

WEST ST. PAUL NORTH SECONDARY PLAN

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

2013

TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Purpose of a Secondary Plan	1
1.2	Study Area Location	1
1.3	Policy Framework	2
1.4	The Planning Act	3
1.5	Development Plan	3
1.6	Secondary Plans	3
1.7	Zoning By-law	3
1.8	Subdivision	3
1.9	Development Agreements	4
1.10	Maps	4
2.0	BACKGROUND	5
2.1	Existing Land Use Policies and Designations	5
2.2	Municipal Services and Utilities	7
2.3	Transportation	9
3.0	COMMUNITY ENGAGEMENT	9
4.0	POLICY AREAS	10
4.1	General Planning and Sustainability Principles	10
4.2	Residential	11
4.3	Commercial	12
4.4	Institutional	13
4.5	Greenspace and Trails	14
4.6	Transportation	15
4.7	Riverbank Environment and Flood Protection	16
4.8	Municipal Services and Utilities	17
4.9	Design and Landscaping Standards	19
4.10	Archaeological and Heritage Resources	20
5.0	IMPLEMENTATION STRATEGY	21
6.0	MONITORING	22

APPENDIX A – Maps

APPENDIX B – Community Workshop Comments

1.0 INTRODUCTION

1.1 Purpose of a Secondary Plan

The purpose of the West St. Paul North Secondary Plan is to provide specific policies to guide future land use, infrastructure requirements, transportation considerations, environmental protection and similar matters within the general framework of the Development Plan. The Secondary Plan provides more specific direction for the planning area than does the Development Plan. The Secondary Plan will guide future development in this area of the municipality in a sustainable, orderly and efficient manner.

1.2 Study Area Location

The RM of West St. Paul is located west of the Red River and adjacent to the northern boundary of the City of Winnipeg and is experiencing significant residential development pressure. The West St. Paul North Secondary Plan study area (**Figure 1**) is bordered by the Red River to the east, CPR rail line to the west, RM of St. Andrews to the north and the Middlechurch Secondary Plan area to the south.

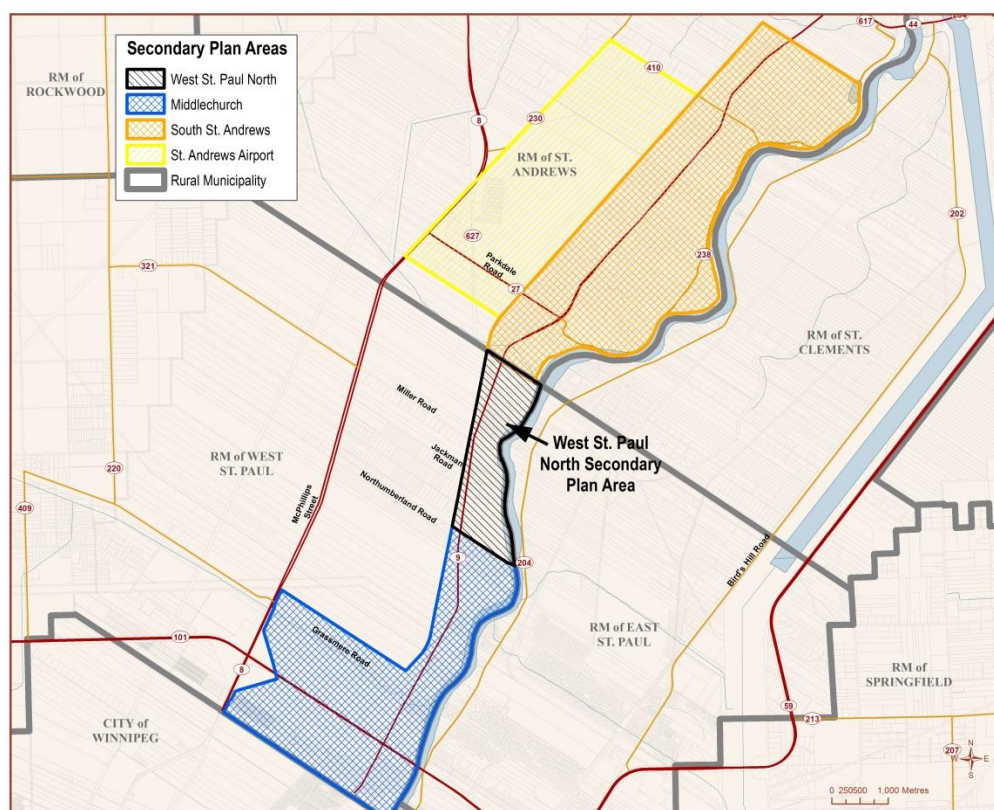


Figure 1: West St. Paul North Secondary Plan Study Area

The study area has a mix of existing development including the Rivers Edge subdivision (97 homes), large lot residential along PTH 9 and commercial sites west of PTH 9 near the southern boundary. A key planning consideration for these developments will be the provision of piped municipal wastewater servicing, that is expected to be extended from the City of Winnipeg in the near future. The construction of a regional wastewater system in the RM will provide opportunity for more dense residential and new mixed-use developments. Other key planning considerations that need to be assessed include transportation, flood protection, heritage resources and regional linkages with neighbouring Secondary Plan areas.

