure 5 – Phasing Map* to *Figure 3 – Phasing Map* and renumber Figures in the Table of Contents and throughout Secondary Plan accordingly.
96.	Reword section 8.3 to: CONCEPT PLAN POLICIES
97.	Delete the last sentence below 8.3.1.e. and add the following policy and number accordingly: 8.3.2. Proponents may be required to undertake and submit engineering studies and/or reports, to the satisfaction of the City of Winnipeg, in support of a Development Application.
98.	Delete and replace all policies below 8.4 Cost Sharing Policies with the following: 1. The developer/landowner shall enter into a development agreement with the City of Winnipeg that will specify the servicing costs and obligations for each subdivision area. 2. Where the land of a third party directly benefits from services installed by a developer/landowner, the City may covenant in the development agreement to endeavor to collect a cost recovery for the developer/landowner. 3. The developer/landowner share of the regional land drainage system servicing the planned area shall be determined through the area Trunk Service Charge (TSR) to be provided for in the development agreement.

Appendix "D" – Con't

99.	Delete the concept plan below *9.1 Appendix A – Land Use and Transportation Concept Plan* and replace with the following:

