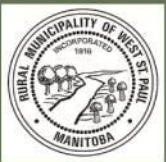




# MIDDLECHURCH SECONDARY PLAN

## A SUSTAINABLE COMMUNITY INITIATIVE



**FCM**

Federation of Canadian Municipalities  
Fédération canadienne des municipalités

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# Introduction

## Middlechurch Secondary Plan:

### *A Sustainable Community Initiative*

#### **What is the Secondary Plan?**

The Middlechurch Sustainable Community Plan is a Secondary Plan under Section 63 of The Planning Act. The Selkirk and Area District Development Plan (The District Plan) designates Middlechurch as one of several regional settlement centres to which the Planning District will be directing growth. The District Plan has identified the preparation of a Secondary Plan for Middlechurch as a priority. The Middlechurch Secondary Plan will provide implementation policies to guide infill and new development. It will also provide strategies and planning design guidelines to direct the integration of land use, transportation and municipal services with the social, economic and environmental goals of the Development Plan. The Secondary Plan has a 20 year horizon and incorporates into development review, sustainable development principles to lead and co-ordinate the conversion of the community's current development pattern, based upon a mix of private services and unconnected neighbourhoods served by municipal services, into a more energy/cost efficient and green development pattern.

The sustainable development pattern introduced by Middlechurch Secondary Plan applies principles of mixed use development and "complete communities" which provide places for people to live, work, recreate, shop and learn. The Secondary Plan will provide direction that will make clear the intended future use of land and how the public sector agencies may plan cooperatively with one another, with the community at large and with the private sector to achieve the Development Plan's goals. The Middlechurch Secondary Plan is based upon the policies and sustainable development direction of the Development Plan. The Middlechurch Secondary Plan presents detailed policies and strategies to manage development within the Settlement Centre to achieve the community's vision for Middlechurch and guide the phased extension of municipal infrastructure services including: waste water collection and treatment; storm water management; ensuring a safe potable water supply; and improving access to public transit to mature neighbourhoods, emerging residential neighbourhoods, mixed use neighbourhoods and commercial development areas.

## How was the Plan Prepared?

The Rural Municipality of West St. Paul, under the guidance of the Selkirk and Area District Plan and with the support of the Province of Manitoba, initiated the development of a sustainable community plan for Middlechurch Settlement Centre. The Middlechurch Sustainable Community Planning Initiative has been recognized by the Federation of Canadian Municipalities (FCM) as a pilot project worthy of funding from the Green Municipal Fund for Sustainable Community Plans. The Middlechurch Sustainable Community Secondary Plan is considered of regional significance for the lessons the experience has provided in planning for the transformation of a community in the urban edge of a large city into more sustainable community.

The Middlechurch Secondary Plan was prepared with the full interplay of community citizens, private sector developers and government agencies working together to assess and understand needs, community issues and evaluate planning options. The Plan was developed and validated with citizen input through a series of public engagements including, four Community Planning Public Open Houses, two Strategic Planning Workshops and web site publishing of findings and solicitation of feedback. These engagements focused on building public understanding of principles of sustainability, identification of key community issues, developing a community vision and articulating principles to guide community growth over the next 20 years. The workshop and open houses have been extremely important as a means of opening two-way dialogue and building understanding of the community priorities, goals and principles in order to guide future development and the day-to-day decisions of Council to promote the orderly and economic development of the Middlechurch Community.



## What is the Purpose of the Secondary Plan?

The Secondary Plan for Middlechurch is about making the right choices and shaping our community's future. It is about providing a clear vision for Middlechurch grounded in durable principles that assure a successful future. Policies under the proposed Sustainable Community Planning Initiative will provide direction to guide the conversion of Middlechurch from its current mix of discretely serviced and unserved neighbourhood settlement pattern into a more complete community of inter-connected neighbourhoods. The policy directions under the Secondary Plan for Middlechurch are designed to create a more sustainable settlement pattern by replacing private service systems and independent waste water treatment plants with a comprehensive municipal service system. Middlechurch, as a sustainable community, will seek to integrate neighbourhood land use, urban design, social, economic, environmental, infrastructure and transportation initiatives in a manner consistent with the Planning District's commitment to sustainable development.

## **How is Sustainable Development Achieved?**

Building a successful secondary plan which has *sustainable development* as a central underlying focus, starts by engaging the public early in the process and often. The objectives of the workshops and public open houses were to bring all stakeholders together, including community residents, business leaders and government agencies; build local capacity and knowledge; engage community residents; and develop community consensus towards a common vision.

Sustainable decision-making requires addressing the economic, social and environmental concerns and opportunities within the community. The challenge is to translate these broad principles into practical actions at the local level. As communities move towards taking actions to become more sustainable it is evident that there is no one-size fits all approach to becoming a more sustainable community; a set of initiatives in one community may not work in another. Planning for the local context is essential, as many communities face different social, economic and environmental pressures. It is due to these differing circumstances, that a community's sustainability actions need to be reflective of the local context. For sustainability action plans and strategies to take root, communities need to decide for themselves what sustainability means to them.

A vision for sustainability needs to come from the community. Community members and groups are the best at identifying: local contexts, community quality of life needs, and opportunities for partnerships. Long-term success in implementing sustainability strategies will largely depend on community involvement. As the Secondary Plan is implemented continuous engagement and encouragement is seen as an on-going responsibility under the planning program to ensure the delivery of sustainability strategies. Success of sustainability strategies will also depend on how well the strategies can help change individual decisions and behaviours. Individuals can choose: whether to bike; to take transit or use the car; the level of insulation to use; to recycle waste; and how to heat their homes. Initiating change will require raising public awareness about the environmental impacts and the socio-economic implications of their decisions.

## **How is the Secondary Plan Implemented?**

The Middlechurch Sustainable Community Secondary Plan sets out the general growth direction for the Community. The Plan also provides policies and strategies to help guide decision making and implementation of community goals. Making this plan a reality will require community residents and organizations, business leaders, Municipal Council and senior levels of government to get involved and forge partnerships to move projects forward. Site specific implementation strategies are expected to require, over the course of the development approval process, consultation with community residents and key stakeholders in the development of Area Concept Plans and Development Agreements with the Municipality of West St. Paul.

## How is the Plan Organized?

This Plan is organized into four Parts.

**Part 1** – Provides the Planning Framework, Strategic Planning Principles and Policies guiding the development of Middlechurch;

**Part 2** – Presents the Development Management Strategy for Middlechurch;

**Part 3** – Provides neighbourhood specific development strategies which take into account the unique character of community; and

**Part 4** - Presents the Implementation guidelines guiding the application of the planning strategies within the community.

## How does the Plan Guide Development?

The Middlechurch Secondary Plan contains policy and explanatory information and maps. The Secondary Plan's formal Goals, Objectives, Policy Initiatives and Development Strategies are presented using ***bold italic text***. Non-policy text within the Secondary Plan is neither italicized nor bold; its purpose is to give context and background and assist understanding of the intent of the Secondary Plan's goals objectives, policies and development strategies. The Secondary Plan includes a "Policy Map" which illustrates the nature and spatial allocation of the Plan's policy initiatives and development strategies within the Middlechurch Secondary Planning Area. The Plan also includes Appendices in the form of Development Guidelines and Concept Plans to help illustrate and provide guidance to the public and private sector of community development decisions within the Middlechurch Planning Area. Development Guidelines and Concept Plans in the Appendices are not part of the Plan's formal policies but instead are provided as "Reference Guidelines and Maps". Reference Maps associated with Appended Development Guidelines provide conceptual layouts for land use, transportation corridors, key intersections, open space, land drainage retention lakes, sewer service areas, force mains and lift station locations. A Reference Map's layout concepts are illustrative only and are provided to conceptually convey and inform future development decisions based upon the principles and directions of formal policy initiatives. Reference Maps and Development Guidelines may be refined and adapted over time by Council in response to detailed design developments without amendment to the Secondary Plan. Adjustments to the direction of the Secondary Plan's policy initiatives and policy maps will require a Secondary Plan amendment under the Planning Act.

# Part 1 – Middlechurch Community Vision

It is anticipated that the Capital Region will continue to see strong population growth, due to the relative strength of the Manitoba economy and the Region's position as the Province's main economic engine. The Conference Board of Canada expects growth within the Capital Region to increase by approximately 220,000 over the next 20 years. The Planning District estimates over the same time span, it will grow by 27,000 people representing 12% of the projected regional growth to 2031. Communities which will be the most successful in attracting growth will be those who manage development in a sustainable manner; that offer the best value and quality of life; and are the most responsive to the needs of their citizens. Examining the challenges and opportunities ahead through a regional perspective improves our understanding of the extent and form of regional development and helps us anticipate and manage the evolving relationships between the built environment and the region's land resources.

The Selkirk and Area District Plan (District Plan) responds to the regions growth by directing new development to the District's principal growth centres of Selkirk and to designated Settlement Centres within the Municipalities of St. Andrews, St. Clements, and West St. Paul. Middlechurch is identified as the principal Settlement Centre within the RM of West St. Paul. Development of the District's principal settlement centres is to be managed by a detailed planning policy document identified under the Planning Act as a Secondary Plan. The Middlechurch Secondary Plan provides a vision directing how the community is to develop by establishing growth management policy guidelines to ensure development can be supported by the community's land base, municipal infrastructure and transportation networks to sustainably meet the community's social, economic and environmental needs.

As West St. Paul's principal growth centre, Middlechurch is planned to become a complete community and will provide the most diversity and future focus of residential, commercial, institutional and recreational development within West St. Paul. Presently, Middlechurch has no serviced development sites available and is the fastest growing settlement centre within the Planning District. Much of this growth can be attributed to its perceived high quality of life, accessibility to the City of Winnipeg and its proximity to employment and commercial service centres. Middlechurch is planned to receive investment in municipal infrastructure services to address present deficiencies and provide capacity for the future.

The Middlechurch Sustainable Community Secondary Plan provides the framework and an action plan to achieve the objectives of the District Development Plan, guided by the sustainable development principles. The Plan's policy initiatives include the provision of improved municipal infrastructure services, sustainable development, land use management, economic development, ecological conservation and development of strategies to enhance the quality of life of community residents. The overriding objective of the Secondary Plan is to help Middlechurch grow in a greener, more environmentally sensitive way and provide the Municipality with the flexibility to adjust to and manage change in the years ahead.



## **1.1 Middlechurch Secondary Plan Goals**

The Middlechurch Secondary Plan is about making sound choices in the pursuit of sustainable development. It's about having a clear vision for Middlechurch based upon principles that promote a high quality of life and health for residents to assure a prosperous future. The Plan is designed to guide development management decisions within the community. It also presents a framework, which may be used by all levels of government to understand the role and position of Middlechurch within the Selkirk and Area Planning District and the broader Capital Region and to assist in regional land use, infrastructure and transportation decisions. It is intended that the objectives and strategies laid out in the Plan will also be a tool for proactively addressing community needs that may arise as the community continues to grow. The Middlechurch Secondary Plan Vision for the future is based upon six overarching goals as follows:

### ***Middlechurch Goals***

- 1. Guide the development of Middlechurch with a focus upon creating sustainable well planned neighbourhoods interconnected with one another, with access to public green space, served by municipal infrastructure with planned access to local and regional active and vehicle transportation linkages.***
- 2. Guide the development of Middlechurch towards a more complete community which includes places to live, to shop, to work, to learn and to recreate.***
- 3. Promote practices at the municipal and individual household levels that represent sustainable uses of our resources and provide long term benefits derived to the community.***
- 4. Invest in sustainable infrastructure that reduces the development foot print and be proactive in managing growth efficiently.***
- 5. Enhance important environmental and natural features including our waterways and make room for the re-introduction of nature within our community.***
- 6. Encourage a collaborative approach to planning and infrastructure sharing with adjoining municipalities and the Capital Region.***

For each of these Goals, the Secondary Plan provides Strategies to manage development and detailed policies to guide implementation. The Goals, Strategies and Policies of the Plan are not stand alone but are presented with the understanding that they, to a large degree, are interrelated. For example, it will not be possible to reduce the development footprint if growth is not focused within the neighbourhoods. Middlechurch would not be very complete if they did not have a diversity of housing, as well as recreation facilities and places to work and shop to serve the community. Infrastructure services and transportation choices may be best planned from a regional context when partnerships among municipalities become the most cost effective way to serve community infrastructure needs.

