ATTACHMENT "B" – Recommended Alterations

1	Reword the following sentence from section 1.2 (Plan Area) from: *For the purposes of this Secondary Plan, the Plan Area includes the lands owned by CLC, totaling approximately 51.45 acres (20.82 hectares) (outlined in red in Figure 1).* To: *For the purposes of this Secondary Plan, the Plan Area includes the lands, outlined in red in Figure 1, totaling approximately 51.45 acres (20.82 hectares).*
2	Reword the following OurWinnipeg 2045 quote in section 1.7 (City of Winnipeg Context – OurWinnipeg 2045) from: *…provide transformative, sustainable, well-designed and walkable urban environments, through a comprehensive and collaborative secondary planning process* To: *…provide a transformative, sustainable, well-designed and pedestrian-oriented urban environment, through a comprehensive and collaborative secondary planning process.*
3	Reword the following policy of section 3.4.2 (Medium Density Residential - Policies) from: *(7) To support the development of affordable housing, prospective developers are form partnerships with, and access funding from, all levels of government.* To: *(7) To support the development of affordable housing, prospective developers are encouraged to form partnerships with, and access funding from, all levels of government.*
4	Remove the following policy from section 3.5.2 (Lower Density Residential - Policies) and renumber the subsequent policies accordingly: *(4) Secondary suites shall be permitted in association with a principal dwelling on single-unit detached or duplex lots, townhouse, or clustered townhouse units to provide smaller scale or affordable housing options. The size, design, and location of which shall be established in the implementing Zoning By-law.*
5	Reword the following policy of section 3.6.2 (Community Spaces - Policies) from: *(1) Community Spaces should be designed to be beautiful, functional, and sustainable, in accordance with the City of Winnipeg Parks Strategy and the Naawi Oodena Master Plan's Landscape Guiding Principles.* To: *(1) Community Spaces should be designed to be beautiful and sustainable in accordance with the Naawi Oodena Master Plan's Landscape Guiding Principles, and shall be functional in accordance with the City of Winnipeg Parks Strategy.*

6	Reword the following policy of section 3.6.2 (Community Spaces – Policies) from: *(5) Community Spaces, and the public realm in general, should be designed for universal accessibility.* To: *(5) All Community Spaces, and the public realm in general, shall be designed for universal accessibility and adhere to the Winnipeg Accessibility Design Standard.*
7	Replace the word “should” with “may” in policy 3.6.2(6) (Community Spaces - Policies) so that the policy reads: *(6) In support of a broader commitment to climate change adaptation, Community Spaces may incorporate Low Impact Development strategies, emphasizing conservation and use of on-site natural features to filter, store, and detain runoff water.*
8	Reword the following sentence in the pre-amble of section 4.0 (Infrastructure Framework) from: The *purpose of the infrastructure framework is to ensure all physical infrastructure supports the complete community vision for Naawi-Oodena* To: *The purpose of the infrastructure framework is to ensure all physical infrastructure supports the complete community vision for Naawi-Oodena while remaining compatible with City of Winnipeg standards.*
9	Reword the following objective statement of section 4.1.1 (Transportation and Mobility – Objectives) from: *(6) Active Transportation (AT) Connectivity: To provide a well-connected active transportation network across the development that encourages use of sustainable modes such as walking and cycling and that is integrated into the City of Winnipeg’s existing and proposed at network;* To: *(6) Active Transportation (AT) Connectivity: To provide a well-connected active transportation network across the development that encourages use of sustainable modes such as walking and cycling and that is integrated into the City of Winnipeg’s existing and proposed at network and provides direct connections to Transit Stops via the AT pathway networks of Naawi-Oodena;*
10	Remove the following policy of section 4.1.2 (Transportation and Mobility – Policies) and renumber the subsequent policies accordingly: *(1) Access to Grant Avenue and Taylor Avenue should be provided as illustrated in Reference Map 2. Development parcels should be laid out to be compatible with the recommended access locations to the City street network.*
11	Reword the following policy of section 4.1.2 (Transportation and Mobility – Policies) from: *(2) Collaborate with Winnipeg Transit, to develop transit infrastructure aligned with the Transit Master Plan and the intentions of this Secondary Plan and accompanying Traffic Impact Study.* To: *(2) Collaborate with Winnipeg Transit, to develop transit infrastructure aligned with the Transit Master Plan and the intentions of this Secondary Plan*

