Appendix C – Proposed Amendments

	Existing Policy	Proposed Amendment
1	3.2 Commercial 3.2.2 Policies 5. The combined maximum number of dwelling units in the **Commercial** area and the **Higher Density Residential** area should be 1,200.	3.2 Commercial 3.2.2 Policies 5. The combined maximum number of dwelling units in the **Commercial** area and the **Higher Density Residential** area ~~should be~~ ~~1,200~~ *shall be subject to policy 8.2.2.*
2	3.3 HIGHER DENSITY RESIDENTIAL 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.	3.3 HIGHER DENSITY RESIDENTIAL 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 ~~*to 2,000.*~~
3	3.3 Higher Density Residential 3.3.2 Policies 6. The combined maximum number of dwelling units in the **Commercial** area and the **Higher Density Residential** area should be 1,200.	3.3 Higher Density Residential 3.3.2 Policies 6. The combined maximum number of dwelling units in the **Commercial** area and the **Higher Density Residential** area ~~should be~~ ~~1,200~~ *shall be subject to policy 8.2.2.*
4	3.3 Higher Density Residential 3.3.2 Policies 2. West of the collector road bisecting the **Higher Density Residential** area, multi-storey residential buildings shall not exceed 10 storeys and 100 feet (30.48 metres) in height, excluding permitted projections in the Winnipeg Zoning By-law.	3.3 Higher Density Residential 3.3.2 Policies 2. West of the collector road bisecting the **Higher Density Residential** area, multi-storey residential buildings shall not exceed ~~10~~ *(14)* storeys and ~~100~~ *150* feet (~~30.48~~ *45.72* metres) in height, excluding permitted projections in the Winnipeg Zoning By-law.

	Existing Policy	Proposed Amendment
5	3.3 Higher Density Residential 3.3.2 Policies 3. East of the collector road bisecting the **Higher Density Residential** area, multi-storey residential buildings shall not exceed 6 storeys and 70 feet (21.34 metres) in height, excluding permitted projections in the Winnipeg Zoning By-law.	3.3 Higher Density Residential 3.3.2 Policies 3. East of the collector road bisecting the **Higher Density Residential** area, multi-storey residential buildings shall not exceed 6 storeys and 70 feet (21.34 metres) in height, excluding permitted projections in the Winnipeg Zoning By-law. *Multi-storey residential buildings in the westernmost approximately 80 metres of this area east of the aforementioned collector road shall be permitted up to 14 storeys and 150 feet (45.72 metres), excluding permitted projections in the Winnipeg Zoning By-law*
6	6.2 External Transportation Policies 3. There shall be two collector road connections into the planning area off of Marion Street, including: a. A new right-of-way generally located across from Dupuy Avenue; and b. A new right-of-way generally located across from 765 Marion Street, which will be the responsibility of the developer to acquire and open.	3. There shall be two collector road connections into the planning area off of Marion Street, including: a. A new right-of-way generally located across from Dupuy Avenue; and b. A new right-of-way generally located across from 765 Marion Street, ~~which will be the responsibility of the developer to acquire and open~~.

	Existing Policy	Proposed Amendment
7	8.2 Phasing Policies 2. 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 can be established to the satisfaction of the Director of Planning, Property & Development in consultation with the Chief of the Winnipeg Fire Paramedic Service and Director of Public Works. A proposal to develop the emergency access should be supported by a study that demonstrates how target emergency response times to the planning area will be met.	8.2 Phasing Policies 2. Up to ~~600~~ *1,200* 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 can be established to the satisfaction of the Director of Planning, Property & Development in consultation with the Chief of the Winnipeg Fire Paramedic Service and Director of Public Works. A proposal to develop the emergency access should be supported by a study that demonstrates how target emergency response times to the planning area will be met.~~ *Up to 2,000 dwelling units may be permitted in the planning area following the successful implementation of a predictive rail crossing blockage alert system, or some alternate solution, to the satisfaction of the Chief of the Winnipeg Fire and Paramedic Service, the Director of Public Works and the Director of Planning, Property and Development.*
8	8.2 Phasing Policies 3. The third collector road located generally across from 765 Marion Street shall be established as part of Phase 1 or Phase 2.	8.2 Phasing Policies ~~3. The third collector road located generally across from 765 Marion Street shall be established as part of Phase 1 or Phase 2.~~
9	NEW - Recommended by the Public Service	6.3 Internal Transportation Network Policies 6. *The north-south collector road described in section 6.2.3(a) shall be constructed as a four-lane divided roadway from Marion Street to a median opening located approximately 130 metres south of Marion Street, as determined by, and to the satisfaction of, the Director of Public Works.*
10	NEW – Recommended by the Public Service	6.3 Internal Transportation Network Policies 7. *Easements across private property may be used to by-pass the intersection approximately 220 metres south of Marion Street on the collector road described in section 6.2.3(a), until the collector road connection described in section 6.2.3(b) has been constructed, to the satisfaction of the Director of Public Works.*