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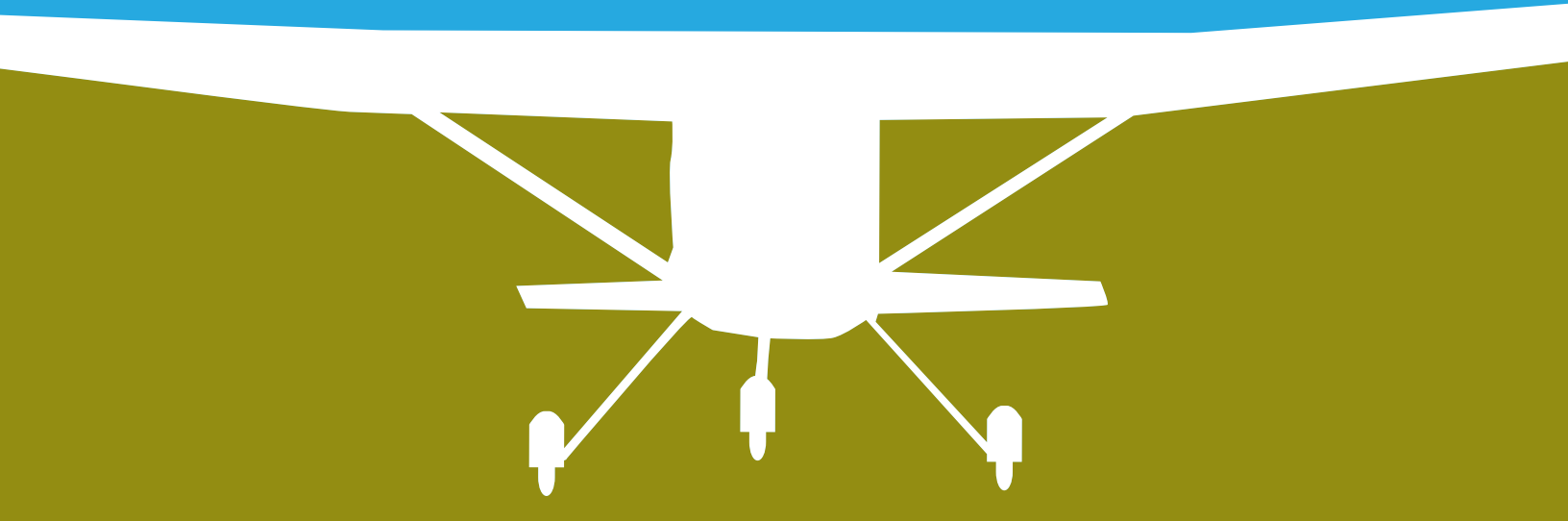
# St. Andrews Airport Area Secondary Plan

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## Prepared For:

Rural Municipality of St. Andrews  
&  
Selkirk and District Planning Area Board

August 2012



# **ST. ANDREWS AIRPORT AREA SECONDARY PLAN**

**Rural Municipality of St. Andrews  
&  
Selkirk and District Planning Area Board**

August 2012

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## MAP 1 – Land Use Plan

## MAP 2 – Transportation Network Plan

## APPENDIX A – Airport Conceptual Land Use Plan

## 1.0 INTRODUCTION

### 1.1 Purpose of a 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 is a by-law adopted by the St. Andrews Council and is generally consistent with the Development Plan, in accordance with the provisions of *The Planning Act*.

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 the area as a business centre that is exemplary in 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 into the area.
- Promotes the development of walking and biking pathways.
- Reduces conflict between neighboring land uses through height and noise provisions, adequate buffering and separation distances.
- Restricts any land use that is incompatible with an airport and associated commercial and industrial development.

The Plan will be effective for approximately five years from the time of its adoption and be reviewed and revised after the review and rewrite of the Selkirk and District Planning Area (SDPA) Development Plan.

## 1.2 Location

The St. Andrews Airport Area Secondary Plan study area is located within the SDPA boundaries and entirely within the Rural Municipality (R.M.) of St. Andrews. The study area is approximately 2,257 acres or 9.14 sq. km in size. It is generally situated between Provincial Trunk Highway (PTH) No. 8 to the west, the Canadian Pacific (CP) rail line to the east, St. Andrews Road to the north, and approximately 563 m south of Parkdale Road (PR No. 27). Although the Plan is referred to as the St. Andrews Airport Area Secondary Plan, the airport boundaries constitute only a portion of the study area, as indicated in **Figure 1**.





Figure 1:  
Study Area

Legend

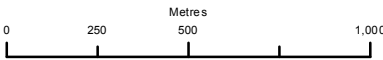
- St. Andrews Airport
- St. Andrews Airport Study Area

Proposed Infrastructure

- Future Winnipeg - Selkirk Corridor

Transportation

- Provincial Trunk Highway
- Provincial Road



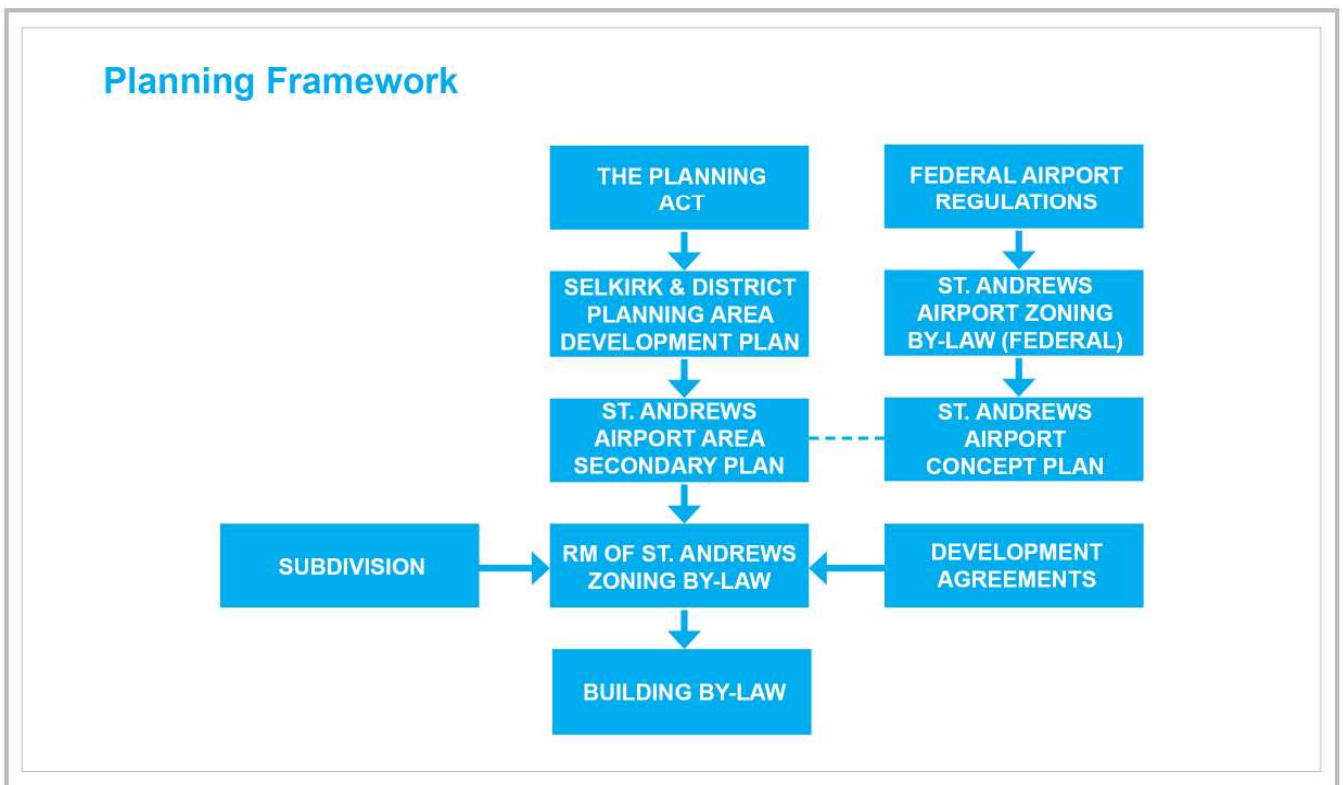


### 1.3 Regulatory Framework

Section 63 of *The Planning Act* states that, “secondary plans must be consistent with the development plan”. Within the SDPA Development Plan, the St. Andrews Airport Area includes three land use designations, including “Business Park”, “Resource & Agriculture” and “Agriculture Restricted”. The Development Plan establishes a broad planning framework for the district and outlines policies for each of the designated areas. However, the Development Plan directs that more detailed secondary plans be prepared for each designation, as is the role of this particular planning document.

