

SOUTH ST. ANDREWS AREA SECONDARY PLAN

Prepared for:

Rural Municipality of St. Andrews

and

Selkirk and District Planning Area Board

Submitted by:

MMM Group Limited

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MAP 1 – Land Use Plan

MAP 2a – Transportation Network Plan

MAP 2b – Active Transportation Network

MAP 3 – Proposed Waste Water Main Servicing

STANDARD LIMITATIONS

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1.0 INTRODUCTION

1.1 Purpose of a Secondary Plan

The purpose of a Secondary Plan is to provide policies to guide future land use and development in a specific geographic area, in this case South St. Andrews. The South St. Andrews Area Secondary Plan is a by-law adopted by the Selkirk and District Planning Area Board (SDPAB) and is consistent with the Development Plan, in accordance with the provisions of *The Planning Act*.

The South St. Andrews Area Secondary Plan will:

- ▶ Guide business development towards the identified potential commercial and mixed-use designations.
- ▶ Ensure that a low density residential character is maintained, but also allow for a mix of housing for a diversity of stages in life.
- ▶ Create a safe and efficient transportation network for vehicles and other modes of transportation for commuting and recreation.
- ▶ Protect areas of ecological and historical importance.
- ▶ Mitigate risks to people, property and investments from hazards and nuisances.

A review of the South St. Andrews Area Secondary Plan should be harmonized to coincide with, or be incorporated in, the corresponding legislative reviews of the SDPA's Development Plan review.

1.2 Location

The South St. Andrews Secondary Planning Area (Planning Area) is located approximately 10 km north of the City of Winnipeg along Provincial Trunk Highway (PTH) No. 9 within the Rural Municipality (R.M.) of St. Andrews (**Figure 1**). It is bordered by the R.M. of West St. Paul to the south, the Red River to the east, and CP railway tracks to the west and the Lockport Settlement Centre Secondary Plan Area to the north. The Planning Area is approximately 3,640 acres (1,473 hectares) in size.

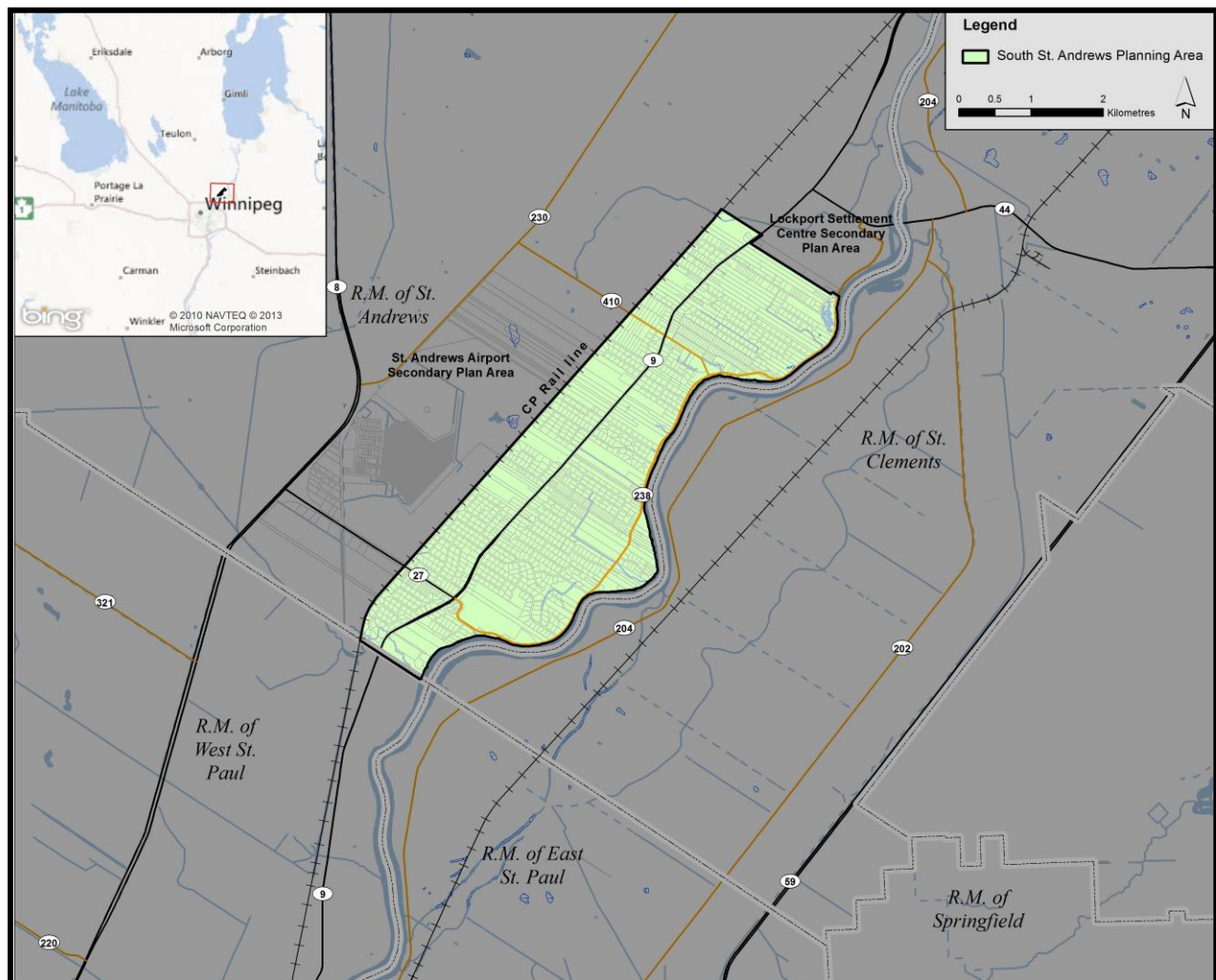


Figure 1: Map of the Secondary Plan Area

1.3 Regulatory Framework

The SDPA Development Plan establishes a broad planning framework and sets out the plans and policies for the entire Planning District which respect physical, social, environmental, and economic objectives. The Development Plan outlines that more detailed Secondary Plans be prepared to guide future development and planning in defined areas of the Planning District, such as South St. Andrews. *The Planning Act* states in Section 63 that, “Secondary Plans must be consistent with the Development Plan”.

In accordance with *The Planning Act*, the SDPAB guides land use planning within their jurisdiction. The Board is responsible for the adoption, administration, and enforcement of the Development Plan by-law for the entire district, and the administration and enforcement of the zoning by-laws, any Secondary Plans, the building by-laws, and any other by-laws of its member municipalities and/or district. The SDPAB consists of Board Members appointed by the elected Council of each participating municipality.

The municipality is responsible for the adoption of the Secondary Plans and a Zoning Bylaw. **Figure 2** illustrates the hierarchy of planning legislation, policy, and regulations. Secondary Plans are enforceable by-laws adopted by the R.M. that must be consistent with the Development Plan. Once a Secondary Plan is passed, all proposed developments must conform to the applicable provisions of the Development Plan, the Secondary Plan, and the Zoning By-law.



Figure 2: Planning Hierarchy

1.3.1 The Planning Act

The Planning Act sets out the ground rules for land use planning in Manitoba and describes how land uses may be controlled, and who may control them. The Act is legislation passed by elected provincial representatives to provide for a land use planning system that is fair and recognizes the decision-making authority and accountability of municipal councils in planning.

1.3.2 Development Plan

The Selkirk and District Planning Area Development Plan serves as a guide for directing planning matters through high-level policy. However, a Development Plan in itself is not a comprehensive planning tool. It must be used in conjunction with other planning controls, as well as provincial policies, regulations, guidelines, and licensing requirements that are applicable to the municipality or planning district under *The Planning Act* and other provincial legislation. Actual enforcement of the Development Plan policies and programs is carried out by using the following planning controls.

Secondary Plans

Section 63 of *The Planning Act* provides municipal councils the authority to establish Secondary Plans to deal with objectives and issues within its scope of authority in a specific area of the municipality. A review of the South St. Andrews Area Secondary Plan should be harmonized to coincide with, or be incorporated in, the corresponding legislative reviews of the SDPA's Development Plan review.

1.3.2.1 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 uses 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 a guide in preparing or amending the Zoning By-law. For example, when considering an application for re-zoning, Council must base its decision on the objectives, goals, policies, and land use proposals included within the Development Plan.

1.3.2.2 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 included within the Development Plan and all other relevant laws and by-laws.

1.3.2.3 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 also set out the terms, conditions, and procedures upon which building permits may be issued. Through the building by-laws and regulations, 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 required in these by-laws and regulations can also guide the physical appearance and environmental quality of development.

The Manitoba Building Code, which governs certain types of buildings and structures and has effect throughout the Province of Manitoba, has been adopted by the SDPAB. The Board cannot delete code requirements, but may add requirements as needed.

1.3.2.4 Capital Expenditures

The capital expenditure program is among the most crucial implementation tools 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 municipal'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 should consider the provisions of the Secondary Plan.

1.3.2.5 Development Agreements

Section 150 of *The Planning Act* provides the R.M. 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:

1. The use of the land and any existing or proposed building.
2. The timing of construction for any proposed building.
3. The siting and design, including exterior materials, of any proposed building.
4. The provision of parking.
5. Landscaping, the provision of open space, or the grading of land and fencing.
6. The 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.

7. The payment of a sum of money to the planning district or municipality in lieu of specific requirements.
8. The dedication of land or payment of money in lieu thereof.

1.3.2.6 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”.

1.4 Interpretation of Secondary Plan Provisions

The Secondary Plan is a statement of land use planning policy that will be used to guide the development and the long-term growth of South St. Andrews. Many elements shown in the Secondary Plan are conceptual and approximate including boundaries of land use designations, roadways and pathway locations. The location of all land use designations and symbols shown on Maps 1 to 3 has been selected without regard for property ownership. Precise boundaries for the land uses will be set out in the Zoning By-law. The Secondary Plan will provide direction in the preparation of development proposals by developers and will be used by planning staff in reviewing applications such as subdivision, rezoning and site plan control.

The South St. Andrews Secondary Plan is consistent with the Development Plan in accordance with *The Planning Act*.

1.4.1 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.

1.4.2 Application and Interpretation of Policies

1. 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.
2. Where “may” is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.
3. 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 alternative means to achieve the general intent of the policy to be introduced instead.

4. In cases where the word “shall” or “must” is included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, deviations from the quantities or standards may be considered, provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and that the intent of the policy is still achieved.

1.4.3 Amendments to the Secondary Plan

1. When entertaining an amendment to this Secondary Plan, the need for the proposed change must be thoroughly presented and justified through an analysis of:
 - a. Existing and/or planned supply of similar uses in the market area versus the identified demand for the proposed use in the market area.
 - b. Compatibility with other Secondary Plan policies such as transportation, serving and other community services.
 - c. Consideration for any adverse and beneficial social, economic, environmental effects to the community.
2. The proposed change shall be consistent with the Development Plan.
3. The proposed change shall not alter planning principles and objectives outside of the context of a full review of this Secondary Plan.

1.5 Background

South St. Andrews is a low density exurban residential community with limited commercial and employment uses. Situated along the Red River on traditionally agricultural land, South St. Andrews can be described as a picturesque community.

The City of Winnipeg to the south and the City of Selkirk to the north are located in close proximity to South St. Andrews. The location of the area may be considered an opportunity or a threat to existing residents. Being close to two large urban areas allows South St. Andrews residents the opportunity to enjoy the services and employment provided there, but it also puts pressure on the area to develop to urban standards. Development pressure in South St. Andrews will continue to increase due to the large tracts of undeveloped residential lands, the installation of the proposed municipal wastewater system, and a growing regional population. This Secondary Plan will be used to guide development throughout the area and provide policies for more detailed direction of land uses.

2.0 SOUTH ST. ANDREWS SECONDARY PLAN PROCESS

In March 2011, a Steering Committee was formed consisting of eight area residents, the Reeve and three Councillors of the R.M. of St. Andrews, and two representatives from the Selkirk and District Planning Area Board. The role of the Steering Committee was to oversee, advise, review, and be the community connection throughout the Secondary Plan process. One representative from the Selkirk and District Planning Area Board acted as a liaison with the surrounding Rural Municipalities to promote collaboration. This structure maintained a balance between meeting the objectives and interests of the community, and ensuring that the R.M.'s interests were maintained. The Steering Committee acted as the 'sounding board' for all of the project tasks and met at key points throughout the project.

2.1 Stakeholder and Community Engagement

Community and stakeholder participation was an integral part of creating the Secondary Plan and will continue to be an important part of its implementation and periodic review. The community had opportunities to contribute throughout the development of the Secondary Plan. Community engagement opportunities included:

- ▶ Participation of eight community members from the R.M. of St. Andrews on the Steering Committee.
- ▶ Meetings and discussions with various Provincial departments and agencies such as Manitoba Infrastructure and Transportation and Manitoba Local Government.
- ▶ Conducting an on-line survey to solicit input from residents, property owners, and other interested individuals. Links to the on-line survey were provided on the R.M. of St. Andrews website and on all printed materials distributed throughout the community.
- ▶ Conducting a youth workshop with Grade eight students from Lockport School.
- ▶ Set-up of a booth at the Annual R.M. of St. Andrews Community Open House displaying materials from the background report to promote conversation among participants.
- ▶ Placement of notices in the Selkirk Record advertising the process, the on-line survey, and the workshop.
- ▶ Conducting "Community Conversations" (which included unplanned and informal exchanges in person) with community members in public areas such as the Kennedy House gardens, River Road Park, and community businesses.
- ▶ Conducting a Community Workshop to identify and capture community ideas.
- ▶ Conducting a follow-up Open House for the public to view the proposed plan and provide comments and feedback.

2.2 Analysis of Stakeholder Input

This section highlights the key topics that emerged from all the stakeholder engagement events. Input from the community and stakeholder engagement events was compiled, consolidated and then separated into common themes. **Figure 3** identifies the common themes that emerged during the stakeholder events, broken down into the different land use categories.

AREAS OF CONCERN	STAKEHOLDER INPUT	SECONDARY PLAN OUTCOMES
Transportation	<ul style="list-style-type: none"> ▶ Reduce traffic speed on Highway 9 and River Road. ▶ Develop and enhance walking and cycling paths along River Road and PTH 9. 	<ul style="list-style-type: none"> ▶ Develop more internal road connections in existing and future residential areas to reduce the need to access PTH 9.
Parks and Recreation	<ul style="list-style-type: none"> ▶ Provide more park spaces in the form of passive parks, neighbourhood pocket parks, and community parks. ▶ Preserve natural areas and green space along the river. ▶ Include green space in new developments. ▶ Plant more trees and create more areas of visual interest along the river. 	<ul style="list-style-type: none"> ▶ Policies to ensure park spaces are provided in as many future residential areas as possible.
Commercial	<ul style="list-style-type: none"> ▶ Build upon existing mixed-use nodes. ▶ Keep commercial along Highway 9. ▶ Attract local business. ▶ Provide community gathering places for both the young and old. ▶ Maintain the rural/village character. 	<ul style="list-style-type: none"> ▶ Mixed-use or commercial nodes are identified along PTH 9 on Map 1 to support future commercial development.
Residential	<ul style="list-style-type: none"> ▶ Maintain the rural residential feel, larger lots with lower residential densities. ▶ Promote 55+ housing near existing commercial nodes. ▶ Allow for some smaller lots. ▶ Incorporate green space and a trail network. 	<ul style="list-style-type: none"> ▶ Most of the residential areas are developed, however, when water and wastewater services become available, small lots will be considered to be more cost effective.
Heritage	<ul style="list-style-type: none"> ▶ Promote historically significant heritage areas. 	<ul style="list-style-type: none"> ▶ Recognize heritage areas on a map and promote tourism.
Infrastructure	<ul style="list-style-type: none"> ▶ Develop an adequate sewage system. ▶ Improve land drainage. 	<ul style="list-style-type: none"> ▶ Policies help guide future wastewater connections and drainage construction.

Figure 3: Analysis of Stakeholder Input

3.0 KEY CONCEPTS AND ISSUES

The key concepts and issues listed below highlight those that emerged throughout the consultation process.

- ▶ Lack of bike/walking path networks.
- ▶ Lack of sewer systems.
- ▶ Need to preserve green space (parks, natural areas).
- ▶ Need to control traffic volume and speed along Highway 9 and River Road.
- ▶ Need to promote the rural residential feel of South St. Andrews.

4.0 SOUTH ST. ANDREWS AREA SECONDARY PLAN

The South St. Andrews Planning Area is illustrated on **Map 1**. It is located 10 km north of the City of Winnipeg on Provincial Trunk Highway (PTH) 9. The South St. Andrews Planning Area is bounded by the Red River to the east, the CP rail line to the west, the West St. Paul boundaries to the south and the boundaries of the Lockport Settlement Centre Planning Area to the north.

This Secondary Plan is based on a vision and supporting principles that were developed partially through consultation with the community. The plan seeks to balance the community's desire to encourage active and healthy lifestyles within serviced, low density exurban residential environment. **Map 1** identifies land use designations that apply to the General Development Area and should be reviewed in conjunction with the following policies.

There are approximately 3,640 acres (1473 hectares) of land within the South St. Andrews Planning Area. The majority of developable lands are privately held and are identified on **Map 1** under the heading of Future Land Use Designations. Ownership throughout the area is generally fragmented. Phasing of new developments needs to be contiguous and should emphasize residential continuity of existing urban uses with higher density residential developments encouraged to cluster together to strengthen and support commercial nodes.

4.1 General Planning and Sustainability Principles

The overall goal of the South St. Andrews Secondary Plan is to sustainably maintain and develop commercial, recreational, and residential land uses in a low density exurban setting while promoting linkages to neighbouring communities and the protection of ecological and heritage sites. This plan endeavors to meet the current needs of the community while simultaneously planning to meet the needs of future generations.

4.1.1 Objectives

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

1. To provide an adequate mix of housing for a variety of stages in life while maintaining the character of a low density exurban residential community.
2. To create an attractive and interesting destination for visitors and residents along River Road and PTH 9 that promotes access to the Red River, local historical sites and parks.
3. To promote strategic commercial and mixed-use service areas for both area residents and visitors along PTH 9.
4. To develop an active transportation system that incorporates the River Road Provincial Park/Heritage Parkway and connects the community to sites and services in existing and emerging areas.
5. To reduce potential conflict between neighbouring land uses.
6. To promote efficient municipal road networks with safe access to the provincial highway system.
7. To develop South St. Andrews using sustainable practices in a low density residential community by demonstrating leadership in community design, energy conservation, accessibility, waste recycling, and ecological protection.
8. To ensure that municipal infrastructure, such as sewer and stormwater management facilities, and public and private utilities are adequate to service the residents, businesses and institutions of this area.

4.1.2 General Policies

The following policies apply to all lands within the South St. Andrews Planning Area:

1. All development will be implemented in accordance with:
 - a. Map 1 – Land Use Plan
 - b. Map 2a – Transportation Network Plan
 - c. Map 2b– Active Transportation Network Plan
 - d. Map 3 –Wastewater Main Serving Plan
2. Subdivision applications for residential (10 or more lots), commercial, mixed use, institutional and multi-family land uses should include:
 - a. A stormwater and drainage management plan.
 - b. A water and wastewater servicing plan.

- c. Demonstrated provisions for maintenance of views of open spaces and the Red River, where possible and applicable.
 - d. A pathway plan that connects into the proposed pathway plan on **Map 2b** or the identification of connections and easement for future pathways to connect to adjacent subdivisions.
 - e. A roadway plan that connects to the existing road network and provides safe and efficient vehicular access on collector streets.
 - f. Street naming that reflects the history and heritage of St. Andrews.
 - g. Provision of a neighbourhood focus or feature such as a pocket park.
 - h. Landscaping plan that includes vegetation and other features.
3. Notwithstanding any other policies of this Secondary Plan, all municipal facilities and utilities, including stormwater management facilities and stormwater management ponds, shall be permitted on lands in any land use designation.
 4. All new developments should design and orient structures in a way that:
 - a. Maximizes solar gains and facilitates future on-site use of solar energy technologies or other renewable energy sources and/or energy recovery systems.
 - b. Meets minimum standards for water conservation.
 - c. Promotes permeable surfaces, including permeable driveways and parking areas, such as plastic grids, pervious concrete, porous asphalt, or single sized aggregate for example.
 - d. Promotes water efficient, drought resistant landscaping and the elimination of pesticide/herbicide use by using native plant species and xeriscaping.
 - e. Meets universal design standards for accessibility.
 5. New buildings and developments are strongly encouraged to incorporate Leadership in Energy and Environmental Design (LEED) Green Building Rating System® criteria which encourage the adoption of sustainable green building and development practices.
 6. The R.M. shall encourage and promote alternative waste management such as recycling and composting whenever economically and technically feasible.
 7. New development must be set-back a minimum of 30 m from the rail line right-of-way and the rail company must be notified of any proposed land use changes affecting lands within 300 m of a railway line.
 8. New developments adjacent to or near such noise sources as railroads, provincial highways, and industrial areas such as the St. Andrews Airport may require noise abatement measures such as:

- a. Road or building lay-outs which increase the distance between noise sources and residential uses.
 - b. Landscaping of open spaces.
 - c. Sound attenuation walls, berms, double or triple paned windows and central air conditioning.
9. No new buildings or structures of any type shall be permitted in the area designated as flood prone areas in **Map 1** except buildings or structures that are to be used for the purpose of providing utility installations or community facilities such as pathways or boat launches.
10. All development within the Red River Flood Corridor must be in accordance with the flood level elevations and criteria prescribed by the Province of Manitoba.
11. All new developments should include sprinkler systems or any other appropriate fire protection technology, where they are not already a requirement.
12. The Secondary Plan should connect and integrate with the Lockport Settlement Centre Secondary Plan, the St. Andrews Airport Secondary Plan, and the West St. Paul Secondary Plan by:
- a. Promoting dialogue between the organizations and municipalities.
 - b. Designing a public right-of-way system, including roads and active transportation routes, that allows for vehicular and pedestrian movement between and throughout the plan areas.
13. Housing designed for seniors, people with disabilities, single persons or for households at or below the provincial median income level may be provided for in the residential areas. Consideration should be given to ensure that the scale and form of the housing is compatible with the surrounding area.
14. The use of solar power, LED (light-emitting diode) technology or other new energy reduction technologies is encouraged within the South St. Andrews Planning Area for street, site, and signage lighting.
15. The R.M. may coordinate with the transit service providers to provide overhead canopies, seating areas, lighting, bus shelters and “park and ride” locations at transit stops where it is possible and appropriate to promote transit ridership.

4.2 Residential

South St. Andrews is predominantly comprised of single-family homes on unserviced lots of approximately two acres (0.8 hectares) or more. The Secondary Plan identifies appropriate areas for a variety of residential developments throughout the community in order to provide a range of housing opportunities for residents, while at the same time planning for future

connections to municipal services. The Secondary Plan promotes the development of new residential subdivisions and densification in existing low density residential areas and ensures that new developments will be consistent with the character of the existing community.

4.2.1 Objectives

1. To maintain and enhance existing neighbourhood stability and quality.
2. To promote compatible infill development.
3. To promote and support the maintenance and protection of existing built-up neighbourhoods by building on vacant lots or undeveloped parcels within already developed areas and to give consideration to the needs and concerns of the existing neighbourhood when evaluating proposed infill development.
4. To provide an adequate supply of residentially-designated land that allows for a mix of housing types and densities.
5. To provide for services that are supportive of residential development such as recreation facilities and neighbourhood commercial uses.
6. To support the logical and orderly phasing of new residential areas by allowing for adequate timeframes for proper planning and the orderly installation of municipal services.
7. To support the development of visitable housing which provides access to dwellings designed to eliminate and reduce obstacles that will prevent disabled, elderly or mobility challenged persons from entering or leaving the dwelling.
8. To promote the intensification of existing residential areas to help support the cost of implementing future municipal wastewater services.

4.2.2 Single-Family Residential Policies

1. New single family dwellings shall be directed to residential land use designations identified in Map 1.
2. Dwellings should complement the existing neighbourhood in terms of setbacks, scale and character.
3. The subdivision of existing large lots into smaller parcels is encouraged to permit an increase in residential densification.
4. New residential development should generally occur in a contiguous manner. Discontiguous development or leap-frog development that would result in the isolation of existing residential uses and inefficient utilization of municipal services shall not be supported.

5. New residential development that is constructed before wastewater services are available shall locate the dwelling unit and holding tank to one side of the lot to allow for future subdivision into smaller parcels. Parcels of a significant size, as determined by Council, may require a concept plan showing the subdivision layout. The concept plan shall reflect the general intent of the Secondary Plan and shall be submitted for Council's review and approval.
6. Once wastewater servicing to the area is available, new single-family residential development shall be constructed at a target density of three dwelling units per acre (7.5 dwelling units per hectare). Reconfiguration of existing lots to accommodate densification is encouraged.
7. Priority shall be given to the development of residential lands that tie into proposed sewer and/or water trunk services.
8. Where applications for residential land developments with ten or more lots are proposed, the R.M. or the SDPAB may request information such as an overall landscape plan, traffic impact study, active transportation network plan and building design information in order to ensure a high-quality development.
9. Applications for new residential subdivisions with ten or more lots shall reference General Policies Section 4.1.2.2.
10. Applications for new residential subdivisions with ten or more lots should incorporate the following minimum visitability housing requirement into residential developments, where feasible:
 - (i) One level, no-step entrance - minimum 36 inches (91.4 cm) wide - on an accessible route.
 - (ii) Wider doorways - minimum of 32 inches (81.3 cm) clear passage throughout.
 - (iii) A wheelchair accessible bathroom on the main floor.

4.2.3 Multi-family Residential Policies

1. Multi-family residential uses shall be directed to multi-family residential and mixed use designations. The SDPAB shall review all multi-family applications to ensure they demonstrate compatibility through design and landscaping between the development and any surrounding single-family residential areas on the basis of:
 - (i) Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated.
 - (ii) Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite.
 - (iii) Parking Requirements: The development should have adequate on-site parking for residents and visitors, to minimize the potential for spillover parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit should be pursued, where appropriate.
 - (iv) Outdoor Amenity Areas: The development should include outdoor amenity areas for the tenants.
 - (v) Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas should be mitigated using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping). These uses and activities should be located away from residences where possible.
 - (vi) Lighting: The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated.
2. New multi-family residential uses at a density of sixteen units per acre (40 dwelling units per hectare) or greater should be developed adjacent to collector roads .
3. Where multi-family residential development is proposed, the SDPAB may request that the developer submit a report which addresses issues of potential conflict, such as traffic impact.
4. Developers are encouraged to incorporate universally accessible seniors' housing to allow the opportunity for residents to continue to live in the community as they age.
5. Developers are strongly encouraged to develop a range of compact housing forms and tenures, and have affordable units for low and moderate income households for at least 25 percent of the development.

