



RM OF ST. CLEMENTS

GRAND MARAIS

SECONDARY PLAN

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SDPA



St. Clements



Grand Marais



Grand Marais Secondary Plan

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1.0 Introduction

1.1 What is a Secondary Plan?

The Rural Municipality of St. Clements, under the guidance of the Selkirk and District Planning Area Board and with the support of the Province of Manitoba, initiated the development of a Secondary Plan for Grand Marais. The Grand Marais Community Plan is a Secondary Plan under Section 63(1) of *The Planning Act* (The Act). The Act intends the scope of secondary plans to be wide in order to be able to achieve the full range of planning objectives within the scope of authority of the municipality. This authority generally consists of dealing with subdivision design, road patterns, building standards or other land use and development matters; addressing economic development goals; and enhancing and protecting culturally and environmentally significant lands. The Act also requires the Grand Marais Secondary Plan to be consistent with the goals, objectives and policies put forth in the Selkirk and District Planning Area Development Plan (the District Plan).

The District Plan identifies Grand Marais as one of several key Settlement Centres, where future expected population growth is to be directed. The District Plan policies focus on creating a more sustainable development pattern within the designated settlement centres based upon a corresponding improvement in infrastructure capacity. Consequently, Grand Marais, as a designated Settlement Centre in the District Plan, is expected to accommodate a variety of urban, semi-urban and suburban type land uses at a density and scale that is reflective of the character of the community and the carrying capacity of the proposed infrastructure and surrounding environment.

1.2 Providing Context: Why do we need a Secondary Plan?

Situated on Lake Winnipeg and surrounded by unique marshlands and beaches, Grand Marais offers its residents a high quality of life. Visitors travelling through the South Basin of Lake Winnipeg often make Grand Marais and Grand Beach their primary destination, taking the time to enjoy the local scenery, restaurants and world class beaches. The growing popularity of eco-tourism presents Grand Marais with a unique economic opportunity to develop a year-round destination community. As a result, Grand Marais has the opportunity to balance the benefits associated with residential and economic growth with the preservation of its natural assets.

Recognizing this opportunity, Council sought to coalesce existing studies and reports into a Secondary Plan that could provide a policy framework and a cohesive implementation strategy, including urban design guidelines, to advance the community towards a common vision.

A key component of the Secondary Plan was also to provide a framework whereby the resort development strategy can be integrated with the functional design and access management plan for up-grading provincial roadways (PTH #12 and PR #500 intersection). The Grand Marais provincial roadway component of the plan is to address up-grading requirements for PTH #12 from PTH #59 to Grand Beach Provincial Park. The roadway plan will consider as an option the transformation of that part of PTH #12 within the Grand Marais townsite from its current rural cross-section including service road and ditches to an urban cross-section design to encourage active street frontages and development of a main street

character as a component of the resort community's vision (see Section 4.0 Transportation). It is recognized that in order to achieve the community's vision it may be necessary for the RM of St. Clements to assume responsibility for the PTH#12 within the townsite.

1.3 Boundaries of the Secondary Plan

The boundaries of the planning area, as illustrated in Reference Map #1, generally include the Grand Marais townsite and its surrounding lands. The boundaries also encompass the portion of PTH #12 from Grand Beach Provincial Park to PTH #59 as part of an access management framework that will guide land use decisions for those lands adjoining PTH #12 within the RM of St. Clements (see Reference Map #2 Transportation). Although the secondary plan does not include policy direction for Grand Beach Provincial Park, it will take into consideration the present service relationship and the social and land use connectivity between Grand Marais and the provincial park.

1.4 Purpose of the Secondary Plan

The Grand Marais Secondary Plan looks at the community from a larger context and provides overall concepts that will guide its future development. It addresses core issues and provides basic recommendations for the continued development of the entire community.

The purpose of the Secondary Plan is to help equip project applicants, community residents, RM Council, Selkirk and District Planning Area Board, funding bodies, and other levels of government with guidance on achieving the community's long term vision and assessing a proposed project's fit in supporting that vision.

This document is not intended to be exhaustive. The Secondary Plan is a 'playbook' that can help guide those involved in the decision-making process to assist a project proposal through the approval process to the construction stage. For this community plan to be successful, developers, project applicants, and community residents need to understand, before the development application process begins, what is expected of them.

Principally, this document is about providing the tools to help chart a new course for Grand Marais as a premier destination community within Manitoba. It will build a framework towards a sustainable community vision that focuses on creating a destination community that attracts young families, builds a community where people want to live, work and socialise, whether at the beach or in the local café.

1.5 How this plan is organized

This Plan consists of policies, figures, reference maps, concept plans, and policy maps. It also contains non-policy text that provides contextual background information for the reader to support the intent of policies. Figures, reference maps, and concept plans found in this document are intended to be illustrative and to serve as guidelines only.

2.0 Community Planning Directions

This secondary plan was built from the ground up with the support of community residents. Citizen involvement in the creation of the plan is critical to the overall success of the plan because meaningful citizen involvement and input provides planners, administration, and Council with a keen understanding of the community's needs, wants and priorities. The community engagement process was developed with the following goals in mind:

1. To bring together all stakeholders (residents, business owners, provincial department staff, district board administrators, and others) to engage in constructive dialogue;
2. To build local capacity by providing background information and analysis, guidance, and ideas for the development of a long-term plan of the Grand Marais community;
3. To engage community residents in a meaningful and constructive process to produce viable options towards transforming Grand Marais into a destination community; and
4. To develop community consensus around a future vision for the Grand Marais community.

2.1 Community Engagement Process

The Plan was created and validated with citizen input through a comprehensive public engagement process. This process included three open houses and one strategic planning workshop. Materials for each open house and workshop were placed on the website for the RM of St. Clements for broader community review. Through this process, community objectives (Section 2.2) and strategies (Section 2.3) were developed, forming the basis of the Community Planning Directions. It is ultimately the Community Planning Directions, shaped by community input, which informs and guides the policies set out in the Planning Structure (Section 3.0).

Open House #1: Trends and Community Preferences

The first open house, held June 4th 2011 at the Grand Marais Recreational Centre, discussed the purpose of creating a Secondary Plan and Highway Access Management Plan for PTH #12. The areas of focus for the discussions included: population trends; the character of Main Street (PTH #12); possible future development areas; environmentally sensitive lands and lake shore areas; existing seasonal and permanent residential areas; the PTH #12 entrance Corridor outside the settlement area; and Grand Beach Provincial Park.

A visual preference survey was conducted to assess participant's preferences with respect to the following community design elements: Commercial Character, Grand Marais Main Street, Parking, Active Transportation, Signage, Neighbourhood Character, and Multi-Family Character. The objective of the visual preference survey was to begin discussion of a vision and visual character for the future development of Grand Marais.

Open House #2: Strategic Planning Workshop

The second open house, held June 25th, 2011 at the Grand Marais Recreational Centre, responded to the community design preferences and issues identified and discussed at the first open house. Residents were asked to break out into groups to collaboratively “map” out a vision for the community’s future. Table discussions focused on the following considerations: the location and quality of new residential development; how to plan for infill development; the location and types of uses for a town centre; the impact of creating a town centre on PTH #12 on other land uses within the community; transportation and access considerations; and green space and the environment.

The objective of the workshop was to identify potential growth issues participants believed important and to agree, if possible, on the nature of the priorities and strategies required to resolve growth issues.

Open House #3: Validation of Panning Direction

The third open house, held September 10th, 2011 at the Grand Marais Recreational Centre, reviewed the community design concepts created at the open house #2 workshops. The open house also discussed the design implications for PTH #12 as a result of the ideas generated by participants through the community mapping workshop. Participants were asked to provide additional comments and suggestions to help further refine the direction for the community’s vision and land use strategies.

Open House #4: Confirmation of Plan and Highway Up-grading Functional Design Concept

The fourth open house, held June 9th, 2012 at the Grand Marais Recreational Centre, reviewed the draft secondary plan directions and policies. The objective of the final open house was to get community feedback and comments prior to the plan being submitted to the RM of St. Clements for formal review and approval.

2.2 Objectives:

Through discussions with community residents, five principal objectives emerged to guide the direction of the secondary plan. They are as follows:

1. To take advantage of the unique natural assets of the Grand Marais and Grand Beach area to turn Grand Marais into the premier destination community within Manitoba;
2. To build partnerships with other levels of government and governmental agencies, citizen groups and private investors to proactively address potential issues that can affect the long term success of the Plan;
3. To protect and enhance access to natural features (e.g. beaches, shorelines, marsh lands) for all;
4. To focus on year-round services and commercial/recreational amenities within the heart of the community; and
5. To create a long term renewal strategy that will attract young families with kids.

2.3 Strategies

In addition to the objectives identified and validated by residents through the community engagement process, open house and workshop participants identified five principal courses of action to achieve their objectives. These strategies are as follows:

1. To support residential development by providing a variety of housing options for people's life cycle needs (e.g. seniors and young families);
2. To attract new residents to help support and sustain commercial investment;
3. To focus year-round commercial and recreational development along PTH #12 near the Heritage Centre to create a 'Village Centre';
4. To strengthen the visual character of the townsite by replacing the PTH #12 rural cross-section and service road with an urban cross-section to create resort character main street atmosphere that provides active store fronts and a pedestrian/cyclist friendly environment; and
5. To invest in sustainable sewer and water services to reflect the direction towards a year-round destination community.

3.0 Planning Structure

The Planning Structure translates the Community Planning Directions developed by residents through the community engagement process into a land use planning framework. This Planning Structure will provide the basis for coordinating decision making on the future development of the community. The Planning Structure is comprised of six distinct Planning Areas. These areas are characterized by their land use, density, urban form character, and growth potential. Though, the community is characterized by six Planning Areas, there may be overlap between boundaries and the characteristics of each area. The six Planning Policy Areas are as follows:

1. Infill Neighbourhoods;
2. Emerging Neighbourhoods;
3. Village Centre;
4. Main Street Redevelopment Areas;
5. Old Main Street District; and
6. Environment and Recreation Areas.

Each Planning Area within the Planning Structure will have area specific policies to help guide the implementation of the long-term planning objectives of the community. Supplementing these policies will be Transportation Policies (Section 4.0), Infrastructure Planning Policies (Section 5.0), and Plan Implementation Tools (Section 6.0).

3.1 Emerging Neighbourhoods

Participants identified several areas that could provide opportunities for growth while minimizing the impacts on the natural environment. These areas are generally identified in **Policy Map #1 Land Use Plan**. Emerging Neighbourhoods are intended to help support investments on major infrastructure projects, satisfy the demand for a mixture of housing types, and support local commercial development.