In accordance with *The Planning Act*, the Selkirk and District Planning Area Board (SDPAB) guides land use planning within their jurisdiction. The SDPAB is responsible for the adoption, administration, and enforcement of the development plan by-law. The member municipalities are responsible for the adoption and implementation of the secondary plans and zoning by-laws within their jurisdiction.

**Figure 2** illustrates the hierarchy of planning policy, regulations and implementation for the study area.



**Figure 2: Planning Framework**



### 1.3.1 Federal Airport Regulations

The area consisting of and surrounding an airport requires special planning consideration due to the significant impact of air traffic on land uses, and vice versa. In 1999, the Federal Government transferred ownership of the St. Andrews Airport to the R.M. of St. Andrews. Although the airport is owned by the R.M., land use decisions within the airport boundaries and surrounding areas remain under the jurisdiction of Transport Canada through the *Airport Zoning Regulations* (SOR/81-948). According to the *Canadian Aeronautics Act*, Airport Zoning is a federal regulation that can:

- Protect the airport's obstacle limitation surfaces from obstructions, including buildings, structures and natural growth (i.e., trees).
- Protect against uses that attract birds.
- Protect against electronic interference with navigational aids.

These federal zoning regulations differ from the regulations included within the municipal zoning by-law as they have been created specifically to protect the airport and neighbouring land uses. As it has higher legal standing, the federal zoning regulation takes precedence over the municipal zoning by-law.

Municipal and district by-laws do not have jurisdiction over land uses and development control on St. Andrews Airport lands. Construction of buildings on these lands will be guided by the provisions of the National Building Code. SDPAB planning staff may be consulted when required to assist with various applications.

### 1.3.2 Development Plan

The Development Plan serves as a guide for directing planning matters through high-level policy. However, a development plan in itself is not a complete planning tool. It must be used in conjunction with other planning controls and provincial policies, regulations, guidelines and licensing requirements that are available to the municipality or planning district under *The Planning Act* and other provincial legislation. Implementation of a development plan's policies and programs is carried out by using the following planning tools.

#### 1.3.2.1 Secondary Plans

Section 63 of *The Planning Act* provides Council the authority to establish secondary plans to deal with objectives and issues within its scope of authority in a part of the district. Secondary plans must be consistent with the SDPA Development Plan and help guide the municipal zoning by-law provisions. For example, a secondary plan can deal with road patterns, subdivision

design, site design standards and building standards, be used to promote economic development, and protect heritage or sensitive resources.

The St. Andrews Airport Area Secondary Plan shall be reviewed as needed. However, a review should be conducted in no less than five year increments. The review process may be harmonized to coincide with, or be incorporated into, the legislative reviews of the SDPA's Development Plan review.

#### **1.3.2.2 Zoning By-law**

A zoning by-law is the principal regulatory tool to control land use. It establishes various land use districts, determines both permitted and conditional uses, and prescribes relevant development standards and requirements that are applicable in each land use district. The Development Plan and secondary plans are used as guides in preparing or amending the Zoning By-law.

#### **1.3.2.3 Subdivision**

*The Planning Act* contains detailed provisions and regulations governing the form and approval of subdivision applications. Part 8 of *The Planning Act* states that, “a subdivision of land shall not be approved unless the Council of the municipality in which the land proposed for subdivision is located, has by resolution given its approval, with or without conditions”. A subdivision plan will only be approved if it complies with the objectives and policies of the Development Plan and all other relevant by-laws. The SDPAB has subdivision approving authority.

#### **1.3.2.4 Building By-laws**

Land development and land use proposals for individual building projects are subject to the provisions of other municipal by-laws, such as building by-laws, lot grading by-laws, building safety and property standards by-laws, licensing by-laws and the Manitoba Building Code. These by-laws and regulations not only complement the Zoning By-law, but set out the terms, conditions, and procedures upon which building permits may be issued. Through the building by-laws, Council may establish the minimum standards of construction, maintenance, and occupancy which new and renovated buildings must meet in order to protect the safety and health of the public. The standards in these by-laws and regulations can also guide the physical appearance and environmental quality of development.

#### **1.3.2.5 National Building Code**

The St. Andrews Airport administration reviews building applications on the St. Andrews Airport lands in the context of the National Building Code to ensure facilities are constructed with high standards.

### **1.3.2.6 Capital Expenditures**

The capital expenditure program is among the most crucial considerations for giving effect to the programs and policies outlined in the Secondary Plan. Allocation of funds under this program for improvement, expansion, or initiation of capital works establishes the community's commitment to a prioritized program of development. Once the Secondary Plan has been adopted, the R.M. of St. Andrews' subsequent capital expenditure programs shall be consistent with the provisions of the Plan.

### **1.3.2.7 Development Agreements**

Section 150 of *The Planning Act* provides the Municipality with the opportunity to implement a development agreement as a condition of amending a zoning by-law, making a variance order, or approving a conditional use. Section 150 of *The Planning Act* identifies the following areas that may be addressed within a development agreement:

- a) Use of land and any existing or proposed building.
- b) Timing of construction of any proposed building.
- c) Siting and design, including exterior materials, of any proposed building.
- d) Provision of parking.
- e) Landscaping, the provision of open space or the grading of land and fencing.
- f) Construction or maintenance — at the owner's expense or partly at the owner's expense — of works, including but not limited to, sewer and water, waste removal, drainage, public roads, connecting streets, street lighting, sidewalks, traffic control, access and connections to existing services.
- g) Payment of a sum of money to the planning district or municipality in lieu of the requirement under clause (f) to be used for any of the purposes referred to in that clause.
- h) Dedication of land or payment of money in lieu thereof.

### **1.3.2.8 Land Acquisition**

Section 66 of *The Planning Act* states that, “a municipality may acquire land by gift, purchase or expropriation (under *The Expropriation Act*) in order to implement any part of a development plan by-law or secondary plan by-law. Moreover, the land may be sold, leased or otherwise disposed of by the district or municipality if it is no longer required”.

### 1.3.3 Interpretations

#### Maps

The boundaries and symbols shown on the maps contained herein are intended to be approximate only and should be considered as such. They are not intended to identify specific locations, except where a boundary is located on an easily identifiable natural or manmade landmark such as a river or roadway. It is important to note that the map included in **Appendix A - Airport Conceptual Land Use Plan** is only to be used for reference purposes and is not subject to the policies outlined in the Secondary Plan.

#### Policy Application and Interpretation

- a. Where an intent statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the intent statement and the policy, the policy shall take precedence.
- b. Where “may” is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.
- c. In cases where the word “shall” is included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from, provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.
- d. In cases where the word “should” is used in a policy, the policy is intended to apply to a majority of situations. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.
- e. Where “must” is used in a policy, the policy is mandatory without exception.

## 1.4 Background

The St. Andrews Airport lands constitute a significant portion of the study area. The airport was developed in the early 1960s as a satellite airport to Winnipeg’s International Airport. It is located north of the City of Winnipeg and the R.M. of West St. Paul and south of the City of Selkirk. It is surrounded by agricultural lands, rural residential areas and the St. Andrews Industrial Park. Besides the James Armstrong Richardson Winnipeg International Airport, St. Andrews Airport is the only other airport in Manitoba with a NAV CANADA ATC control tower and continues to serve as the Winnipeg area base for light aircraft. To date, St. Andrews Airport



remains the second busiest airport in Manitoba, accounting for approximately 22 percent of all reported aircraft movements within the province.

St. Andrews Airport has a variety of land uses on site. Businesses located directly on airport lands are tenants of the airport and the majority of businesses provide airport-related services. A few of these services include:

- Two scheduled air carriers.
- Two fixed-wing pilot training units.
- Two helicopter charter operators.
- A helicopter pilot training school.
- Commercial hangar space.
- Aircraft rentals.
- Aircraft maintenance repair.
- Aircraft fuel cap and tank manufacturing.

There are a few non-aviation related uses located on the airport lands, including: driver vehicle training services, a crematorium and a general contractor establishment. There are students living in dormitories located on the airport lands at various times throughout the year. Medevac services are accommodated at the airport for Selkirk Mental Health Centre clients.

There are intentions to extend the existing runway southward. This will have an impact on future land uses, including setbacks, height and noise considerations. Future land uses that may be attracted here include a hotel and a warehouse for storing goods bound for northern Manitoban communities. The extended runway will result in larger aircraft landing here, which may be louder than smaller aircraft. The extended runway will enable carriers to haul in more goods and people which will have a direct spin-off for additional services and warehousing.

