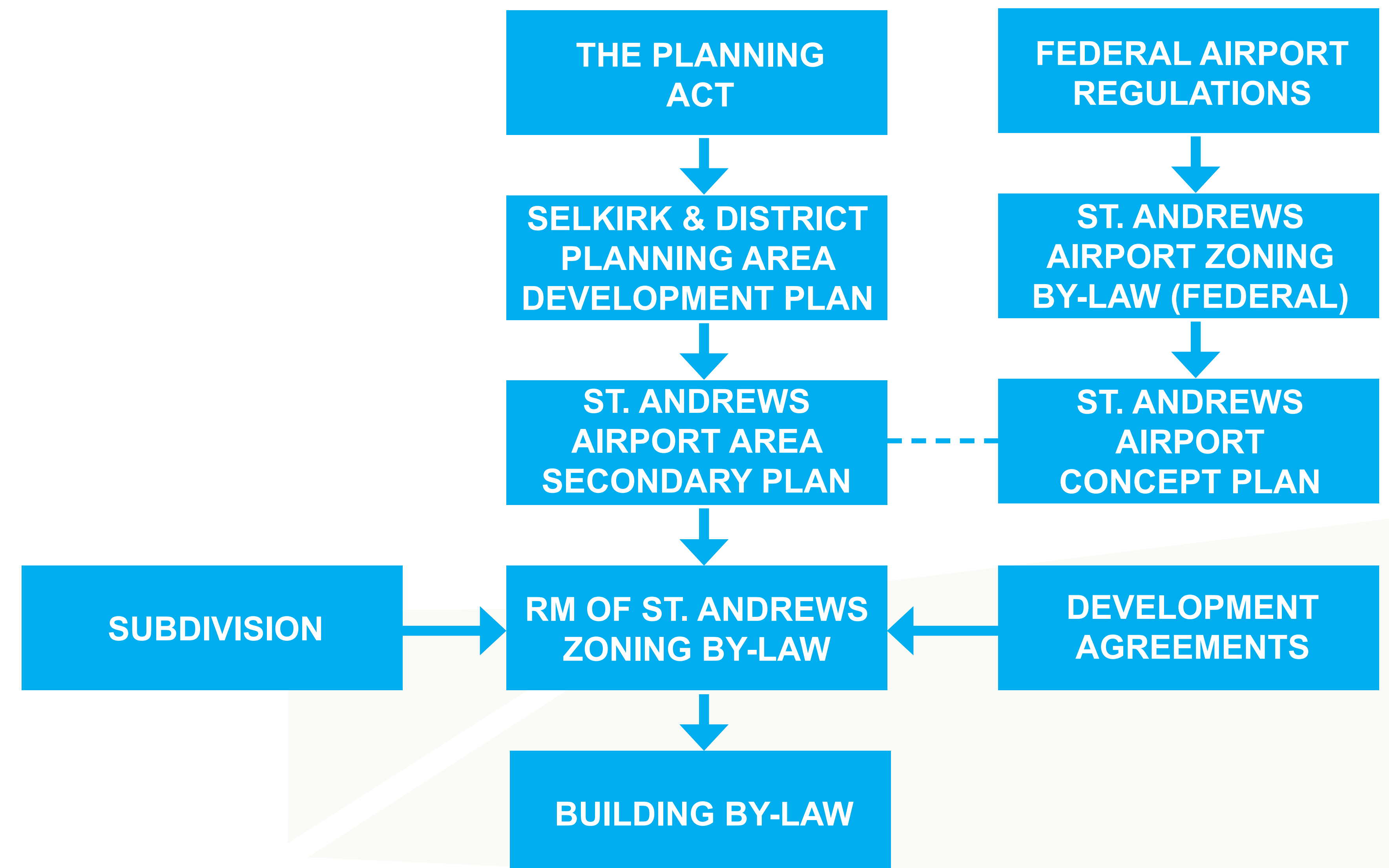


Welcome to St. Andrews Airport Area Secondary Plan Open House



Planning Framework

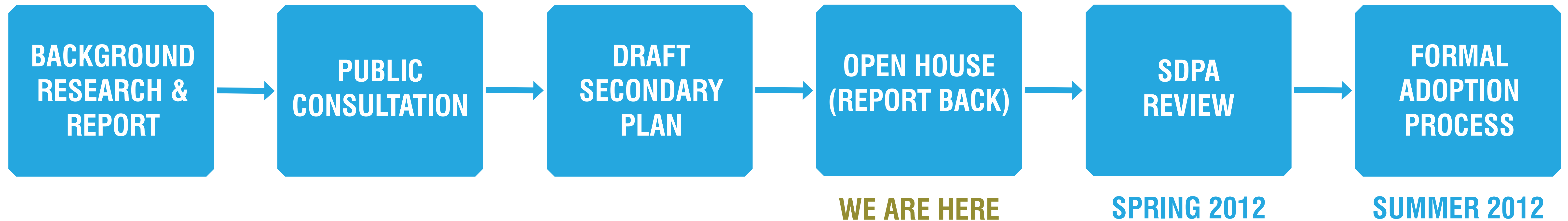
- In accordance with The Planning Act, a planning authority may adopt a Secondary Plan to deal with any issues or objectives identified in the Development Plan. A Secondary Plan must be generally consistent with the Development Plan.
- A Secondary Plan will be implemented in conjunction with other planning controls and provincial policies, regulations, guidelines and licensing requirements that are available to the municipality or planning district.
- Development on Airport lands is not subject to provincially regulated planning tools as it falls within federal jurisdiction. However, consideration for the types and location of development on St. Andrews Airport lands were considered within this planning process.



Planning Process



St. Andrews Airport Area Planning Process



Purpose of the Secondary Plan



- The purpose of the St. Andrews Airport Area Secondary Plan is to establish policies that will guide future land use and development for the area surrounding the St. Andrews Airport.

The St. Andrews Airport Area Secondary Plan:

- Considers the future expansion of the airport.
- Encourages future commercial and industrial development that is compatible with the airport.
- Promotes green building design, energy and water conservation, waste reduction and environmentally conscious landscaping practice.
- Establishes improved development and design standards for commercial and industrial development.
- Plans for a safe and efficient transportation network that will provide for future access and circulation.
- Promotes the development of walking and biking pathways.
- Reduces conflict between neighboring land uses through mitigation measures such as adequate buffering and separation distances.