The attractiveness of the Grand Marais area is a function of its unique environmental assets and resort character. New development within the community will need to reflect that reality with the design approach of new neighbourhoods. Emerging Neighbourhoods will also be expected to have new investments in municipal infrastructure (e.g. wastewater services, streets and parks) to facilitate integration with existing neighbourhoods and contribute to the ecological processes and natural/recreational assets of the community through investments in green infrastructure.

It is not anticipated that all of the lands identified as Emerging Neighbourhood will be fully developed. It is expected that within the lands identified as Emerging Neighbourhood that some areas may not be developable as a result of certain site limitation characteristics. These site constraints can include poor soil conditions or low site elevations associated with proximity to wetlands. As a consequence, future land uses will be expected to be developed in a manner that is respectful of environmental processes and will need to be carefully reviewed and assessed. For example, flood mitigation infrastructure may be needed to support the expansion of residential development within Emerging Neighbourhoods. Section 3.6 Environment and Recreation Areas provides additional complementary policies that will guide the environmental sustainability of Emerging Neighbourhoods.

3.1.1 Objectives:

1. To ensure development proceeds in an orderly manner and utilizes municipal infrastructure effectively.
2. To accommodate future residential growth by ensuring that a sufficient supply of serviced residential land is made available.
3. To provide a variety of housing options to meet the life-cycle needs of the community, with a focus on seniors and young families.
4. To ensure a neighbourhood layout design that fully integrates (visually and physically) all proposed developments into the fabric of the community.
5. To ensure housing design that is reflective of the resort character vision of the community.
6. To require developments to make new investment in municipal infrastructure including, drainage, wastewater management, streets, parks, trails, and other relevant local services to support new development.

7. To ensure new neighbourhoods develop at a density range that can support municipal wastewater and potable water services.
8. To ensure new neighbourhoods develop in a manner that minimizes its impact on the environment and incorporates the natural environment into its design.

3.1.2 Policies:

1. Emerging Neighbourhoods will be comprised of the following land uses:
 - a. Single family and two-family residential land uses;
 - b. Higher density residential land uses between 2 and 6 stories will be permitted on collector streets where appropriate and compatible with the adjoining neighbourhood character; and
 - c. Other supportive land uses such as parks, recreational facilities, schools and small home businesses.
2. The required density within emerging neighbourhoods should be at minimum within the range of 4.0 units per gross developable acre to support the provision of municipal services.
3. Emerging Neighbourhoods will be required to connect to municipal wastewater services.
4. Holding tanks will be considered, subject to the approving authority, in anticipation of the implementation municipal piped services in the future.
5. The phasing of residential development will be based upon infrastructure service capacity. Priority will be given to development projects which can most economically be serviced.
6. Developers will be required to contribute to the community's green infrastructure capital levy as may be determined by Council and subject to a development agreement (see Section 6.1).
7. Council will consider the following criteria when evaluating proposed residential subdivisions:
 - a. Whether the project reflects the demographic and socio-economic needs of the community;
 - b. The project's overall fit with the Urban Design Guidelines;
 - c. Traffic impact on adjoining roadways and land uses;
 - d. The neighbourhood's connectivity with adjoining land uses, with a focus on street patterns and pedestrian movement;
 - e. Cost implications and the feasibility of providing adequate Municipal services; and
 - f. The quality of the green space, including the protection and enhancement of natural features (e.g. mature trees and water bodies).

3.2 Infill Neighbourhoods

Grand Marais' Infill Neighbourhoods primarily constitute the historical small lot residential areas west of PTH #12 as well as the large lot areas east of PTH #12, as illustrated in **Policy Map #1 Land Use Plan**. Established neighbourhoods have a strong sense of identity and their resort character 'look' is important part of that identity. In recent years, Grand Marais' established neighbourhoods have experienced considerable change, characterized by an ongoing transition from seasonal cottages to permanent residences. Participants would like to see continued conversion of cottages to year-round residences but were concerned that the transition to more 'modern' homes would threaten the character of their neighbourhoods. Future conversions and infill development within Infill Neighbourhoods will be encouraged to respect the resort character vision for the community.

Development of infill neighbourhoods east of PTH #12 will require cooperation among landowners to combine parcels to permit the efficient subdivision of lands to create parcels large enough to provide internal street systems and accesses. As Grand Marais transitions from private on-site to municipal wastewater services, consideration will be given to homeowners who wish to subdivide their lot to help offset the cost of bringing in those services. Development within Infill Neighbourhoods will principally be single family in nature, though consideration for neighbourhood scale low-rise multi-family will be considered where appropriate. Section 3.6 Environment and Recreation Areas provides additional complementary policies that will guide the environmental sustainability of Infill Neighbourhoods.

3.2.1 Objectives:

1. To support the continued conversion of seasonal cottages to year-round residences on municipal services.
2. To promote infill development that is sensitive to the character of the street and that reflects a resort character.
3. To generally maintain the current residential density within existing neighbourhoods.
4. To enhance the character of the residential area and quality of life for residents.

3.2.2 Policies:

1. Infill Neighbourhoods will be comprised of the following residential land uses:
 - a. Single family and two-family residential land uses;
 - b. Higher density residential land uses up to 3 stories will be permitted on collector streets where appropriate and compatible;
 - c. Other supportive land uses such as parks and small home businesses.
2. Infill development will be considered within established neighbourhoods subject to the extension of municipal wastewater services.

3. Infill lot development should follow the intent of the Urban Design Guidelines to ensure they comply with the resort character vision of the community. Applicability of the Urban Design Guidelines will take into account the degree of change proposed and should apply to the following conditions:
 - a. New cottage construction;
 - b. Changes to or the addition of a front porch;
 - c. Building additions to existing cottages which face the front yard or are significantly visible from a public street;
 - d. Changes to roofs and projections such as chimneys and other architectural details;
 - e. New accessory structures including garages, sheds and out buildings if significantly visible from a public street;
 - f. Structural changes to the front façade of existing accessory structures including garages, sheds and out buildings if significantly visible from a public street; and
 - g. Changes to front, side and rear yard landscaping, driveways and siting of new buildings and building additions.
4. Home occupations will be permitted subject to requirements under the Zoning By-law and where the occupation does not create excessive traffic or requirements for off-street parking.
5. Higher density infill development will be directed towards streets with all-weather roads.
6. Higher density infill development may be required to contribute to the upgrading of municipal infrastructure services, as may be determined in the development approval process.
7. To support infill development, Council may need to work collaboratively with land owners along Matilda Avenue, Orvis Street, Donald Street, Sinclair Street and Victory Road to secure rights-of-way.

3.3 Old Main Street District

The Old Main Street District planning area is located along the historical commercial main street of the community and extends along the northern boundary road that divides Grand Marais from the Grand Beach residential area, as identified in **Policy Map #1 Land Use Plan**. Its prominence as the community's primary commercial street has waned in recent years as commercial investment has shifted towards locations along PTH #12.

Future growth within the Old Main Street District planning area will need to take into account the opportunities and constraints of the area. The community workshop participants expressed concern that intensifying commercial establishments at this location has the potential for land use conflicts between cottage owners and seasonal commercial uses and might detract from commercial investment in the proposed Village Centre on PTH #12. The Old Main Street District's biggest assets are its central location within the community and its walkability to Grand Beach Provincial Park. In light of this

context, the planning area is considered a transitional area, where vacant and underutilized commercial buildings offer opportunities for neighbourhood commercial services and other adaptive re-uses at an appropriate neighbourhood scale. These can include opportunities for addressing other community needs, such as providing centrally located low-rise resort character multi-family housing and resort commercial uses.

3.3.1 Objectives:

1. To support the transition from seasonal beach commercial to year-round residential and recreational commercial uses.
2. To improve connectivity between the Grand Marais and Grand Beach settlement areas through more formal connections.
3. To mitigate the potential for land use conflicts between single family cottages and other land uses and densities.

3.3.2 Policies:

1. The Old Main Street District will be comprised of the following land uses:
 - a. Single family and two-family residential land uses;
 - b. Higher density residential land uses up to 3 stories will be permitted on Grand Beach Road and Parkview Avenue;
 - c. Resort recreational uses; and
 - d. Seasonal commercial uses.
2. Encourage the rehabilitation and reuse, where feasible, of existing commercial structures for seasonal neighbourhood and beach scale commerce.
3. Limit infill buildings and additions to existing buildings which are not compatible in style, orientation, scale, massing and overall character of the street.
4. Development proposals within the Old Main Street District will be subject to the residential and commercial sections of the Urban Design Guidelines (see section 6.7).
5. Work collaboratively with the provincial authority responsible for Grand Beach Provincial Park to identify potential locations for pedestrian connectivity between townsites and to assess whether to re-establish the vehicular connection into the Provincial Park via Grand Beach Road.
6. New roadway or lane accesses will not be permitted to connect directly with PTH #12 to protect the main function of the highway.

3.4 Village Centre

The Village Centre, as illustrated in **Policy Map #1 Land Use Plan**, is an approximately 10 acre municipally owned site within the heart of the community with direct frontage onto PTH #12. There was strong consensus among workshop participants that these lands be the focus of a future year-round Village Centre development providing a mix of residential, commercial and recreational uses. This site provides the best opportunity within the community to create a unique year-round “town centre” space because of its central location; its direct frontage onto PTH #12; and because it is a large consolidated parcel and municipally owned land which makes it easier to be developed in an integrated and comprehensive manner. Locating a mixed use commercial Village Centre at this location would further support existing municipal investments (i.e. Heritage Visitor’s Centre). The Village Centre would also act as an “anchor tenant” for the new urban streetscape along PTH #12 within Grand Marais. **Concept Plan #1 Village Centre** provides an illustrative example of how the Village Centre could be developed in a manner that reflects the vision for a year-round “town centre” with urban cross section.

3.4.1 Objectives:

1. To develop the municipally owned lands around the Heritage Visitor’s Centre as a year-round mix use village centre.
2. To create a unique focal point of the community that encourages public interaction.
3. To provide a comprehensively planned development with a compatible mix of commercial, recreational and residential uses in a pedestrian focused environment.
4. To support the creation of a pedestrian focused resort vision for PTH #12 through site and building design.

3.4.2 Policies:

1. The Village Centre area will be comprised of the following land uses:
 - a. Community commercial uses that are geared towards local residents and tourists;
 - b. Recreational uses that are supportive of a resort community (e.g. personal services, retail, restaurant and hotel); and
 - c. Higher density residential land uses between 2 and 6 stories will be permitted where appropriate and sited in a way that supports rather than detracts from commercial and social activities.
2. Encourage development that combines a variety of different uses (residential, commercial/recreational and office). Mixed use projects with commercial or public uses on the ground floor and residential uses on upper levels or live-work spaces, are especially appropriate.
3. Foster a pedestrian first environment along PTH #12 and within the Village Centre by minimizing building setbacks, providing active frontages, encouraging public seating areas, providing street

furniture and quality landscaping, and discouraging car-orientated commercial type development.