4.2.4 Mobile Home Park Policies

1. Mobile home parks shall be directed to the Mobile Home Park Residential Designation.
2. No additional mobile home parks shall be permitted in the South St. Andrews Secondary Plan Area. Nor will any additional units / site be permitted within existing Mobile Home Parks.

4.3 Parks and Open Space

The intent of the Parks and Open Space designation is to accommodate parks and recreation areas that provide leisure facilities for residents and supports tourism in the community. **Map 1** identifies the location of existing neighbourhood and community parks and identifies possible future parkland in the area. The Red River floodplain, which is primarily under private ownership, is an extensive “natural” open space corridor with potential for public access and enjoyment. This corridor, which includes playgrounds, playing fields, woodlots, meadows, fields, manicured lawns, and vegetation has the potential to form an impressive open space system in the area.

4.3.1 Objectives

1. To identify potential locations for future parks and pathway linkages based on a review of land available for development and its relation to existing park locations, open space, historical sites and community needs.
2. To decrease maintenance costs of park spaces.
3. To identify minor and major capital park improvements that are identified and requested by the community.

4.3.2 Parks and Open Space Policies

1. Parks and Open Space uses are designated on **Map 1**. The Secondary Plan identifies the general locations of parks and open space.
2. Where feasible, new parks should be located to take advantage of existing public facilities. Parks and Open Space designations can be located adjacent to or on the floodplain.
3. Areas designated with the neighbourhood park symbol in **Map 1** should contain at least one designated park area within the residential development that contains an open play area. Neighbourhood parks shall be a minimum of 0.5 acres (0.2 Hectares) in size and should be linked to the surrounding community by active transportation pathways. If an area is not developed all at one time, a park dedication fee of 10% of the value of the lot should be paid during the subdivision process.

4. The R.M. shall promote the use of the river and the riverbanks by facilitating public access to the river and riverbank land and the use of the river for transportation and recreation. Access to the river can be through pathways, boat launches, docks, look-outs and other accessibility improvements. All riverbank facilities should be subject to appropriate flood proofing designs or mitigation strategies that ensure they can be cleaned up quickly and maintained efficiently following periods of high water. Where opportunities arise, the purchase of shore land areas, or the establishment of special purpose easements by the R.M or respective organizations and associations such as the Manitoba Recreational Trails Association shall be considered for purposes such as active transportation trails and ancillary commercial uses such as recreational non-motorized equipment rentals or mobile food vendors.
5. The R.M. should promote and actively solicit gifts or cash and gifts in-kind for public art, heritage preservation or nature conservation and promotion initiatives.
6. Historical sites and resources shall be commemorated with the appropriate form of interpretation which may include signage or plaques.
7. A Heritage Impact Assessment shall be required for any proposed work or development involving, or adjacent to, a heritage resource site/historical site (**Map 1**) to ensure that there will be no adverse impacts caused to the resources. Mitigation measures shall be imposed as a condition of development approval to ensure no adverse impacts.
8. The R.M. should promote public accessibility and interpretive signage for the wetland area located east of River Road at the intersection with Donald Road.
9. The R.M. should consider options to integrate gardening and / or urban agriculture into subdivision design or on no-build zone (**Map 1**) though provision of community gardens and demonstration gardens.
10. The R.M. should request parkland dedication through the subdivision process, including provisions in Development Agreements to promote and provide public access to the Red River. The R.M. should require a parkland dedication based on ten percent of the gross developable area. Cash-in-lieu may be considered at the discretion of the R.M. These parks should be located adjacent to walkway connections and may include such elements as small-scale play equipment, public gardens, seating areas and passive open space. The size of the parks will generally be less than one-half acre (0.2 hectares).
11. Developers should coordinate with the R.M. to incorporate the naming and re-naming of parks using historical names as a means of respecting the heritage of the community.
12. Adequate off-street parking for park uses shall be provided.
13. The R.M. should make every effort to acquire the land or establish easements on private lands designated as parks and open space in the Secondary Plan.

4.4 Institutional

Institutional uses include places of worship, cemeteries, schools and community recreation facilities.

4.4.1 Objectives

1. To promote and maintain institutional uses that serve South St. Andrews.

4.4.2 Policies

1. Buildings for institutional uses, such as schools, under 40,000 sq. ft. may be located within residential designations. Institutional uses will also be considered in mixed use designations.
2. Any new institutional development should be located in a way that respects the privacy of adjacent uses. Mitigative measures to reduce any potential negative impact on adjacent residential development should be implemented as part of the approval process.
3. The R.M. shall actively - expand the supply and maintenance of recreation and leisure facilities through partnerships with other groups and agencies, as well as through direct provision.

4.5 Commercial

Commercial uses in South St. Andrews are intended to allow for basic services to area residents with a high standard of development. The majority of commercial development is located along the east side of PTH 9. The intent of this Secondary Plan is to accommodate additional commercial uses near existing commercial sites in order to create larger commercial nodes for the community.

4.5.1 Objectives

1. To promote the development of a commercial node at the junction of St. Andrews Road and PTH 9 and the junction of River Road and PTH 9.
2. To support a reduction of GHG production and natural resource consumption by planning for basic services and facilities within a reasonable walking distance from homes.
3. To promote appropriate commercial development along PTH 9.
4. To promote businesses that support the needs of local residents as well as visitors.

4.5.2 Policies

1. New commercial uses shall be located within Commercial designations (**Map 1**).
2. New businesses shall be encouraged to create attractive storefronts contributing to the development of local commercial uses and sense of place for the community. The development of attractive commercial developments may include the addition of street furniture, landscaping, decorative signage, and other elements as determined by The R.M. or the SDPAB or contributions to public spaces or common areas in the vicinity of the proposed commercial development.
3. Commercial uses established directly parallel to PTH 9 should have store fronts facing PTH 9.
4. Wherever possible, existing commercial developments are encouraged to connect to the proposed pathway systems and to provide bicycle parking.
5. Storefronts should be pedestrian-friendly and contribute to an active and vibrant commercial area.
6. Commercial uses that provide visual and pedestrian connections to the Red River shall be strongly encouraged.
7. Commercial uses that service the local population and reduce the need for travel to commercial areas are encouraged.
8. Priority shall be given to the development of commercial sites and buildings adjacent to existing commercial areas. The adaptive reuse of existing buildings is strongly encouraged.
9. The SDPAB shall review all Commercial development applications to ensure they demonstrate thoughtful compatibility through design and landscaping between the development and the surrounding single-family residential areas using the policies referenced in Section 4.2.4.1.

