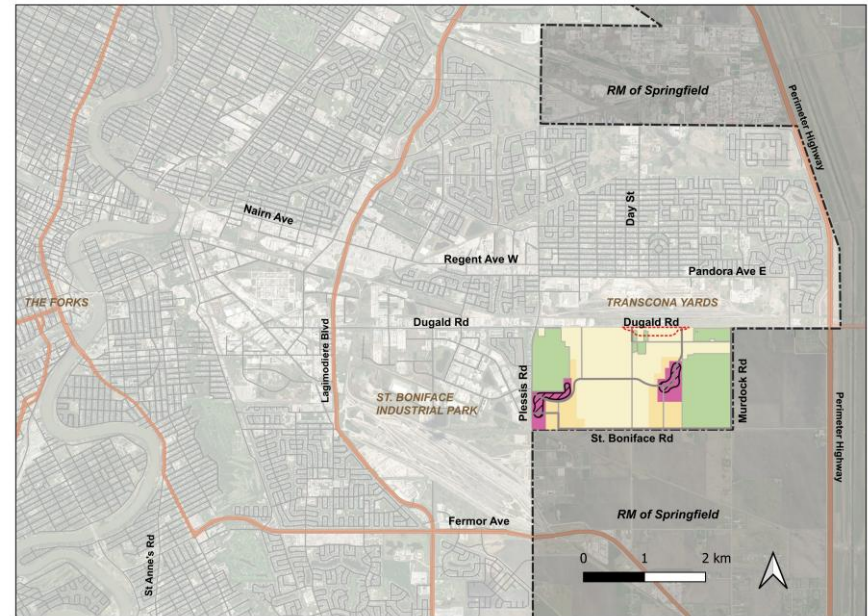


Appendix D – Public Service Recommended Amendments

Item #	Proposed Policy	Public Service Amendment
1	Title Page ADD NEW	Title Page Schedule A
2	Title Page By-law 40-2026	Title Page By-law ~~7840~~ -2026
3	List of Figures	List of Figures Update Page Numbers
4	Figure 1: South Transcona in its Urban Context	Figure 1: South Transcona in its Urban Context <i>Replace Map with updated Land Use Map</i>
5	1.5.1 Policies Where the term “may” is used in a policy, the policy be used as a guideline or suggestion toward implementing the original intent of the policy.	1.5.1 Policies Where the term “may” is used in a policy, the policy may be used as a guideline or suggestion toward implementing the original intent of the policy.
6	1.5.2 Key Definitions “Net density” shall be calculated by establishing the total number of dwelling units and divided by the net developable acres.	1.5.2 Key Definitions “Net density” shall be calculated by establishing dividing the total number of dwelling units and divided by the net developable acres.