4. Design of the Village Centre site will be done with consideration of how the build-out will be staged over time. While recognizing that full build-out of the site will occur over a long period of time, it is important that certain design principles be implemented within the first phase of development to ensure that a pedestrian focused resort character environment is initiated and maintained. These design considerations will include:
 - a. The establishment of a pedestrian environment along PTH #12 with; and
 - b. A staging of development that moves from PTH #12 towards the rear of the site.
5. A planned unit development approach will be pursued to guide the development of the Village Centre. Council will consider the following criteria when evaluating the proposed project:
 - a. Whether the project reflects the demographic and socio-economic needs of the community;
 - b. The project's overall fit with the Urban Design Guidelines;
 - c. Traffic impact on adjoining roadways and land uses;
 - d. Landscaping aesthetics;
 - e. Pedestrian and cycle access;
 - f. Whether the relationship between the buildings and the street reinforce the pedestrian focused environment envisioned by the plan;
 - g. Quality of public spaces for active and passive recreational uses;
 - h. Cost implications and the feasibility of providing adequate Municipal services; and
 - i. The quality of the green space, including the protection and enhancement of natural features (e.g. mature trees).

3.5 Main Street Redevelopment Areas

The Main Street Redevelopment Areas, as outlined in **Policy Map #1 Land Use Plan**, are intended to be transitional development areas that provide opportunities for residential and commercial infill intensification. These areas are primarily focused along PTH #12 and incorporate strategic lands adjoining PTH #12 that have the potential to respond to the long-term evolution of development trends within the community.

Redevelopment areas along the new urban cross-section of PTH #12 will act as a transition area between the primarily single family residential areas in existing residential neighbourhoods to the new urban cross-section along PTH #12. The lands made available from the service road closure will act as a development hold area and will be made available for development once the Village Centre has been built-out.

The larger lands that extend southwards across from the Village Centre to the Grand Marais Bay provide an opportunity to see a more comprehensively planned development that takes into account a design

that draws pedestrians from the Grand Marais Bay area to the Village Centre. It is expected that the timing of redevelopment within this area to be dependent on the willingness and expertise of existing property owners to work collaboratively together to redevelop the area.

The designation of the lands, located to the east of the Village Centre and which incorporate the Sandbar Motor Inn and the Grand Marais Village Store, as Main Street Redevelopment Areas is intended to reflect the transitional commercial character of the PTH #12 strip. These lands, because of the visibility and direct access to PTH #12, are well positioned and have the flexibility to adapt to evolving market conditions.

3.5.1 Objectives:

1. To support the transformation of PTH #12 from a rural cross-section to an urban cross-section.
2. To develop a pedestrian-friendly environment and streetscape along PTH #12.
3. To foster high quality residential and commercial design that helps to create a unique sense of place.
4. To make lands available to support the development of a community main street along PTH #12.
5. To facilitate connectivity between PTH #12 and adjoining residential and key environmental areas.
6. To encourage a mix of higher density residential and local neighbourhood commercial uses at strategic locations between Donald Street and Oak Avenue.
7. To phase the build out of the Main Street Redevelopment Areas to ensure a logical development pattern.

3.5.2 Policies:

1. Main Street Redevelopment Areas will be comprised of the following land uses:
 - a. Single family and two-family residential land uses;
 - b. Higher density residential land uses between 2 and 4 stories will be permitted on collector streets where appropriate and compatible;
 - c. Neighbourhood and community scale commercial uses; and
 - d. Other supportive land uses such as parks and recreational facilities
2. Work collaboratively with the Approving Authority to come to an agreement on the removal and redevelopment of the service road as part of the Main Street Redevelopment Area.

3. Urban development within the Main Street Redevelopment Areas will be encouraged to compliment the development of the Village Centre.
4. Incremental and contiguous development will be encouraged to build out along PTH #12 emanating, where possible, from the Village Centre outward, to foster a strong identity and streetscape character within the Village Centre and adjoining PTH #12 main.
5. Incorporate complete streets design concepts providing space for cyclists and pedestrians as part of the PTH #12 right-of-way.
6. Promote, through development approval process, individuality and uniqueness of design in buildings with multiple units.
7. Development proposals within the Main Street Redevelopment Areas will be encouraged to be visually distinct and will respect the intent of the Urban Design Guidelines.
8. Support rezoning applications that allow for a mix of commercial and residential uses, shared parking, and appropriate buffering to adjoining land uses.
9. Council will consider the following criteria when evaluating proposed projects:
 - a. Overall fit with the Urban Design Guidelines;
 - b. Traffic impacts on adjoining roadways and land uses;
 - c. Connectivity with adjoining land uses, with a focus on street patterns and pedestrian movement;
 - d. Quality and type of public spaces provided (e.g. patios, plazas); and
 - e. Pedestrian environment along Main Street.

3.6 Environment and Recreation Areas

Neighbourhoods and communities are places that are shaped by their ecological processes and historical context, where human activity and the built environment interact with 'nature' to create a sense of place and identity. The historical evolution of Grand Marais is a perfect example of a community shaped by its natural environment. Providing greater connections to the community's natural assets will increase a sense of belonging and foster more sustainable actions by local residents and visitors.

Policy Map #1 Land Use Plan, identifies areas that community residents felt represented important natural features that required policies to protect, enhance, and manage human activity so as to ensure the continued health of the ecosystem and provide unique recreational spaces for residents and visitors.

Grand Marais' natural assets provide it with a great opportunity to reflect this sense of place within its community design. The Grand Beach/Grand Marais area is home to one of the Province's most important summer recreational destinations. Safeguarding and ensuring the vitality of the area's

natural assets while promoting tourism activities associated with these amenities, is integral to the future success of the area. The Grand Marais Bay Area and the area's marshland are important natural features that contribute to the ecological processes of Lake Winnipeg and the quality of place for residents along the Lake. Grand Marais residents recognize their collective responsibility as stewards of Lake Winnipeg and the land. No jurisdiction alone can address all concerns associated with the health of the marshland and Lake Winnipeg; it requires partnerships across all levels of government, businesses and non-government groups and individuals.

3.6.1 Objectives

1. To recognize that Grand Marais is part of a larger ecosystem and that its stewardship brings benefits to all residents of Manitoba. Align municipal decision making to be reflective of this importance.
2. To recognize that the marsh, lake, beaches and the biodiversity of the area are critical elements that contribute to the creation of the community's identity and their on-going health and prosperity will be central to the future quality of life of Grand Marais' residents.
3. To integrate recreational opportunities within environmental areas in a manner that is context sensitive.
4. To celebrate the rich cultural, historical and environmental heritage of the community by making natural processes more visible to enhance the visitor and resident experience.
5. To ensure the Grand Marais Bay Area and its ecological processes are protected and enhanced.
6. To manage the future growth of residential development to mitigate impacts on the natural environment with a particular attention to nutrient impacts associated with new development.

3.6.2 Policies

1. Establish a Green Infrastructure Asset Inventory that will help guide investments in community-wide green spaces and recreational amenities (see Section 6.0 Plan Implementation).
2. The Green Infrastructure Asset Inventory can consist, but not be limited to, the following components:
 - a. Parks and recreational facilities;
 - b. Trails, sidewalks and pathways; and
 - c. Watercourses, woodlots and other significant natural features.
3. A linked network of open spaces and trails (see **Reference Map #3 - Grand Marais Environment and Recreation Plan**) should be developed to provide safe and direct pedestrian connections throughout the community. By linking parks, schools, woodlots, beaches, shorelines, watercourses, and stormwater management facilities, a comprehensive network of open spaces and trails can be achieved. Approval will be required from MIT for any trails/trail crossings

within the right-of-way or within the control lines along PR 500, and Highway Traffic Board approval will be required for any proposed trails/trail crossings within the control lines along PTH 12.

4. Enhance access to the environmental assets of the community by using the future Trans Canadian Trail as the 'spine' of the community-wide trail system.
5. Work collaboratively with the Trans Canada Trails Association and other governmental and non-governmental agencies to develop a comprehensive network of trails within the Grand Marais region.
6. Encourage the design of intercommunity trails to include snowmobiles and neighbourhood electric vehicles to promote a year-round resort community.
7. Foster greater connection to environmental processes through design. This can include restoring waterways used as stormwater drains, rehabilitating native vegetation, using naturalized stormwater retention ponds and using other water-sensitive designs.
8. To improve shoreline protection, Council will work collaboratively with the provincial government to conduct a study to assess erosion from the sand spit to the Grand Beach Provincial Park cottage area.
9. Work collaboratively with Manitoba Conservation and Water Stewardship to protect the Lake Winnipeg shoreline from the Grand Marais Bay sand spit to the northern limit of the Grand Beach Provincial Park cottage area.
10. Protect and enhance ecologically significant features including but not limited to shorelines, watercourses, marsh lands and wildlife habitat.
11. Support existing and emerging recreational activities that can contribute towards establishing Grand Marais as a destination community for recreational activities. Activities can include: parasailing, boating, fishing, bird watching, snowmobiling and cross country skiing.
12. All development will be subject to a 150 foot public reserve dedication from the ordinary high water mark from Lake Winnipeg and its tributaries.
13. All new development, as may be appropriate, will incorporate provisions for flood risk mitigation based upon the 100 year flood level of Lake Winnipeg of 221.1 metres (722 feet) G.S. of C. Datum, and will be subject to development setback allowance for shoreline erosion and/or instability as determined through geotechnical engineering investigations on a site specific basis.
14. Draining wetlands for land use development purposes will not be permitted.

15. All new development will be built in a manner that mitigates negative impact on all water bodies and in particular the marsh and its ecological functions. Strategies will consider requirements for stormwater retention and erosion control.
16. Where a stormwater retention pond may be required to serve new development, the stormwater retention pond will be designed to maximize nutrient retention and naturalized treatment without compromising stormwater management needs.
17. Consider establishing a small-scale public shuttle service that can link residential areas with the town centre and recreational areas within Grand Marais and Grand Beach Provincial Park (see Section 6.1).
18. Discourage the development of marina facilities within the Grand Marais Bay for motorized or deep keel water craft.
19. Work with community residents to designate an area for a full service marina for deep keel and motorized watercraft to support lake access for Grand Marais and surrounding lake communities.
20. Designate an area on municipal lands within Grand Marais Bay Area (see reference map #3) for passive recreation opportunities and for non-motorized watercraft access.
21. Proposed developments located near waterways and water bodies that have the potential to alter, disrupt or destroy aquatic habitat; including the riparian area, will be referred to Manitoba Conservation & Water Stewardship for review and comment.
22. Developments and the use of land adjacent to designated provincial parks or other protected areas will be referred to Manitoba Conservation & Water Stewardship for review to ensure that future development or changes in land use will not adversely affect the sustainability of the area or the resident flora and fauna.
23. Public access to natural areas will be encouraged; where feasible, to foster an appreciation for the enjoyment of the natural world. Access should not lead to levels of activity or development which will exceed the capability of the area to sustain the environment and ecosystem integrity. Where Private land holdings are involved, access to these areas will be subject to the approval of the landowner.
24. Remaining wooded lands will be developed in a manner consistent with their wildlife potential, particularly in the areas adjacent to, provincial parks or any other sensitive /important ecological areas.