# Part 2 – Middlechurch Complete Community Planning Strategy

## 2.1 Sustainable Vision

The Complete Community Strategy including vision, goals, objectives, policies and maps guide the implementation of the Middlechurch Community's vision to:

### *Vision*

- 1. Build a more complete and liveable neighbourhood centred community;*
- 2. Provide a choice of residential living environments and locations to meet the lifecycle needs of the community; and*
- 3. Provide for mixed use development including the provision of places to shop, work, recreate and live.*

The Vision for Middlechurch is about creating an attractive, vibrant and safe community that evokes pride, caring and inclusiveness. Development of Middlechurch will be guided by the following Goals:

### *Goals*

- 1. **Liveable-** Neighbourhoods with a sense of identity that defines them and fosters pride and belonging among residents;*
- 2. **Choice-** A community that provide a variety of housing choices, parks, services and facilities accessible by walking, cycling and transit;*
- 3. **Accessible-** A community easy to get around in and barrier free with sidewalks and pathways linking the community together;*
- 4. **Beauty-** Neighbourhoods that are pleasing to the eye, interesting and which benefit from green spaces connecting housing, activity and shopping areas;*
- 5. **Partnerships-** A community where Municipal government works with the private sector and community-based organizations to achieve the goals and objectives of the Secondary Plan;*
- 6. **Green Community-** A community that balances development with respect for the environment and provides a network of green spaces, where trees are recognized as important attributes to our neighbourhood streets, public open spaces and private residential and commercial building areas;*
- 7. **Focus on Walking and Cycling** – A community that provide facilities for walking and cycling to promote a healthier environment and less land lost to roads and parking.*

## 2.2 Liveable Community Objectives



Residents of Middlechurch have expressed a strong desire to shape growth in a way that would create a more complete community offering greater diversity, choice, and convenience. Sustainable growth management within the Middlechurch Settlement Centre will involve redevelopment of services in mature neighbourhoods and the extension of urban services into emerging neighbourhoods. To understand the implications for neighbourhood planning a number of

factors need to be assessed that will affect development within the Middlechurch Settlement Area. These include the nature of the historic River Lot survey pattern of long narrow parcels averaging 99 feet in width extending between one and two miles from the banks of the Red River; timing and availability of piped municipal waste water sewer services; connectivity to the regional street system; cooperation among land owners in planning for logical development and extension of servicing to lands; experience and capacity of land owners to develop land and capacity to share the cost of services; market conditions; the size and location of land holding; the compatibility among land uses and fit with the existing and evolving character of the community. The Secondary Plan includes Concept Plans for Middlechurch's neighbourhood planning areas which includes discussion on phasing and conceptual illustrations of the expected sequence of development over the next 20 years. The Phasing Program is provided for illustrative purposes only. The timing of development will be impacted by the factors above and principally, by the cooperation among property owners and the leadership provided by the Municipality to coordinate planned development and insure the efficient provision of municipal services.

The Secondary Plan's "complete community strategy" is a key initiative in the Municipality's effort to manage development in a more sustainable manner. Middlechurch today, like other communities on the edge of the Capital Region faces sustainability issues. These have in part been reflective of inter-governmental dynamics which have resulted in approaching the application of planning policy from separate urban and rural perspectives. To keep rural areas rural, private services and large lots were encouraged. The resulting environmental footprint of private services has shown to be unsustainable and most recently has been questioned by the Selkirk and Area Planning District's Infrastructure Report and has resulted in the establishment of a Provincial moratorium prohibiting the installation of septic fields within two miles of the Red River. Middlechurch's complete community strategy begins at the neighbourhood level and represents an integrative approach incorporating land use, infrastructure, transportation, social, economic and environmental considerations in development decisions for Middlechurch Secondary Planning Area. Its goal is to guide the development of the community toward a more sustainable future and improve the quality of lives of its residents.

The Livable and Complete Community Objectives reinforce Middlechurch as one of the Planning District's principle growth centres by promoting investment in municipal infrastructure, cultural and recreational opportunities, encouraging private sector investment in the development of places where people can choose from a range of options of where they may live, shop, work and play. Middlechurch

will be guided into becoming a more complete community under the Secondary Plan objectives as follows:

### ***Liveable Community Objectives***

- 1. Guide the design of Middlechurch as a more complete and self-sufficient community by providing a choice of interconnected residential neighbourhoods and housing types supported by retail and business areas, parks, open spaces connected to school grounds, community services and recreation facilities.***
- 2. Provide for commercial development within a hierarchy of commercial nodes serving local and community wide shopping needs to encourage diverse local business ventures with product and service options easily accessible to the community and region.***
- 3. Buffer industrial enterprises from residential uses and encourage industry to locate near existing services, infrastructure, and integrate into community and regional transportation systems that enhance the connection between places to live and to work and promote business access to the regional market place.***
- 4. Provide opportunities for mixed-use development in designated areas that provides a variety of housing options for all life stages within close proximity to community services, parks and businesses to create viability and inter-connections between the places where people live, work, play and shop.***
- 5. Provide, housing options, such as senior housing and multi-unit dwellings for first time home buyers.***
- 6. Provide the opportunity for personal interaction through the connectivity of streets and pathways between existing and new residential developments, recreational areas, and the retail and mixed use nodes, where people, through their daily interactions create a shared sense of community defined by vibrant and inclusive neighbourhoods.***
- 7. Interconnect existing streets and paths with those of new developments at more than one location to prevent separation and isolation of residents and traffic conflicts caused by funnelling traffic through neighbourhood streets not designed for such purposes.***
- 8. Integrate seniors housing options with established housing to create a diverse neighbourhood setting where all age groups have equal access to community facilities and services.***
- 9. Create accessible open spaces using pathways and streetscapes to integrate neighbourhoods with commercial nodes, schools, recreation areas and cultural centres to bring the community together, encourage strong social bonds at the neighbourhood level and define a “sense of place” unique to our neighbourhoods;***
- 10. Encourage developers to express the cultural diversity and vibrancy of the community through signage, public art and landscaping of streets and open spaces.***
- 11. Encourage community planning and design that creates quality, inter-connected living, shopping, working and recreational areas.***

- 12. Preserve open space along designated creek and river corridors for the use of the public and to provide green linkages within and between the neighbourhoods of Middlechurch.***
- 13. Encourage developers to plan and design liveable neighbourhoods as child, youth, family and elderly comfortable places;***
- 14. Work with community recreation organizations to encourage the provision of affordable recreational opportunities that promote health and wellness for all ages.***
- 15. Promote private sector investment in the retail and employment growth within Middlechurch.***

## **2.3 Neighbourhood Planning Policies**



Currently, residential development within the Middlechurch community mainly comprises of four distinct types of single family development: large-lot rural with onsite servicing, small-lot rural with onsite servicing, suburban residential with neighbourhood specific municipal sewage collection and treatment systems and multi-unit residential with private sewage treatment plants and water systems. This mix of housing development has contributed to the community's character, however it has not provided the range of housing options required to meet the life-cycle needs of residents or which allow

them to stay within their community as their individual life circumstances change. In response, the community has identified a need for a greater variety of housing options, including options for seniors housing and for first time homebuyers. Neighbourhood Planning Policies are designed to recognize Middlechurch's uniqueness, neighbourly values, lifestyles and address the housing gaps to build a more complete community.

Our neighbourhoods are where we connect with people to develop a common sense of community. The following policies will guide the creation of vibrant and healthy neighbourhoods as the defining element of the human ecology of our community, where each of us is connected to and affected by the welfare of our neighbours.

### **Neighbourhood Planning Policies**

- 1. Development within Middlechurch will respect the existing physical character of buildings, streetscapes and open space patterns in the community;***
- 2. To provide opportunity for mixed use development including multi-family and neighbourhood commercial uses within Emerging Residential Neighbourhoods and Mixed Use Neighbourhoods provided these uses have frontage and direct access to collector streets;***
- 3. Where multi-family and neighbourhood commercial development adjoins a Mature Neighbourhood or where they may be included as part of an Emerging Neighbourhood with predominantly single-family residential uses the multi-family and neighbourhood commercial uses will incorporate buffer areas including landscape areas, yard set-backs and building step-***



*backs to provide a transition in scale and density from mixed use development to neighbouring single-family areas.*

- 4. Community and neighbourhood amenities will be developed in partnership with private developers and community organizations to:*
  - a) Improve and connect parks and recreation facilities with schools and other community services;*
  - b) Provide lands for a new schools, associated sports fields, and day care facilities, as required, to serve the community;*
  - c) Support programs and facilities provided by Community Centres to meet changes in the social, health and recreational needs of our communities; and*
  - d) Provide pedestrian and cycle access points to parks and open space areas.*
- 5. Encourage developers to provide housing options that offer a variety of housing types and styles, including housing options that meet the life-cycle needs of the residents of the community.*
- 6. Promote community diversity by encouraging developers to provide a range of housing styles and options within neighbourhoods.*
- 7. Link the community using pathways and streetscapes to integrate neighbourhoods with commercial main streets, schools, recreation areas and cultural centres to bring community together, encourage strong social bonds at the neighbourhood level and define a 'sense of place' unique to our communities..*
- 8. Improve sustainability and biodiversity of natural features within neighbourhoods by encouraging residential properties to use native plant species for landscaping, while minimizing the amount of turf-grass and other ornamental plant species that do not contribute to biodiversity and are water intensive.*

### **2.3.1 Emerging Residential Neighbourhood Policies**



The Middlechurch Secondary Plan introduces sustainability principles at the neighbourhood scale to guide new neighbourhood design and phased development. Development of Middlechurch will involve both redevelopment and up-grading of services in older neighbourhoods and extension of municipal waste water collection and treatment services into new subdivisions.

New neighbourhoods will require new investment in municipal infrastructure including, waste water management, streets, parks and local services to support new development and connect it with the surrounding fabric of the community.

The general approach to planning new neighbourhoods will be guided by the following policies:

- 1. *New neighbourhood design will reflect the Sustainable Development Principles of the Secondary Plan as well as the local community context. Fit with local community context will be guided by the following considerations:***
  - a) The pattern of streets, development blocks, open spaces and other infrastructure will be designed to inter-connect, positively reinforce and compliment existing development;***
  - b) The mix and location of land uses will be designed to be compatible with adjoining existing uses; and***
  - c) Connect new neighbourhoods, streets, parklands, schools, sports fields, recreation facilities and trails with the surrounding neighbourhoods' street and pedestrian systems, recreation facilities and parklands to strengthen ties and link the neighbourhoods together.***
- 2. *New neighbourhoods to be designed to include:***
  - a) Community focal points, such as schools, parks and recreation facilities, within easy walking distance of the neighbourhood's residents;***
  - b) A system of interconnected streets and pedestrian/cycle routes that define development blocks;***
  - c) High quality parks and open spaces; and***
  - d) Services and facilities that meet the needs of residents.***
- 3. *New neighbourhoods, to be carefully integrated into the surrounding fabric of the Community, will include:***
  - a) Good connections to the surrounding streets and open spaces;***
  - b) Residential uses and building scales that are compatible with surrounding single-family residential development; and***
  - c) Community services and parks that fit within the wider Municipal public open space system.***
- 4. *Consider inclusionary zoning for new housing developments, above a designated unit threshold as determined in the zoning by-law, as a means to promote a diversity of housing options and build inclusive communities.***
- 5. *Promote green and compact neighbourhood design to reduce the environmental footprint and build infrastructure and energy efficiency into community design.***
- 6. *New neighbourhoods in Middlechurch will be encouraged to incorporate innovative sustainable development, including bio-swales and naturalized stormwater management***

***ponds and building designs to reduce energy consumption and improve water management. Techniques include the use of low flow water fixtures, dual flush toilets, energy star appliances, R2000 insulation, energy efficient tri-pane , and low –E windows.***

- 7. The phasing of new neighbourhood residential development will be based upon the capacity and incremental extension of wastewater services designed to serve new neighbourhood residential areas.***

### **2.3.2 Mature Neighbourhood Infill Development Policies**



Existing neighbourhoods within the Middlechurch Settlement Area have a strong sense of identity and protecting the character of these neighbourhoods is important to the overall sense of identity of the community. Future development within a number of existing neighbourhoods which are presently not served by community piped services will include the transition from private waste water services to municipal infrastructure services. Opportunities for infill lot development within these neighbourhoods are constrained by several factors including, type and character of the neighbourhood, availability of lots, and desire of homeowners to subdivide their lots or partner with other homeowners to create new lots. As the community transitions towards municipal wastewater services the pressure for infill lot development from homeowners within existing neighbourhoods may increase to help offset the cost of bringing those services. Policies are needed to help guide the conditions for that transition to ensure that new lots fit within the character of the neighbourhood.