7	1.5.2 Key Definitions “Row dwelling” or “townhome” means a type of ground oriented multi-family dwelling with a direct entrance to each individual where no dwelling unit is provided	1.5.2 Key Definitions “Row dwelling” or “townhome” means a type of ground oriented multi-family dwelling with a direct entrance to each individual where no dwelling unit is provided entirely or partially above or below another unit.
8	1.5.3 Figures The figures included in this plan are illustrative only and meant to assist in the interpretation of the objectives and policies of the Plan. In the event of a conflict between a figure and a policy, the policy prevails. Plans that are conceptual and not statutory are labeled as Figures”.	1.5.3 Figures The figures included in this plan are illustrative only and meant to assist in the interpretation of the objectives and policies of the Plan. In the event of a conflict between a figure and a policy, the policy prevails. Plans that are conceptual and not statutory are labelled as “Figures”.
9	3. VISION AND GOALS 3.1 Vision South Transcona will be a sustainable community from a social, environmental and economic perspective. It will preserve its peaceful atmosphere, natural ecology, and its small town feel while accommodating long-term growth of upwards of 20,000 new residents in approximately 7,500 new dwelling units across the Plan Area. A system of new natural corridors parks will anchor the community, preserving habitat and recognizing the land’s ecological significance. This system will emerge over the course of several decades in the Plan area, reflecting a long-term commitment to the environment, land stewardship, natural heritage, and a connected ecological network, while still enabling incremental and voluntary development.	3. VISION AND GOALS 3.1 Vision South Transcona will be a sustainable community from a social, environmental and economic perspective. It will preserve its peaceful atmosphere, natural ecology, and its small town feel while accommodating long-term growth of upwards of 20,000 new residents in approximately 7,500 new dwelling units across the Plan Area. A system of new natural corridors and parks will anchor the community, preserving habitat and recognizing the land’s ecological significance. This system will emerge over the course of several decades in the Plan area, reflecting a long-term commitment to the environment, land stewardship, natural heritage, and a connected ecological network, while still enabling incremental and voluntary development.
10	3.2 Goals 8. Local Food & Agriculture: Support existing residents to wish to continue to practice rural agricultural activities and hobby farming. The Plan will support enhancement of local community gardens and markets. Local food production will be encouraged as part of community assets such as a community centre.	3.2 Goals 8. Local Food & Agriculture: Support existing residents to who wish to continue to practice rural agricultural activities and hobby farming. The Plan will support enhancement of local community gardens and markets. Local food production will be encouraged as part of community assets such as a community centre.
11	4.2 Town Gateways 4.2.2 Policies 19. Non-permitted housing: Low-density residential development including single-family, duplex, triplex, and fourplex, shall not be permitted within the Town Gateway Centre.	4.2 Town Gateways 4.2.2 Policies 19. Non-permitted housing: Low-density residential development including single-family dwelling s, duplex es , triplex es , and fourplex es , shall not be permitted within the Town Gateway Centre.
12	4.4 Town Neighbourhood – Small Town Neighbourhood – Small areas serve as a predominately low density, height restricted residential area with opportunity for non-residential uses along Dugald Road. A planning framework for gradual, coordinated evolution of the Acreages and The Hamlet is provided to enable sensitive redevelopment.	4.4 Town Neighbourhood – Small Town Neighbourhood – Small areas serve as a predominately predominantly low density, height restricted residential area with opportunity for non-residential uses along Dugald Road. A planning framework for gradual, coordinated evolution of the Acreages and The Hamlet is provided to enable sensitive redevelopment.

13	4.5 General Land Use Policies 4.5.1 Policies ADD NEW	4.5 General Land Use Policies 4.5.1 Policies Collector setbacks: Reduced yard requirements should not be permitted for lands abutting or flanking collector roads identified in Map 1 to protect lands required for future road widenings, unless approved by the Director of Public Works.
14	6.6 Utilities and Energy 6.6.1 Policies 3. Shared utility corridors: Where feasible, multiple utilities should be located within shared easement or corridors to minimize land disruption, improve coordination, and reduce impacts on surrounding development.	6.6 Utilities and Energy 6.6.1 Policies 3. Shared utility corridors: Where feasible, multiple utilities should be located within shared easements or corridors to minimize land disruption, improve coordination, and reduce impacts on surrounding development.
15	7.3 General Transportation Framework 7.3.1 Policies 2. Timing and phasing: The timing and sequencing of transportation infrastructure shall be coordinated with development activity to support orderly growth and efficient delivery of services, in alignment with <i>Section 9: Phasing and Implementation</i> .	7.3 General Transportation Framework 7.3.1 Policies 2. Timing and phasing: The timing and sequencing of transportation infrastructure shall be coordinated with development activity to support orderly growth and efficient delivery of services, in alignment with <i>Section 8 9: Phasing and Implementation</i> .
16	7.3 General Transportation Framework 7.3.1 Policies 3. Funding mechanisms: As identified in the Transportation Impact Studies prepared at the development approval stage, the costs of new or upgraded transportation infrastructure may be funded through cost-sharing agreements, area charges, local improvement levies, and other City-approved mechanisms, where applicable, to equitably distribute costs associated with growth, in alignment with <i>Section 9: Phasing and Implementation</i> .	7.3 General Transportation Framework 7.3.1 Policies 3. Funding mechanisms: As identified in the Transportation Impact Studies prepared at the development approval stage, the costs of new or upgraded transportation infrastructure may be funded through cost-sharing agreements, area charges, local improvement levies, and other City-approved mechanisms, where applicable, to equitably distribute costs associated with growth, in alignment with <i>Section 8 9: Phasing and Implementation</i> .
17	7.5 Internal Road Network 7.5.1 Policies 5. Major collector infrastructure standards: Streets identified as major collector streets shall ultimately be constructed to their full cross-section. Interim cross-sections may be permitted where appropriate, with upgrades to the full standard based on the pace of developments. Where existing rights-of-way are insufficient to support the required cross-section, they shall be widened accordingly.	7.5 Internal Road Network 7.5.1 Policies 5. Major collector infrastructure standards: Streets identified as major collector streets shall ultimately be constructed to their full cross-section. Interim cross-sections may be permitted where appropriate, with upgrades to the full standard based on the pace of developments. ~~Where existing rights-of-way are insufficient to support the required cross-section, they shall be widened accordingly.~~
18	7.5 Internal Road Network 7.5.1 Policies ADD NEW	7.5 Internal Road Network 7.5.1 Policies Collector rights-of-way: Where existing or interim collector rights-of-way are insufficient to support the required cross-section, they shall be widened by, and at the cost of, area developers.