25. Quality wetland habitats; including riparian areas, shall be protected to ensure continued shorebird, colonial nesting birds and waterfowl production.

4.0 Transportation

A key component of the secondary plan is the incorporation of highway access management policies. Council, the District Board, and Manitoba Infrastructure and Transportation recognize the need to align the long term land use and highway transportation policies for the Grand Marais area. It is by working together to establish a common vision for the PTH #12 corridor before development occurs, that the long term land use development goals of the community can be realized.

Project applicants and community residents will now have a clear direction on what ‘can’ and ‘cannot’ be done on lands adjacent to PTH #12. The intent was also to streamline the development approval process by having all approving authorities agree to a set of development parameters for proposed projects within specified locations along the provincial highway, as is illustrated in **Reference Map #2 Transportation**. This process recognizes that there cannot be a one-size fits all approach for the determining the location and character of accesses along PTH #12; differentiating development within the townsite of Grand Marais from development by outside the townsite along PTH #12 will facilitate the realization of the community’s long term vision.

The portion of PTH #12 located west of PTH #59 creates interesting planning opportunities and challenges. Its geographic location determines its function as a highway; it is intended to both serve as a community main street for Grand Marais and as a destination highway that moves people to Grand Beach Provincial Park and its world class beaches. To ensure its efficacy at achieving its dual function, the plan designates three different types of highway policy areas. They are as follows:

1. Main Street Policy Area;
2. Rural/Urban Transition Policy Area; and
3. Highway Traffic Policy Area.

In addition to the three highway policy areas, the Transportation Section also has specific policies for local municipal roads. This sub-section will address how infill projects and emerging neighbourhoods will contribute to a safe and efficient transportation network within the community.

4.1 Transportation Objectives

The objectives guiding the transportation policies in this section are the following:

1. To create a transportation system that balances the needs of local residents and visitors to the Grand Marais/Grand Beach area.
2. To work collaboratively with the Provincial Government to align their long term goals and infrastructure investments with the community’s vision for PTH #12.

3. To protect the integrity and function of the provincial highway system while allowing for the transformation of PTH #12 within the townsite from a high-speed rural cross-section to a more intimate and pedestrian friendly community main street cross-section.
4. To provide a safe and convenient transportation system that provides active transportation opportunities within the road right-of-way.
5. To ensure that local streets and lanes continue to be well integrated and facilitate connectivity to the regional transportation system in a strategic and efficient manner.
6. To create a transportation system that is safe and efficient while supporting proposed land use goals.

4.2 Main Street Policy Area

The Main Street Policy Area extends west from Matilda Avenue at PTH #12 to the boundaries of Grand Beach Provincial Park, as is generally shown in **Reference Map #2 Transportation**. The provincial highway system within Grand Marais was designed to facilitate access to Grand Beach Provincial Park through the community of Grand Marais. The current design of PTH #12 within the townsite creates a disconnect between the highway transportation system and land uses adjacent to PTH #12. As a result, the land use relationship with the highway is weak and investment along PTH #12 within the Grand Marais townsite has been minimal. Workshop participants expressed concerns that development is set back too far from the street creating un-friendly pedestrian and cyclist environment. They also expressed concern that the rural cross-section creates an un-interesting streetscape for visitors to Grand Beach and that this roadway design discouraged visitors from lingering or investing in the community.

PTH #12 is the central spine linking the various community parts together. Workshop participants recognize that if Grand Marais is to become a successful resort community and service centre for the region, it will need to re-conceptualize its relationship to PTH #12. The community has shown a clear direction of wanting to change the nature of the highway within the village of Grand Marais to create a pedestrian focused, active street frontage, resort character environment. Participants wanted to see the creation of a Village Centre, where commercial and recreational development can be centralized to attract local and regional visitors. This plan seeks to realize this vision by changing the nature of the land use relationship with the highway by reducing the right-of-way and permitting zero setbacks.

4.2.1 Policies

1. In consultation with Manitoba Infrastructure and Transportation the RM of St Clements will apply to the Highway Traffic Board to reduce the speed limit within the Main Street Policy Area to 50 km/h to reflect the urban character of planned development.

2. Work collaboratively with the provincial authority on strategically locating accesses within the Main Street Policy Area to ensure safety of all users of the roadway within an urban main street cross-section context.
3. In consultation with the Highway Traffic Board, request a blanket setback for buildings and landscaping within the Main Street Policy Area to reflect planned front and side yard setbacks to be introduced in the new St Clement Zoning By-law for land uses permitted in the Grand Marais Main Street Policy Area to encourage an active streetscape.
4. Work collaboratively with the provincial authority to permit Neighbourhood Electric Vehicles (NEV) on roadways within the Province and in the design of PTH #12 within the Main Street Policy Area to incorporate provisions to enable NEV's to cross the highway.
5. Work collaboratively with the provincial government to assess the possibility of changing the classification of PTH #12 as a designated roadway and or transferring the jurisdiction for that portion of PTH #12 within the Main Street Policy Area from Manitoba to the Municipality including making available approximately 28m 'surplus' ROW (the service road) to the Municipality for future redevelopment to realize the objectives and policies of the Village Centre (Section 3.4) and Main Street Redevelopment Areas (Section 3.5).
6. Suburban strip mall development with parking areas completely located within the front yard will be discouraged within the Main Street Policy Area and active street frontages will be encouraged to re-enforce the main street character of the roadway, in accordance with the Urban Design Guidelines (Section 6.7).
7. Design and create safe and well lit pedestrian connections and pathways based upon Crime Prevention Through Environmental Design (CPTED) principals.
8. Use traffic calming measures to improve traffic flow and safety for all users of the road.
9. Develop a pedestrian-first streetscape environment that includes infrastructure for cyclists.
10. Transition from a rural to urban cross-section will be managed by considering the following elements:
 - a. the phasing of infrastructure works;
 - b. siting standards;
 - c. PTH #12 re-alignment;
 - d. parking requirements to promote a community main street experience;
 - e. development guidelines; and
 - f. buffering requirements.

11. Consider introducing roundabouts at strategic intersections to manage traffic flow, improve road safety and provide a sense of arrival to the community as illustrated within the Main Street Zone Access Management Concept Plan.
12. Incorporate aesthetics into the streetscape including planting, lighting and architectural details.

4.3 Rural / Urban Transition Policy Areas

The Rural / Urban Transition Policy Area extends west from PR #500 to Matilda Avenue at PTH #12, as generally shown in **Reference Map #2 Transportation**. The purpose of this Policy Area is to provide a transition from a limited access rural highway cross-section to an urban main street cross-section. Emerging Neighbourhood lands adjoining PTH #12 within the Rural/Urban Transition Policy Areas, as shown in **Policy Map #1 Land Use**, provide opportunities for community growth and development. Managing how development occurs along this portion of the highway will be important to the long term functionality of the provincial highway system within the region. Limiting access on to PTH #12 and consolidating access onto PR #500 provide opportunities to balance the needs of new development with the efficient operation of the provincial highway system in a manner that improves safety and circulation.

4.3.1 Policies

1. Maintain speed limit within the Rural / Urban Transition Zone at 90 km/h.
2. Work with the provincial authority to provide active transportation connections between the Main Street Policy Area and the Emerging Neighbourhoods adjoining PR #500.
3. Work with the provincial government to re-align the PR #500/PTH #12 intersection to improve safety and circulation.
4. To manage development in a manner that does not have a negative impact on the operation of the provincial highway system.
5. Strip type development, characterized by direct connections to the provincial highway, will not be permitted within the Rural / Urban Transition Policy Area to maintain the resort character of the community and to maintain the effective operation of PTH #12.
6. Access to designated Emerging Neighbourhoods adjacent to PTH #12 will be directed to PR #500 and will be discouraged from having direct access onto PTH #12.
7. Emerging Neighbourhood accesses to PR #500 will be consolidated onto municipal roads. The location of roadways will be subject to the approval by Manitoba Infrastructure and Transportation.

4.4 Highway Traffic Policy Area

The Highway Traffic Policy Area extends west from the PTH #59 to PR #500, as illustrated in **Reference Map #2 Transportation**. The purpose of this Policy Area is to maintain its limited highway access character. The highway cross-section at this location is intended to remain a rural cross-section to focus on efficiently moving vehicles in and out of the Grand Marais/Grand Beach area.

4.4.1 Policies

1. Allow for the efficient movement of high-speed vehicular traffic to the Grand Marais / Grand Beach area by maintaining the limited access highway character and function of PTH #12.
2. Strip type development, characterized by direct connections to the provincial highway, will not be permitted within the Highway Traffic Policy Area to maintain the high-speed character and function of PTH #12.

4.5 Municipal Roads

Municipal roads within Grand Marais have a rural cross-section, reflecting the resort character of the community. Community residents use local municipal streets as a place for informal socializing, walking, cycling and other recreational activities. This use of the street increases personal safety through casual surveillance. The existing settlement area of Grand Marais is fortunate to have developed with an interconnected network of local street network with shorter block lengths that allows traffic flow to disperse and provides pedestrians and cyclists with greater connectivity. Future development within Grand Marais will be expected to continue to develop in a manner that reflects the existing roadway and block pattern and contributes to a connected neighbourhood ambiance.

4.5.1 Policies

1. New roadway connections will be designed to facilitate connectivity and circulation.
2. Roadways will maintain a resort character streetscape that is inclusive of all users of the road.
3. Municipal roads will be maintained and upgraded at the discretion of Council.
4. The location and construction of accesses to Municipal roads shall be subject to the approval of the RM of St. Clements.
5. Council will explore the potential of incorporating neighbourhood electric vehicles on local roads and trail systems (e.g. Trans Canada Trail) through Grand Marais with the goal of providing sustainable transportation options and providing increased connectivity with the beach communities along Lake Winnipeg.