The St. Andrews Industrial Park is located adjacent to the airport lands and constitutes another significant portion of the study area. The Industrial Park provides for a limited range of low impact industrial uses dominantly within enclosed buildings and accessory outside storage. There are several different businesses located here, including: trucking outfits; general contractors; recycled auto parts; a recreation vehicle manufacturer; amusement rides for carnival midways; and a storage building for the Western Canadian Aviation Museum. These are compatible uses as they do not put undue pressures on municipal services such as wastewater or water systems.

The airport leases approximately 800 acres of the study area for agricultural purposes with only 500 acres cultivated and cropped regularly. Although this land is zoned Agricultural, there are specific crop restrictions and site management guidelines included within the current lease agreement. These regulations help to control the types of crops grown here and recommend methods for managing the site due to bird and wildlife management criteria for areas surrounding airports.

There are only a few single-family residences within the study area, with the majority located along Parkdale Road and St. Andrews Road.

St. Andrews Airport and associated industries are significant employers for the District and economic generators for the R.M. of St. Andrews. Protecting the airport from incompatible land uses is a priority.

## 2.0 COMMUNITY PLANNING PROCESS

The St. Andrews Airport Area Secondary Plan process began with the formation of a Steering Committee. The Steering Committee consisted of seven community members (landowners, business owners, etc.), the Reeve of the R.M. of St. Andrews, four area councillors, two representatives from St. Andrews Airport Inc., and two representatives from the SDPAB.

Community members had various opportunities to provide input throughout the development of the Secondary Plan. The following list outlines the stakeholder engagement activities, including:

- An on-line survey.
- Community conversations (informally conducted interviews with community members, landowners, and business owners).
- A community workshop.
- Meetings and discussions with provincial departments and agencies (Provincial Planning Services, Manitoba Local Government, Manitoba Infrastructure and Transportation, Manitoba Agriculture, Food and Rural Initiatives and Transportation Canada).
- An open house.

## **2.1 Analysis of Stakeholder Input**

The on-line survey and community workshop generated feedback and discussion that was documented, compiled, and consolidated into common subject areas. The following paragraphs summarize the feedback received.

### **St. Andrews Airport**

- The airport is an economic generator for the R.M. of St. Andrews.
- Aircraft noise and traffic are not significant issues for nearby residents.
- Airport expansion is encouraged.

### **St. Andrews Industrial Park**

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

### **Infrastructure and Services**

- Surface water drainage is a concern (particularly in the St. Andrews Industrial Park).
- Need for potable water supply on airport lands.
- Need for wastewater services for the entire study area.

### **Transportation**

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

### **Active Transportation**

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

## **Commercial and Industrial**

- Local businesses provide an opportunity to work close to home.
- Future opportunities to expand upon existing commercial and industrial uses.
- Need for an increase in the number and variety of local services such as a restaurant, convenience store and gas station.

## **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.

## **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.

## **Building Design and Landscaping Standards**

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

## **Sustainability**

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

## **3.0 ST. ANDREWS AIRPORT AREA SECONDARY PLAN**

The Secondary Plan is a valuable tool to help guide development decisions. Once a secondary plan is adopted, all proposed developments must conform to the applicable provisions and be used to help guide provisions in the Zoning By-law. A Secondary Plan enables residents and Council to guide the direction of development, ultimately creating a more sustainable, vibrant, aesthetically pleasing and economically sound community.



As part of the By-law, **Map 1 – Land Use Plan** identifies land use designations that apply to the study area and should be reviewed in conjunction with the applicable policies.

### **3.1 General Planning and Sustainability**

The overall goal of the St. Andrews Airport Area Secondary Plan is to establish, maintain, and develop land uses that are compatible with the St. Andrews Airport. The Plan promotes the area as a business centre that encourages green building practices, the incorporation of alternative energy sources, and celebrates thoughtful built form and landscaping design. Creating a sustainable community is vital to the long-term success of the area. This document endeavors to address the current needs of the area while planning to meet the needs of future generations of residents, landowners, business owners, and developers.

#### **3.1.1 Objectives**

The objectives of the St. Andrews Airport Area Secondary Plan are as follows:

1. To provide for potential future expansion of the airport.
2. To encourage future commercial and industrial development that is compatible with the airport.
3. To promote the area as a business centre that is exemplary in green building design, energy and water conservation, waste reduction and environmentally conscious landscaping practice.
4. To establish improved development and design standards for commercial and industrial development.
5. To plan for a safe and efficient transportation network that will provide for future access into the area.
6. To promote the development of walking and biking pathways.
7. To reduce conflict between neighboring land uses through height and noise provisions, adequate buffering and separation distances.
8. To restrict any land use that is incompatible with an airport.

### 3.1.2 General Policies

The following policies apply to all lands located south and north of the St. Andrews Airport:

1. All development shall be implemented in accordance with:
  - a. **Map 1 – Land Use Plan**
  - b. **Map 2 – Transportation Network Plan**
2. All development must be in accordance with Transport Canada's St. Andrews Airport Zoning Regulation.
3. The following land uses in the Secondary Plan area shall be discouraged due to their potential to attract birds:
  - a. Agricultural crops, including barley, oats, wheat (particularly durum), corn, sunflower, clover, berries and apples.
  - b. Intensive livestock operations.
  - c. Outdoor drive-in theatres.
  - d. Managed and/or supplemented natural habitats (e.g., refuges or sanctuaries).
4. If considered appropriate, the following land uses may be considered, however, mitigated measures must be implemented as a condition of approval in order to avoid attracting birds:
  - a. Restaurants and picnic areas (food and garbage concerns).
  - b. Hay cutting, baling and storage (insect and mouse potential).
  - c. Fair grounds and game farms (livestock manure piles).
  - d. Sewage lagoons and large linear stormwater retention ponds.
5. In order to ensure adequate visibility at airports is maintained, industrial/manufacturing processes that generate smoke, dust, or steam and result in a reduction of visibility under certain micro-climates shall be discouraged. Examples of such activities include, but are not limited to:
  - Pulp mills
  - Steel mills

- Quarries
  - Incinerators
  - Cement plants
  - Sawmills (slash and sawdust burners)
  - Refineries
6. Residential uses shall not be allowed to locate in areas that are not designated for residential or agricultural uses. Existing residential uses in commercial and industrial areas shall be deemed non-conforming; allowed to continue, but discouraged from expanding.
  7. Accessory residential to industrial uses may be considered as a conditional use.
  8. Development shall be compatible with its surroundings and conflicts will be prevented and/or minimized.
  9. The SDPA Zoning By-law should be amended to reflect the policies included within the Secondary Plan.
  10. The Secondary Plan shall be reviewed in conjunction with the SDPA Development Plan review.

## **3.2 The Study Area**

The Secondary Plan study area has been divided into two distinct areas.

- Area South of the Airport.
- Area North of the Airport.

The airport is federally regulated and outside the parameters of the Secondary Plan By-law. However, this By-law has been created with direct input from St. Andrews Airport personnel in order to ensure that the land uses proposed are considered in terms of the impact of development on the area as a whole.

The objectives and policies providing direction for the above-noted areas are outlined in the following sections.

### **3.3 Area South of the Airport**

The area south of the airport includes the St. Andrews Industrial Park, vacant lands designated Business Park, and lands designated Resource and Agriculture in the Development Plan (**Map 1 – Land Use Plan**).

#### **3.3.1 Commercial and Industrial**

##### **3.3.1.1 Introduction**

The St. Andrews Industrial Park consists of various commercial and industrial uses, including: office commercial, salvage yard, manufacturing, warehousing and outdoor storage areas. These uses may continue to operate, but if redevelopment (including expansion, reconstruction or any improvements/changes to the property and/or building) is required, the new design standards outlined in this Plan will apply.

Commercial and industrial businesses play an integral part in the economic sustainability of the R.M. of St. Andrews and the SDPA. The close proximity between the St. Andrews Industrial Park and future nearby Business Park lands will help to create a central economic and employment node within the R.M.

It is expected that commercial and industrial uses will be developed to capacity in the area designated Business Park area within the next five to ten years. The lands designated Resource and Agriculture will not be considered for commercial/industrial use until the adjacent Business Park lands have been fully developed. The Development Plan and Secondary Plan will need to be amended before such uses will be allowed. Residences located south of Parkdale Road will be allowed to continue, but expansions or new dwellings shall not be permitted.

##### **3.3.1.2 Objectives**

1. Identify lands for a variety of commercial and industrial uses that would be compatible within a Business Park designation.
2. Direct all airport-related commercial and industrial uses to lands located within the airport boundaries.
3. Ensure commercial and industrial uses are directed to the St. Andrews Industrial Park or lands designated for future Business Park use.
4. Encourage area businesses to be economic generators for the R.M. of St. Andrews and provide employment opportunities for nearby residents.



5. Increase the aesthetic quality of the commercial and industrial areas through the establishment of building design, buffering/fencing, and landscaping guidelines and standards for all new commercial and industrial buildings.