12	Reword the following policy of section 4.1.2(4)(i) (Transportation and Mobility – Policies) from: b. ***Minor Collector Type B*** *– The Type B street is a 22.0m wide two-way street with one driving lane of 3.3m in each direction. It is a two-lane chicane, with parking, parklets, public art, etc. integrated into the chicanes in an alternating fashion and thereby facilitating traffic calming to reduce vehicular speed and increase safety and mobility. The pedestrian and cycling facilities are consolidated into a 5.3m wide multi-use path on the left side of the cross section with 2.3m designated for walking Facilities and 3.0m designated for cycling facilities. A 2.3m wide pedestrian sidewalk is also provided at the right end of the street. Both are buffered from the driving lanes with a 2.4m wide utility/buffer zone.* *Traffic calming circles are recommended at collector to collector street intersections along the Type B street to reduce speeds. Figures 4.2, 4.3, 4.4, 4.5 illustrate varied configuration for the Type B street.* To: b. ***Minor Collector Type B*** *- The Type B street is a 22.0m wide two-way street with one driving lane in each direction. It is a two-lane roadway which includes traffic calming measures to reduce vehicular speed and increase safety and mobility. The pedestrian and cycling facilities are located on the left side of the cross section. A sidewalk is also provided at the right side of the street. Both are buffered from the driving lanes with a utility/buffer zone.*
13	Reword the following policy of section 4.1.2(4)(i) (Transportation and Mobility – Policies) from: c. ***Minor Collector Type C*** *– The Type C street is a 20.0m wide one-way street with the 4.5m wide driving lane circulating in an anti-clockwise direction. The lane is visually narrowed with 0.5m striping on either side to reduce vehicle speeds. The one-way operation is intended to deter shortcutting though the north area to bypass the Route 90/Grant Avenue intersection and to simplify internal intersection configurations along its length. The street design is a single lane chicane, with parking, parklets, public art, etc. integrated into it, that facilitates traffic calming to reduce vehicular speed and increase safety. The pedestrian and cycling facilities are consolidated into a 5.3m wide multiuse path on the left side of the street with 2.3m designated for walking facilities and 3.0m designated for cycling facilities. A 2.3m wide pedestrian sidewalk is also provided on the right side of the street. Both are buffered from the driving lanes with a 2.3-2.6m wide utility/buffer zone. See Figures 4.6 and 4.7 below.* To: c. ***Minor Collector Type C*** *– The Type C street is a 20.0m wide one-way street with the driving lane circulating in an anti-clockwise direction. The lane is visually narrowed with striping on either side to reduce vehicle speeds. The one-way operation is intended to deter shortcutting though the north area to bypass the Route 90/Grant Avenue intersection and to simplify internal intersection configurations along its length. The street design facilitates traffic calming to reduce vehicular speed and increase safety. The pedestrian and cycling facilities are located on the left side of the street. A sidewalk is also provided on the right side of the street. Both are buffered from the driving lanes with utility/buffer zone.*

14	Remove the following figures: • Figure 4.2 – Minor Collector Type B • Figure 4.3 – Minor Collector Type B with Outdoor Seating • Figure 4.4 – Minor Collector Type B Section with Parking • Figure 4.5 – Minor Collector Type B with a Bike Share Station • Figure 4.6 – Minor Collector Type C with Parking • Figure 4.7 – Minor Collector Type C with Outdoor Seating
15	Reword the policy 4.1.2(3) (Transportation and Mobility) into two separate policies as follows, and renumber the subsequent policies accordingly: *(3) Development of the internal transportation network should reflect the layout and hierarchy of internal street and path connections as illustrated in Reference Map 2 and Reference Map 3 to provide a safe and low speed environment for all users regardless of their age, gender, and ability.* *(4) Flexibility is recommended in the ultimate design of the internal streets and paths so that they can respond to the specifics of land use and development, as well as evolving transportation technology.*
16	Reword the following policy of section 4.1.2 (Transportation and Mobility – Policies) from: *(5) Street cross sections will be subject to detailed engineering and design that is consistent with the intended function described in Policy 4.1.2.4 and the design objectives outlined in the Master Plan.* To: *(5) Street cross sections will be subject to detailed engineering and design that considers the design objectives outlined in the Master Plan.*
17	Reword the following policy of section 4.1.2 (Transportation and Mobility – Policies) from: *(8) Traffic calming elements such as chicanes, curb extensions, and traffic circles as outlined in the accompanying Traffic Impact Study should be integrated into the initial layout and construction of the internal street network to physically ensure low speed operation.* To: *(8) Traffic calming elements should be integrated into the initial layout and construction of the internal street network to physically ensure low speed operation.*
18	Reword the following policy of section 4.1.2 (Transportation and Mobility – Policies) from: *(9) Review the Transportation Demand Management measures and parking considerations identified in the Traffic Impact Study and incorporate them, where appropriate, as development occurs.* To: *(9) Review Transportation Demand Management and parking considerations in order to support development as it occurs.*