1.3 Policy Framework

The Selkirk and District Planning Area (SDPA) Board Development Plan establishes a broad planning framework and sets out the land use designations and policies for the entire Planning District which reflect 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 West St. Paul North. *The Planning Act* states in Section 63(2) that, “Secondary Plans must be consistent with the Development Plan”.

In accordance with *The Planning Act*, the SDPA Board 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. The SDPA Board consists of members appointed by the elected Council of each participating municipality.

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

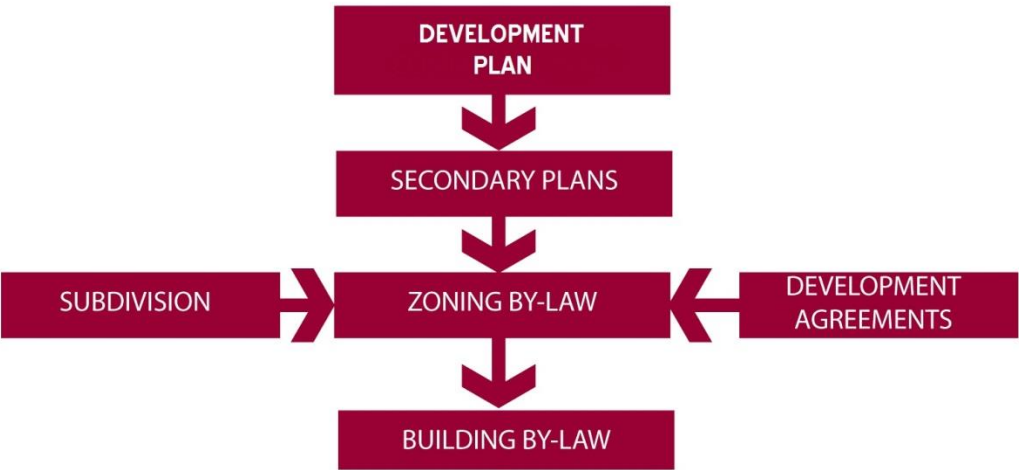


Figure 2: The Planning Hierarchy

1.4 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 provides direction for a land use planning system and recognizes the decision-making authority and accountability of municipal councils in planning.

1.5 Development Plan

The SDPA 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. Implementation of the Development Plan policies and programs is carried out by using the following planning controls.

1.6 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 West St. Paul North Secondary Plan should be harmonized to coincide with, or be incorporated in, the corresponding legislative reviews of the SDPA's Development Plan review.

1.7 Zoning By-law

A Zoning By-law is a 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 and Secondary Plan.

1.8 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, Secondary Plan and all other relevant laws and by-laws.

1.9 Development Agreements

Section 150 of *The Planning Act* provides for 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.

1.10 Maps

The boundaries and symbols shown on the maps contained herein are intended to be approximate 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.

Policy Application and Interpretations:

- In cases where the word “may” is included in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.
- 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.
- In cases where the word “shall” is included in a policy, the policy is considered mandatory.