### 3.3.1.3 Policies

#### 1. LOCATION

Designated Commercial and Industrial lands are identified on **Map 1**. Commercial uses shall be located where the travelling public has clear visibility from adjacent highways. Light industrial uses shall be directed to internal sites of the business park.

#### 2. INFILL SITES

**Intent:** To reduce the development footprint of the study area and to make the most efficient use of the space available.

**Policy:** All existing commercial and industrial sites shall be encouraged to intensify. Infill development will be permitted if the proposed use is compatible with adjacent uses and the local infrastructure has the capacity to handle increased density.

#### 3. ADJACENT SITES

**Intent:** To reduce leap-frog development and provide for more cost-effective ways to extend services by directing development adjacent to existing development.

**Policy:** All future commercial and industrial development shall be located adjacent to or in close proximity to existing commercial and industrial development.

#### 4. ADAPTIVE RE-USE

**Intent:** To reduce unnecessary waste of building materials.

**Policy:** The adaptive re-use of existing commercial and industrial buildings shall be strongly encouraged. The reuse and recycling of building materials shall be encouraged when buildings are being redeveloped or demolished.

#### 5. CONNECTIVITY

**Intent:** To increase connectivity between existing and future commercial and industrial areas.

**Policy:** New businesses shall have access to the proposed road and pathway networks, as indicated on **Map 2**.

## 6. BICYCLE PARKING

**Intent:** To encourage workers and visitors to utilize alternative forms of transportation, particularly cycling.

**Policy:** All commercial and industrial businesses should include bicycle parking. Business operators will be encouraged to include showers and change rooms in their building plans to support active transportation for staff.

## 7. DESIGN GUIDELINES

**Intent:** To increase the aesthetic quality of the area.

**Policy:** The R.M. should develop design guidelines and standards for all new commercial and industrial uses. All future commercial and industrial development shall be subject to these minimum standards for building design (such as high quality and attractive building materials and landscaping) and a high level of sustainable design. Development should integrate natural features into its landscaping, buffering, and/or fencing to improve visual impacts on adjoining areas. These guidelines will be in addition to and reflect the intent of the policies outlined in **Section 3.3.5 on Sustainable Building Design and Landscaping**.

## 8. FUTURE DEVELOPMENT

**Intent:** To preserve certain lands for potential future development.

**Policy:** The lands designated “Resource and Agriculture” and “Agriculture Restricted”, located south of Parkdale Road, north of the study area’s southern boundary, and west of the CP rail line, shall be reserved for future development. Prior to allowing more intensive land uses, the area will be subject to a Development Plan amendment once existing developable areas are nearing capacity or a supply and demand analysis has proven the need for additional lands to address development pressures.

### 3.3.2 Parks, Green Space, and Pathways

#### 3.3.2.1 Introduction

Parks and green space help to diversify predominately commercial/industrial areas. They help to create comfortable, inviting spaces and establish connections between the built environment and the natural environment. They also encourage community members to maintain a healthy lifestyle while spending time outdoors, engaging in physical activity and socializing.

Prior to this Plan, parks and green spaces were not identified or designated within the study area. The R.M. of St. Andrews operates soccer pitches on airport lands and the potential site of a new recreation complex has been identified in the northern portion of the airport lands. The airport has proposed to develop a linear green space that would run along the railway tracks. This would provide a natural buffer between the airport and the residential uses to the east and potentially serve as a walking/biking pathway. It is important to ensure access to the commercial and industrial areas is available by walking or cycling and safe paths are incorporated in the design of the areas that will not be in conflict with large trucks and traffic.

### **3.3.2.2 Objectives**

1. To identify lands that will be reserved for parks and open space and identify safe locations for pathways.
2. To encourage leisure or green space to be incorporated into the design of building sites at safe locations.
3. To ensure all parks and open spaces are interconnected.
4. To preserve and protect the natural features of the study area wherever possible.
5. To ensure any development occurring within natural areas is completed in a logical and ecologically sensitive manner.

### **3.3.2.3 Policies**

#### **1. LOCATION**

Parks and pathways shall be identified on **Maps 1 and 2**. It is integral that parks are linked to one another and to other land uses and adjacent areas via the proposed pathway network.

#### **2. ACCESSIBILITY**

**Intent:** To ensure parks and pathways are accessible to community members and visitors.

**Policy:** The R.M. of St. Andrews should make every effort to acquire or establish easements on lands designated for parks and pathways and ensure land is dedicated to these uses for new areas during the subdivision process, in accordance with **Map 2**.

### 3. WORKPLACE GREEN SPACE

**Intent:** To improve the health and well-being of workers through the incorporation of green space within commercial and industrial developments.

**Policy:** The development of outdoor spaces for workers to use that will be included in the design of the site with complimentary landscaping is encouraged for each commercial and industrial site. A common area may be identified when considering a cluster of new lots to plan for a green space area within close walking distance.

### 4. EXISTING NATURAL AREAS

**Intent:** To ensure development is directed away from locating on a significant natural area, and that development adjacent to a significant natural area occurs in an ecologically sensitive manner.

**Policy:** Development shall be of a type, and should occur in a manner that would complement, and not be detrimental to, the natural features of the area. This includes the preservation of existing trees, shrubs, prairie grasses, habitat of threatened species and natural creeks, wherever possible. However, the height of existing trees in the study area must not exceed the height standard as determined by the *Federal Airport Zoning Regulations*.

### 5. EXISTING WATERWAYS, RIPARIAN AREAS AND DRAINAGE PATTERNS

**Intent:** To protect existing waterways, riparian areas and drainage patterns.

**Policy:** Development shall be of a type and in a location that would complement, and not be detrimental to, existing waterways and riparian areas or disrupt any drainage pattern located in the area. Moreover, the preservation of natural grasslands along any drainage pattern shall be encouraged.

### 6. ENVIRONMENTAL PRACTICES

**Intent:** To encourage environmentally sensitive management practices in the development and maintenance of parks and green space.

**Policy:** The planting of native plant species that do not require extensive watering (xeriscaping) shall be encouraged wherever possible. Non-chemical and pesticide methods shall be encouraged in the maintenance of all parks and green space.

## 7. BUFFERS

**Intent:** To ensure compatibility between land uses is maintained and potential conflicts between uses are reduced through the use of green space buffers.

**Policy:** To provide for green space buffers (e.g., trees, grassed berms, decorative fencing) that will maintain or increase the compatibility of land uses and enhance the aesthetic qualities of the study area. These buffers may double as walkways or connections to other areas.

### 3.3.3 Transportation

#### 3.3.3.1 Introduction

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 integral to plan for safe and efficient access into the area. It is also pertinent 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.

MIT reviewed the Transportation Impact Analysis Study, which included the location of future access points and intersection improvements into the area based on projected land uses and the traffic volumes they would generate.

As development is proposed, the Transportation Impact Analysis Study will need to be updated and refined to take into account the actual development that will take place and the impact this will have on traffic volumes. This would generally take the form of individual studies for each project, with the other development incorporated into the study that would be reviewed by MIT and the SDPAB.

The existing road network and future connections to the provincial highway system are identified on **Map 2**, along with the proposed internal road system and pathways.

The infrastructure necessary to facilitate development in the area will be significant. Therefore, a costing plan shall be established to ensure all developments that benefit from intersection improvements will contribute towards the costs of the roads, pathways and traffic control devices. The plan should also outline the phasing of infrastructure construction.



The Winnipeg-Selkirk Transportation Corridor is planned by the Province and located to the north of St. Andrews Airport, as identified on the land use maps. The corridor will utilize a significant amount of land and fragment the area into odd parcel shapes and sizes. Access to the corridor and nearby development will need to be planned for when the area is proposed for future development.

### **3.3.3.2 Objectives**

1. To provide safe and efficient access into and around the study area.
2. To provide a logical and balanced internal road network that is designed for vehicular, transit, bicycle, and pedestrian traffic.
3. To create a transportation system that will consider:
  - a. Increased development at the airport.
  - b. Future commercial and industrial growth.
  - c. An integrated pathway network.
  - d. Potential access to transit.
  - e. Future network development by MIT.
4. To improve local and regional connectivity.

### **3.3.3.3 Policies**

#### **1. LOCATION**

All future roads and intersections shall be developed in accordance with the proposed transportation network identified on **Map 2: Transportation Network Plan**.

#### **2. INTEGRATION**

**Intent:** To ensure a transportation network that is properly integrated into the planning of the provincial road network.

**Policy:** The R.M. of St. Andrews shall work cooperatively with the Province of Manitoba to integrate the planning of the municipal road network with the roads under provincial jurisdiction.