- Restricts any land use that is incompatible with an airport and associated commercial and industrial development.

Consultation



- An on-line survey and community workshop generated feedback and discussion on the future development and land uses. The following boxes highlight some of the feedback received.

Commercial & Industrial

- Local businesses provide an opportunity to work close to home.
- There is a need to expand commercial and industrial uses.
- Need for an increase in the number and variety of local services (restaurant, convenience store, gas station, etc.).

Residential

- Residents enjoy living in the area, valuing their close proximity to the airport, availability of large lots and the quiet, peaceful atmosphere.
- If future residential development is to occur on St. Andrews Airport lands, it should only be for those that operate aircraft.

St. Andrews Airport

- The Airport is an economic generator for the R.M. of St. Andrews and Airport expansion is encouraged.

Active Transportation

- Residents and business owners would like to see walking and biking pathways incorporated throughout the study area.

St. Andrews Industrial Park

- Business owners would like to see consistency regarding land development regulations and decisions.
- Business owners are supportive of the implementation of reasonable building design and landscaping standards.

Transportation

- Need for increased frequency of trips and/or increase in the number of public transit service buses.
- Desire for transit service to the Airport area.
- Need for improved roadways and intersections (existing and future).

Sustainability

- Passive-solar building design, recycled building materials, energy-efficient heating and cooling systems, water conservation and surface water retention areas should be encouraged.