19	8.3 Priorities and Phasing ADD NEW	8.3 Priorities and Phasing 5. External Road Upgrades: Phasing shall be constrained by road capacities and necessary growth-enabling transportation improvements to the external road network as identified in Section 7.4 and as follows: a) Phases of development that require access to Plessis Road shall not be permitted until Plessis Road is twinned, to the satisfaction of the Director of Public Works; and b) Initial phases of development requiring access to Dugald Road may be permitted prior to the twinning of Dugald Road. Until such time as Dugald Road can be twinned, all phases of development shall be constrained to available road capacities on Dugald Road as identified by a Transportation Impact Study and confirmed by the Director of Public Works.
20	8.4 Cost Sharing 4. Equitable allocation of costs: Infrastructure costs shall be allocated among benefitting landowners in a manner is consistent with the Development Agreement Parameters and relevant By-Laws.	8.4 Cost Sharing 4. Equitable allocation of costs: Infrastructure costs shall be allocated among benefitting landowners in a manner that is consistent with the Development Agreement Parameters and relevant By-Laws.
21	8.5 Implementation 8.5.1 Policies 1. Urban design guidelines: Urban design guidelines for the Town Gateway and Town Neighbourhood must be submitted for approval by the Director Planning Property and Development, and Community Committee prior to any Plan Approval application within the Plan Area.	8.5 Implementation 8.5.1 Policies 1. Urban design guidelines: Urban design guidelines for the Town Gateway and Town Neighbourhood must be submitted for approval by the Director of Planning Property and Development, and Community Committee prior to any Plan Approval application within the Plan Area.
22	8.5 Implementation 8.5.1 Policies 3. Preliminary network design: Subdivision and Rezoning applications within the West Town Area are subject to the following requirements: a) Prior to the first application within the West Town Area, a preliminary design for Esselmont Avenue between Bates Road and the West Town Area's North-South Collector must be completed. The preliminary design must show the curve radii and intersections for Esselmont Avenue. b) Prior to the first development application for lands within the West Town Area located west of the North-South Collector, a preliminary design for the Plessis Road/Camiel Sys intersection must be completed. This work cannot proceed in advance of the completion of the preliminary design study for Plessis Road between Dugald Road and St. Boniface. c) Preliminary designs must be approved by the Department of Public Works in order any associated development application to be deemed complete.	8.5 Implementation 8.5.1 Policies 3. Preliminary network design: Subdivision and Rezoning applications within the West Town Area are subject to the following requirements: a) Prior to the first application within the West Town Area, a preliminary design for Esselmont Avenue between Bates Road and the West Town Area's North-South Collector must be completed. The preliminary design must show the curve radii and intersections for Esselmont Avenue. b) Prior to the first development application for lands within the West Town Area located west of the North-South Collector, a preliminary design for the Plessis Road/Camiel Sys intersection must be completed. This work cannot proceed in advance of the completion of the preliminary design study for Plessis Road between Dugald Road and St. Boniface. c) Preliminary designs must be approved by the Department of Public Works in order for any associated development application to be deemed complete.