### 3. ACCESS

**Intent:** To ensure new road accesses are safe and properly integrated into the existing road network.

**Policy:** Developers shall ensure all lots created have road access and meet municipal standards. The R.M. of St. Andrews shall work cooperatively with the Province of Manitoba to plan for new accesses that respect Provincial standards (as identified on **Map 2**).

### 4. ROAD NETWORK

**Intent:** To plan for an internal road network that is safe and efficient.

**Policy:** The design of the internal road network should provide for the following:

- a) Ensure ease of travel throughout the area and in between adjacent areas in a safe manner.
- b) Consider the anticipated future expansion of the airport.
- c) Consider additional commercial and industrial growth.
- d) Integrate new collector roads that support large trucks, do not land-lock businesses and reinforce efficient traffic flow.
- e) Incorporate appropriate drainage considerations that tie into the overall stormwater management of the area.

All commercial and industrial businesses must front a street and access must be an adequate distance from intersections based on standard design practices. The cost of road construction and transportation network infrastructure shall be the responsibility of the developer or through a shared-cost agreement for future phased in roads and intersection improvements subject to approval of the R.M. of St. Andrews.

### 5. INTERSECTIONS

**Intent:** To plan for future intersections at pre-determined locations to facilitate a long-term safe transportation network that supports commercial and industrial growth throughout the study area.

**Policy:** Future intersections shall generally be located in accordance with **Map 2**. New roads and logical intersections will be developed to safely accommodate larger trucks and future transit. A staging plan for road and intersection improvements shall be prepared at the time of re-designation of additional lands for Business Park use. The plan should be based on current and projected future capacity of the surrounding Business Park lands and the projected build-out rate of the Airpark Residential lands to the north.

## 6. TRANSIT

**Intent:** To encourage public transit service to the St. Andrews Airport and surrounding employment areas.

**Policy:** The R.M. of St. Andrews shall work with local transit providers toward establishing a transit service to the airport and businesses in the area to and from Winnipeg and Selkirk. This will encourage residents, employees, visitors, students and employers to utilize an alternative mode of transportation and increase the overall sustainability of the area.

## 7. PATHWAY NETWORK

**Intent:** To establish a safe pathway network (as identified on **Map 2**) that will create linkages between land uses and businesses both within the study area and between surrounding communities.

**Policy:** Walking and biking pathways should be developed throughout the study area, but located away from areas of heavy traffic and large trucks. This will encourage community members, workers and visitors to utilize safe alternative modes of transportation and increase the overall sustainability of the study area. Developers may be required to dedicate land for such purposes.

## 8. PARKING AND LOADING

**Intent:** To ensure commercial and industrial businesses maintain adequate parking and loading facilities, including parking for bicycles.

**Policy:** As a condition of development or redevelopment, including expansion, reconstruction or any improvements/changes to the property and/or building, the R.M. of St. Andrews may require that suitable parking and loading facilities be provided for all commercial and industrial development, including parking for bicycles. Specific provisions shall be established in the Zoning By-law.

## 9. PARKING AREAS

**Intent:** To create parking areas that will better manage run-off and help filter run-off on-site before being released into municipal drains.

**Policy:** The use of permeable pavement, designed to be suitable to Manitoba's climate, may be used for parking surface development. Parking areas that use concrete and asphalt shall be constructed in a manner that run-off is directed to a bioswale, rain garden or a similar water retention area. The parking areas at the front of all buildings shall be constructed with a municipally approved surface water management technique.

## 10. PHASING OF ROAD AND INTERSECTION UPGRADES

**Intent:** To determine the various key points at which the transportation infrastructure will need to be upgraded to accommodate future planned development.

**Policy:** Transportation infrastructure upgrades and improvements, such as a road extension or creation of a controlled intersection, may be required in association with a proposed development. The SDPA, in conjunction with the R.M. of St. Andrews may request a traffic impact assessment (that may result in identifying future road upgrades) conducted by transportation planning engineers if they believe a proposed development requires it, but it would be expected that the following conditions would automatically trigger the need for such a study:

- a) Any proposed development generating more than 50 trips in the peak period (based on trip generation rates from sources such as the Institute of Transportation Engineers (ITE) Trip Generation Rate texts, or other standard transportation analysis practices such as observing similar development). The peak period can be considered as the one hour period in the a.m. and p.m. when traffic on the network is at its heaviest, as indicated from traffic counts on the road network. The peak period is generally used when reviewing traffic impact, as a new development's traffic will likely contribute to increased traffic on the roads during the peak periods. The purpose of identifying the peak period is to look at the maximum load the road network will handle, to determine if the network will be overloaded and what can be done to resolve any issues arising. Engineers working on the transportation study should confirm with the SDPA and/or MIT for which periods should be analyzed in the transportation study.
- b) Any proposed development requiring new access connections, or modifications to existing connections, to Aviation Boulevard or PTH 27 are required.
- c) Any proposed development that requires secondary access into the area where the development is proposed and secondary access does not already exist.

If development occurs at a slow pace or the nature of the development is that the individual developments do not generate a significant amount of traffic and so do not trigger the need for traffic impact assessments, SDPA and the R.M. of St. Andrews should initiate an area-wide traffic impact assessment after three years of the first development being approved, or one quarter of the developable land is developed (whichever comes first). Subsequent R.M. and SDPA initiated area-wide traffic impact assessment should occur at similar intervals.

## **11. FINANCING ROAD AND INTERSECTION UPGRADES**

**Intent:** To allocate funds to help cover the costs of necessary intersection and road improvements.

**Policy:** The R.M. of St. Andrews shall establish a funding mechanism for recovery of costs associated with intersection and road improvements in the development review and/or subdivision process. A cost-sharing formula shall be determined as part of the development review and approval process and dependent upon the characteristics of the proposed development and the impact on adjacent areas.

### **3.3.4 Municipal Services**

#### **3.3.4.1 Introduction**

The natural surface drainage in the study area is generally good as a large drainage channel runs through the area. However, some businesses have identified drainage issues within St. Andrews Industrial Park. 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, in accordance with a site drainage plan, shall be identified by a qualified engineer.

The study area does not currently have a potable water system. Localized wells provide raw water. 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. Even though the Province of Manitoba restricts on-site septic fields throughout the Red River Corridor, the majority of the study area is located just outside of this identified region. 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.

The R.M. of St. Andrews has landfill sites at the Earl Grey Landfill (Earl Grey Road), Clandeboye Landfill (Bell Road), and Dunnottar Landfill (PR No. 225). The R.M. of St. Andrews has a recycling depot nearby at PTH No. 9 and PR 27.

#### **3.3.4.2 Objectives**

1. To maintain adequate drainage throughout the study area as future commercial and industrial growth occurs.
2. To encourage the development of a potable water system within the study area boundaries.
3. To encourage the implementation of a wastewater facility and system to service the study area.
4. To encourage residents and business owners to utilize local recycling depots.
5. To promote and encourage sustainable resource conservation practices wherever possible.

#### **3.3.4.3 Policies**

##### **1. CONNECTIONS**

**Intent:** New development must connect to existing municipal services if available.

**Policy:** Proponents of development must indicate how the proposed development will be supplying potable water, the handling of wastewater and submit a drainage plan. A development shall be required to be connected to water and wastewater systems within one year of the service becoming available on the front street.

##### **2. LAND DRAINAGE**

**Intent:** To ensure proper drainage considerations are incorporated into subdivision plans and connected to major existing natural and constructed land drainage systems.

**Policy:** New development must produce a drainage plan completed by an engineer and indicate how run-off will be handled on-site and how it will eventually connect into the regional drainage system. Land drainage associated with the development of lands within the study area will utilize ditches, naturalized linear basins, and have enough



capacity to retain peak surface runoff, with outfalls to existing creeks and municipal drains.

### **3. LAND DRAINAGE FLOWS**

**Intent:** To maintain surface water discharge rates at pre-development flows.

**Policy:** New land drainage shall be designed and constructed to restrict the rate of surface water discharge into existing creeks and municipal drains during peak periods, as determined by the provincial and municipal authorities. Any new roadways or greenways developed along or over drainage channels should not obstruct or reduce the capacity of the drains to handle the flows.

### **4. STORMWATER CONSERVATION**

**Intent:** To minimize runoff contaminants from entering natural waterways.

**Policy:** Stormwater retention methods, such as bioswales, rain gardens and/or permeable pavements, should be integrated into the current land drainage system, particularly on all new and redeveloped properties. All bioswales shall be of a narrow or off-linear design in order to ensure they do not attract migratory birds during peak water storage.

### **5. POTABLE WATER SUPPLY**

**Intent:** To work towards the establishment of a potable water system in the study area.

**Policy:** The R.M. of St. Andrews should explore options for developing a potable water system in the study area and a plan to service existing and new development. In the meantime, each proposed development must indicate how it will be providing potable water to the site to the satisfaction of the Province of Manitoba and the R.M. of St. Andrews.