6. New developments which generate sufficient traffic to impact adjacent roadways and accesses may, subject to the discretion of the RM of St. Clements, require that developers contribute to necessary roadway improvements.
7. It may be desirable for the internal road network of a proposed development to connect directly to the provincial highway system. The proposed highway access would be subject to the approval of the Highway Traffic Board or Manitoba Infrastructure and Transportation. MIT may request the developer to provide traffic information or a Traffic Impact Study (TIS) in order to determine the nature of on-highway improvements that may be required to accommodate the traffic that will be generated. The developer would be responsible for the cost of supplying the required traffic information or TIS and the cost of constructing any required on-highway improvements to MIT standards.
8. Developers will be required to make logical connections with the adjacent roadway network to improve connectivity and circulation.
9. Extend the connected roadway pattern that exists within the community into new development areas to:
 - a. Facilitate convenience for pedestrians and cyclists;
 - b. Dissipate vehicular traffic more evenly through neighbourhoods; and
 - c. Reduce the need for traffic calming measures which are more costly to construct and maintain.
10. The Municipality, in consultation with developers and municipal engineers, will consider reduced pavement widths on non-collector streets to reduce the amount of impervious surfaces and to provide a visual traffic calming mechanism to drivers.
11. Emerging and Infill Neighbourhoods will incorporate within the boulevard areas tree plantings to contribute to the “resort character” of the community.
12. Emerging and Infill Neighbourhoods incorporating rear access public lanes will be encouraged to provide parking areas and garages setback from the lane to facilitate off-lane parking. Setback standards will be provided in the Zoning By-law.

5.0 Infrastructure Planning Policies

The municipality is responsible for the basic services to meet the needs of its citizens, including health, safety and general welfare. Investing in a sound infrastructure base that is able to sustainably grow with the needs of the community is central to meeting those responsibilities. Currently, the municipality and Grand Beach Provincial Park are required to upgrade their waste water infrastructure facilities. An opportunity exists to address these needs jointly. Working collaboratively between all levels of government is important to eliminate duplication of services and to realize service and cost saving efficiencies.

Currently residents within Grand Marais are served by private wells. As the community transitions from seasonal use to year-round use of services the demand on the level of services will increase. Municipally provided potable water services will be an area of investment that will need to be considered and assessed. Collaboration with other communities, and in particular with Grand Beach Provincial Park, will be essential to provide expanded services to residents sustainably.

Sustainable provision of infrastructure requires planning for the life-cycle costs of providing that service (i.e. construction, operation and maintenance). Life-cycle costing should be incorporated into all planning of community infrastructure investments to ensure the long term viability and sustainability of providing essential services to community residents. Life-cycle costing also includes ensuring that new development pays for itself and does not place a financial burden on existing residents.

5.1 Sewer and Water Infrastructure Services

1. Work collaboratively with the Provincial Government to share the construction and maintenance costs associated with the development and operation of a joint wastewater treatment plant to serve Grand Marais and Grand Beach Provincial Park.
2. Council will explore municipally providing potable water services to Grand Marais. Consideration will be given towards joint service provision with other communities, including Grand Beach Provincial Park.
3. In response to the Lake Winnipeg Stewardship Board's recommendations, consider in the design of the joint wastewater treatment facility nutrient removal using constructed wetland.
4. New development will be required to pay for its share of the life-cycle costs of installing the required water and wastewater treatment services.
5. Council will explore establishing a utility reserve to pay for future maintenance as part of future infrastructure upgrades or replacement costs.

6.0 Plan Implementation

How a plan is implemented is critical to the success of the document. The successful implementation of the plan is predicated on the ability of the municipality to reach beyond its borders and make partnerships with other jurisdictions and levels of government to realize the plan's objectives and strategies. Key federal government agencies include the Department of Fisheries and Ocean and the RCMP. Key provincial departments include Manitoba Infrastructure and Transportation, Manitoba Conservation and Water Stewardship.

Attracting business investment and developing regional recreational amenities as part of a resort destination vision requires collaboration to ensure that actions are taken to meet a common vision. All of the partners need to sit at the table to ensure the vision of the plan is implemented.

One of the primary objectives of this plan is to link the community's vision with governmental policy and investment within the region. By linking action and policy direction, the intent is to align governmental interests to create a decision-making climate that is streamlined with the goal of getting partners to think about sharing in joint responsibilities and benefits associated with development of the community. The success of Grand Beach Provincial Park should go hand in hand with the success of Grand Marais and vice versa.

In addition to the regular tools at the disposal of municipalities to ensure the plan has actions to meet its goals and objectives, the plan also proposes additional tools to help fulfil its vision. The implementation of this Secondary Plan is summarized in this section.

6.1 Collaboration and Funding

Council will consider the following implementation strategies to realize the goals and policy objectives of the Plan:

1. Joint-funding of wastewater treatment plant

Council will work collaboratively with the provincial government to jointly develop a wastewater treatment plant for Grand Marais and Grand Beach Provincial Park instead of building two separate systems.

2. Tax Increment Financing (TIF)

Council will consider working collaboratively with the provincial government and the local school division to redirect the incremental municipal and educational property taxes to encourage strategic economic development projects. Prior to the implementation of a TIF, Council should establish approval and evaluation criteria for TIF projects, and set the parameters for eligible costs and uses for TIF, to ensure public accountability.

3. Special Levy

Council will consider initiating a plebiscite to determine whether residents would support a special levy on their property taxes to be directed towards specific infrastructure works (e.g. municipal sewer and water services) for a specified length of time.

4. Service Road Surplus Land

Council will work collaboratively with the provincial government to transfer the service road adjacent to PTH #12 within the Grand Marais townsite to the Municipality.

5. Park Gate Receipts

Council will work collaboratively with the provincial government to allocate the Grand Beach Provincial Park gate fee to help pay for specific infrastructure upgrades within the provincial park and Grand Marais on projects the parties mutually agree upon to enhance the visitor experience. Funds collected as part of this fee would be allocated to specific infrastructure projects over a specified length of time “sunset clause” to ensure accountability.

6. Manitoba Infrastructure and Transportation and RM of St. Clements Highway Upgrading and Access Management MOU

Council will work towards establishing a memorandum of understanding (MOU) on the allocation of responsibilities for highway right-of-way capital improvements. The MOU would also provide guidelines to govern land use, highway access, building setbacks and other design considerations.

7. Green Infrastructure Capital Levy and Asset Inventory

Council will establish a Green Infrastructure Capital Levy (GICL) and require all new residential and commercial developments to contribute. The focus of the GICL will be to enhance recreational opportunities and assets, restore important environmental features and improve the overall visitor experience to Grand Marais. The level of investment into the GICL should be relative to the number of lots, commercial floor area or residential units created to establish a fair and balanced allocation of financial responsibilities among developers. The GICL should be applied as a condition of a development agreement.

Council will undertake a Green Infrastructure Asset Inventory to help guide the investment in green infrastructure projects and to ensure public accountability. The Green Infrastructure Asset Inventory will be designed to identify areas for protection as well as restoration and also identify areas where it may be appropriate to build recreational facilities. As a result, infrastructure assets supported by the GICL should include, but are not limited to: building and improving park areas; restoring or enhancing natural features; providing recreational facilities; developing interpretive trails and related signage; and shoreline stabilization.

8. Public Shuttle Service

Encourage the exploration of establishing a seasonal or year-round public shuttle service, or people-mover, to enhance the visitor experience and provide connectivity between Grand Marais and Grand Beach Provincial Park. Consideration should be given to jointly establishing the public shuttle service in partnership with Grand Beach Provincial Park.

9. Marina

Explore the feasibility of developing a full service marina with other levels of government and the private sector to contribute to the resort community vision of Grand Marais and promote greater lake access.

6.2 Village Centre Development

Council will explore all available options to develop the Village Centre in a comprehensive manner that reflects the policies in Section 3.4 and the Urban Design Guidelines (Section 6.7). Methods could include, but not be limited to, the following:

- a. Establishing a private public partnership to jointly finance and develop the Village Centre;
- b. A call for tenders for the preparation of the purchase and development of the Village Centre lands; and
- c. Municipality develops the Master Plan for the Village Centre and makes available for sale the Village Centre's building sites to individual investors.

6.3 Development Agreements

A development agreement is the primary tool for municipalities and approving authorities to ensure that proposed development comply and meet the intent of the policies and strategies laid out in this plan. *The Planning Act* (Sections 135 and 150) provides municipalities with the authority to enter into a development agreement with a developer to ensure they are responsible for providing appropriate services to the land that is to be developed.

6.4 Planning Advisory Committee

Council may consider establishing a Planning Advisory Committee (PAC) to facilitate in reviewing and providing recommendations on development applications prior to be submitting to Council for approval. The PAC would focus on evaluating a project's fit with the vision and character of the community. By investing in getting things right in the early stages, it will prevent delays at the later end of the development process. The intent is to help improve clarity, predictability and timeliness in the development approval process.

6.5 Zoning By-law Review

An important implementation tool to ensure the goals, strategies, policies and intent of the urban design guidelines within this secondary plan are realized, is the Zoning By-law. In light of the policy direction of the secondary plan, a comprehensive review of the Zoning By-law will be required to reflect this new vision for the community.

6.6 Plan Review and Amendment

The Secondary Plan is intended to be an action orientated plan that is responsive to the needs and aspirations of community residents. It is possible over time that new implementation initiatives may be required and priorities may need to be adjusted in order to be responsive to community needs and evolving market conditions. As a result, the policies within this document shall be reviewed and updated periodically to ensure they remain relevant and shall be formally reviewed no more than 10 years from the date of adoption. Changes to this document will be guided through the plan amendment process as identified within the District Plan.

6.7 Urban Design Guidelines

The Urban Design Guidelines (UDG) have been created to help shape the built form of Grand Marais and to improve the overall quality, character and compatibility of new development. Over time, the UDG will ensure the visual character of the community reflects the goals and aspirations of residents and contribute towards making Grand Marais an attractive, recreation-focused environment for residents and visitors. Though the UDG are not policy, it is the intent that development within Grand Marais should respect the overall aims of the UDG.

The UDG has four essential functions:

1. To guide applicants looking to expand, renovate or construct new buildings within Grand Marais;
2. To assist the Municipality, Council and the Planning District to assess and review development proposals;
3. To promote a high standard of building and landscape design; and
4. To provide clarity for all community stakeholders of what is expected of proposed development projects within Grand Marais.

The overall intent of these Urban Design Guidelines are to promote unique and creative designs while respecting the existing natural and built resort character quality of Grand Marais. The UDG will be applicable to all properties within the Grand Marais Secondary Plan boundaries.

6.7.1 Residential Design Guidelines

The character of Grand Marais is largely shaped by its resort character. In recent years, the community is experiencing upgrades to existing cottages and pressures for new residential developments. These residential guidelines are intended to ensure that the style of residential development within Grand Marais is compatible with, and reflective of, that character that has helped to shape its identity. Uniqueness and style are important to help create a sense of place. The Residential Design Guidelines section will be applicable to all of the Planning Areas.

Single Family Residential

Objective: To foster well designed residential resort character in the built form.