19	Add the following policy to section 4.1.2 (Transportation and Mobility – Policies): *(14) Roadways supporting residential uses in the Plan Area shall be designed to accommodate 77 passenger school busses with an overall length of 40 feet with a width of 96 inches.*
20	Add the following policy to section 4.1.2 (Transportation and Mobility – Policies): *(15) Roads shall comply with fire department access requirements in MBC 3.2.5.6. or national building code 2010 edition 3.2.5.6. that will allow safe operations of fire department vehicles and other life safety equipment in accordance to City of Winnipeg requirements.*
21	Remove the symbols for right-in-right-out and traffic circles from Reference Map 2 – Circulation Network.
22	Add the following sentence to the pre-amble of section 4.2 (Water Distribution, Wastewater Collection and Utilities): *Wastewater capacity at the North End Sewage Treatment Plant is limited. A lack of treatment system capacity may constrain full development of the subject lands until an upgraded treatment system is available.*
23	Reword the following objective statement of section 4.2.1 (Water Distribution, Wastewater Collection and Utilities – Objectives) from: *(2) **Coordinated Approach:** To promote effective coordination between T1N, CLC, and the City of Winnipeg on the integrated design, development, and installation of infrastructure; and* To *(2) **Coordinated Approach:** To promote effective coordination between T1N, CLC, and the City of Winnipeg on the compatible and interconnected design, development, and installation of infrastructure; and*
24	Reword the following policy of section 4.2.2 (Water Distribution, Wastewater Collection, and Utilities – Policies) from: *(1) The water distribution and wastewater collection systems shall be designed and developed to adequately and efficiently serve the phased development of the subject lands, subject to acceptable engineering analysis.* To: *(1) The water distribution and wastewater collection systems shall be designed and developed to adequately and efficiently serve the phased development of the subject lands, subject to acceptable engineering analysis to the satisfaction of the Director of the Water and Waste Department.*
25	Reword the following policy of section 4.2.2 (Water Distribution, Wastewater Collection and Utilities – Policies) from: *(2) The provision of water and wastewater infrastructure and servicing capacity should be coordinated with the City of Winnipeg to ensure efficient and cost-effective integration with existing infrastructure systems.* To: *(2) The provision of water and wastewater infrastructure and servicing capacity should be coordinated with the City of Winnipeg to ensure efficient and cost-effective integration with existing infrastructure systems while respecting capacity and/or regulatory requirements, to protect existing residents or businesses and the environment.*

26	Add the following policy of section 4.2.2 (Water Distribution, Wastewater Collection and Utilities – Policies): *(4) All permanent development in the Plan Area will be serviced with the full range of municipal services, including piped water, wastewater and land drainage.*
27	Add the following policy of section 4.2.2 (Water Distribution, Wastewater Collection and Utilities – Policies): *(5) Easements or equivalent access agreement shall be provided where municipal infrastructure-related assets are not located in legally opened rights-of-way.*
28	Add the following sentence to the pre-amble of section 4.3 (Stormwater Management): *All phases of development are subject to clause 8 of Environment Act Licence no. 3042.*
29	Reword the following objective statement of section 4.3.1 (Stormwater Management – Objectives) from: *(1)* ***Integrated Drainage System:*** *To provide for an adequate land drainage system throughout the subject lands during all phases of development;* To: *(1)* ***Compatible and Interconnected Drainage System:*** *To provide for an adequate land drainage system throughout the subject lands during all phases of development;*
30	Reword the following objective statement of section 4.3.1 (Stormwater Management – Objectives) from: *(2)* ***Green Infrastructure****: To promote and support the use of green infrastructure for stormwater management to adequately and efficiently serve the phased and ultimate development of the subject lands;* To: *(2)* ***Green Infrastructure:*** *To promote and support the use of green infrastructure where feasible as part of stormwater management infrastructure which will adequately and efficiently serve the phased and ultimate development of the subject lands based on acceptable engineering analysis;*
31	Reword the following objectives of section 4.3.1 (Stormwater Management – Objectives) from *(5)* ***Naturalized Ponds:*** *To make water retention part of the subject land's systems of natural amenities;* *(6)* ***Innovation:*** *To promote innovation in urban infill stormwater management; and* To: *(5)* ***Naturalized Stormwater Retention Basins****: To make water retention part of the subject land's systems of natural amenities; and* *(6)* ***Innovation****: to promote innovation in urban infill stormwater management.*

32	Replace the word “should” with “may” in policy 4.3.2(5) (Stormwater Management - Policies) so that the policy reads: *(5) In addition to the Stormwater Management Facilities, the overall approach to stormwater management may incorporate Low Impact Development (LID) stormwater practices, including rain gardens, vegetated bioswales, on-roof retention, permeable surfaces, and other features to decrease peak flow, reduce total runoff volume, and improve runoff quality where feasible.*
33	Reword the following policy of section 4.3.2 (Stormwater Management – Policies) from: *(8) Where Stormwater Management Facilities are to be conveyed to the City, they will be designed to meet applicable City standards.* To: *(8) Where Stormwater Management Facilities are to be conveyed to the City, they will be designed to the satisfaction of the Director of the Water and Waste Department.*
34	Reword the following policy of section 4.3.2 (Stormwater Management – Policies) from: *(9) Stormwater Management Facilities shall provide adequate stormwater management for the phased and ultimate development of the Plan Area, as outlined conceptually in Schedule 1 of this document, or as otherwise determined through an engineering study in compliance with applicable City.* To: *(9) Stormwater Management Facilities shall provide adequate stormwater management for the phased and ultimate development of the Plan Area, as outlined conceptually in Schedule 1 of this document, or as otherwise determined through an engineering study to the satisfaction of the Director of the Water and Waste Department.*
35	Replace all instances of “sanitary sewer” with “Wastewater sewer.”
36	Replace the term “water supply” in section 5.3 (Phasing) with “water distribution.”