### **6. WATER CONSUMPTION**

**Intent:** To prevent any land use that will consume a significant amount of water that puts stress on the local water supply and water treatment facility.

**Policy:** Commercial and industrial uses that are reliant on consuming significant amounts of water as part of their operations (manufacturing, etc.) shall be directed away from locating within the study area boundaries. These uses should be directed to the City of Selkirk.

## 7. WASTEWATER MANAGEMENT

**Intent:** To plan for wastewater management in the Secondary Plan area.

**Policy:** Development must have on-site wastewater systems that will be approved by the Province until a shared wastewater system is available in the area. The R.M. of St. Andrews should work with the Airport, owners of the existing development, and owners of the proposed industrial and commercial uses in the Secondary Plan area to determine the feasibility of collecting and treating wastewater by connecting to and expanding the existing St. Andrews Airport wastewater lagoon or other opportunities that may arise.

## 8. WASTEWATER SYSTEM CONNECTION

**Intent:** To ensure all business in an area connect to a shared wastewater system when implemented.

**Policy:** All new and existing businesses and residents shall connect to the wastewater collection system when it becomes available. Development must hook into the system and begin paying service costs towards the collection system, the wastewater treatment facility and on-going maintenance of the system. When the wastewater collection system is available on the front street, the businesses must connect to the wastewater collector system within one year of the service becoming available. The R.M. of St. Andrews may require that the developer pay dedication fees for the future implementation of the wastewater system or dedicate lands in subdivision plans for future lift stations or other infrastructure requirements.

## 9. SOLID WASTE MANAGEMENT

**Intent:** To reduce the volume of waste deposited in local landfills.

**Policy:** The R.M. of St. Andrews shall encourage recycling by maintaining the existing recycling depots and potentially implementing a recycling depot at the St. Andrews Airport.

### 3.3.5 Sustainable Building Design and Landscaping

#### 3.3.5.1 Introduction

The **Sustainable Building Design and Landscaping Policies** are an integral part of this Secondary Plan. Development within the study area has had minimal standards for building design and landscaping requirements in the past. The intent of this section is to provide additional design standards and a more sustainable direction for the design of buildings

(including energy efficiency and water conservation measures), landscaping, buffering, fencing, parking, 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.

Moreover, the following policies have a strong focus toward sustainable building practices and have been inspired by the standards created for Leadership in Energy and Environmental Design (LEED) for Neighbourhood Development.

### **3.3.5.2 Objectives**

1. To improve the aesthetic quality of the area.
2. To incorporate sustainable building design and landscaping techniques.
3. To establish a strong identity for the area through the incorporation of building design and landscaping recommendations.
4. To encourage developers and business owners to strive for Leadership in Energy and Environmental Design (LEED) accreditation by developing in accordance with the following policies.

### **3.3.5.3 Policies**

#### **1. LOCATION**

The **Sustainable Building Design and Landscaping Policies** shall be directed to all existing and future land uses located within the study area, as indicated on **Map 1**.

#### **2. SUSTAINABLE BUILDING AND SITE DESIGN**

**Intent:** To promote sustainable development by encouraging new development to incorporate alternative approaches to conventional building practices that will reduce demand on energy, water and waste systems, and/or natural resources.

**Policy:** As part of a development application, the Developer shall demonstrate to the R.M. of St. Andrews and SDPA the ways in which the development will contribute to sustainability, by reducing demand on energy, water and waste systems, and/or natural resources. Approaches that contribute to sustainability are listed below and are outlined in more detail in the following policies. All approaches to support sustainable development will be considered and may include, but are not limited to the following list:

- a. Building Design and Sustainable Building Techniques

- b. Integrated Community Energy Systems
- c. Water Conservation
- d. Landscaping Measures
- e. Recycling and Solid Waste Systems

### 3. BUILDING DESIGN

**Intent:** To enhance the aesthetic qualities and create a unique character for the area through building design and architectural elements.

**Policy:** Building designs may incorporate the following designs and techniques:

- a. Orienting the primary pedestrian entrance or office space toward the street side of the building that can be easily seen when entering the property.
- b. Incorporating architectural articulation to buildings to ensure that the form and materials are varied to the street side of the building. Facades shall incorporate features such as wall plane projections, recesses, arcades, windows, clearly identifiable entry areas, awnings, or other building material treatments such as texture change, color change, or building material change that visually interrupt the wall plane. Large blank wall surfaces along street frontages shall be discouraged.
- c. Incorporating windows on the street side of the building in order to increase visibility to the street.
- d. Utilizing building materials that are long-lasting and have a high aesthetic quality.

### 4. SUSTAINABLE BUILDING TECHNIQUES

**Intent:** To promote sustainable building techniques in new, renovated and retrofitted buildings or building expansions.

**Policy:** Developers may incorporate the following sustainable building techniques into future or redevelopment projects:

- a. Use of locally manufactured building materials.
- b. Use of high-performance building envelope materials.
- c. Use of advanced framing techniques.
- d. Use of materials with a recycled content, eco-certified or re-used from other buildings.

## 5. BUILDING ORIENTATION

**Intent:** To maximize the energy efficiency of buildings through their solar orientation.

**Policy:** Buildings may incorporate the following passive solar energy designs and techniques:

- a. Maximizing the number of windows or garage doors on the south-facing side and minimizing the number of windows on the north-facing side of buildings.
- b. Utilizing roof-mounted photovoltaic panels to convert solar energy to electricity.
- c. Incorporating thermal massing materials (i.e., materials that absorb heat during the day and release heat at night, e.g., brick walls).

## 6. ENERGY EFFICIENCY

**Intent:** To promote the conservation of energy through the use of renewable resources.

**Policy:** The following energy efficient fixtures and energy sources may be incorporated into future building designs:

- a. Utilizing high-efficiency heating, ventilation and cooling equipment, appliances and fixtures.
- b. Incorporating on-site renewable energy sources to meet part of the energy needs of buildings and outdoor lighting (e.g., building wind turbines, geo-thermal heating, air source heat pumps, solar hot water, solar air exchange, solar panels, etc.). Wind turbines and other technologies that may protrude from a building or site will be subject to height restrictions.

## 7. WATER CONSERVATION

**Intent:** To promote the conservation of water.

**Policy:** The following water conservation measures may be incorporated into future building designs:

- a. Installing low-flush or dual-flush toilets in all buildings.
- b. Recycling grey water from sinks, shower and laundry for re-use in on-site toilet flushing.
- c. Storing rain water on-site (in rain barrels or cisterns) for on-site use.

## 8. LANDSCAPING BUFFERS

**Intent:** To improve the attractiveness of development by enhancing the aesthetic quality of the area through thoughtful landscape designs.

**Policy:** Well-designed and maintained landscaped buffers between a development and front parking areas and the front street may be incorporated into the site design. These landscape features should incorporate the on-site water drainage system requirements that help to hold water on-site before being released into the drains. These areas shall be maintained by the development. Non-chemical fertilizers should be encouraged.

## 9. VEHICULAR PARKING AREAS

**Intent:** To promote thoughtful and sustainable parking lot design.

**Policy:** Parking areas that are safe, functional, and attractive may be incorporated into the parking lot design. Permeable parking surfaces will be encouraged; otherwise the use of concrete and asphalt for parking surfaces should be graded in a fashion where rainwater runoff is directed to on-site vegetation/landscaping which can act as a holding area for larger quantities of water.

## 10. SCREENING OF STORAGE, SERVICE AND LOADING AREAS

**Intent:** To enhance the aesthetic quality and create an area that is inviting for residents, workers and visitors.

**Policy:** The placement of storage areas shall be generally directed to the rear of the building and shall be appropriately screened from view by fencing or other methods approved by the planning authority. Decorative fencing should be considered along the frontage of properties as a means to complement the area's high standard for aesthetic quality.

## 11. SIGNAGE

**Intent:** To encourage signage that is aesthetically pleasing and of an appropriate height for the area.

**Policy:** Signage for sites and buildings should be visible from one of the major accesses into the commercial and industrial areas or from the nearest collector road, but not of a height that projects into the airport's flight path. The **Zoning By-law** will outline the specific height limitations and size standards and these shall be reviewed by the airport authority. Third party signs that are not associated with businesses in the area will not be permitted.



## 12. SITE LIGHTING

**Intent:** To promote safety, security and comfort through the use of lighting design.

**Policy:** The following lighting considerations, designs and techniques shall be incorporated into the site and exterior of buildings:

- a. Appropriate illumination of all pathways and parking areas.
- b. Architectural lighting to emphasize built form and landscape elements.
- c. Energy efficient street lights and pedestrian lights.
- d. Lighting shall be directed towards the ground and not upwards to avoid conflict with landing planes.