Infrastructure & Services

- New development must not have a negative impact on existing surface water drainage.
- Need for potable water supply and wastewater services in the study area.

Building Design & Landscaping Standards

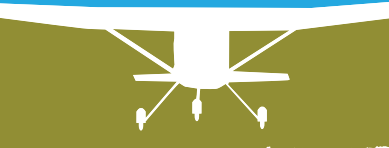
- Building design, landscaping and parking area standards should be established.

Services

- Opportunity to warehouse goods that are bound for northern communities at the Airport.
- Opportunity to provide medical services (i.e., dialysis treatment, clinic, pharmacy, etc.) at the airport for residents from northern communities travelling to and from Winnipeg for more intensive medical services.
- Opportunity to develop a hotel at the airport.

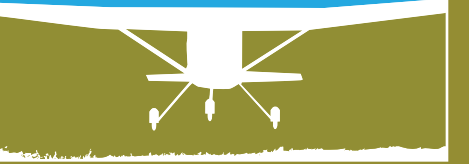


Land Use

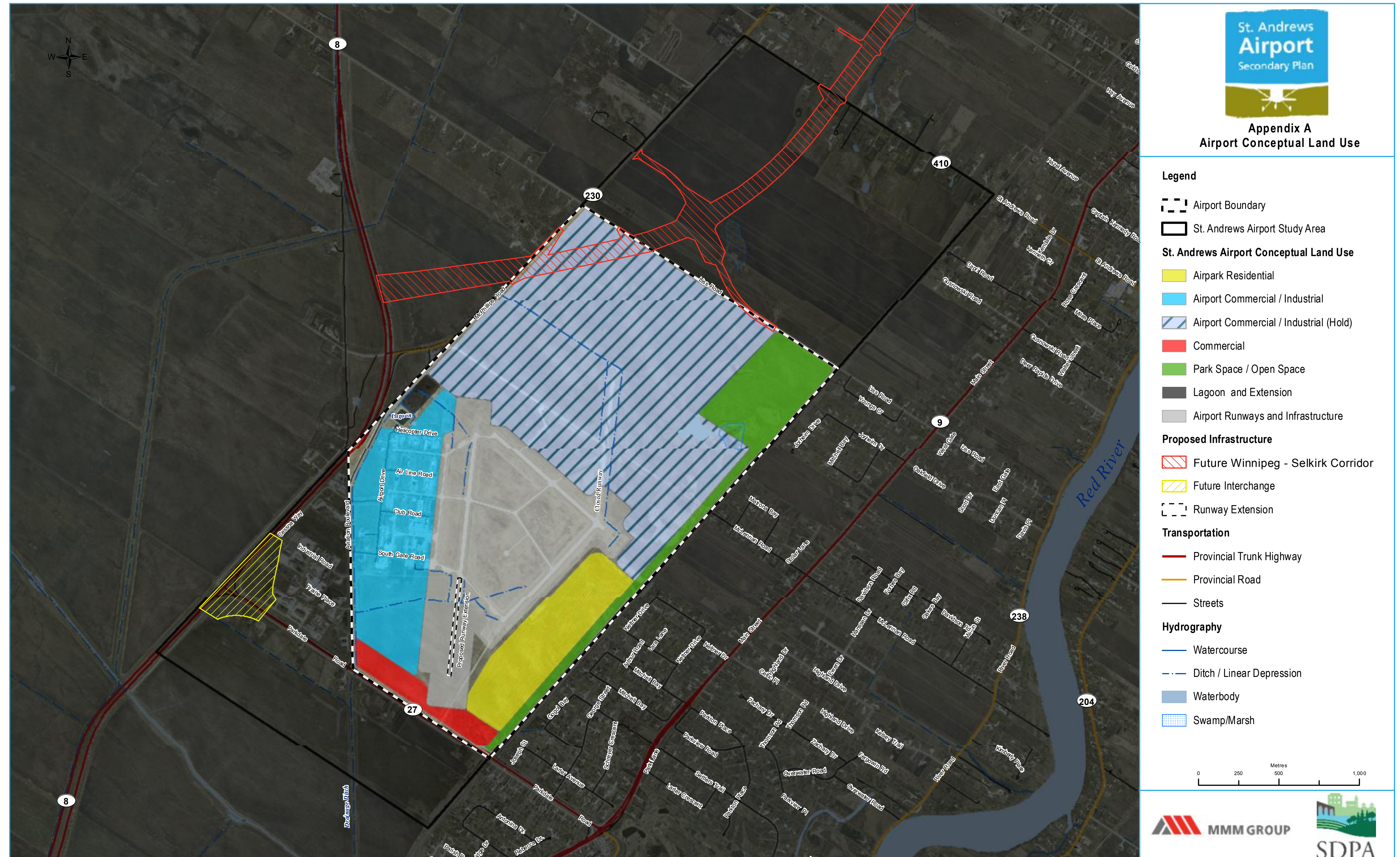


St. Andrews Airport

St. Andrews
Airport
Secondary Plan



- The Secondary Plan policies are not in effect within the Airport boundaries.
- Development is federally regulated and there is federal input on surrounding land uses planned in the vicinity of the Airport to protect the safe operation of the Airport.