4.6 Mixed-Use

Mixed-use developments increase the intensity and diversity of land uses by combining two or more different land uses such as residential, institutional and commercial uses in the same structure or development. They have the potential to promote walkability, increase housing options and help foster a sense of place within the community.

4.6.1 Objective

1. To provide for mixed-use development at appropriate locations throughout the Planning Area.
2. To support compact higher density development and the integration of a variety of uses.

4.6.2 Policies

1. Mixed-use developments are encouraged to locate between commercial and residential uses as a transitional buffer within mixed-use designations (**Map 1**).
2. The SDPAB shall review all Mixed-use development applications to ensure they demonstrate thoughtful compatibility through design and landscaping between the development and the surrounding single-family residential areas using the policies referenced in Section 4.2.4.1.
3. Mixed-use developments should promote a variety of tenure options and provide shared parking.
4. Mixed-use designations shall be located adjacent to or in close proximity to major roads, namely PTH 9 and the nearby commercial and mixed-use areas.
5. Mixed-use developments may be located in a single building or comprise of a variety of compatible uses in a defined area in separate buildings.
6. Mixed-use areas may contain a variety of uses including general retail, restaurants, offices, clinics, institutional and multi-family residential uses.
7. Mixed-use developments shall provide the following information for approval by the SDPAB:
 - a. The size, shape, location and proposed uses, by type and density.
 - b. The proposed public and/or private road network.
 - c. The site landscaping in accordance with the zoning by-law.

4.7 Urban Design and Landscaping

Urban Design and Landscaping guidelines are useful in the creation of a visibly appealing community that promotes connectivity and pedestrian linkages. The intent of the Secondary Plan is to further develop South St. Andrews as a unique community within the Red River Corridor. The following guidelines apply to the entire area but emphasize development in the mixed-use nodes.

4.7.1 Objective

1. To enhance the identity and design of South St. Andrews through the addition of landscaping and design measures that aesthetically improves streetscapes and open spaces.
2. To support the human need for social contact and create opportunities for community interaction and a sense of community by using design principles that enhance the public environment.

4.7.2 Policies

1. Streetscaping guidelines emphasizing high quality design including storefronts, signage, street furniture, landscaping, decorative signage, and other elements determined shall be developed by the applicant to complement the development approval process.
2. Development agreements may require landowners to supply elevation drawings of proposed storefronts and buildings including façade sketches and building materials to ensure they are contributing to a common visual theme in the area that may or may not be determined by streetscaping guidelines.
3. The R.M. and the SDPAB should support applications that avoid monotony and provide aesthetically pleasing building designs.
4. Commercial and Mixed Use Development Applications must ensure:
 - a. The provision of a clearly defined public environment.
 - b. Public-oriented spaces and activity areas, including building entrances, terraces and porches, shall be oriented towards public roads.
 - c. Safety, accessibility and comfort in the pedestrian environment.
5. New developments shall also be encouraged to provide:
 - a. Elements of interest such as historical or interpretive displays.
 - b. Well-designed street furniture and landscaping.
 - c. Open terraces or balconies on upper floors overlooking the river, street or heritage site.
6. Cooperation between the R.M. of St. Andrews and the R.M. of West St. Paul in developing the streetscaping guidelines should be encouraged to promote visual identity between the two communities.
7. Street furniture, such as garbage receptacles, bicycle parking, lighting and benches, should be designed in a way that encourages rural village character.
8. Native planting on public and private lands shall be encouraged to minimize environmental and economic costs associated with their maintenance.
9. Where possible, tree planting and landscaping along PTH 9 and River Road shall be encouraged to create a pleasant pedestrian atmosphere.
10. Screening and landscaping between commercial and residential uses shall be provided to minimize impact on adjacent land uses.

4.8 Heritage and Tourism

The South St. Andrews Planning Area is situated near one of the oldest known pre-European contact settlement sites in Canada. The area contains numerous provincial and federal heritage sites including: Firth House (Formerly the Hay House) - Manitoba Provincial Heritage Site, Kennedy House, St. Andrew's-on-the-Red Anglican Church, and the St. Andrew's Rectory National Historic Site of Canada. The area contains ecologically sensitive habits such as wetlands and riparian habitats.

4.8.1 Objectives

1. To protect natural waterways, riparian habitat, ecologically sensitive lands and heritage resources.
2. To identify and promote the historical significance of the area.
3. To promote connections and linkages between the historical sites along River Road.

4.8.2 Policies

1. Any development within 110 m of the property line surrounding the Kennedy House, and the St. Andrews Rectory site should not be developed without community consultation and a prior archeological assessment of the site.
2. The R.M. shall collaborate with the Province of Manitoba to promote tourism in the area by promoting the Red River, and developing recreation and tourist amenities such as picnicking facilities and boat launches where possible.
3. The R.M. and the SDPAB should undertake a heritage resource evaluation of South St. Andrews to examine the character and assist in the identification of areas of significant historical importance.
4. Significant heritage resources must be protected from development or redeveloped through appropriate mitigation and protection methods to preserve the values of these sites.
5. The adaptive re-use of existing heritage and farm buildings is encouraged.
6. New development shall be set back a minimum of 30 m from the ordinary high water mark to natural waterways, and 10 m from riparian habitat, ecologically sensitive lands and heritage resources.

7. Landowners and developers shall protect and incorporate eco-sensitive areas such as the marsh area located east of River Road at the intersection with Donald Road (**Map 1**) and the marsh area at the south west corner of River Road and Overwater Road (**Map 1**) into areas of visual and ecological interest.
8. The preservation of mature trees and other ecologically significant vegetation is encouraged.
9. Business owners and residents should investigate the possibility of an information kiosk and/or the creation of a local area landmark in a prominent public location.
10. The R.M. should work with the province to establish gateways on PTH 9 and River Road through the use of architectural features and signage.

4.9 Transportation

Provincial Trunk Highway (PTH) 9 and Provincial Roads (PR) 410, 238 and 27 are the primary provincial roads in the study area. River Road (PR 238) provides a scenic route to the riverfront and to related historical sites. The majority of the municipal internal roadway system is made up of local two-way asphalt paved streets with available on-street parking. The existing roadway pattern is not well integrated for internal traffic flow and the Planning Area lacks safe designated Active Transportation routes. Active Transportation (AT) is defined as any form of human-powered transportation, typically walking and cycling. Active transportation is becoming more attractive to local residents as a way to improve their health and quality of life, and move throughout the community. Together, this infrastructure provides a safe and efficient network that needs to be protected and enhanced to continue connectivity and promote alternative modes of travel by the local residents and visitors.