The applicant shall consult with St. Andrews Airport Authority if there is potential for a lighting plan to affect the safe landing or departure of aircraft.

## 13. NOISE

**Intent:** To ensure that measures are taken to protect residents, workers and visitors from loud noises associated with the airport nearby.

**Policy:** New development constructed throughout the study area should include acoustic protection measures for residences and the office portion of any building. The St. Andrews Airport should explore options for establishing an acoustic insulation factor system for buildings in the airport area where people work or live.

## 14. HEIGHT

**Intent:** To ensure there are no incompatible land uses, structures, or vegetation, in terms of height, within the study area.

**Policy:** All buildings, structures, signage, lighting, trees, etc. within the study area must fall under the minimum height restrictions as outlined in the *Airport Zoning Regulations*.

### 3.4 Area North of the Airport

The area north of St. Andrews Airport is currently used for agricultural purposes with a minimal number of rural residential homes located along St. Andrews Road, at the northern boundary of the study area.

Agriculture is the dominant land use in the SDPA, with over three quarters of its soil classified as prime agricultural land. Therefore, it is pertinent that all productive agriculture lands be protected wherever deemed appropriate, as indicated in the SDPA Development Plan, until needed for a higher and more intensive use. Certain crops, such as those that attract migratory birds, should not be planted in the study area north of the airport, as they can be hazardous to aircraft.

Manitoba Infrastructure and Transportation (MIT) intend to develop the Winnipeg – Selkirk Transportation Corridor through the area north of the St. Andrews Airport as depicted on **Map 2**. When the Corridor is developed, it will significantly impact the study area because it will utilize a substantial amount of agricultural land and divide the area into odd-sized fragmented parcels. However, the start date for the project remains undetermined. Therefore, until MIT's plans for the Winnipeg – Selkirk Transportation Corridor are official, the Secondary Plan will guide all future development away from the area north of the airport. Future development in the area may be best used for "Business Park" near this proposed major highway corridor.

### **3.4.1 Objectives**

The following objectives and policies reflect the intent of the SDPA Development Plan.

1. To protect Resource and Agriculture and Agriculture Restricted areas for agricultural and resource uses.
2. To direct intensive commercial and industrial development requiring a high degree of dependence on municipal infrastructure and services to the City of Selkirk and designated Business Park areas that are serviced and have the capacity.

### **3.4.2 Policies**

#### **1. LOCATION**

Resource and Agriculture areas to the south and north of the airport are identified on **Map 2** and shall remain in large parcels until the areas are re-designated for a more intensive use.

#### **2. PRESERVATION**

**Intent:** To preserve Resource and Agriculture lands in accordance with the SDPA Development Plan.

**Policy:** Resource and Agriculture areas shall be preserved for a full range and intensity of resource-based and agricultural activities except where the range and/or intensity of these activities will conflict with adjacent land uses.

### 3. PERMITTED DEVELOPMENT

**Intent:** To allow for more intensive or specialized agricultural related development in the Agricultural Restricted designations.

**Policy:** Small scale agricultural operations will be considered in Agriculture Restricted designations.

### 3.5 St. Andrews Airport Lands

Although the St. Andrews Airport study area geographically includes the St. Andrews Airport, policies included in this document do not apply to the airport or any form of development occurring within the airport boundaries. Policies, images, and maps included within this document have no jurisdiction over development occurring on airport lands. Rather, land use and development are solely regulated by policies included in the *Federal Airport Zoning Regulations* and monitored by St. Andrews Airport Inc.

A land use map has been created for the study area with “conceptual land uses” identified for the airport lands (see: **Appendix A – Airport Conceptual Land Use**). All land uses identified within the airport boundaries are entirely conceptual in order to help plan for compatible and complimentary development and understanding the infrastructure requirements for future development.

#### 3.5.1 Conceptual Airport Land Uses

##### **Air Park Residential**

The airport would like to allow the development of residential uses on the airport lands for pilots and their aircraft that utilize the airport. Air park residential development would be configured in a way to have access at the front of the dwelling by vehicles and have access by aircraft to the airport runway area. The site would be of a size to park a small aircraft near the residential dwelling. This approach is ideal for pilots that fly long distances and can have the convenience of living near their work. Accessory structures to house small aircraft would be considered.

The airport would lease the land to the pilots that would build the dwelling. A surcharge for access to the airport runway would be included as part of the costs of the development and established as a condition of approval.

##### **Airside Development**

Additional airside development will be accommodated to the south of the existing airside development area and will coincide with the expansion of the airport runway. Airside development will be reserved for uses that would benefit from having aircraft access.

## **Commercial**

Commercial uses that cater to the travelling public and provide services to the employees and employers of the Airport, surrounding Business Park, and residential areas, will be allowed on the airport lands. Uses that may be considered include coffee shop/restaurant, hotel, car rentals, or other uses that may cater to the traveling public or support the operation of an airport.

## **Recreational Space**

The area identified as green space is a potential area in the R.M. of St. Andrews where a future recreational area could locate with little impact on airport operations.

## **Future Airport Commercial and Industrial**

The area to the north of the runways will be used for future commercial and industrial expansion. The area will be held undeveloped until development pressures and supply and demand forces require the lands to support additional development. Further work on the transportation network will be required at that time.

## **Wastewater Lagoon**

The area north of the existing wastewater lagoon will be held for future lagoon expansion and development should stay at least 1000 feet setback from the edge of the lagoon. Other regional opportunities may be pursued by the Airport to add wastewater treatment capacity to the site.

## **Transportation**

Additional development at the airport will be required to pay their fair share of intersection upgrades and road infrastructure needed to support the development.

# **4.0 IMPLEMENTATION AND MONITORING**

The St. Andrews Airport Area Secondary Plan is a land use policy document that will guide future development using planning tools provided in *The Planning Act*. Many elements shown in the Plan are conceptual, including boundaries of land use designations and pathway locations. Precise boundaries for land uses will be outlined in the Zoning By-law. The Secondary Plan will provide direction for developers planning to build within the study area. The Plan will also provide direction for planning staff when reviewing re-zoning, subdivision and conditional use applications.

The Selkirk and District Planning Area Development Plan, By-law No. 190/08, adopted on July 25, 2011, is the basis for this Secondary Plan. In accordance with *The Planning Act*, the St. Andrews Airport Area Secondary Plan is consistent with the Selkirk and District Planning Area Development Plan.

## 4.1 Implementation

Specific policies included in the Secondary Plan will guide development within the study area. These policies are supported by planning tools including the *Airport Zoning Regulations*, R.M. of St. Andrews Zoning By-law, subdivision review process and site plan control. Residents, landowners, business owners and developers will follow these policies when preparing to build in the area.

## 4.2 Financing

The R.M. of St. Andrews, SDPA Board Staff, St. Andrews Airport staff, and community members will monitor the St. Andrews Airport Area Secondary Plan and report whether the intent and policies recommended within the document are being carried out. If so, the St. Andrews Airport Secondary Plan study area will be thriving, complete with a variety of complementing land uses, a prosperous economy and a strong business community that is willing to work together for the betterment of the area. Should there be any changes to the St. Andrews Airport Area Secondary Plan, an amendment to the by-law will be necessary.

## 4.3 Monitoring

The R.M. of St. Andrews, SDPA Board Staff, St. Andrews Airport staff, and community members will monitor the St. Andrews Airport Area Secondary Plan and report whether the intent and policies recommended within the document are being carried out. If so, the St. Andrews Airport Secondary Plan study area will be thriving, complete with a variety of complementing land uses, a prosperous economy and a strong business community that is willing to work together for the betterment of the area. Should there be any changes to the St. Andrews Airport Area Secondary Plan, an amendment to the by-law will be necessary.





