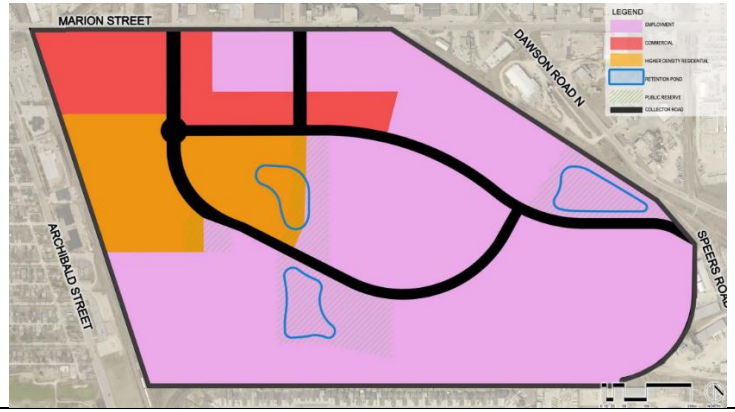
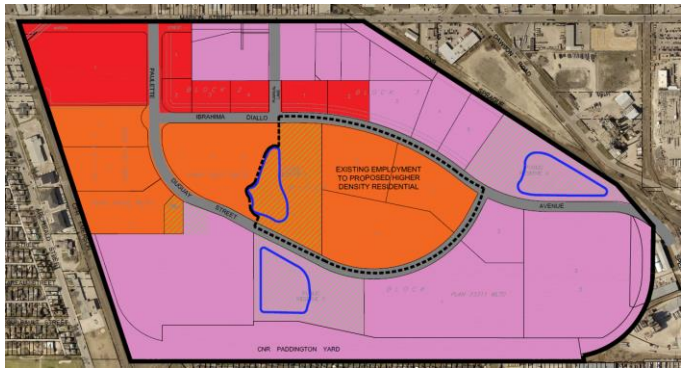
Appendix D – Public Service Recommended Amendments

#	Existing Policy	Proposed Amendment
1	**Appendix A – Land Use and Transportation Concept** 	**Appendix A – Land Use and Transportation Concept** Proposed change from “Employment” Area to “Higher Density Residential Area” 
2	**3.2.2.4** New residential development shall not be located east of the easterly collector road that connects to Marion Street.	~~**3.2.2.4**~~ ~~New residential development shall not be located east of the easterly collector road that connects to Marion Street.~~
3	**3.2.2.9** New residential development 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 development 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.	**3.2.2.9** New residential development shall be setback 300 metres (984.25 feet) from any “M3” Manufacturing Heavy zoning district outside the planning area, except for a. lands located directly across Marion Street to the north b. lands located within the area bounded by Sprague line, the west property line of 864 Marion Street, Marion Street and Dawson Road where new residential development 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 of the M3-zoned industrial lands to any habitable room or space within a dwelling ~~to nearest property line~~.
4	**3.3.3.13b** 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.	**3.3.3.13b** A ~~300~~ 150 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.

5	**3.3.2.14** 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.	**3.3.2.14** New Residential development ~~zoning districts~~ shall be setback 300 metres (984.25 feet) from any “M3” Manufacturing Heavy zoning district outside the planning area, except for a. lands located directly across Marion Street to the north b. lands located within the area bounded by Sprague line, Marion Street and Dawson Road 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 of the M3-zoned industrial lands to any habitable room or space within a dwelling ~~to nearest property line~~.
6	**8.2.2** Up to 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. 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.	**8.2.2** Phasing will be subject to the following restrictions relating to emergency access to the planning area: a) Up to 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; b) 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; c) Up to 2,800 dwelling units may be permitted in the planning area in Phase 2 provided that the condition in 8.2.2.b has been met, and an unobstructed emergency access has been established to allow target emergency response times to the planning area to be achieved; and d) 8.2.2.B and 8.2.2.C must be completed 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.