- 1. The Municipality will promote infill lots within existing neighbourhoods as a means to provide a variety of housing options and to facilitate the transition from private to municipal waste water services.***
- 2. Infill lot development will respect and reinforce the general physical patterns and character of established neighbourhoods with respect to:***
  - a) Patterns of street, blocks and lanes, parks and public building sites;***
  - b) General size and configuration of lots;***
  - c) Heights, massing, scale and type of dwelling unit compatible with that permitted by the zoning by-law or nearby residential properties;***
  - d) Setback of buildings from the street or streets, side and rear yard setbacks; and***
  - e) Continuation of special landscape or built form features that contribute to the unique character of a neighbourhood.***

3. *Infill lot development on properties that vary from the local pattern in terms of land use, lot size, density, configuration and /or orientation in established neighbourhoods will:*
  - a) *Have heights, massing and scale appropriate for the site and designed to be generally compatible with that permitted by the zoning applied to adjacent residential and nearby properties;*
  - b) *Front onto existing or newly created public streets; and*
  - c) *Minimize the impact upon existing residences.*
4. *Infill lot development will be considered within existing neighbourhoods based only upon the extension of approved municipal sewage collection and treatment services.*

### **2.3.3 Multi-Family Residential Policies**



Multi-unit residential and seniors care developments are expected to become an expanding segment of Middlechurch's residential inventory needs. Residents in multi-family developments should have a high quality urban environment that is safe and has access to quality residential amenities and services.

Multi-family development may include low rise townhouses, as well as seniors' residences with greater scale and multi-storey residential condominiums. Multi-family development of sites that meet the Plan's criteria can create a benefit for the entire community. The Secondary Plan sets out the following policy criteria to evaluate these situations.

#### **Multi-Family Development Criteria**

1. *Multi-family residential development will be encouraged to develop in designated Mixed Use Neighbourhoods (see Policy 2.4 Mixed Use Area following) and at planned locations in Emerging Neighbourhoods adjacent to collector streets or at signalized intersections with Main Street to provide ease of access and decrease traffic infiltration into single-family neighbourhoods.*
2. *The location and massing of multi-family development will be encouraged to:*
  - a) *Provide a transition between areas of different development intensity and scale in particular by providing setbacks and a stepping down of heights towards single-family neighbourhoods;*
  - b) *Frame the edge of streets and parks with good proportion and maintain sunlight and comfortable conditions for pedestrians on adjacent streets and public open spaces;*
  - c) *Reduce the shadow impacts on adjacent single-family areas; and*

- d) Integrate, where possible, within mixed use nodes and adjacent to commercial areas.*
- 3. Multi-family development is to include sufficient off-street vehicle parking for residents and visitors.*
  - 4. Multi-family residential development is permitted to be incorporated within designated commercial and mixed use areas.*
  - 5. Locate and screen service areas, ramps and garbage storage to minimize impact on adjacent streets and residences.*
  - 6. Provide buildings that conform to principles of universal design and where possible contain units that are accessible or adaptable for people with physical disabilities.*
  - 7. Multi-family residential development will be required to incorporate set-backs and buffer areas to provide a transition in scale and density between areas designated for mixed use neighbourhood commercial, including multi-family development, when these areas adjoin neighbouring single-family areas.*
  - 8. Connect multi-family residential development to the surrounding community pedestrian and open space system.*

## **2.4 Mixed Use Neighbourhood Planning Policies**



Mixed Use Neighbourhoods achieve a multitude of planning objectives by combining greater residential housing choices with neighbourhood retail and commercial services, institutional, entertainment, cultural and recreational activities. Mixed use developments permit people to live, work, recreate and shop in the same area. Mixed use provides local neighbourhood focal points that can animate space and provide an attractive environment at all times of the day and through out the week. Residents within West St. Paul expressed the desire to encourage mixed use development near existing and emerging neighbourhoods at strategic locations along Main Street. Mixed Use provides safe and convenient access to neighbourhood services and reduces travel distances between where

people live, work and shop. The policies below outline the development criteria for the location, conditions and appropriate densities for mixed use development.

### **Mixed Use Development Criteria**

- 1. The Mixed Use Neighbourhoods are illustrated in “Middlechurch Secondary Plan – Policy Map #1 - Land Use”.*



2. *Mixed Use development is to include a balance among commercial, residential, institutional, recreational and open spaces uses.*
3. *Mixed Use Neighbourhoods may accommodate commercial development that serves local community needs, including small-scale retail and professional services if located at signalized intersections with Main St.*
4. *In Mixed Use Neighbourhoods the prime use of land will be residential with commercial, institutional, recreational and open space as supporting uses.*
5. *Mixed Use Neighbourhood developments which incorporate neighbourhood commercial opportunities adjoining designated intersections with Main Street are to be planned to be compatible with Mature or Emerging Neighbourhood residential uses, to promote integration with existing neighbourhoods and managed access onto Main Street at designated signalized intersections.*
6. *Commercial development within Mixed Use Neighbourhoods is directed to locations within the intersection's four quadrants where traffic access to each site can be integrated with access and intersection improvements as developed by the Municipality in consultation with Manitoba Infrastructure and Transportation to improve safety and functionality of each designated intersection with Main Street (PTH #9).*
7. *Development within the Mixed Use Neighbourhoods will be managed in the zoning by-law using Site Plan Approval to:*
  - a) *Ensure the organization and siting of multi-family and commercial development fits with the adjoining neighbourhoods;*
  - b) *Ensure land use compatibility with single family land uses;*
  - c) *Minimize commercial traffic infiltration into residential neighbourhoods;*
  - d) *Balance commercial vehicle accessibility with the creation of high quality commercial pedestrian environments;*
  - e) *Provide good site access and circulation for vehicles as well as pedestrians and an adequate supply of off-street parking for residents, employees and visitors as appropriate; and*
  - f) *Provide an attractive, comfortable and safe pedestrian environment.*
8. *Encourage high quality mixed use commercial and multi-family development of a type, density, and form that is compatible with the character of the area and with adjacent residential land uses. Typically, commercial buildings within the mixed use neighbourhoods will not exceed 1,500 square meters.*
9. *Mixed Use Neighbourhoods, including neighbourhood commercial uses fronting Main Street, will be required to incorporate quality building materials, off street parking adequate to meet*

***vehicle parking needs and public amenities, including connections to the municipality's pedestrian pathways and cycle lanes, ornamental lighting, street furniture and quality landscaping.***

- 10. Industrial enterprises and highway commercial uses presently located in designated mixed use nodes and which involve significant truck traffic will be encouraged to relocate to the West St. Paul Business Park located south of the Perimeter Highway, west of McPhillips St, north of Emes Road.***

## **2.5 Commercial Land Use Policies**



The retail sector has seen dramatic shifts within the Manitoba Capital Region over the past 25 years. Retailing is expected to be an important part of the regional economy into the future. However, the retail patterns of today are very different from those of 15 to 20 years ago. There is every reason to assume retail patterns will continue to evolve over the next 20 years as the Capital Region's population increases by 220,000 approaching 900,000 people in 2031.

Therefore the Middlechurch Secondary Plan provides policies to guide future commercial development within West St. Paul that provide opportunity for retail development to adapt to changing circumstances. The Plan, in response to local community input, consolidates retail commercial at the south-west corner of the Perimeter Highway interchange with Main Street (PTH #9). Commercial policies within the Secondary Plan also recognize commercial centres are more than places for shopping and business. They are now designed as centres of community activity that add life to adjacent neighbourhoods.

The following Policies of the Plan consolidate retail commercial activity south of the Perimeter Highway west of Main Street. The designated commercial site in Land Use Policy Map #1 is contained by the CPR railway in the west, Main Street in the east, Perimeter Highway in the north and the existing neighbourhood areas of Addis and Rossmore in the south. The commercial site adjoining the planned collector street connecting Main St. in the east with McPhillips Street in the west is situated to take advantage of the location's superior access, potential transit connections, visibility and community's support for the site's fit within the existing neighbourhood character of the area.

### **2.5.1 Commercial Centre Policies**

- 1. The Plan designates the southwest corner of the Main Street and Perimeter Highway Interchange as Commercial Centre Policy Area and the north-east and south-east intersection of Grassmere Road with PTH#8 as Highway Commercial Area.***

2. *A comprehensive planned development approach based upon the design standards under this policy will be used to guide development of retail commercial use to achieve the quality in commercial development envisioned by the Plan.*
3. *Ensure quality development within the Commercial Policy Area by requiring a comprehensive approach to site development where commercial uses; development character; access; connections to both internal and regional transportation network; and the creation of compatible relationships with surrounding non-commercial land uses are carefully planned in consultation with the local neighbourhood and Manitoba Infrastructure and Transportation .*
4. *The RM of West St. Paul will work closely with property owners and the Department of Infrastructure and Transportation to integrate site access with the regional transportation system.*
5. *The Commercial Policy Area's development will ensure continuing compatibility among commercial development and the regional transportation system and between commercial land uses and adjoining residential land uses in order to provide commercial services and enhance the economic health of West St. Paul, the Planning District and Capital Region.*
6. *Retail, cultural, entertainment, institutional and recreational developments within the designated Commercial Policy Area are encouraged. Development will be planned to meet the broad community's commercial needs, to compliment the adjoining residential context of north Main Street and to balance vehicle accessibility with the creation of a high quality pedestrian environment.*
7. *Multi-use commercial, office, institutional development and groupings of buildings are considered appropriate uses within the Commercial Policy Area.*
8. *The location and nature of multi-use commercial development within the Commercial Policy Area and their relationships with surrounding uses will be addressed in a planned context. Proponents of commercial development will be required to prepare a Detailed Site Plan illustrating the planned uses, relationships to adjoining uses, internal and external access, building and parking locations, green spaces buffers areas and amenity spaces etc.*
9. *The Site Plan will provide context for zoning designations to guide the implementation of planned commercial and associated uses of land.*
10. *Council may require, as a condition of approval, a Development Agreement with the Municipality setting forth land use, site planning, phasing, design, signage standards, incorporation of green technologies and infrastructure requirements.*

### **2.5.2 Commercial Centre Development Design Standards**

- 1. Encourage commercial development to create a pedestrian-focused environment and reinforce the relationship between buildings and the street.**
- 2. Where commercial uses are adjacent to residential areas, appropriate landscaping, buffers, setbacks and screening will be used to minimize nuisances.**
- 3. Parking will minimize its impact upon the character of the commercial area's landscape. Methods may include:**
  - a) Landscape islands and natural areas to provide stormwater runoff receptors;**
  - b) Buffering between parking areas, site access routes; and**
  - c) Perimeter berms and ornamental fencing.**
- 4. The Zoning By-law will guide the planned development of the Commercial Policy Area by providing building and site design standards to achieve high quality commercial site and consistency in building development including:**
  - a) street access and setbacks;**
  - b) permitted uses;**
  - c) site and building development standards;**
  - d) signage standards;**
  - e) guidelines for transition areas between commercial and residential use types;**
  - f) landscaping and aesthetics;**
  - g) off-street parking;**
  - h) pedestrian and cycle access;**
  - i) development densities**
  - j) floor space ratios;**
  - k) open space and buffer areas requirements; and**
  - l) on –site land drainage storage guidelines.**
- 5. The design of the Commercial Policy Area to be complementary to the surrounding areas while maintaining a distinct and unique commercial character.**
- 6. Incorporate the development of a pedestrian-orientated environment and pedestrian friendly scale requiring that buildings be integrated with site development to:**
  - a) Create planned building setbacks that encourage a pedestrian environment;**
  - b) Incorporate sidewalks/ green spaces connecting parking areas with shopping areas**

- c) Provide for periodic setbacks not exceed 25% of the building façade and encourage use of these areas to include patios, cafés, and other amenities.*
- 7. Include non-commercial uses such as multi-unit residential, institutional and offices within the commercial area to reduce the noise, odour, and other nuisances from negatively impacting adjoining land uses.*

### **2.5.3 Commercial Centre Development Connectivity Standards**

- 1. Encourage commercial development to provide, in addition to vehicle access to the regional street system, convenient connection points to adjacent neighbourhoods and land uses to promote a pedestrian and bicycle active transportation solutions promoting Middlechurch as an accessible and walkable community; and*
- 2. Encourage the integration transit services in the design, including provision of bus stops to facilitate access to commercial amenities and promote intercommunity connectivity.*

### **2.5.4 Highway Commercial Policies**

- 1. Encourage commercial uses that principally serve the travelling public or that may involve significant truck traffic to locate in the designed Highway Commercial Policy Areas adjoining PTH #8 and in the north-west quadrant of the intersection of Main Street with the Perimeter Highway .*
- 2. Vehicle access to designated Highway Commercial Areas are to be provided from the adjoining Service Road or from Grassmere Road.*
- 3. Provide landscaping on yards adjacent to public streets, including screening of loading, parking, storage and service areas.*

## **2.6 Green Space Policies**



Clean air, soil, water and abundant trees, parks and green open spaces underlie the health and well beings of our neighbourhoods and attract people to work and invest in the community.