1. **Site design** will consider, but not be limited to, the following:

- a. Protecting beneficial trees and natural areas by maintaining a natural buffer around residences and between lots to help screen uses;
 - b. Preserving to the largest extent possible existing trees and other important natural features;
 - c. Lot coverage should reflect the character of adjoining residential uses within the neighbourhood;
 - d. Reducing stormwater run-off. This can be achieved by using rain gardens, cisterns, rain barrels, pervious surfaces, bioswales, and reducing the width of driveways; and
 - e. Infill development should, wherever possible, maintain the same set back lines.
2. **Building design** will consider, but not be limited to, the following design guidelines:
- a. The building exterior should use natural materials and colour palette that re-enforces the resort character. Materials generally would not include aluminium or sheet siding;
 - b. High visible lots (e.g. corner lots or prominent lots on “T” intersections) should have a unique design approach to take advantage of their prominent locations;
 - c. Facades will be encouraged to incorporate projections and recesses, where appropriate, to provide architectural interest; and
 - d. Two tiered roof lines are encouraged to mitigate the visual impacts of larger scale buildings.

Multi-family Residential

Objective: To promote high quality multi-family design that integrates well into the predominantly single family character of the community.

1. Location and massing

- a. Buildings will be situated in locations with convenient access to collector and arterial streets to provide ease of access and decrease traffic infiltration into predominantly lower density areas;
- b. Buildings will be located in areas in close proximity to commercial uses to capitalize on the potential to create nodes of activity;
- c. Buildings will be sited in such a way as to provide a transition between areas of different development densities and scale and can include, but not be limited to, setbacks and a stepping down of heights toward single-family residential areas; and
- d. Buildings will be sited in a manner that minimizes shadow impacts on adjacent lower scale areas.

2. Built form

- a. The built form should:
 - i. Avoid featureless and blank building facades that face public streets;

- ii. Encourage architecturally innovative building design that positively contributes to the neighbourhood;
 - iii. Incorporate design and use details that are pedestrian in scale and engage the pedestrian at grade;
 - iv. Support a pedestrian focused environment by directing their primary facades to the street;
 - v. Incorporate main entrances and windows facing the street. This will require the building to participate as an active member of the street; and
 - vi. Maximize the length of buildings along the front yard as much as practical.
- b. Multiple-family apartment buildings located on the corner of a site facing two streets shall maintain the pedestrian focus of both streets.
- c. Corner buildings should include in their design, significant architectural detail(s) which highlight the corner as an important place in the neighbourhood. These could include:
- i. a corner articulated building design;
 - ii. public art;
 - iii. bay windows; or
 - iv. balconies.
- d. Multiple-family building design and site plans will address issues such as sunpath and shadows, important views and vistas, public and commercial spaces.
- e. Outdoor patio spaces for buildings that face the street, should provide sufficient landscape elements to ensure privacy and clear definition between public and private spaces.

3. Access and parking

- a. Buildings will be sited where possible to create a square or border around the site, directing parking internally in the site.
- b. Vehicular access and egress for residential multi-family housing developments should be orientated towards collector and arterial streets, where possible, to prevent traffic infiltration on adjacent local streets.
- c. Limit the number and width of vehicular access points to the site to minimize the impact on the pedestrian environment and pedestrian safety.
- d. Reduce the visual impact of surface parking by incorporating them into the design of the building, using smaller parking nodes, or screening them from public streets using natural landscaping techniques and native plant species.

- e. Service and parking areas will be located where possible in the least visible area of the site as they detract from the appearance of neighbourhoods.

4. Landscaping

- a. Landscaping should be treated as quality usable space and not on left over portions of the site.
- b. Landscaping should be used to define walkways, entry points, portals, and be used as screens for the development's paved areas.

5. Accessory Structures

- a. Accessory structures should be compatible in style and design with the primary buildings to ensure continuity in quality of design.

Neighbourhood Street Design

Objective: Residential streets are important at establishing the overall character of the community. They set the context for how people move throughout the community and create the relationship between people and motorized vehicles. As a consequence, streets should support all forms of transportation, route choices, and seek wherever possible to improve accessibility and movement within the community. Successful, well-planned subdivision layouts are those that place quality of space, feel of streets, the movement of people, and connectivity at the centre of their layout designs. With this in mind, the following street design guidelines will help shape neighbourhood layout design.

1. The roadway pattern within Emerging Neighbourhoods should respect the existing grid or modified grid pattern character of Grand Marais. The street grid may be modified to create parks or other public spaces, as a response to natural features, or to create prominent lot sites. Neighbourhood layouts that use excessive or superfluous curves should be avoided because of their negative impact on connectivity.
2. Street design should contribute to creating a sense of place by designing with nature by making natural areas, parks, and water bodies more visible. Strategies may include providing single loaded streets or designing street alignments with terminal vistas.
3. Cul-de-sacs should only be permitted where a natural feature interferes with the grid pattern prohibiting the connection and where a pedestrian connection is provided through the dead end of the cul-de-sac.
4. Laneways will be encouraged to reflect the existing character of the community, to improve the visual quality of the streetscape, to create streets where windows are predominant, and to front onto green spaces.

5. Residential developments should be unobtrusive and minimize their impact on the natural landscape by encouraging narrow driveways and accesses.
6. Attached garages with front driveways are a typical suburban house design. However, a succession of garage doors can weaken the aesthetics of the street and reduce space available for trees and other landscaping elements. Emerging neighbourhood streets with no back lanes with the front facing garage door should incorporate the following design considerations:
 - a. Where there is no back lane access to the site, the width of the garage doors facing the street should be minimized to reinforce a resort character;
 - b. Front drive garages should not dominate the appearance of the building from the street and garage doors should not exceed 50% of the width of the building; and
 - c. Front drive garages should be recessed from the front façade by at least one metre.

6.7.2 Commercial Design Guidelines

Commercial buildings along PTH #12 provide arriving visitors with their first impressions of Grand Marais. As a consequence, it is important that the design of buildings and landscaping reflect the resort character that the community aspires to become. The following General Commercial design guidelines apply to all commercial buildings within Grand Marais. In addition to the General Commercial design guidelines, specific design guidelines applying to one of the planning areas are provided to support and supplement, where appropriate, the design direction.

General Commercial

Objective: To promote high quality commercial design that promotes the unique resort character of the community.

1. Site Planning

- a. Landscape front setbacks on PTH #12 within the Village Centre and Main Street Policy Areas may include streetscape plantings, permeable materials and social meet/greet and seat spaces. Do not use the front setback for parking, loading or for building services;
- b. Locate, screen and buffer service, storage, delivery, utilities and refuse areas to minimize the view from the streets, adjacent lots and open spaces.
- c. To create a cohesive streetscape through consistent building setback lines, setbacks from existing roads and/or internal roads and drives should be kept to a minimum. Varied setbacks will be permitted for patio and other people focused spaces.
- d. Village Centre core buildings will be encouraged to locate immediately adjoining PTH #12 to reflect its importance as a main street and gateway into the community.

2. Building design

- a. Commercial buildings should generally be modest in scale and reflect a “resort character”;

- b. Provide building design that is pedestrian in scale and creates interest through varied forms, materials, details and colors. Blank walls are to be avoided along PTH #12 and in front of social spaces;
- c. Provide direct pedestrian access from the front sidewalk of the building.
- d. Visually distinct buildings will be encouraged, in particular when more than one building is adjacent to each other;
- e. Drive-thru windows associated with restaurants are prohibited;
- f. Commercial buildings along PTH #12 should design their buildings to provide a secondary retail frontage;
- g. Commercial buildings with frontage onto PTH #12 should provide a means of access to the street and to the rear of the building;
- h. Corner sites are important visual locations and the design of the building should reflect its prominence by providing additional pedestrian spaces, maintaining sightlines, and landscaping features;
- i. Buildings should provide protective overhangs for pedestrians by incorporating awnings or canopies into design;
- j. Loading, service and refuse areas should be enclosed and screened from the public areas where possible;
- k. Building entrances should be emphasized through interesting architectural design features
- l. Detailing is an important component to creating distinct and unique communities and should include, but not be limited to the following considerations:
 - i. Provide human scaled building elements and architectural variation, including use of varied forms, materials, details, and colours.

Parking

Objective: To ensure parking lots are well designed, support a pedestrian first environment, minimize its impact on the urban form, incorporate sound water management practices and include landscape architecture best practices.

1. Parking lots should be designed to move vehicles efficiently while ensuring that conflicts between vehicles and pedestrians are minimized. Priority should be given to pedestrian considerations where a design conflict arises.
2. Parking should be directed towards the rear of the building and where appropriate, to the side of the building.
3. Parking lots and/or drive aisles will not be located between buildings and the public street.

4. Parking lots should be broken into smaller areas to ensure lots to not dominate the landscape and to break up large areas of hard surfacing.
5. Parking lots should be graded to ensure that drainage flows to landscaped planting beds at the perimeter of lots to promote sustainable stormwater infiltration opportunities.
6. Marked on-street parking may be counted as part of the minimum number of required parking spaces.
7. Improve the efficiency of parking areas by allowing multiple land uses to share parking spaces through a parking arrangement agreement.
8. Generally commercial development will provide 1 parking space for every 400 sq. ft. of commercial space unless otherwise provided in the Zoning By-law. Less parking may permitted if a shared parking arrangement is provided and agreed upon by the approving authority.
9. Parking lots will be encouraged to be landscaped to reflect the natural character of the community.

Signage

Objective: To ensure high quality signage that reinforces the pedestrian focused resort character vision for the community.

1. Signs will be kept a pedestrian scale and should be incorporated into the design of the building where possible.
2. Suburban type signs designed for the travelling public will generally not be permitted.
3. Free standing signs will require a stone base or be constructed of heavy timber framing and be supported by strong landscaping features.
4. Signs shall be constructed using natural and durable materials where possible to reflect a cottage resort character.
5. Signs are not encouraged to use excessive lighting and where lit, signs will be encouraged to use indirect lighting methods to reduce light pollution.
6. Electronic signs are not permitted.
7. Signs will not be made to block out window space.

8. Signs are to be designed in a manner, size and location that do not obscure the building's primary architectural features.

6.7.3 Recreational Trail Design Guidelines

The following Recreational Trail design guidelines are intended to apply to all recreational trails within the Emerging Neighbourhoods, Infill Neighbourhoods and Environment and Recreation Areas. The locations of the community trails are generally shown on Reference Map #3 – Environment and Recreation Plan.

1. A multi-use trail should meet the needs of a variety of users where feasible and practical.
2. Multi-use trails should be a minimum of 3.0m wide, made of high quality, light duty asphalt or crushed stone, tamped down and compacted.
3. A 1.0m of clearance should be provided on either side of the trail, where feasible, with 3.0m vertical clearance.
4. Adequate drainage is required to reduce ponding and erosion.
5. Intercommunity trails (i.e. Trans Canada Trail) should consider designing for NEV and snowmobiles.