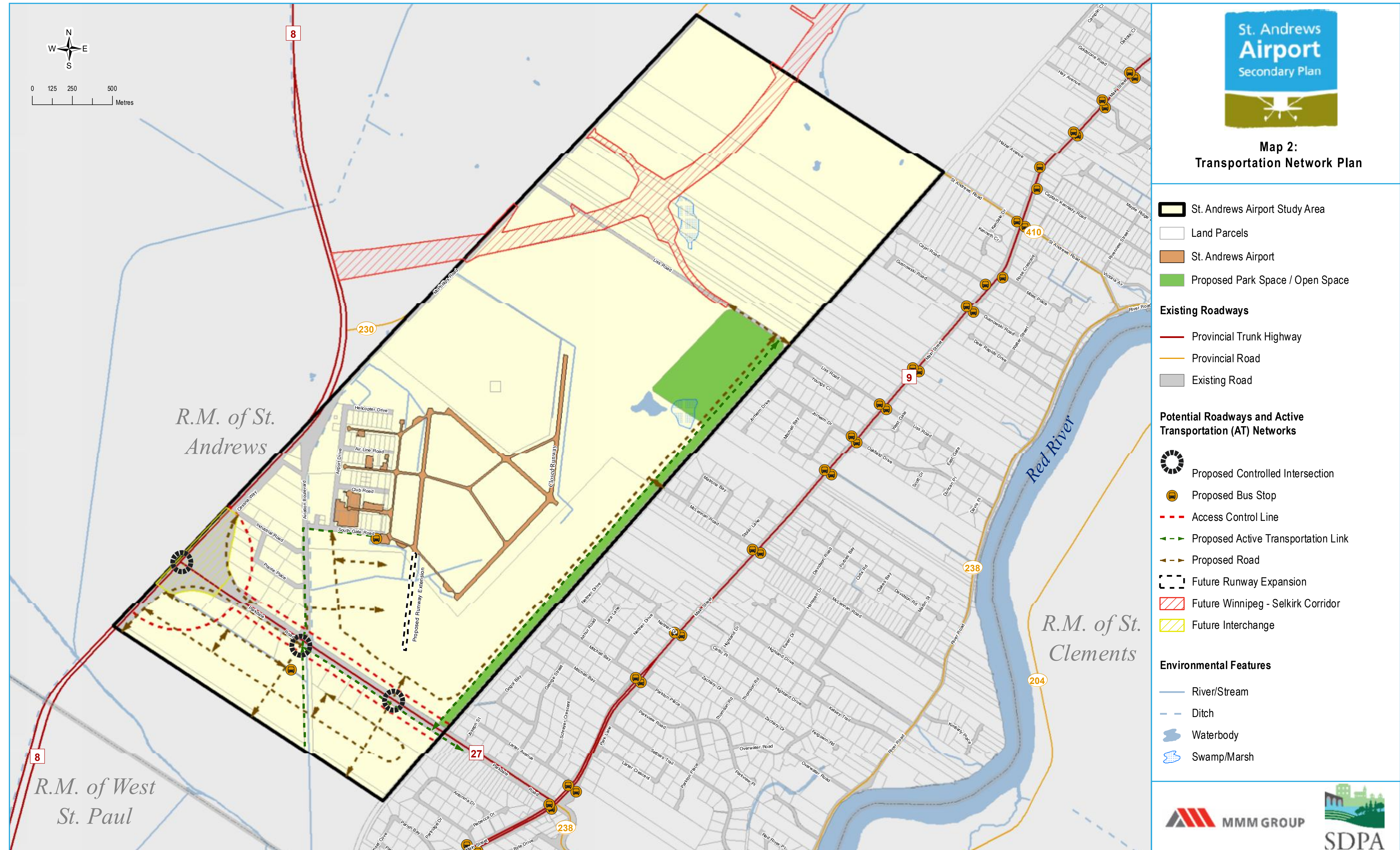


Transportation



- The St. Andrews Airport study area is bordered by PTH No. 8 directly to the west and PTH No. 9 slightly past the eastern border. Each highway provides a major direct connection between the study area, the City of Winnipeg, the City of Selkirk and surrounding communities. As these routes are heavily travelled, it is essential to plan for safe and efficient access into the area.
- There is the need to plan for a logical and safe road network within the area boundaries as new businesses locate here.
- A Transportation Impact Analysis Study has been conducted in conjunction with this Plan, which is based on an assumed build-out of the area. This study is a requirement by Manitoba Infrastructure and Transportation (MIT) for the re-designation of additional lands for Business Park use during the Development Plan review process.
- Intersection improvements will be required to those intersections identified on the Transportation Map. These improvements will be implemented as development is approved in the area.
- The St. Andrews Airport, the R.M. of St. Andrews and the Province of Manitoba should establish when and how the road improvements will be paid for.

Transportation



Sustainable Building Design & Guidelines

St. Andrews
Airport
Secondary Plan



Building Orientation



Landscaping



Pathways & Lighting



Water Conservation (Bioswale)

- The Sustainable Building Design and Landscaping Policies are an integral part of this Secondary Plan.
- Design standards and policies for more sustainable design of buildings is provided. These include energy efficiency and water conservation measures, landscaping, buffering, fencing, parking, screening of storage, service and loading areas, signage and lighting.