Developing Middlechurch while protecting and enhancing the natural environment is the aim of sustainable stewardship.

The central and defining character of the Middlechurch is derived from its natural features. The community's open spaces and waterways all contribute to the character of the community and help create a unique sense of place. The Public Spaces Policies of the Plan acknowledge, reinforce and enhance the defining features of the



community by contributing to the quality of life of residents within the community. Public Spaces policies emphasize planning with nature for people. As such, the public space initiatives of the Plan are more than planning for island-like neighbourhood parks. The Middlechurch Public Spaces Policies encourage a more comprehensive approach that integrates conservation initiatives, environment with neighbourhood development. Public Spaces- green spaces are viewed as essential infrastructure – much like our networks of roads and sewer systems – this ‘green infrastructure’ is expected to play a central role in shaping the character of Middlechurch and contribute to the quality of life of its residents while enhancing our natural areas. A major component of the Public Spaces Policies is the creation of a Greenway Network designed to inter-connect all neighbourhoods within Middlechurch while providing community-wide access to high quality green spaces, preserving the community’s open space character and providing sustainable solutions for sustainable storm water management. **Reference Map #1 - Open Space Concept Plan** illustrates the Public Open Space strategy for Middlechurch. The approach to planning a green space strategy will be guided by the following policies:

### ***2.6.1 Environmental Green Space Policies***

The relationship between the built and natural environments has a significant role in defining the character and quality of a community. Environmental stewardship will guide green space conservation and use with Middlechurch based upon the following policies:

- 1. Guide the development of Middlechurch into a sustainable community by ensuring proposals, including public and private building activities and changes to the built environment, will be environmentally friendly, based on:***
  - a) Protecting and improving the health of the natural ecosystem, by:***
    - i. minimizing air, soil and water pollution; and***
    - ii. mitigating unacceptable effects of noise.***
  - b) Maintaining and improving the health and integrity of the natural ecosystem and supporting bio-diversity in Middlechurch by paying particular attention to:***
    - i. habitat for native flora and fauna and aquatic species;***
    - ii. water and sediment quality;***
    - iii. landforms, watercourses, wetlands and the shoreline and associated biophysical processes adjacent to the Red River and the Grassmere Creek; and***
    - iv. natural linkages between natural ecological areas such as waterways and other green spaces.***
  - c) Recognizing environmental stresses caused by the consumption of natural resources, by encouraging reductions in:***
    - i. the amount of solid waste requiring disposal in landfill; and***
    - ii. consumption of water and generation of wastewater.***
  - d) Preserving and enhancing the urban forest by:***
    - i. providing suitable environments for trees; and***

- ii. *increasing tree canopy coverage and species diversity;*
  - e) *Reducing the risks to life, health, safety, property and ecosystem health, that are associated with flooding, unstable slopes, erosion and contaminated lands; and*
  - f) *Reducing the adverse effects of storm water and snow melt, based on a hierarchy of wet weather flow practices, starting with at-source, then conveyance and finally, end-of-pipe solutions.*
2. *Where feasible, new development will include on-site facilities to manage storm water, rain and snow fall;*
3. *Some utilities or services may be located within or across the flood plain, including:*
- a) *Streets, walkways and above ground utilities, which may be permitted to cross the flood plain;*
  - b) *Underground utilities, flood or erosion control, storm water management and conservation may be permitted within flood plains.*

### **2.6.2 Park and Public Spaces Policies**

Beautiful, comfortable, safe and accessible parks, open spaces, streets and public buildings, are a key shared community assets. These public spaces draw people together, creating strong social bonds at the neighbourhood and community level. They convey public image to the world and unite us as a community. They set the stage for festivals, celebrations and community life, as well as for daily casual contact. The development and connectivity of public open spaces within Middlechurch will be guided by the following policies that are directed to improving the community's green space experienced by the creation of visual and physical linkages that permit people to interact and move through spaces.

1. *Middlechurch's system of parks and open spaces will continue to be an important element of neighbourhood building as the community grows and changes. Maintaining, enhancing and expanding the system will be encouraged through the following actions:*
- a) *Consider adding new parks and amenities, particularly in growth areas and in existing neighbourhoods;*
  - b) *Continue to maintain, improve and expand existing parks, as may be determined by the Municipality as part of its on-going review of neighbourhood open spaces and facilities;*
  - c) *Design parks and their unique facilities and amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of "place", providing experiential and educational opportunities to interact with the natural world;*
  - d) *Protect access to existing publicly accessible open spaces, as well as expand the system of open spaces and develop open space linkages; and*

- e) *Promote and incorporate private recreation facilities as an extension of the public open space system to supplement the Community's parks, facilities and amenities.*
- 2. *Green Spaces support the quality of the community by linking parks and open spaces through initiatives by:*
  - a) *acquiring such linkages where feasible;*
  - b) *acquiring lands, or easements over lands, associated with private development, which can be connected to the Community Green Spaces for the extension of recreational trails, or which may add important natural heritage value to the Community's Green Spaces.*
- 3. *Increase public enjoyment and use of Middlechurch's Green Spaces using the following objectives as a guide:*
  - a) *minimize physical and visual barriers between the Middlechurch's neighbourhoods and the West St. Paul Recreation Centre;*
  - b) *consider the importance of inter-community access and green space connections between those portions of Middlechurch located north and south of the Perimeter Highways;*
  - c) *consider the importance of parks, public squares and natural settings;*
  - d) *increase the availability, choice and awareness of recreational opportunities and public activities through the year; and*
  - e) *protect, improve and, where possible, extend the community trail system as a continuous system connecting residential areas on both sides of Main Street and the Perimeter Highway and provide a safe inter-neighbourhood route for cyclists, pedestrians and people with disabilities.*
- 4. *Private development and public works on lands adjacent to the Red River and Grassmere Creek or in their vicinity will be encouraged to:*
  - a) *improve public spaces along the waters edge; and*
  - b) *maintain and increase opportunities for public views of the water.*
- 5. *All residential development will be subject to the dedication of lands and/or cash for parks purposes, as determined by Council.*
- 6. *Parkland acquisition strategies, including decisions about whether to accept parkland or cash as a condition of development, will take into account a range of factors, such as:*
  - a) *amount of existing parkland;*
  - b) *parkland characteristics and quality;*
  - c) *existing natural features of the site;*

- d) existing amenities and facilities;*
  - e) population growth, demographic and social characteristics;*
  - f) anticipated development;*
  - g) amount of publicly accessible open space;*
  - h) opportunities to link parks and open spaces;*
  - i) fit with existing and planned; and*
  - j) land availability and cost.*
- 7. An alternative parkland dedication rate, with an equivalent value of cash-in-lieu, may be applied to proposals where the payment of cash-in-lieu of land is conveyed through the alternative rate provision and will be used to acquire parkland that is accessible to the area in which the development is located, or to improve parks in the vicinity of the development.*
  - 8. The location and configuration of open space land to be conveyed to the municipality should meet all of the following criteria:*
    - a) be free of encumbrances;*
    - b) be sufficiently visible and accessible from adjacent public streets to promote the safe use of the park;*
    - c) be of a usable shape, topography and size that reflects its intended use; and*
    - d) be consolidated or linked with an existing or proposed park, green space or natural heritage system, where possible.*
  - 9. Quality architecture, landscape and urban design will be promoted by encouraging the creation and maintenance of high quality public buildings, structures, streetscapes and parks that reflect the broad objectives of this Plan;*
  - 10. Creativity and excellence in site planning, landscape architecture and urban design will be encouraged in private developments;*
  - 11. Streets are a significant public open space that serve pedestrian and vehicles, provide space for public utilities and services, building access, and amenities, such as view corridors and public gathering places. Streets will be designed to perform their diverse roles, balancing the spatial needs of existing and future users within the right-of-way. This includes pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities and landscaping;*
  - 12. The design of sidewalks and boulevards along major streets are to provide safe, attractive, interesting and comfortable spaces for pedestrian. Provide well designed landscaping with tree planting, pedestrian-scale lighting, quality street furnishings at mixed use node intersections as part of the overall street improvements along the Community Main Street corridor of Middlechurch;*

- 13. Routes with scenic views of important natural or human-made features, should be preserved and where possible, improved by maintaining views and vistas as new development occurs;**
- 14. Public works and private development will maintain, frame and, where possible, create sight lines to important natural and human-made features;**
- 15. Considerations given in the location and design of public buildings include promoting their public status on prominent, visible and accessible sites, such as street intersections and sites that end a street view or face an important natural/cultural feature. The design of open space associated with public buildings will endeavour to enhance the quality of the setting for the building and support a variety of public functions associated with its program;**
- 16. Universal physical accesses will be encouraged to publicly accessible spaces and buildings;**
- 17. Design measures which promote pedestrian safety and security will be applied to streetscapes, parks, and other public and private open spaces and all new and renovated buildings;**
- 18. The design of new streets are to:**
  - a) provide connections with adjacent neighbourhoods and promote a connected grid of streets that offers travel options and extends sight lines;**
  - b) divide larger sites into smaller development blocks;**
  - c) create adequate space for pedestrians, bicycles and landscaping, as well as vehicles, utilities and utility maintenance;**
  - d) improve the visibility, access and prominence of unique natural and human-made features; and**
  - e) provide access for emergency vehicles.**
- 19. New mixed use block development and lots within them may be designed to:**
  - a) have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;**
  - b) promote street-oriented development with buildings fronting onto street and park edges;**
  - c) provide adequate room within the block for parking and servicing needs; and**
  - d) allow for incremental, phased development.**
- 20. New parks and open spaces may be located and designed to:**
  - a) connect and extend wherever possible, to existing parks, natural areas and other open spaces;**
  - b) provide a comfortable setting for community events, as well as individual use;**

- c) *provide appropriate space and layout for recreational needs; and*
  - d) *emphasize and improve unique aspects of the community's natural and human made heritage.*
- 21. *As part of the development review process, the Municipality may, in consultation with the School Division, require developers to dedicate land to be developed for school sites serving the community's residents.*
- 22. *Encourage and support initiatives by local residents or resident groups to plant low-maintenance plants or gardens on boulevards and other public open spaces. This may include community gardens and edible landscapes, provided access to municipal services and infrastructure is maintained.*
- 23. *Ensure a high quality and variety of green space development that will enhance the character of the community and contribute to the quality of life of residents and the local ecosystem.*
- 24. *Green infrastructure elements should include, but not be limited, to the following:*
  - a) *Wetlands;*
  - b) *Parks;*
  - c) *Conservation lands;*
  - d) *Ecological corridors;*
  - e) *Naturalized areas;*
  - f) *Riparian zones; and*
  - g) *Wildlife habitats.*
- 25. *Provide green space accessibility for all residents by ensuring that each resident will be within a 5-10 minute walk (400m) of a high quality green space or local play space.*
- 26. *Identify opportunities within the community where open space can be managed in a less energy intensive manner by promoting the use of xeriscaping to enhance the character of the naturalized areas and to reduce overall cost and production of GHG associated with maintenance of 'traditional' forms of landscaping.*
- 27. *Green spaces should be the focal points of the community, where neighbours gather and kids can play.*
- 28. *Encourage diversity of uses for residential park spaces that will increase water retention and reduce erosion and run-off. Methods may include:*
  - a) *Allowing natural growth;*
  - b) *Using naturalized retention ponds; and*

- c) Using native plants help build soil quality and increase stability on water embankments.*

### **2.6.3 Greenway Network Policies**

- 1. The Municipality will promote the development of an interconnected community-wide Greenway Network that will provide for a variety of recreational opportunities, shape the character of the community, contribute to a positive quality of life and bring residents closer to nature. Components of the greenway network can include, but not be limited to:*

- a) Playing fields;*
- b) Areas of natural green space (passive recreation or naturalized areas);*
- c) Areas for informal recreation;*
- d) Neighbourhood parks;*
- e) Trails and cycle routes (footpaths and cycleways);*
- f) Ecological habitats;*
- g) Edible landscapes;*
- h) Rail and hydro rights-of-way;*
- i) Riverbanks; and*
- j) Land drainage features.*

- 2. Where feasible, the Greenway Network should link residents with different land uses, including:*

- a) Mixed Use Nodes;*
- b) Emerging Neighbourhoods;*
- c) Mature Neighbourhoods;*
- d) Commercial areas;*
- e) Institutional and recreation centres; and*
- f) Schools.*

- 3. The Greenway Network supports a high quality of life for the community by linking parks and open spaces through initiatives such as:*

- a) Acquiring such linkages where feasible;*



- b) Acquiring land as part of the private development process, which can be connected to the greenway system and existing community green spaces; and*
  - c) Providing pedestrian and cycle access from existing neighbourhood green spaces and parks.*
- 4. Create frequent and visible links between pedestrian/cycling paths and the community's Greenway Network.*
- 5. Opportunities to connect the Greenway Network to the region through adjacent communities and municipalities should be explored, including connecting to organizations such as:*
  - a) the Trans Canada Trail; and*
  - b) the Winnipeg Trails Association.*
- 6. Protect, improve and, where possible, extend the community Green Network as a continuous system creating an inter-neighbourhood route for cyclists, pedestrians and people with disabilities.*
- 7. Create accessible open spaces using pathways and streetscapes that connect to the Greenway Network to integrate neighbourhoods with commercial areas, Main Street, schools, recreation areas, and cultural centres to bring the community together, encourage strong social bonds at the neighbourhood level and define a "sense of place" unique within our community.*
- 8. Increase bike access to trail systems for recreational and daily use.*

## **2.7 Rivers and Streams Conservation Policies**



Strong communities need a healthy natural environment. Clean air, soil and water, parks and open spaces underlie our health and well being and attract people to live and invest in the community. Managing growth in Middlechurch in a sustainable manner, which protects and enhances the natural environment, is the aim of sound environmental stewardship.