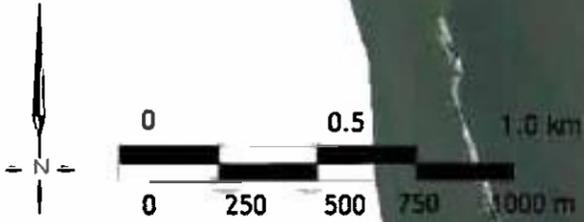
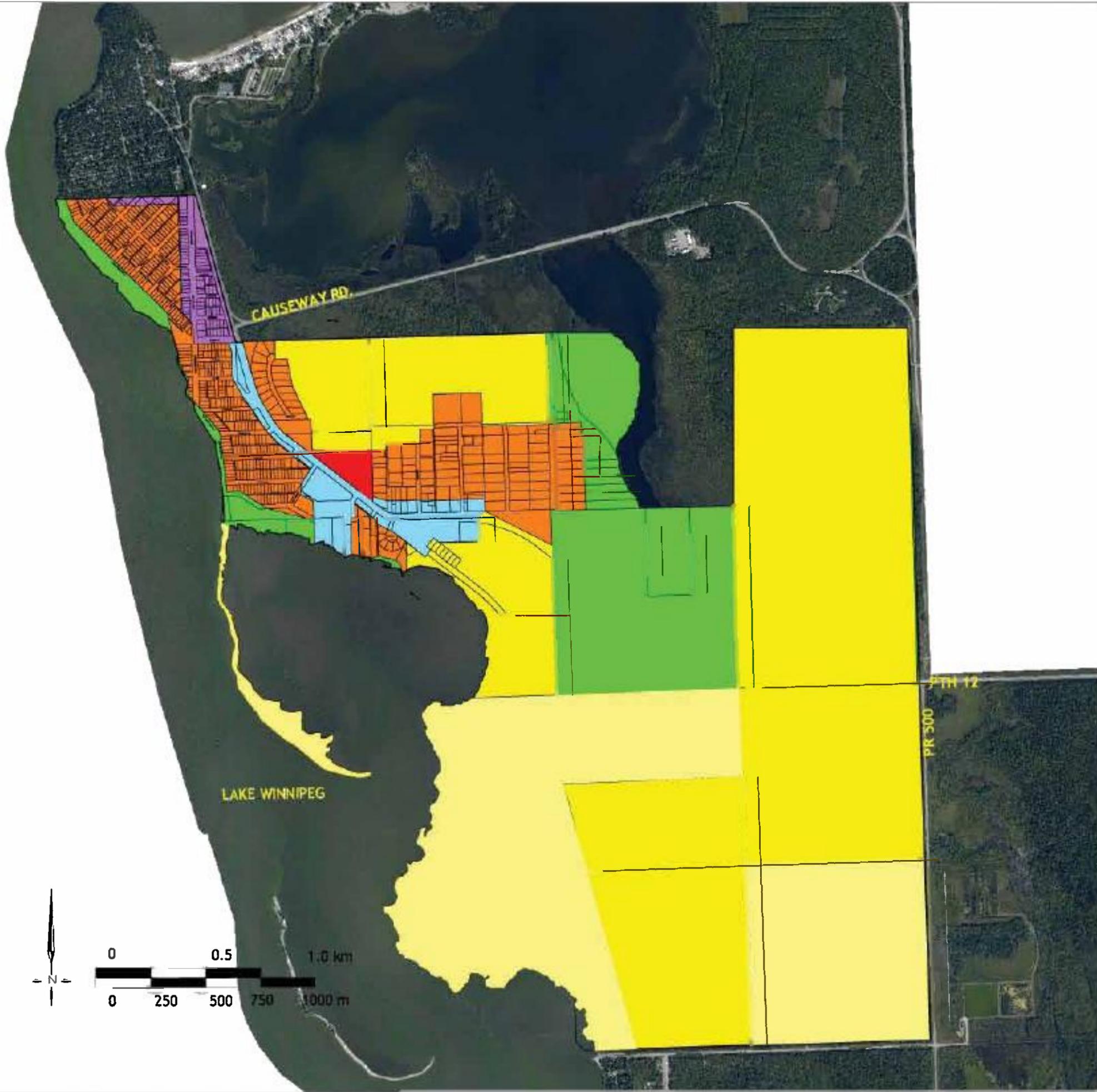
Policy Map #1 - Land Use Plan

Grand Marais Secondary Plan Policy Map #1 - Land Use Plan

Map Legend

Planning Areas

-  Infill Neighbourhoods
-  Emerging Neighbourhoods
-  Old Main Street District
-  Village Centre
-  Main Street Redevelopment Area
-  Environment and Recreation Area
-  Resources & Agriculture



Lombard North Group
Planners and Landscape Architects

Data Source: Selkirk and Area Planning District Board

Date: Aug. 7, 2012

Reference Map #1 – Planning Area Boundary

Grand Marais Secondary Plan Reference Map #1 - Planning Area Boundary

Map Legend

Planning Area Boundaries

 Planning Area



Lombard North Group
Planners and Landscape Architects

Data Source: Selkirk and Area Planning District Board

Date: July 10, 2012

Reference Map #2 – Transportation

Grand Marais Secondary Plan Reference Map #2 - Transportation

Map Legend

Transportation

-  Main Street Policy Area
-  Rural/Urban Transition Policy Area
-  Highway Traffic Policy Area



Lombard North Group
Planners and Landscape Architects

Data Source: Selkirk and Area Planning District Board

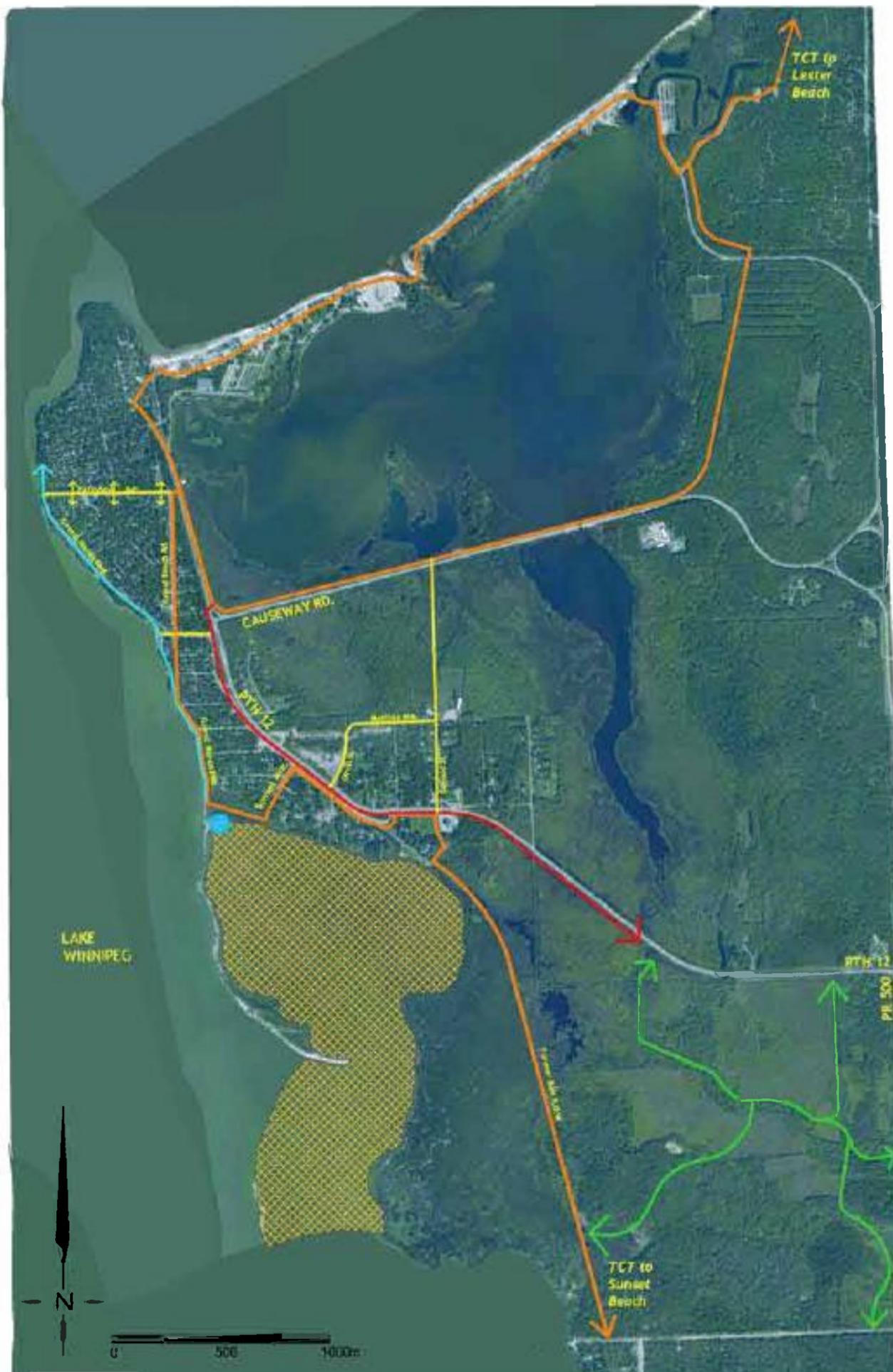
Reference Map #3 – Environment and Recreation Areas Plan

Grand Marais Secondary Plan Reference Map #3 Environment and Recreation Plan

Map Legend

Recreation Trails and Areas

-  Trans-Canada Trail (TCT)
-  Lake Front Trail
-  Connecting Trails
-  Town Centre Trail
-  Recreation Trails
-  Non-Motorized Watercraft Launch
-  Non-Motorized and Deep Keel Watercraft Area



