

Industrial:

- Need definition of what “heavy manufacturing general” and “light manufacturing general” is. What is included and what is not?
- Non-conforming impacts on older industrial areas – ie. inner city flower mall zoned M1
- Expansion/modernize – can these be accomplished in new By-law?
- Location of industrial zones
 - Particularly “M3” near Residential areas
 - How will the new By-law address M3/heavy industry near residential neighbourhoods
- How will the City enforce emission regulations?
- Mapping exercise should take into consideration “M3” zoning near residential areas.
- Minimum spacing between M3 & residential areas.
- There is a need for minimum and enforceable standards for emissions, noise, vibrations etc.
- Locate industry by types
 - Ensure safety issues are addressed & considered in locating industry.
- Heavy industry – do not repeat past mistakes with locating industry.
- Decibel sound levels should be enforced in manufacturing plants inside & outside.
- Would like to see spacing requirement between M3 zones and residential areas.
- Would like to see stricter environmental standards – especially odours, but also glare.
- Housing in industrial areas should be allowed to continue without requiring variances for all improvements, etc.

Commercial:

- Will all hospitals/universities be EI?
- Concern re: taxation implications of EI zoning that is now commercial or residential
- Other alternatives (commercial?).
- Proximity, rules for “sensitive” uses (i.e. adult uses).
- Same standard of proof for variances.
- Parking allowed in EI?
- Parking maximums may affect other uses?
- Function of PDO for EI?
- Ensure buffer zones in EI.
- Good idea (EI).
- Neighbourhood Main street

- Uses (eating and drinking establishments)
 - Too liberal?
 - Keep rules tight.
 - # of seats/size
- Maintain current uses for neighbourhood main streets.
- How much commercial would be allowed in EI? (for whom?), or market housing?
- St. Boniface overlay should make it easier to use and redevelop properties without variances.
- Residents (and associations) should be more involved in discussions about where to allow adult uses.
- Adult uses should not be confined to the downtown – unfair to those neighbourhoods.
- Understand that dating and escort services are just an office and switchboard – the clientele doesn't hang out there – not big neighbourhood impacts (except sign).
- Reconcile inconsistencies between licensing and zoning by-laws – confusing to be allowed to get a license for a business and then not get zoning permission to do it in that location – or vice versa.
- How are sex clubs being treated now? Is it just a “private club” or is it an adult use?
- Private clubs should not be permitted uses in commercial zones – or maybe should have spacing requirement from residential uses.
- Rooming houses should not be allowed in residential zoning districts.

Residential:

- Allowing secondary suites as a method of increasing residential density should be permitted in certain areas only (such as U of W, Osborne Village, etc.) - This idea was not supported by everyone at the table for fears that it will not be properly regulated and will spread into lower density neighbourhoods.
- Secondary suites should also be ‘promoted’ within certain areas.
- If this secondary suites was allowed what are the conditions?
 - Other problems ie. parking, etc.
 - How will this be resolved?
 - Eg. Catherine Place (St. Boniface)
- How are residential areas both existing and future being protected from neighbouring industrial areas that are expanding eg. CNR Transcona.
- Safety concerns relating to residential areas adjacent to industrial areas
- Residential Zoning Guidelines of all kinds are not currently enforced!!
- Fines for infractions must be meaningful and properly enforced.
- Changing allowable heights on accessory structures (garages, sheds, attached structures?)
 - Lowered height
- Clear definition of structure types (accessory, etc.)
- Some industrial uses are not compatible with residential uses. Such as CNR and the proposed hog plant.

- Should not be “pro-business” when the problem arises. – this comment refers to both the conflict between industrial and residential uses as well as any development which occurs within a residential area in which the residence have strong feeling against.
- Building heights are too restrictive.
- Buildings should be within the character of the neighbourhood
 - Heights
 - Colour
 - Architecture
 - Side yards, etc.
- Community Committee should be held in the individual neighbourhoods, not at City Hall.
- More transparency in the approval process.
- Don’t rename A.5 to RR5.

Design & Development Standards:

- Yards Re: Hydro
 - Front setback creating problems for locating utilities.
- Setbacks for signs. Representative of sign industry disagreed with proposal in by-law to determine setback for freestanding sign based on the sign height. Would prefer a uniform setback for all signs.
- LED message centers should be allowed in all districts (not residential).
- City needs to enforce current sign standards.
- Reducing heights not consistent with market.
- Parking concerns Re: Selkirk Avenue. – These three comments are all related. The concern was how to provide adequate parking in older commercial areas that are adjacent to residential. The citizen apparently wanted (someone) to purchase some adjacent residential lots and convert them to a parking lot behind Selkirk. My understanding is that they are unable to do that because the residential zone does not allow for parking lots as a primary use. That would not change under the new by-law. However, it was discussed that there may be some benefit from the cash-in-lieu program. In addition, we discussed whether some provisions should be made to allow for parking in the lots that are immediately behind the commercial area (across a lane).
- How is parking provided in established areas.
- Allow parking lots in adjacent residential areas.
- Restrictions on hours of operation adjacent to residential areas.
- Sign Industry Reps:
 - Worst thing is approach to electronic signs – out of step with what is being done by Toronto, Calgary, Edmonton and Montreal – revise it to take a similar approach.
 - Fascia sign area reduction from 25% to 15% is not supported.
 - Reduction of sign heights will result in wider signs – which city should not prefer.

- Language on setbacks is inconsistent – are signs allowed in setbacks or not?
- Go back to current rule where 10% of allowable sign area can be used on support structures (otherwise only toothpick signs).
- Approval of common signage program should not be up to the director only.
- Common signage program will be used to drive a truck through limits – need to be very clear if it cannot allow increase in total allowed area
- Standard lengths of material (poles for freestanding signs) is 24 ft. – dimensions should be in multiples of that to minimize waste.
- Mapping
 - Believe that there are inconsistencies in treatment of “A” lands between Plessis and the Floodway. Pattern of 40 and 5 acre zoning does not make sense – requiring big lots close to built up areas while allowing smaller lots farther out.

Design & Development Standards – Session 2:

- Impact of senior housing in St. Boniface.
- Tools for protection of historic buildings/districts.
- Need lighting (dark sky) standards.
- Can we add more dark sky legislation?
- Parking – pro landscaping, pro pedestrian walkways.
- Speed control – bumps, etc.
- Covered walkways.
- Garage screening – same design as building screening.
- Timing for garbage collection (hours of operation).
- Require more articulation. Projections every 25 ft.
- Support design standards.

Other:

- Home occupancy for auto brokers – 200 current – no proposed provision in new Zoning By-law.
- Prefer no sunset clause on non-conforming advertising signs.
- Distinguish between third party and first party signs.
- Climate proofing development. ie. minimum % permeable material to slow drainage.
- Higher floor plates positive.
- Is there a graffiti by-law? Is it part of this bylaw?
- Accessory uses/permitted projections staying same?
- Rename “infill” to “urban infill”.
- Expand compatibility standards to apply to infill lots outside of infill area.