- These components help to enhance the aesthetic quality of buildings, create comfortable and inviting spaces, improve the function of the site, establish a strong identity for the area, and improve the quality of life of those who live, work and visit the area.
- The policies have been inspired by the standards created for Leadership in Energy and Environmental Design (LEED) for Neighbourhood Development.

Water, Wastewater & Drainage

- The natural surface drainage in the study area is generally good as a large drainage channel runs through the area. Provincial regulations require that development shall not increase the drainage flows during peak precipitation periods. Consideration of increased water run-off from new development must be addressed at the subdivision level and areas with the capacity to store water on site during peak precipitation periods.
- The study area does not currently have a potable water system. Localized wells provide raw water which is non-potable and bottled water or cisterns are commonly used. All local business owners are responsible for their own wells.
- An independent sewer system and sewage treatment facility (lagoon) services the airport lands, but the existing lagoon is presently at capacity. The airport will need to expand the existing treatment facility in order to accommodate future development or find an alternative system to support additional development.
- The remaining parts of the study area must incorporate on-site wastewater systems. Holding tanks may be considered for land uses that do not utilize a significant amount of water. Future expansion of wastewater services at the airport or in the region may want to consider expansion into this employment area to support additional growth and to share the costs of additional capacity requirements.





Thank You!

Please take the time to
complete a comment sheet.