- 1. Maintain and improve the health and integrity of the natural ecosystem and supporting bio-diversity by paying particular attention to:*
  - a) Water and sediment quality;*
  - b) The Red River and Grassmere Creek and their riverbank (riparian) areas;*
  - c) Establishing linkages between natural areas such as the riverbanks and other green spaces.*

2. *Protect public riverbank stability, access and the riparian zone of the Red River and Grassmere Creek, by ensuring development adjacent to these waterways are designed to conserve the riparian zone.*
3. *Prohibit development within the designated flood risk area of the Red River unless protected by the extension of the Municipality's primary diking system. This will reduce the risk to life, health, safety, property and ecosystem health, which are associated with flooding, unstable slopes, erosion and contaminated soils.*
4. *Protect and promote Grassmere Creek as an important ecological and recreational feature within the community and recognize its contribution to the character of the community, by:*
  - a) *Designating Grassmere Creek as an ecological corridor within the boundaries of Middlechurch;*
  - b) *Establishing a green space buffer in recognition of Grassmere Creek's potential ecological and drainage value to the community;*
  - c) *Developing an interpretive trail system to allow controlled recreational access to the corridor while minimizing negative impacts of human activity; and*
  - d) *Providing strategic access across Grassmere Creek for pedestrians at specific locations to facilitate community access, interconnectivity and reduce impact on its riparian zone.*
5. *Provide Red River access for community residents through existing public riverbank access points by linking these green spaces to the trail and Greenway Network.*
6. *Pursue additional riverbank access points for community residents via the property development process or through land acquisition.*
7. *River bank acquisition should be encouraged, where possible, to provide community access to the community's most important cultural and recreational asset. Strategies for River bank acquisition can include:*
  - a) *Purchase of land;*
  - b) *Land swap; and*
  - c) *Creating easements.*

## 2.8 Transportation Policies



The Secondary Plan integrates transportation and land use at both the community and neighbourhood scales. Within Middlechurch, it is important for the Plan to address the differing transportation demands between areas targeted for community development and those other parts of Municipality where little physical change is foreseen. At the regional scale it is also important for the Plan to coordinate West St. Paul, City of Winnipeg and Provincial regional road connections with the development of Middlechurch.

The Secondary Plan Transportation Policies and Reference Plans provides direction to private developers on the integration of transportation and land use and identifies opportunities for inter-governmental collaboration on the development and integration of Middlechurch's road, active transportation and transit initiatives with the regional road network's connections. The policies below are intended to complement the transportation policies as set out in the Development Plan.

The following Transportation Policies provide direction for the creation of a transportation system that promotes safety, accessibility and integrates neighbourhoods, mixed use nodes, commercial areas and the community's open space system with the transportation needs of the community including vehicle, pedestrian and bicycle uses.

### 2.8.1 Provincial Roadways and Municipal Collector Street Policies

1. *The Secondary Plan recognizes the importance of the Community's transportation network and endeavours to maintain, develop and integrate the municipal and provincial transportation system, as illustrated on Reference Map #2 to support growth management objectives of this Plan by working with the Manitoba Infrastructure and Transportation to assess how to improve the integration, efficiency and safety of the Provincial highway system connections and routes through the community for the transport of goods, services and people;*
2. *The integrity of Main Street (PTH#9) and the designated municipal collector streets within Middlechurch will be maintained by:*
  - a. *Consolidating access to Main Street and designated municipal collector streets from fronting commercial development areas, mixed use nodes and adjoining residential neighbourhoods at major points of entry;*
  - b. *Collaborating with Manitoba Infrastructure and Transportation to coordinate development within Middlechurch with future Provincial plans to up-grade Main Street to a divided four lane collector with signalized intersections and channelization of traffic as warranted;*

- c. *Planning community development in such a way to accommodate requirements for major roadway widening or extension; and*
  - d. *Maintaining the safe and efficient operation of the collector connections by ensuring the inter-relationships between land use and transportation are addressed and, if required, mitigated as part of the development review and approval process.*
- 3. *Promote a safe and efficient transportation system by consolidating access onto Main Street (PTH #9) and McPhillips St (PTH #8) through consultation with the Province of Manitoba on the development of an Access Management Strategy. This strategy would include, but not be limited to:*
  - a. *Location of signalled intersections;*
  - b. *Rationalization of highway access points; and*
  - c. *Incorporation of all-users in the right-of-way.*
- 4. *Protect regional transportation corridors and connections within the Municipality by:*
  - a. *Discouraging development which contributes to the evolution of a row of lots, each relying on direct access to the highway;*
  - b. *Discouraging development that may have a detrimental impact on the safe operation of the provincial highway system; and*
  - c. *Prohibiting subdivisions/development in the areas designated for Main Street widening or expansion unless provisions suitable to the Province are made to accommodate future widening or expansion.*
- 5. *Integrate, where possible, the concept of complete streets on municipal collector streets and provincial roadways to ensure that both vehicle and active modes (walking and cycling) of transportation are considered and are provided for within the road right-of-way.*
- 6. *Protect the integrity of the existing Provincial Trunk Highway System, including PTH #101 (Perimeter Highway), PTH #8 (McPhillips Street), and PTH #9 (Main Street) by:*
  - a. *Planning for the development of a Middlechurch community street system that enables inter-community access by consolidating access onto provincial roadways;*
  - b. *Incorporating into Middlechurch transportation plan the development of inter-community collector street corridors to inter-connect development areas along Main St with McPhillips Street south and north of the Perimeter Highway, as generally illustrated on Reference Map #2 – Transportation Concept Plan, to reduce the use of the Perimeter Highway as an community access route;*
  - c. *Incorporate into the Middlechurch transportation plan the designation and protection of a north-south transportation corridor, as generally illustrated between the CPR Rail Line and McPhillips St, to inter-connect Middlechurch settlement areas south and*

*north of the Perimeter Hwy with one another and with the City of Winnipeg street system as a future inter-community access route, alternate to the use of Main Street (PTH #9) and McPhillips St (PTH #8);*

- 7. The Municipality will work with the Department of Infrastructure and Transportation and land owners to address access issues and upgrades to Provincial Roadways within the Middlechurch Settlement Centre boundary that serve the role of urban collector streets (PTH #9) and expressways (PTH #101 and PTH #8), including:*
  - a. Upgrading Main Street to a limited access four-lane divided median highway;*
  - b. Agreeing upon the location and traffic management requirements of the proposed signalized intersections, identified in Reference Map #3 - Key Intersection Improvements Concept Plan, for Main Street and McPhillips Street;*
  - c. Reviewing the safety and alternatives which may be available to the current Main Street access serving the City of Winnipeg boat launch at Riverglen Crescent.*
  - d. Closing and replacing the service road access to the Perimeter Highway along Kapelus Drive (north side Perimeter Highway frontage road) and Prest Avenue (south side Perimeter Highway frontage road) with new street accesses incorporated into the planned collector street connections between Main and McPhillips St; and*
  - e. Provide alternate public access streets as may be appropriate to promote economic development and ensure the logical and planned development of the community.*

### **2.8.2 Neighbourhood Streets Policies**

- 1. Maintain the safe and efficient operation of neighbourhood street connections by ensuring the inter-relationships between land use and transportation are addressed and encourage the use of “traffic-calming” design approaches, which reduce speeds and discourage through traffic from infiltrating single-family neighbourhoods, as part of the development review and approval process.*
- 2. The transportation system will be developed to be inclusive of the needs of people with disabilities and seniors by:*
  - a) Requiring a minimum of off-street parking spaces be allocated to the disabled;*
  - b) Requiring a complete streets policy that incorporates the needs of all users in the design of road rights-of-way; and*
  - c) Taking accessibility into account when design considerations are given to public facilities.*
- 3. Consider alternate roadway design options that reduce right of way and pavement width requirements within emerging neighbourhoods to decrease the amount of impervious surfaces*

*and to improve neighbourhood safety by slowing local traffic and reduce land drainage requirements.*

### **2.8.3 Pedestrian, Cycling and Transit Policies**

- 1. Consider adding bicycle and pedestrian routes as an integral component of the transportation system to serve both recreational and transportation needs.**
- 2. New pedestrian programs and infrastructure will be encouraged with the West St. Paul Trails Committee and citizen input to create safe, comfortable pedestrian and bicycle friendly environment that encourages people of all ages to walk or cycle for everyday transportation and enjoyment.**
- 3. Consider implementation of new pedestrian and cycling programs as part of the Open Space and Greenway Policies under Policy Section 2.6.3.**
- 4. Alternative modes of transportation will be encouraged, including walking and cycling, throughout the community by design and practices that ensure safe, direct, comfortable, attractive and convenient pedestrian conditions, including safe walking routes to schools, community recreation facilities, parklands and commercial areas.**
- 5. The Municipality will explore new transit arrangements with private and public transit providers with the objective of assessing the feasibility and level of service which may be supported and improving access to transit services including:**
  - a) Designation of transit routes where appropriate when associated with the development of emerging neighbourhoods; and**
  - b) The possibility of improving current level of interconnection with the Winnipeg Transit System.**
- 6. Transit use will be encouraged through convenient roadway connections and pedestrian access within existing and emerging residential neighbourhood areas, mixed-use nodes and commercial areas.**
- 7. Convenient and accessible pedestrian access to transit stops will be facilitated by the network of streets, sidewalks and trails. The objective of this policy is to provide most community residents with access to transit stops that are:**
  - a) Within 400 metres of most homes;**
  - b) Within 200 metres of mixed use development areas**

*c) Within 200 metres of the designated community Commercial Centre*

- 8. Encourage development of park-n-ride lots in mixed-use nodes and in the Commercial Centre in combination with commuter transit.*

#### **2.8.4 Complete Streets Policies**



- 1. Complete street refers to a roadway that accommodates all travelers, particularly public transit users, cyclists, pedestrians, motorists, to enable all travelers to use the roadway safely and efficiently.*
- 2. The municipality will partner with the Department of Infrastructure and Transportation to implement a Complete Streets policy as a component of Main Street's up-grading within the Middlechurch Settlement Centre boundaries. (see Community Main Street Corridor on Reference Map #1)*
- 3. Complete streets policies should be applied by the municipality to all collector roads, taking into account the suburban and rural context of the street.*
- 4. If a roadway is unable to accommodate a specified user, a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or intersect with the affected roadway.*
- 5. Complete Streets within new developments will be implemented as part of the development review process.*
- 6. Applying Complete Streets within existing development areas will be considered by the Municipality at the time when major repair or upgrading is required for collector roads.*

#### **2.8.5 Parking Management Policies**

- 1. Require surface parking areas to be designed to a high standard of site and environmental design. This may include improving the quantity and quality of site by:*
  - a) Reducing permeable surfaces; and*
  - b) Incorporating bio-swales.*
- 2. Promote the effective and efficient use of off-street parking by encouraging:*
  - a) The shared use of parking between landowners; and*



- b) The development of parking standards for mixed-use developments, which reflect the potential for shared parking among users that have different peaking characteristics.*
- 3. The transportation/parking system will be developed to be inclusive of the needs of people with disabilities and seniors by:*
  - a) Requiring a minimum of off-street parking spaces be allocated to the disabled; and*
  - b) Taking accessibility into account when design considerations are given to public facilities.*
- 4. Require mixed use nodes, multi-family and commercial developments to provide off-street parking commensurate with the nature and requirements to meet the parking needs of the site's development as provided in the Zoning By-Law and to incorporate in the parking lot layout design buffers and landscape treatments to enhance the visual appearance and functionality of parking facilities.*

## 2.9 Community Facilities Policies



Quality of life is recognized as one of the most important measures of a successful community. Effective and coordinated planning of social infrastructure will promote a high quality of life. Social infrastructure includes the whole system of government and community resources, programs, facilities and social networks that contribute to people's health and well-being. Investment in social infrastructure will be guided by the community's values of equity, equality, access, participation and social cohesion within Middlechurch and the policies herein.