4.9.1 Objectives

1. To provide a safe and efficient transportation network for vehicular traffic, pedestrian, and active transportation traffic.
2. To improve local and regional connectivity.
3. To promote community connectivity and AT facilities that help connect River Road and PTH 9 in the Trans Canada trail system.

4.9.2 Transportation Policies

1. All future roadways should follow the direction provided on Map 2A Transportation Plan.
2. The use of all-terrain vehicles in public spaces should be prohibited.
3. All new roadway development should aim to have the least adverse impact on existing development as possible.

4. All new roadway developments shall reflect the internal neighbourhood circulation and connections identified in Map 2A, and direct traffic away from PTH 9. Internal road networks and service roads should be considered as a means to reduce the number of individual driveways or access roads required to link development with the road network. Where multiple driveways along a highway exist, and a new development is proposed adjacent to these properties, a service road should be investigated as a means to update the access in the area and reduce the number of separate accesses to the highway.
5. The R.M. shall work cooperatively with the Province and the adjacent Municipality of West St. Paul to integrate the planning of the municipal road network with the roads under Provincial jurisdiction and in the planning of roads with cross municipal boundaries.
6. The SDPAB shall require, as a condition of development or redevelopment, that adequate parking and loading facilities be provided in commercial, institutional and multi-unit residential development. This includes parking for bicycles.
7. The SDPAB may require, as a condition of approval of any new development or redevelopment, that lands be acquired by the R.M. of St. Andrews or the Province, as applicable, to provide for required road right-of-way widenings. For alignment locations on existing roads, the land for right-of-way widening will generally be acquired on either side of the centre line of the original road allowance.
8. Additional right-of-way width may be required to accommodate facilities such as bike lanes, medians and on-street parking. The R.M. or the Province may also require additional lands at intersections to provide for exclusive turning lanes or other special features such as bridges. Any additional land as described above shall become part of the right-of-way.
9. The R.M. shall encourage the Province to upgrade PTH 9 to a four-lane divided highway.
10. Landscaped medians are encouraged.
11. Additional private access to PTH 9 shall not be permitted unless through permission from Manitoba Highway Traffic Board or another appropriate roadway jurisdiction.
12. All future local and internal road networks must be interconnected to existing roadway networks in a way that promotes internal mobility for short trips, emergency vehicle accessibility and pedestrian safety. Service roads shall be required for access between commercial and residential developments and off of PTH 9. To allow for safe ingress and egress, access roads connecting to PTH 9 must be no less than 50 m in length from the centreline of the service road and the adjoining highway lanes at the point where the service road would gain access to the highway.
13. A minimum of 400 m of spacing is required between any future public road access points to River Road.

14. Public transportation routes and transit stops (**Map 2a**) shall be upgraded in cooperation with the transit service provider.

4.9.3 Active Transportation (AT) Policies

1. The development of AT systems shall be prioritized to focus on PTH 9, River Road and St. Andrews Road (PR 410). AT facilities should be developed to connect residential areas and commercial areas to parks and open space, historical points of interest, and bus stops along PTH 9. (**Map 2b**). Where feasible, a pathway along the Red River should be developed.
2. Where possible, pathways with shade trees for both sides of collector or arterial roads shall be constructed.
3. The development of AT systems that connect culs-de-sac are encouraged.
4. Trails shall be required around or adjacent to new stormwater management facilities such as retention ponds or naturalized drainage canals.
5. Land acquisition and easements along PTH 9 between River Road North and River Road South shall be encouraged to facilitate a connection to the TransCanada Trail and provide a safe connection for pedestrians and cyclists.
6. Pathways incorporated into vehicular right-of-ways shall emphasize active transportation users safety.
7. Signage shall be erected along existing and future pathways clearly stating that off-road vehicles are not permitted.
8. Where possible, signage and support facilities such as bicycle stands, public phones and rest spaces, should be provided.
9. The R.M., where feasible, shall acquire lands which ensure access and egress at key focal points and destinations in the community and eliminate missing links in the AT network.
10. The R.M. should encourage community involvement when implementing, maintaining and improving the AT network.

4.10 Municipal Services

South St. Andrews is not currently serviced by municipal water or wastewater treatment services. A regional wastewater collection system is being planned with the intent to provide sewer services to the area south of PTH 44 and east of the CP Rail line. Due to health and environmental concerns from the abundance of failing on-site wastewater systems in the area, the establishment of service connections is vital to the growth and development of the settlement centre and the

R.M. should plan for this future connection when considering approving future development in the area.

4.10.1 Objectives

1. To allow for the efficient and cost-effective installation or extension of sewer services and utilities into and throughout South St. Andrews in a manner responsive to the rate of development and to the demand for serviced lands.
2. To establish a regional trunk wastewater sewer system in the South St. Andrews Area.
3. To ensure the efficient and effective allocation of fire and emergency services throughout the Secondary Planning Area.

4.10.2 Policies

1. A regional municipal service sharing agreement may be established to provide wastewater treatment services to South St. Andrews. The agreement may be developed in conjunction with neighbouring service providers to provide the most sustainable cost-effective solution for area residents and business owners.
2. A Water Rights License from Manitoba Water Stewardship shall be required when the South St. Andrews Planning Area develops any new municipal water distribution system.
3. The installation or extension of wastewater services into the Planning Area shall follow along existing and proposed roadway networks.
4. The development of municipal services should be undertaken in accordance with **Map 3**. Final development plans will be determined based on use, civil engineering data, density, economic feasibility, environmental concerns and future demand. Service sharing between municipalities is strongly encouraged. Servicing of the area may originate from more than one source depending on opportunity and available servicing capacity.
5. All new development within the South St. Andrews Planning Area shall be required to enter into a development agreement with the R.M. for the provision of wastewater services once servicing to the area becomes available. All existing development shall connect to the municipal system within a reasonable period of time, but not exceeding five years from the date that the regional systems are available to the benefitting frontage.
6. The cost of connection to the municipal system for existing landowners shall be the responsibility of the landowner and shall be determined through a local improvement levy.
7. The PTH 9 right-of-way should be widened where necessary to accommodate the extension of trunk wastewater sewer and/or water services.

8. Existing septic fields should be decommissioned as part of the process of developing new residential dwelling units on a property..
9. The use of water saving devices and practices is encouraged in order to conserve water and reduce the volume of wastewater produced.
10. The R.M. will ensure the efficient and effective allocation of fire and emergency services throughout the Secondary Planning Area in consultation with the Fire Department, the RCMP and the regional ambulance service.