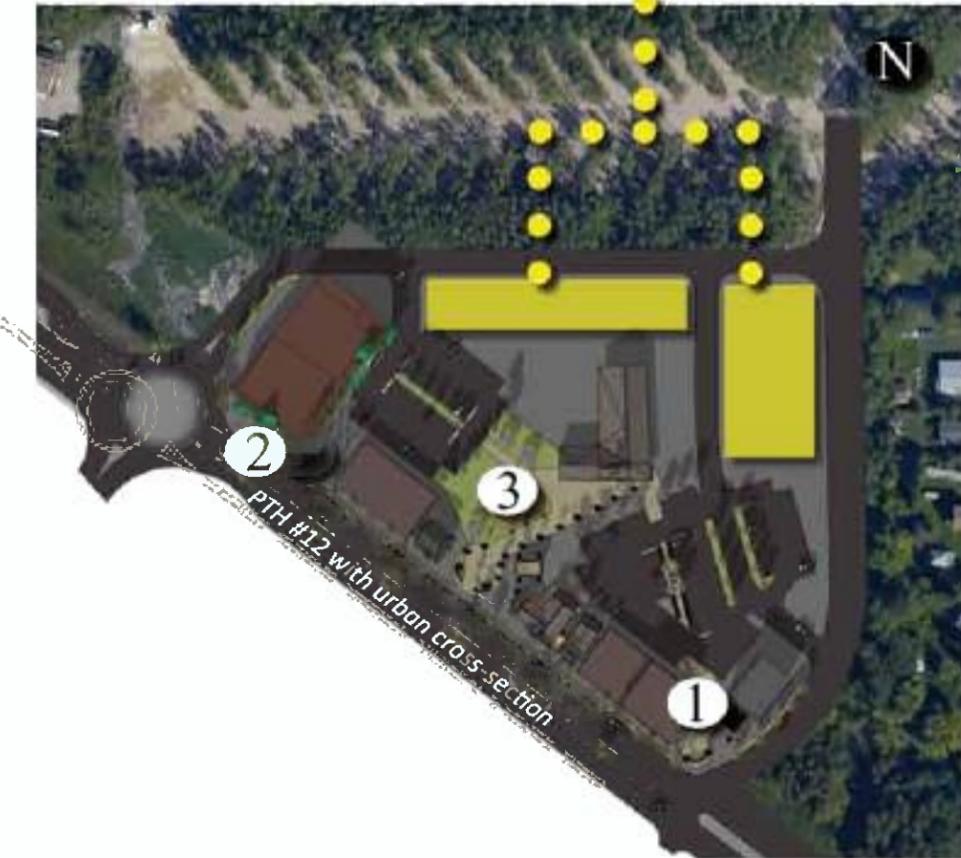
Lombard North Group
Planners and Landscape Architects

Data Source: Selkirk and Area Planning District Board

Date: Aug. 7, 2012

Concept Plan #1 – Village Centre

Future Village Centre Concept Plan development areas



Plan view of the Village Centre Concept Plan with urban cross-section



- Locate parking to the side or rear of buildings
- Create view corridors to draw visitors into the site
- Promote high quality commercial and residential design that promotes the unique cottage character of the community



- Village Centre core buildings will be encouraged to locate immediately adjoining PTH #12 to reflect its importance as a main street and gateway into the community
- Create a cohesive streetscape through consistent building setback lines



- Create interesting public spaces with a variety of uses to encourage people to gather and socialize
- Encourage high quality signage that reinforces the pedestrian focused cottage character vision for the community

Concept Plan #2 – PTH #12 Main Street

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CONCEPT PLAN #2 - PTH #12 MAIN STREET

Concept Plan #3 – PTH #12 Main Street Initial Phase

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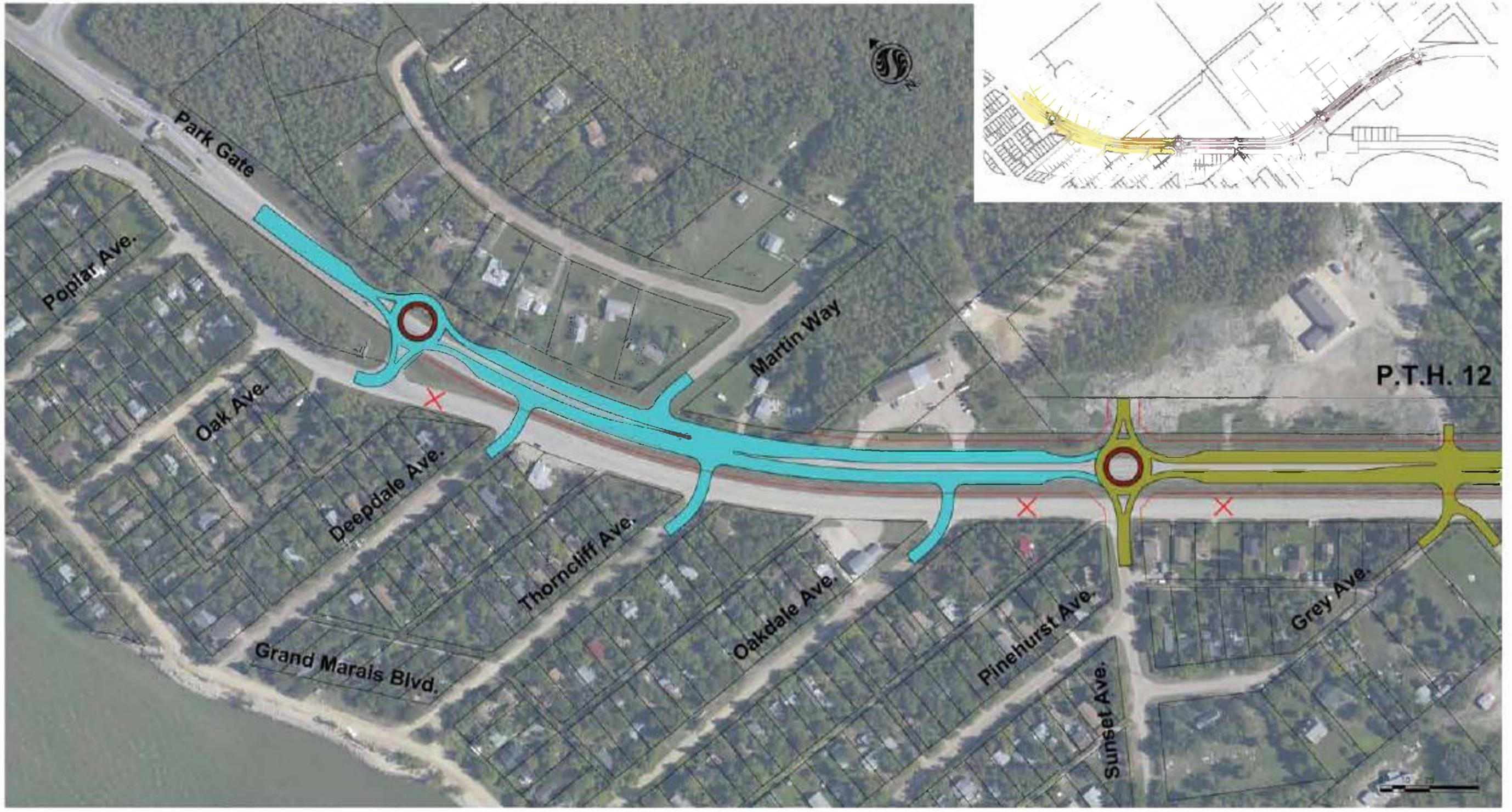
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CONCEPT PLAN #3 - PTH #12 MAIN STREET INITIAL PHASE

Concept Plan #4 – PTH #12 Main Street North Phase

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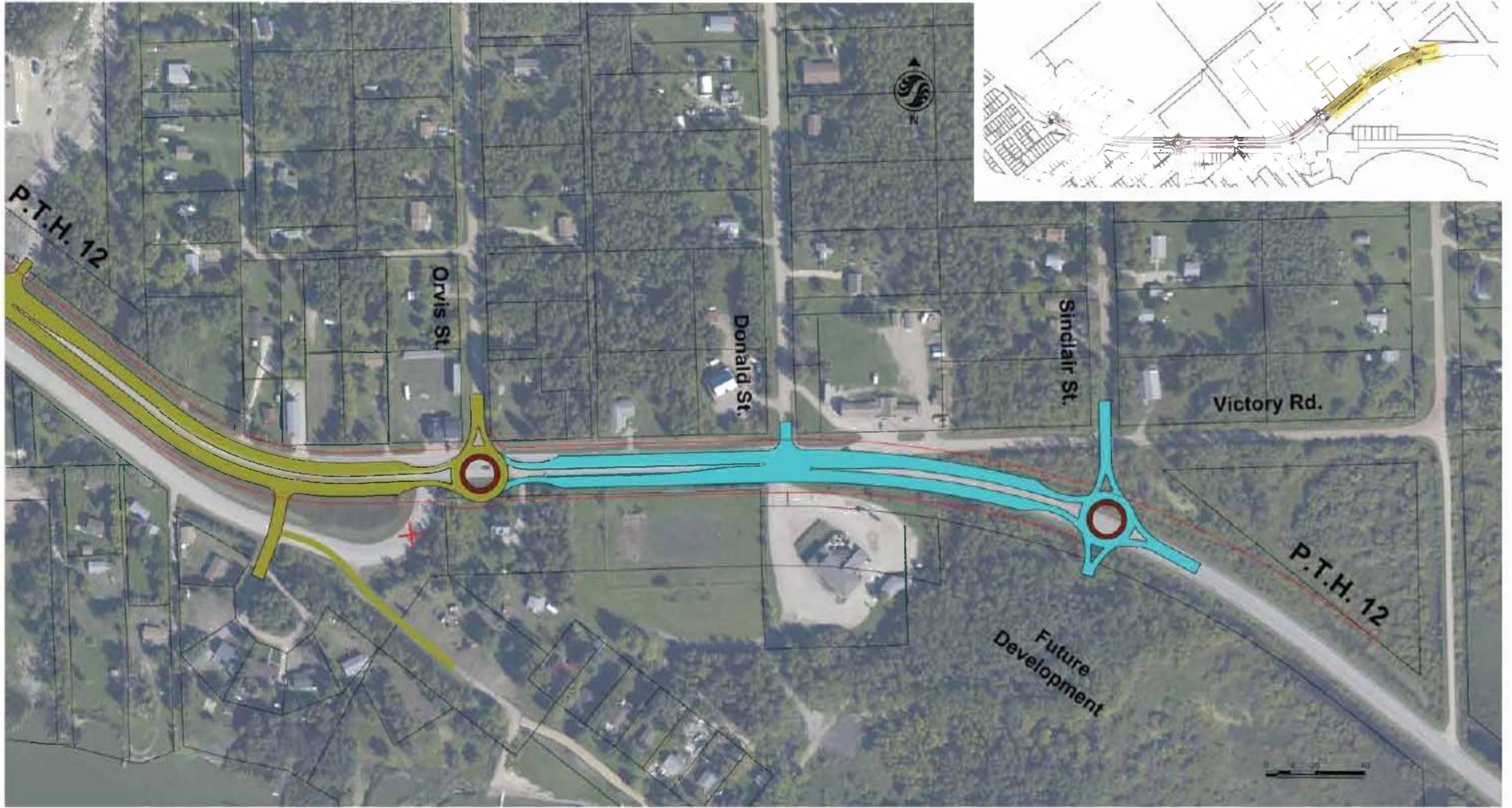
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CONCEPT PLAN #4 - PTH #12 MAIN STREET NORTH PHASE

Concept Plan #5 – PTH #12 Main Street South Phase

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CONCEPT PLAN #5 - PTH #12 MAIN STREET SOUTH PHASE

Concept Plan #6 – PTH #12 Main Street Cross Section