- 1. Support local organizations that are relied upon to deliver community social services and meet community social needs, by working with service organizations to provide access to community service facilities, such as community recreation centres, arenas, schools and libraries.*
- 2. Make the best use of what we have by promoting shared use and shared responsibility for community facilities as hallmarks of a strong future by encouraging:*
  - a) Shared use of municipal and school facilities and lands for community service purposes, as well as collaboration on the development of complimentary sport facilities;*
  - b) The addition of other uses on school sites, including complimentary community services like day-care facilities, will be permitted. Other uses may be permitted, provided proposed uses fit within the neighbourhood context; and*

- c) *Lands adjacent to the Sunova Centre will be the focus of future community-wide recreational facilities to create a central community recreational hub, where cost efficiencies can be realized through shared use of facilities.*

# Part 3 Middlechurch Infrastructure Servicing Strategy

In order to ensure a sustainable approach to development, the Municipality will manage development to ensure coordinated and orderly growth of the community. A sustainable servicing strategy will involve providing community infrastructure services in a manner that ensures fairness and equity for existing residents, future residents, and developers while meeting overall community objectives laid out in the Secondary Plan and the Selkirk and District Area Plan. The following policies will guide the efficient provision of infrastructure services, the planned conversion of those neighbourhoods that presently rely upon private waste water services to municipal waste water collection and treatment systems and the efficient extension of municipal services and phased development of the community.

## 3.1 Infrastructure Servicing Policies

- 1. Development proposals will include the preparation and submission comprehensive servicing design brief, including as may be required, Concept Plans which illustrate the fit between the proposed development area and the adjoining lands, assessment of service capacity including treatment capacity, oversizing requirements as may be required to provide for the planned and incremental extension of services servicing designated neighbourhood, mixed use nodes or commercial areas as applicable. The servicing design brief should provide details on the characteristics of proposed land uses, infrastructure servicing requirements, transportation and street connectivity, including integration of greenspace networks and community facilities.***
- 2. Development servicing proposals are to be designed to reflect Municipal Development Agreement Parameters as adopted by Council and illustrate how the planned development within Middlechurch may be organized to:***
  - a. Ensure the efficient provision of infrastructure costs;***
  - b. Identify cost sharing arrangements for shared services, including but not limited to, installation of traffic signalized intersections, access, oversizing waste water and water services, as may be applicable, collector streets, and the provision of stormwater retention to ensure the rate of post development stormwater run-off does not exceed pre-development flows;***
  - c. Ensure site development will be organized for logical and orderly development, compatibility with adjoining land uses, and connectivity with provincial and municipal transportation systems;***
  - d. Provide building and site design guidelines for special features, such as site landscaping, buffers, screening of storage areas, parking areas, naturalization of swales and stormwater retention ponds; and***

- e. Phase development based upon the supply and level of infrastructure services provided.*
- 3. The Municipality may require developers to enter into a Development Agreement which will provide direction and requirements for developers to make contributions toward the front-end cost of oversizing services to ensure the planned capacity is in place to provide for the orderly and efficient extension of services within the designed growth management areas of Middlechurch.*
- 4. Services which may require developer participation in front-ending costs may include, but are not necessarily limited to, waste water collection, collector and local street construction, land drainage services and retention systems, supplemental fire protection wells, and provincial highway and municipal collector road intersection improvements.*
- 5. When the Municipality has required a developer to front-end the cost of oversizing services or installing services which may benefit another party having access or frontage on the services, the municipality will make its best efforts to recover the fair value of services from benefitting parties as a condition of other benefitting parties connecting to the services based upon the actual costs of services or West St. Paul local improvement rates at the time of connection, which ever may in the opinion of Council fairly balance the cost of services and the use of services by other benefitting parties.*
- 6. The Municipality may impose, as part of a Development Agreement, capital cost levies for the connection of new development areas with municipal services, such as but not limited to, waste water trunk collection and water treatment, land drainage, solid waste facilities, and collector roadway works, including intersection improvements which have been installed or which are budgeted by the Municipality and its funding partners to be installed in the future.*
- 7. All new development within Middlechurch must be connected to the municipal waste water collection and treatment system.*

### **3.2 Municipal Wastewater Servicing Policies**

- 1. The extension of piped wastewater services into existing and new development areas will be generally guided by Reference Map #4 –Wastewater Trunk Servicing Concept Plan.*
- 2. The capital cost contributions toward the waste water treatment plant and trunk sewer system will be assessed on the basis of “Equivalent Residential Unit (ERU)”. The ERU represents the waste water generated by an average residence size of three (3) people. Each individual residence is referred to as an Equivalent Residential Unit (ERU) and would contribute an equal amount to the capital cost of the waste water treatment plant and trunk sewer system. For commercial or institutional customers, the total fixture units (based on the*

*Canadian Plumbing Code) will be converted by the Municipal Engineer to ERU demand to determine their proportional share of the wastewater treatment plant and trunk facilities.*

- 3. Municipal waste water services to existing neighbourhoods that are currently reliant upon private services will be provided by using low pressure sewer system. Holding tanks that are in good working condition may be used with the low pressure sewer, tanks which leak or permit infiltration of drainage water will be required to be replaced. Existing centrifugal pumps are to be replaced with models approved for connection to the municipal low-pressure sewer system to ensure service on the low pressure sewer system has the same pumping capacity.*
- 4. All buildings served by private waste water management services in existing neighbourhoods will be expected to connect to municipal piped services as soon as possible after services have been completed.*

## Part 4 – Neighbourhood Development Strategies

The Neighbourhood Development Strategies apply the objectives and policies of the Plan to assist, organize and promote orderly development within Middlechurch. Given the nature of the community's historical development into a series of distinct neighbourhoods as well as the location of rail and road transportation corridors and the river lot land holding pattern, the Neighbourhood Development Strategies have been provided to inform private property owners and community groups of opportunities and development considerations. It also identifies where they may find common ground to work with one another and coordinate their efforts through the Municipality on the development of Middlechurch.

The Neighbourhood Area Development Strategies following provide supplemental guidelines for the management of growth, extension of services and the phasing of development within each neighbourhood.

### 4.1 CP Rail Corridor Neighbourhood Strategy



The CP Rail Corridor planning area represents those lands located between Main St. in the east and the CPR Rail line in the west, north of Grassmere Road to the northern limit of the Middlechurch Settlement Centre, as illustrated in **Concept Plan 1: CP Rail Corridor Neighbourhood Plan**. This area is currently characterized by a mix of land uses, including highway commercial, institutional (Middlechurch Elementary School), associated sports field, light industrial uses and single family homes. Present uses within the CP Corridor area are all served by private services. The area evolved in a non-planned way based upon the river lot survey land holding pattern. Infrastructure and

Transportation have, as a standard response to building permits and private approaches within the jurisdiction of the Highway Traffic Board, required consolidated or shared access approaches onto the west side of Main Street. There are presently no municipal or highway service roads located between Main Street and the CPR line which might offer the opportunity to consolidate access to this area.

Future development opportunities are constrained by the CPR railway's close proximity to Main Street which limits the amount of available land for infill development. Future growth within this area is expected to be composed of infill **highway commercial, multi-family and small lot single family** development, should it be possible to consolidate a large enough parcel to provide both rail and Main St buffers and consolidate access to serve block development. A **mixed-use node** is designated in the Land Use Policy Map #1 for the intersection of Masters Avenue and Main Street. This designation provides a potential opportunity for a mix of higher density residential and local neighbourhood commercial uses.

#### **4.1.1 CP Rail Corridor Commercial Policies**

- 1. Commercial development along the CP Rail Corridor will be considered if it is planned to suit the adjoining residential context and balance vehicle accessibility with the provision of pedestrian access along the Main St frontage.*
- 2. Main Street within the CP Rail Corridor planning area represents a key gateway to Middlechurch and the major collector connecting Winnipeg and Selkirk Community. In recognition of Main Street's importance mixed use residential and commercial development will be encouraged to incorporate urban design standards to improve the visual quality of the corridor along Main Street within the Middlechurch Community by defining:*
  - a) Connections with the surrounding neighbourhoods;*
  - b) Permitted uses;*
  - c) Development standards;*
  - d) Guidelines for transition areas between commercial and residential types uses;*
  - e) Landscaping;*
  - f) Off-street parking;*
  - g) Development densities;*
  - h) Investment actions on the part of public, private or combinations of public/private partnerships including:*
    - i. Streetscape improvements;*
    - ii. Transportation improvements, including sidewalks and bikeways; and*
    - iii. Open space and buffer areas.*

3. *Locate and consolidate, where appropriate, commercial development along the west side of Main Street to improve access and safety, and to take advantage of the regional transportation system for economic development opportunities.*
4. *Main Street will be promoted as a an attractive parkway within Middlechurch by encouraging quality development of a type, density and form that is compatible with the character of the area and with adjacent uses; and*
5. *Encouraging public amenities, such as transportation and parking facilities, street furniture and landscaping.*
6. *Development will be required to plan to accommodate requirements for future roadway widening and intersection improvements*

#### **4.1.2 CP Rail Corridor Residential Policies**

1. *Multi-family developments may be considered appropriate uses that add diversity and create opportunity for more housing options with convenient access to Main Street and Municipal facilities and services.*
2. *Residential development will be primarily multi-family in nature but may also include smaller lot single family homes.*

#### **4.1.3 CP Rail Corridor Mixed Use Policies**

1. *Mixed-use nodes have been designated at strategic locations with planned signalized intersection along Main Street at Masters Road and Evelyn Avenue. Uses at these nodes may include neighbourhood commercial, single or multifamily residential.*
2. *Residential densities within the CP Rail Corridor will be determined by the Zoning By-law but are expected to be in the range of 12 units/ acre.*
3. *Development within the designated mixed use nodes will be encouraged to promote a high quality of design that facilitates connections with surrounding neighbourhoods and provide facilities for the all modes of transportation, including transit, car, pedestrian and cyclists.*
4. *Access to Mixed Use Nodes will include signalized intersections to improve safety and convenience.*

#### **4.1.4 Phasing of Development within the Rail Corridor Neighbourhood**

1. *The timing of development will be dependent upon the extension and connection of the mature neighbourhood and emerging neighbourhood lands to the municipal waste water collection and treatment system.*



- 2. Development will be phased incrementally to connect to the proposed and existing intersections with Main Street and using as a guide the Transportation Reference Plan to inter-connect emerging neighbourhoods with existing neighbourhood street systems.*

## 4.2 Red River Corridor Neighbourhood Strategy



The Red River Corridor is that area located east of Main Street between the Perimeter Highway in the south up to and including Riverdale Neighbourhood in the north, as illustrated in **Concept Plan #2: Red River Corridor Neighbourhood Plan**. This area has evolved pre-war neighbourhoods with private waste water and water services to planned post war developments with municipal services (Lister Rapids) and institutional facilities with private waste water treatment plants (Middlechurch Home).

Future growth within the Red River Corridor is expected to require cooperation among land owners to assemble a parcel large enough to provide the internal street access required by the Plan to develop the internal street systems required to consolidate access and connect the development areas to Main Street at the designated intersections. Development within the Red River Corridor will represent infill new development with mature neighbourhoods. The planning and design of infill development will need to respect the existing character of adjacent neighbourhoods while connecting, where feasible, to the existing street and park system layout.

The multitude of individual parcel owners created by the river lot survey system is expected to make it challenging to develop the Red River Corridor in the short term. Development within the **Red River Corridor Neighbourhood** will be principally single family residential in nature. Lot sizes will be determined as part of the consideration in the transition towards municipal services.