4.11 Stormwater Management

Stormwater Management and Drainages studies have been conducted for issues affecting the South St. Andrews Secondary Plan area. The Overwater Road Drain and encompassing hydrologic catchment have been identified as the most problematic areas in terms of drainage, as the current drainage infrastructure does not adequately address the minimum requirements for residential developments. The following objectives and policies are based on the previous engineering reports.

4.11.1 Objectives

1. To prevent future property damage.
2. To identify and remediate areas subject to adverse drainage conditions.

4.11.2 Policies

1. The R.M should maintain a minimum depth of 0.3 m for the ditches in order to avoid potential flooding problems on the road and properties.
2. The R.M should evaluate culverts on a case-by-case basis to determine whether upgrades need to be made to improve serviceability.
3. The R.M shall collaborate with private owners to encourage an annual ditch maintenance program to remove debris and vegetation and increase the routing capacity of the ditches on private property.
4. Where applicable, an engineered drainage / grading plan will be required for new developments.
5. Where possible, a down-gradient of two percent away from the dwelling for properties directly affected by the marsh, the 1:100 year flood mark (226.8 m at mean average sea level (masl)) will set their minimum main floor elevation, with an adequate freeboard (minimum of 0.30 m is recommended).

6. The R.M. should seek to reduce erosion on the Parkview Place cul-de-sac by properly channelizing water flows from the cul-de-sac and providing a rip-rap channel.
7. The R.M. should encourage the Province of Manitoba to consider raising River Road by 500 mm (to an elevation of 227.0 m at masl) during final paving in order to safely contain a 1:100 year flood event.
8. The R.M. should strongly consider the construction of a Secondary ditch on the South side of Overwater Road to allow the marsh to drain excess runoff and improve the marsh's storage capacity during the 1:100 year storm event.
9. Major existing natural and constructed land drainage features must be respected. Land drainage associated with the development of lands within the South St. Andrews Planning Area will utilize ditches or naturally landscaped linear basins to retain surface runoff, with outfalls to existing creeks and municipal drains.
10. New land drainage facilities shall be designed and constructed to restrict the rate of surface water discharge into existing creeks and municipal drains so as not to exceed pre-development flows, as determined by the provincial and municipal implementing authorities.

5.0 IMPLEMENTATION

The South St. Andrews Secondary Plan is a land use planning policy document that will guide future development using planning tools provided under *The Planning Act*. Many elements shown in the Secondary Plan are conceptual and are intended to guide future development. These elements include: location of parks, pathway locations, and boundaries of land use designations. Modifications to the Secondary Plan during the implementation are anticipated and will be supported as long as the general intent is maintained.

This Secondary Plan identifies the following studies, plans and/or assessments that may be required to support, major development proposals over five acres (2 hectares) in size, and Plan of Subdivision applications; prior to that application being considered complete. The purpose of these studies are to ensure that the policies of this Secondary Plan are being implemented in the context of a development proposal. The following studies, plans and/or assessments may be required at the discretion of the SDPAB and / or the R.M.:

1. Land Use Planning Report
2. Neighbourhood Plan
3. Master Plan

4. Context Plan
5. Staging Plan for residential developments with 20 homes or more
6. Streetscape Plan
7. Environmental Impact Study
8. Environmental Assessment Study
9. Phase 1 and 2 Environmental Site Assessment
10. Heritage Impact Statement
11. Archaeological Assessment and a Conservation Plan (if archaeology resources are identified)
12. Stormwater Management Plan
13. Functional Servicing Plans (Sewer)
14. Service Infrastructure Master Plan
15. Traffic Impact Study
16. Parking Needs Study
17. Transportation Master Plan including linkages to the trails or parks system
18. Noise and Vibration Impact Assessment
19. Tree Preservation Protection and Replacement Plan, Landscape
20. Analysis Plans, Tree Survey, Tree Inventory and Vegetation
21. Geotechnical Study
22. Soils Analysis

5.1 Implementation Strategy

Recommendations of the South St. Andrews Secondary Plan are implemented primarily through planning tools such as Zoning By-laws, subdivision, site plan control and a possible requirement of the plans, studies and assessments mentioned in Section 5.0. Residents, business owners and developers will help implement the Secondary Plan through their participation in the planning process.

Listed in Appendix A are distinct action items with responsibilities categorized Action Items, Responsibility and Timeframe.

Table 1: South St. Andrews Secondary Plan Implementation Strategy

Action Items	Responsibility	Timeframe
Overall Goals		
Promote energy and water saving technologies.	R.M. of St. Andrews	On-going
Mixed-Use		
Amend the Zoning By-law to provide an appropriate zoning category for mixed-use development and mobile home parks.	SDPAB	2012-On-going
Commercial		
Encourage existing businesses to create attractive pedestrian-friendly store fronts that feature bicycle parking.	R.M. of St. Andrews	On-going
Parks and Open Space		
Review opportunities to purchase shore lands along the river and acquire easements.	R.M. of St. Andrews	On-going
Discuss creating a pedestrian crossing across River Road to connect Kennedy House with St. Andrew's Church on the Red with the Province of Manitoba.	R.M. of St. Andrews and SDPAB	On-going
Support the acquisition of land by the R.M. of St. Andrews to develop AT routes throughout the area.	R.M. of St. Andrews	On-going
Historical Site Inventory	R.M. of St. Andrews	On-going
Urban Design and Landscaping		
Create a streetscaping master plan that creates policies to promote a common visual identity.	SDPAB	2014-2015
Conceptual subdivision design that outlines servicing and drainage requirements.	SDPAB	2014-2015
Develop a list of street and park name that reflect the history and heritage of St. Andrews.	R.M. of St. Andrews and SDPAB	2014-2015
Municipal Services and Stormwater Management		
Develop a services sharing agreement with neighbouring service providers for water and/or wastewater services.	R.M. of St. Andrews and SDPAB	2012-2014
Develop a public education strategy to encourage ditch maintenance.	R.M. of St. Andrews and SDPAB	2012-2014
Transportation		
Initiate discussions with land owners and implement a Multi-Use Pathway Plan.	R.M. of St. Andrews and SDPA	On-going
Coordinating Upgrades of PTH 9 with the Province to ensure provisions for AT routes and servicing upgrades.	R.M. of St. Andrews and SDPA	On-going

5.2 Monitoring

The R.M. of St. Andrews and SDPA Board will monitor the South St. Andrews Area Secondary Plan and indicate whether the intent and policies recommended within the document are being carried out. The South St. Andrews Secondary Plan should undergo a formal review in conjunction with the Development Plan so that the plan continues to promote 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 community. Should there be any changes to the South St. Andrews Area Secondary Plan, an amendment to the by-law will be necessary.