Map 1:  
Land Use Plan

**Legend**

- St. Andrews Airport
- St. Andrews Airport Study Area
- Land Parcels

**Land Use**

- Commercial / Industrial
- Light Industrial
- Future Development Expansion
- Lagoon Extension

**Development Plan Designations**

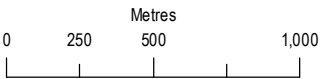
- Resource and Agriculture
- Agriculture Restricted

**Proposed Infrastructure**

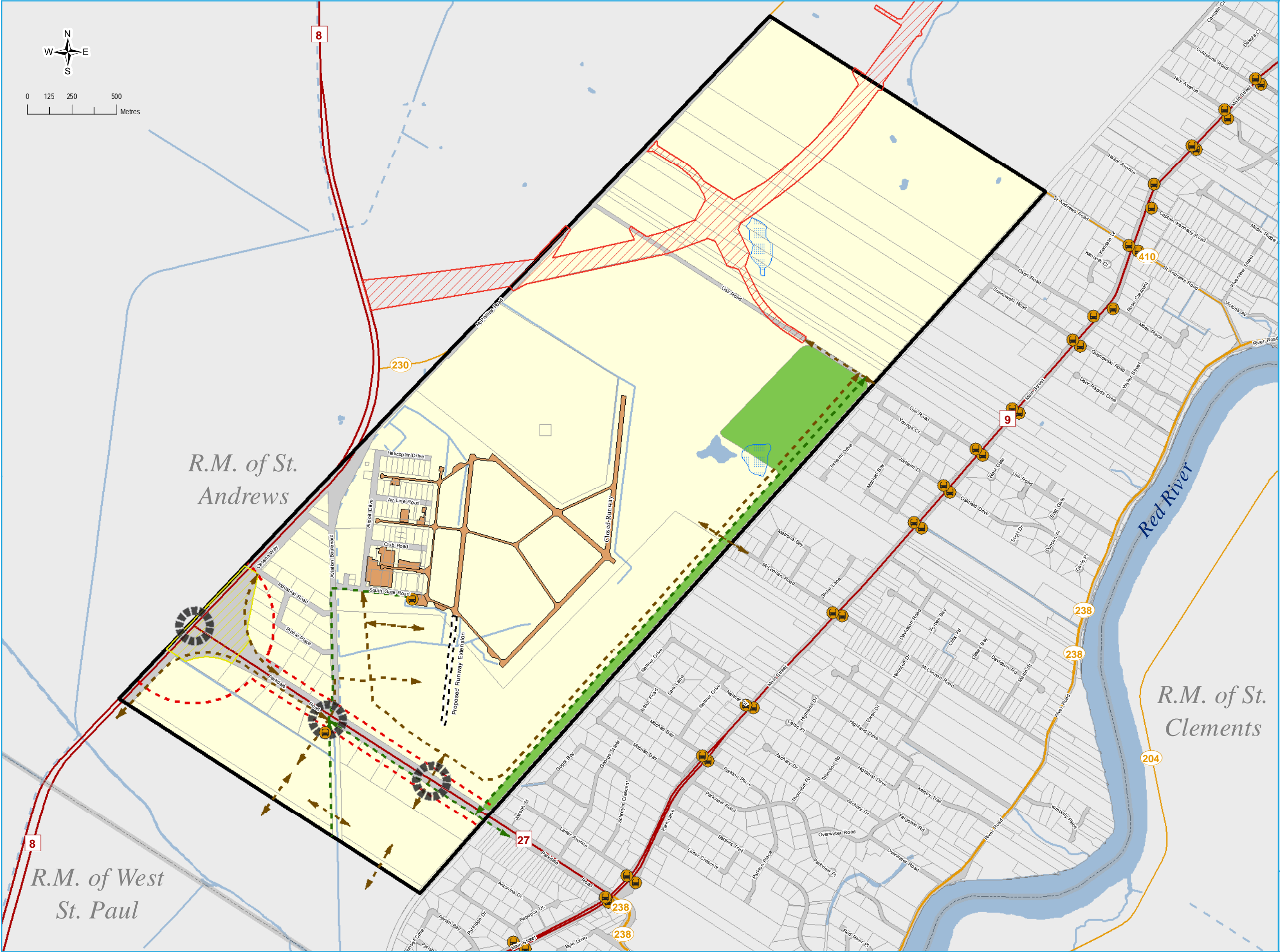
- Future Winnipeg - Selkirk Corridor
- Future Interchange

**Transportation**

- Provincial Trunk Highway
- Provincial Road







Map 2:  
Transportation Network Plan

- St. Andrews Airport Study Area
- Land Parcels
- St. Andrews Airport
- Proposed Park Space / Open Space

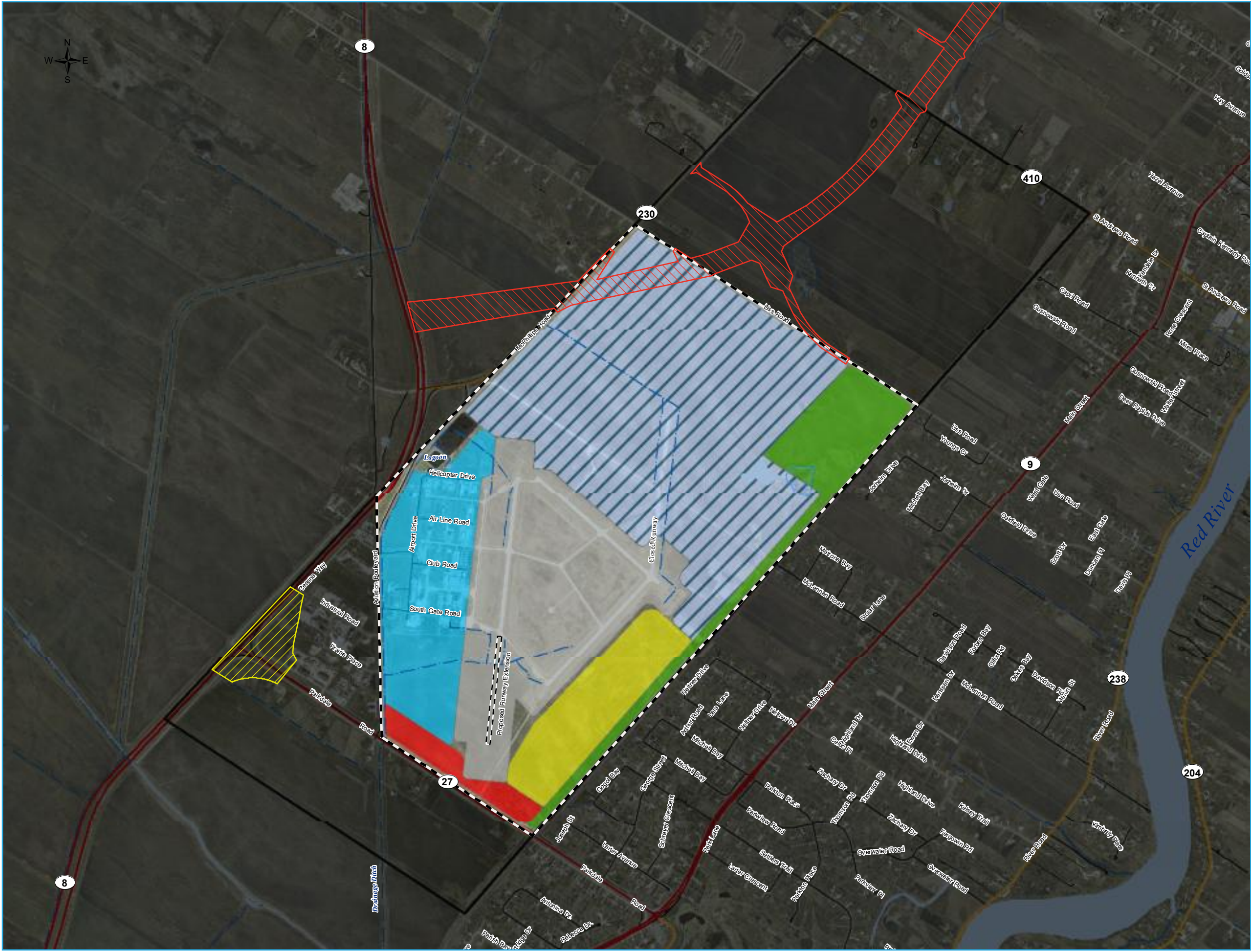
- Existing Roadways
- Provincial Trunk Highway
  - Provincial Road
  - Existing Road

- Potential Roadways and Active Transportation (AT) Networks
- Proposed Controlled Intersection
  - Proposed Bus Stop
  - Access Control Line
  - Proposed Active Transportation Link
  - Proposed Road
  - Future Runway Expansion
  - Future Winnipeg - Selkirk Corridor
  - Future Interchange

- Environmental Features
- River/Stream
  - Ditch
  - Waterbody
  - Swamp/Marsh







**Appendix A**  
**Airport Conceptual Land Use**

**Legend**

- Airport Boundary
- St. Andrews Airport Study Area

**St. Andrews Airport Conceptual Land Use**

- Airpark Residential
- Airport Commercial / Industrial
- Airport Commercial / Industrial (Hold)
- Commercial
- Park Space / Open Space
- Lagoon and Extension
- Airport Runways and Infrastructure

**Proposed Infrastructure**

- Future Winnipeg - Selkirk Corridor
- Future Interchange
- Runway Extension

**Transportation**

- Provincial Trunk Highway
- Provincial Road
- Streets

**Hydrography**

- Watercourse
- Ditch / Linear Depression
- Waterbody
- Swamp/Marsh