### 4.2.1 Red River Emerging Neighbourhood Residential Policies

- 1. Development will primarily be limited to single family residential uses and generally respect the existing development densities of approximately 2 lots per gross acre subject to Zoning By-Law site specific requirements, the physical character of current development, streetscapes and open space patterns in adjoining neighbourhoods.*
- 2. New developments will be encouraged to incorporate public access to the Red River and development of a continuous riverbank park with trail system integrated with the adjoining neighbourhoods.*
- 3. Development within the Red River Corridor will be required to be protected to the 100 year design flood and protect riverbank trees and natural landscape to maintain the stability of the*

*riverbank area and carry-out where bank erosion is a concern bank stabilization works as may be required by the Municipality.*

#### **4.2.2 Red River Mature Neighbourhood Residential Policies**

- 1. *Infill lot opportunities within existing mature neighbourhoods will be provided to homeowners looking to offset the costs of bringing in municipal services subject to Policy 2.3.2 Infill Mature Neighbourhood Policies.***

#### **4.2.3 Red River City of Winnipeg Lands**

- 1. *The Municipality will explore the potential of acquiring the City of Winnipeg lands east of Main Street and north of the Perimeter highway for the purposes of:***
  - a) Ensuring the planned and efficient development of land and the extension of municipal services and integration of neighbourhoods within the Red River Corridor;***
  - b) Improving community connectivity by providing the opportunities to develop across city lands an all season recreation trail and inter-neighbourhood access road under the Perimeter Highway Bridge to link Middlechurch Neighbourhoods on the north side of the Perimeter Highway with neighbourhoods on the south side at Riverdale; and***
  - c) Providing high quality green space and riverbank access to community residents.***

#### **4.2.4 Red River Hydro R.O.W.**

- 1. *The Municipality will explore opportunities for creating a partnership with Manitoba Hydro to integrate the Manitoba Hydro right-of-way, south of Lister Rapids, as part of the Municipality's Greenway Network. Uses could include, but are not limited to the following:***
  - a) Community gardens;***
  - b) Active and passive recreation green spaces; and***
  - c) Farmer's market.***

#### **4.2.5 Phasing of Development within the Red River Neighbourhood**

- 1. *The timing of development will be dependent upon the extension and connection of the mature neighbourhood and emerging neighbourhood lands to the municipal waste water collection and treatment system.***

2. *Development will be phased incrementally to connect to the proposed and existing intersections with Main Street and using as a guide the Transportation Reference Plan to inter-connect emerging neighbourhoods with existing neighbourhood street systems.*
3. *Development of City of Winnipeg lands will require two means of access be provided and the integration of the lands to existing neighbourhoods located south and north of the Perimeter Highway.*

### 4.3 Riverdale West Neighbourhood Strategy



The Riverdale West Neighbourhood is located between the City of Winnipeg boundary in the south and the Perimeter Highway in the north and is bounded by McPhillips Street in the west and the Red River in the east, as illustrated in **Concept Plan #3: Riverdale West Neighbourhood Plan**. The Riverdale West Planning Area has a variety of land uses including suburban residential, small and large lot residential, highway commercial and industrial including outdoor storage.

Lands at the south-west corner of Main Street and the Perimeter Highway have been identified through community workshops as the area best suited to fulfill the need within West St. Paul and region for a planned commercial centre and employment area that can consolidate retail at a location that can best be served by community infrastructure, access and connectivity to the community and region. Infill lot opportunities within existing Mature Neighbourhoods south of Riverdale and adjoining Addis and Rossmore Roads will be encouraged with the transition of these areas from private waste water systems to municipal wastewater services.

Although there are large parcels of vacant lands, each of these parcels are very narrow in width and held by numerous land owners. Based on the expected growth management directions of the Municipality, the narrow river lot land holding pattern (narrow lots and multitude of owners) may pose certain challenges for the Municipality. Challenges are foreseen in the context of coordinating the provision of municipal services, taking advantage of economic development initiatives, and co-ordination of the anticipated development with the interests of property owners so as to ensure that development of lands is undertaken in an integrated and planned fashion.

In anticipation of these challenges, the Municipality will provide guidance for the cost sharing of municipal infrastructure; may partner with private land owners to ensure the efficient and logical extension of infrastructure services; to make sure growth occurs in logical and planned manner by using its authority to secure rights-of-way for road networks, extension of municipal services; and ensure compatible development consistent with the Secondary Plan.

#### **4.3.1 Riverdale West Emerging Neighbourhood Policies**

- 1. Vacant lands west of the railway and South of the Perimeter Highway are designated Emerging Neighbourhood Policy Area. Development within the Riverdale West Emerging Neighbourhoods will primarily be single family residential.**
- 2. Multifamily residential development will be encouraged to develop adjacent to collector streets and will be respectful of adjoining single family residences.**
- 3. Local neighbourhood commercial businesses, such as small scale corner stores may be allowed as a conditional use adjacent to collector streets at major intersections.**
- 4. The Municipality will work collaboratively with land owners to address development issues, such as:**
  - a) Cost sharing the extension of municipal services;**
  - b) Improving connectivity; and**
  - c) Securing rights-of-way for roadways, drainage retention and management and the municipal greenspace network.**
- 5. The Municipality will work with developers and land owners to secure a right-of-way for a new east-west collector street from the Main Street signalized intersection at Riverglen with the proposed McPhillips Street signalized intersection at Emes Road, adjoining the West St. Paul Business Park, as a means to limit the use of Addis and Rossmore Streets as through streets, to improve safety and increase privacy of the existing neighbourhood along Addis and Rossmore Avenue.**
- 6. The Municipality will work collaboratively with the department of Manitoba Infrastructure and Transportation to establish a new signalized intersection at Emes Road and upgrade the existing signalized intersection at Main and Riverglen.**
- 7. Encourage design initiatives by developers to reinforce the open space character of the community through creative landscape design features, including but not limited to:**
  - a. Naturalized storm water retention lakes;**
  - b. Pathways and trails;**
  - c. Parks; and**
  - d. Berms adjoining the Perimeter Highway.**

8. Designate existing manufacturing/ outdoor storage uses as non-conforming land uses with the intention of transitioning these parcels to future residential and/ or commercial uses more compatible with the residential character of the planning area.
9. *The Municipality will cooperate with Manitoba Infrastructure and Transportation and property owners to close the current service road (Prest Avenue) and access to the Perimeter Highway, serving lands fronting onto the Main Street interchange and the Perimeter Highway by developing alternate arrangements for access.*
10. *The Municipality may for the public interest acquire lands for economic development purposes to ensure the planned and logical development and to relocate uses requiring commercial/ industrial outdoor storage of building materials to locations which may be more compatible with the nature of these operations.*

#### **4.3.2 Riverdale West Mature Neighbourhoods Policies**

1. *Infill development will be encouraged along with a strategy to replace private septic field systems with municipal sewer system.*
2. *Promote infill lot opportunities for existing land owners along Addis, Rossmore, Maddock and Drury Avenues to help offset the costs of providing municipal services.*
3. *Provide Mixed Use opportunities between Main Street and the Red River, south of the Drury Avenue neighbourhood.*

#### **4.3.3 Riverdale West Mixed Use Policies**

1. *Encourage the redevelopment of existing commercial outdoor storage areas and vacant lands along Main Street between Riverglen Crescent and the boundary with the City of Winnipeg, to transition the nature of current uses to multi-family and commercial development.*
2. *Manage multi-storey building heights to minimize sight and shadow impacts on adjoining land uses.*
3. *Encourage off-street parking and integrate with storefront development to provide a more pedestrian focused environment along Main Street.*

#### **4.3.4 Riverdale West Commercial Centre Policies**

1. *The Plan designates the southwest corner of the Main Street and Perimeter Highway Interchange as Commercial Centre Policy Area where a comprehensively planned approach is required to achieve the quality in commercial development envisioned by the Plan.*
2. *The Zoning By-law will guide the planned commercial development by providing building and site design standards to achieve high quality commercial site and consistency in building development including:*

- a. street access and setbacks;*
  - b. permitted uses;*
  - c. site and building development standards;*
  - d. signage standards;*
  - e. guidelines for transition areas between commercial and residential use types;*
  - f. landscaping and aesthetics;*
  - g. off-street parking;*
  - h. pedestrian and cycle access;*
  - i. development densities; and*
  - j. open space and buffer areas.*
- 3. To ensure quality development within the Commercial Centre by coordinating intersection and access improvements with Manitoba Infrastructure and Transportation plans for the channelization of Main Street and upgrading of the Riverglen signalized intersection.*
  - 4. The RM of West St. Paul will work closely with property owners and the Department of Transportation and Infrastructure Services to integrate site access with the regional transportation system and secure right-of-way for a collector road to re-route traffic presently reliant upon the service road access and Perimeter Highway approach from Prest Ave.*
  - 5. Multi-use commercial, office, institutional development and groupings of buildings are considered appropriate uses within the Commercial Centre Policy Area.*
  - 6. Council may require as a condition of approval a Development Agreement with the Municipality setting forth land use, site planning and design, signage standards and infrastructure requirements.*
  - 7. Encourage mixed-use buildings, with ground floors that are predominantly commercial. Upper floors may accommodate commercial, office or residential uses.*
  - 8. Encourage place-making by designing a public realm where community residents can gather, such as piazzas, outdoor patios and seating areas.*
  - 9. Encourage connectivity with surrounding residential neighbourhoods and Main Street through streets, sidewalks and pathways that are accessible to all users.*

#### **4.3.5 Riverdale West City of Winnipeg Lands Policies**

- 1. The Municipality will explore the potential of acquiring the City of Winnipeg lands south of the Perimeter highway for the purposes of:**
  - a. Converting the lands to a park designation;**
  - b. Discussing the relocation of the boat launch; and**
  - c. Providing connectivity to the north side of the Perimeter Highway via an underpass at the Red River for pedestrian and/or local vehicle traffic.**
- 2. Municipal Council will approach the City of Winnipeg to explore opportunities for connectivity between City of Winnipeg lands south Rossmore Avenue and west of the railway.**

#### **4.3.6 Riverdale West Connectivity Policies**

- 1. The Municipality will secure rights of way at a mid point parallel to Main St and McPhillips St to provide an opportunity for a future Perimeter Highway vehicle and pedestrian “fly-over” to inter-connect Riverdale West with Grassmere Creek Neighbourhood Areas and to build connections into the City of Winnipeg and to lands outside the Planning area to the north.**

#### **4.3.7 Phasing of Development within the Riverdale West Neighbourhood**

- 1. The timing of development will be dependent upon the extension and connection of the mature neighbourhood and emerging neighbourhood lands to the municipal waste water collection and treatment system.**
- 2. Development of the Commercial Centre Policy Area will in addition to Policy 4.3.7.1 require transportation and access improvements to be designed in consultation with Manitoba Infrastructure and Transportation (MIT) including the up-grading of the Main Street intersection and traffic signals at the Riverglen intersection, as generally illustrated in the Transportation Intersection Up-grading Concept Plan, extension of Riverglen west of Main Street to the CPR Line and as may be required by MIT, the closure of Prest Avenue (Perimeter Highway Service Road) and the provision of alternate accesses to adjoining lands.**
- 3. Development of emerging neighbourhood areas west of the CPR Line will require in addition to Policy 4.3.7.1 and 4.2.7.2 the extension of Riverglen Ave as a limited access collector street west to McPhillips Street at Emes Road. The installation of a signalized intersection at Emes Rd will be done in consultation with MIT.**



## 4.4 Grassmere Creek Neighbourhood Strategy



The Grassmere Creek planning area is located north of the Perimeter Highway to the north boundary of the lots fronting the north side of Grassmere Road, between McPhillips Street in the West and Main Street in the east, as illustrated on **Concept Plan #4 Grassmere Creek Neighbourhood Plan**. Grassmere Creek planning area contains the Municipality's administrative and community facilities centre. It is largely comprised of vacant and agricultural land with some industrial uses along Kapelus Drive and highway

commercial uses adjoining the service road on the east side of McPhillips St by Grassmere Road. The Grassmere Creek traverses the planning area in an east-west fashion and poses significant access challenges which may only be addressed by securing future street right-of-way to improve access to the planning area by providing an internal collector street linking Main Street with McPhillips Street.

Grassmere Creek planning area is home to the Sunova Centre, the focal point of current and future expansion of large scale community sports and recreational fields and facilities. The Grassmere Creek planning area is designated by the Plan as an emerging neighbourhood. It includes the development of approximately 70 acres of land located generally between Main St and the CPR Line as highway commercial. The Municipality may also have to play a significant role in ensuring growth occurs in logical and planned manner by using its authority to secure rights-of-way for road networks, and extension of municipal services, ensure compatible development consistent with the Secondary Plan.

### 4.4.1 Grassmere Creek Emerging Neighbourhood Policies

- 1. Lands west of the railway to McPhillips Street are designated Emerging Neighbourhood. Lands will be predominantly single family residential, but will also provide a variety of housing options for community residents. Developers will be encouraged to incorporate a variety of lot sizes to provide housing options for all members of the community.***
- 2. Integrate entry-level housing and senior housing options with larger lot residential housing to create a diverse neighbourhood setting where all age groups have equal access to community facilities and services.***
- 3. Interconnect streets within the Grassmere Creek Emerging Neighbourhood and with adjoining neighbourhoods to prevent separation and isolation of residents and traffic conflicts caused by funnelling.***
- 4. The Municipality will work with the Seven Oaks School Division to identify and provide a suitable location for a new school if same is determined to be required to serve the needs of Middlechurch and north Main in Winnipeg at a strategic location within the planning area.***

#### **4.4.2 Grassmere Creek Connectivity Policies**

- 1. Through the development review and approval process, transportation corridor rights-of-way will be secured to provide for the creation of an east-west collector street linking Main Street with north McPhillips Street at signalized intersections as illustrated on Reference Map #2 – Transportation Concept Plan. The new collector street will provide access to the Community Centre, future school, and multipurpose residential areas.*
- 2. The Municipality will work with Manitoba Infrastructure and Transportation to provide signalized intersection access at McPhillips Street and Grassmere Road, and at a new intersection on Main Street north of the Kapelus Drive approach, as identified in preliminary intersection improvement plans developed in consultation with West St. Paul.*

#### **4.4.3 Grassmere Creek Mixed Use**

- 1. Designate the intersection at Grassmere Road and Main Street as a mixed use neighbourhood policy area, to recognize its current status as a community mixed use focal point including the municipal office and public service facilities.*
- 2. Encourage a mixture of housing options including single-family, duplexes, townhouses, and multi-family buildings.*

#### **4.4.4 Grassmere Creek Highway Commercial Use**

- 1. A new signalized intersection will be required to provide safe and convenient access from Main Street to McPhillips Street, through the Grassmere Creek Neighbourhood Area Emerging Neighbourhood area.*
- 2. Designate existing industrial land uses as non-conforming uses with the intention of transitioning these parcels to future Highway Commercial designation which may include neighbourhood commercial including offices or multi-family uses.*

#### **4.4.5 Phasing of Development within the Grassmere Neighbourhood**

- 1. The timing of development will be dependent upon the extension and connection of the mature neighbourhood and emerging neighbourhood lands to the municipal waste water collection and treatment system.*
- 2. Development of the Mixed Use Policy Area will, in addition to Policy 4.3.7.1, require transportation and access improvements to be designed in consultation with Manitoba Infrastructure and Transportation (MIT). These would include: the up-grading of the Main Street channelization and construction of the proposed intersection and traffic controls; the location of Kapelus Drive access north; and the extension of the proposed limited access*

*collector west of Main Street to the CPR Line. These improvements are generally illustrated in Reference Map #3 – Key Intersection Improvement Concept Plan*

- 3. Development of emerging neighbourhood areas, west of the CPR Line, will require in addition to Policy 4.3.7.1 the extension of the proposed limited access collector street to McPhillips Street including the westerly re-alignment of Grassmere Road and as may be required, the installation of traffic signalization, in consultation with MIT.*

# 5.0 Implementation - Middlechurch Sustainable Community Plan

## 5.1 The Plan Guides Actions

The Middlechurch Sustainable Community Plan provides a guide for managed growth and change in the Middlechurch Settlement Centre and provides direction to the community and Municipal Council to consider in their day-do-day decision making. The Plan's land use policy areas for Middlechurch are illustrated in the Policy Map. The Plans development guidelines, neighbourhood strategies and phasing programs are illustrated in the Reference Maps. Both the Policy Map and Reference Maps provide a geographic reference for implementation of the Middlechurch Secondary Plan. The Policy Map is intended to inform the zoning, subdivision and development approval process and manage land use within Middlechurch. The Reference Plans and Neighbourhood Concept Plans are intended to guide the directions for growth, suggest the sequence or phasing of development and illustrate on conceptual plans the strategies to integrate land use, transportation and municipal services with the environmental, social and economic considerations incorporated in the Plan.

The Policy Map defines the land use policy areas and represents the intended use of lands within Middlechurch over the 20 year timeframe of the Plan. Land use decisions will be evaluated against the land use policies of the Plan as they are applied to the lands designed in the Land Use Policy Map.

Reference Maps and Neighbourhood Concept Plans, unlike Policy Maps, are provided to generally illustrate development directions with the understanding that the actual form or sequence of development may vary from the concepts illustrated, based upon detailed design and development approval considerations.

### 5.1.1 Action Policies

1. ***Municipal by-laws and public works to be guided by this Plan;***
2. ***Decisions and actions of the Municipality and staff, including public investment in services, service delivery and infrastructure, to be guided by this Plan;***
3. ***Implementation plans and guidelines, consistent with this Plan may be adopted, identifying priorities, guidelines and actions to advance the vision and strategies of this Plan; and***
4. ***Municipal resources, especially infrastructure, lands and buildings, to be guided by the Plan for their best strategic advantage in advancing the strategies of this Plan and leveraging other public and private investment.***

### **5.1.2 Concept Plan**

- 1. Concept Plans may be required by Council in the development application process to illustrate how a proposed plan of subdivision may be integrated with existing development or with the future development of adjoining lands.**
- 2. Concept Plans will generally include:**
  - a) Design layouts demonstrating the relationship and fit of new development areas with adjoining land uses, existing development areas and future development areas;**
  - b) Maps and text as appropriate and be undertaken in consultation with area land owners and government agencies involved in the review and approval of plans of subdivision;**
  - c) Illustrate the nature of planned services and the area for which services have been designed to ensure the efficient provision of infrastructure, open space and transportation services;**
  - d) Demonstrate how site land uses and development will be organized and zoned to ensure compatibility with adjoining land uses and transportation systems;**
  - e) Provide as may be appropriate for the staging or phasing of development, including provisions for the extension and cost sharing for services and the provisions for capital levy payments and cost recovery;**
  - f) Design features for special purposes such as landscaping, buffers, open space, and pedestrian and vehicular accesses; and**
  - g) Design, policy, cost sharing and local authority decision guidelines as may be agreed between Council and the responsible provincial highway authority for the management of setbacks, access, parking, drainage, provision of traffic controls, street lighting and sidewalks along provincial highways within the Middlechurch Planning Area.**

### **5.1.3 Development Agreements**

- 1. As a condition of development approval, a Developer may be required to enter into a Development Agreement with the Municipality to ensure that the development will take place in such a manner as to be consistent with:**
  - a. municipal servicing standards;**
  - b. Is sensitive to the general well being of the surrounding property owners; and**
  - c. Protects the interests of the community as a whole.**
- 2. A development agreement will be guided by the following policies:**

- a) The Agreement will, as appropriate, define the nature of the development and level and standards of workmanship for infrastructure services and utilities, to be installed by the Developer;*
- b) Identify the dedication of land or value of cash in lieu of payment for public open space access;*
- c) Identify as may be appropriate the timing and phasing of development;*
- d) Identify the developers' financial commitments to the public, including payments of capital levies as may be required and the posting of securities to guarantee the completion of the project; and*
- e) Confirm procedures and requirements under which the Municipality will facilitate reimbursement of infrastructure expenses front-ended by the Developer and the Municipality's obligation to collect and reimburse from other benefiting land owners their computed share of servicing costs.*

## **5.2 Identifying Targets**

A critical element in achieving the goals of the Secondary Plan is to understand when we've met those goals. Measuring and tracking sustainable development goals requires identifying targets that can be measured by defined goal achievement ratings. Sustainability goals should be considered over the short, medium and long term. Providing timelines and establishing sustainable development indicators are critical to ensure that goals are met, tracked and maintained over the life of the plan.

Providing indicators is important for community feedback and is a helpful tool for tracking the successful implementation of the plan. Indicators are also important for identifying socio-economic trends and for evaluating the success of the plan in reaching the community's quality of life needs. Typical environmental indicators include measuring GHG, the amount of water or electricity used by municipal, residential and commercial sectors, or quantities of waste produced. Additionally, social indicators may include availability of housing options. In either case, indicators need to reflect the values of the community and should be created with their participation. Applying a set of sustainable development indicators from one community to another simply may not be desirable. For example, the quality of life needs of a rural community might not be applicable to those of a suburban neighbourhood. It is only through community engagement and participation that sustainable development indicators will be reflective of the needs of the community and address existing and emerging planning issues.

## 5.3 Monitoring Performance Plan Amendment Guidelines

Over the life of the Middlechurch Sustainable Community Plan it may be probable that course correction will be needed and policy changes may be warranted from time to time. Similarly new implementation initiatives may be needed and priorities may require adjustment in response to the varied and changing conditions in the Planning District, surrounding municipalities, including the City of Winnipeg. Monitoring facilitates our ability to respond to these changes and can improve the quality of our decision-making. Responsiveness, adaptability and continuous improvement will be enhanced through a commitment to tracking key indicators of social, economic, environmental and fiscal conditions and by understanding the real changes to our quality of life and their underlying causes. It is vital to monitor and track how far we have come and to see how we can do even better.

Progress and success can be determined from periodic assessments of the Plan's key policies and targets. These periodic assessments will look at the success of the neighbourhood, commercial, missed use and servicing strategies of the Plan and the quality of the living environments we have created.

These assessments may reveal new emerging priority areas that may be addressed through changes to the Secondary Plan itself. The following policies provide guidance for the understanding and interpretation of the text, maps, schedules, figures and images of this Plan.

### 5.3.1 Site Specific Secondary Plan Amendment Guidelines

The following policies provide guidance to the initiation of a site specific Secondary Plan amendment:

- 1. *The following conditions shall determine the timing of a Site Specific Secondary Plan amendment:***
  - a. *Conversion is required to maintain a five year supply of buildable residential, mixed use, commercial centre and highway commercial lands and market place choice within the designated Middlechurch Settlement Centre;***
  - b. *Required to ensure the balanced and sustainable growth of the Middlechurch Settlement Centre;***
  - c. *Represents a logical expansion to and can be integrated with the Middlechurch Neighbourhood Development Strategies and infrastructure services.***

## 5.4 Interpreting the Plan

The following policies provide guidance for understanding and interpretation of the text, maps, and illustrations within the Secondary Plan.

- 1. *The Middlechurch Secondary Community Plan should be read as a whole to understand it's comprehensive and integrative intent as a policy framework for priority setting and decision-making.***

2. *Boundaries illustrated for Land Use Policy Maps designations are general. Where the general intent of the Plan is maintained, adjustments to the location or boundaries of land uses will not require amendment to the Middlechurch Secondary Community Plan.*
3. *The organization of land uses, development phasing, transportation corridors, land drainage, open space systems and service extensions are generally illustrated in the Reference Plans and neighbourhood development Strategy Concept Plans. These Plans are guides only for physical design and site planning purposes actual design may differ from the Reference and Concept Plans based upon the development review and approval process.*
4. *The indication of any proposed roads, parks, municipal services or infrastructure in policy text Concept Plans or on Reference Plans will not be interpreted as final. Adjustments to the location of these features may result from the development approval process as more detailed design information is available, adjustments do not require an amendment to the Plan, provided they meet the general intent of the Plan.*
5. *The indication of any proposed roads, parks, services of infrastructure in policy text or on the Concept Plans or Reference Plans will not be interpreted as necessarily being specifically or solely the responsibility of the Municipality to provide, finance or otherwise implement.*

## **5.5 Encouraging Collaborative Planning**

In order to encourage a cooperative approach to sustainable growth management the municipality will:

1. *Encourage cooperative approaches to development, land use and provision of infrastructure services within Middlechurch, West St. Paul its District Planning Partners and the City of Winnipeg.*
2. *Find ways to equitably share the benefits and costs of growth which may be reliant on shared infrastructure with adjoining municipalities.*
3. *Create a sustainable growth strategy by encouraging dialogue among the Region's stakeholders to take a broader, coordinated and more inclusive view on how best to respond to opportunities and constraints to improve the region's competitive position with respect to other major Canadian and international urban centered regions.*
4. *Plan to solve growth problems we share with the region such as sewage waste management, solid waste management, security of potable water supply and link regional development objectives to local planning goals.*



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## **Policy Map #1 – Land Use**

## **Reference Map #1 – Open Space Concept Plan**

## **Reference Map #2 – Transportation Concept Plan**

## **Reference Map #3 – Key Intersection Improvements Concept Plan**

## **Reference Map #4 –Wastewater Trunk Servicing Concept Plan**

## **Reference Map #5 – Land Use Allocation of Wastewater Demand**

## **Neighbourhood Concept Plan #1 – CP Rail Corridor**



## **Neighbourhood Concept Plan #2 – Red River Corridor**

## **Neighbourhood Concept Plan #3 – Riverdale West Area**

## **Neighbourhood Concept Plan #4 – Grassmere Creek Area**