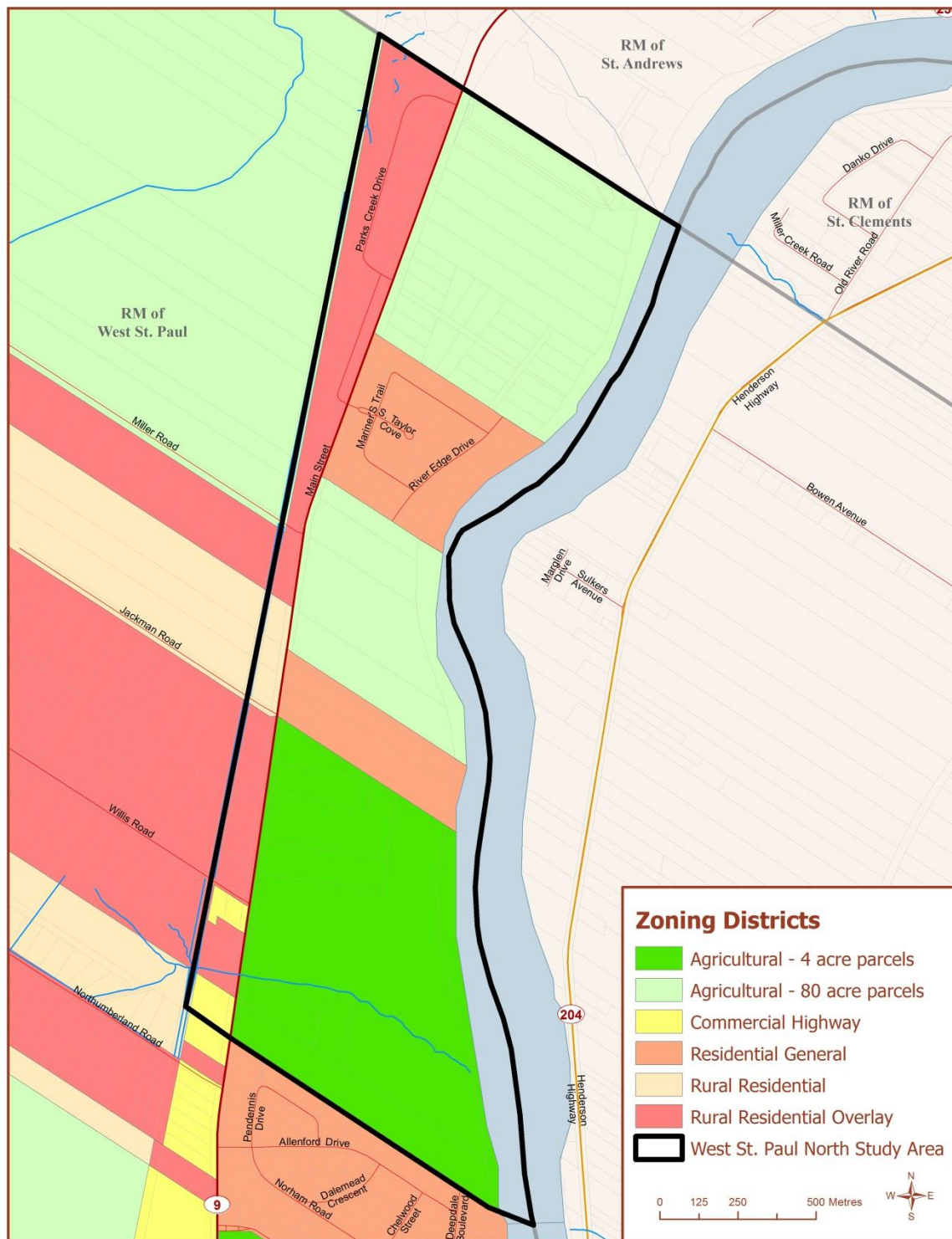
2.0 BACKGROUND

2.1 Existing Land Use Policies and Designations

Land use in the study area is a mixture of residential subdivision, large lot residential, small commercial sites, fields under annual cultivation and five cemetery sites. The entire study area is designated “General Development” in the SDPA Development Plan. This designation allows for residential development in conjunction with planned extensions of municipal wastewater sewers. This also allows for mixed-use areas, including commercial development, to support the residential population. The Development Plan policies affecting the West St. Paul North Secondary Plan study area are summarized as follows:

- Future land uses with the General Development areas shall be limited to ensure compatibility with existing land uses. Any new development shall occur in such a manner so that adjoining land uses are compatible and potential conflicts between uses is minimized. The use of buffers may be required to minimize conflicts.
- Development proposals within areas which are currently zoned to allow for subdivision will be reviewed and considered on the basis of the anticipated outcome of secondary plans within the vicinity.
- Neighbourhood Commercial and Highway Commercial uses shall be allowed to locate in General Development areas where there is a need for local resident services provided they are consistent with the residential character of the area, are appropriately zoned and do not create adverse off-site transportation impacts.
- Development in Highway Commercial areas shall have a high quality of design. Regulations will be established to control and regulate outdoor storage and advertising.
- Trails and open spaces should be designed to meet the needs of the local community with passive and/or recreational facilities and provide amenities for alternative transportation.
- To acquire and assemble land for open spaces, a municipal council may require, where needed, applicants for subdivision of land to dedicate land in accordance with the provisions contained in *The Planning Act* (135).
- No new zoning for development will be permitted within the General Development area until secondary plans and plans for improved municipal infrastructure and services, including sewer and/or water, have been prepared.

All land in the municipality is divided into zones as stated in the RM of West St. Paul Zoning By-Law 2/99P. The current zoning profile of land in the study area is shown in **Figure 3**.



The following are planning considerations relating to current land use designations:

- The cemetery properties east of PTH 9 are on lands currently zoned as A4 Agriculture and should be changed to reflect their existing Institutional land use.
- Lands east of PTH 9 under annual cultivation are zoned A80 Agriculture have been identified as future growth areas for residential subdivision. Zoning changes will be required in these areas.
- Portions of land fronting the west side of PTH 9 in southern part of the study area are zoned CH Commercial Highway and can accommodate future commercial development.
- All other lands west of PTH 9 are zoned Rural Residential Overlay.
- There are eight recorded historic or archaeological significant sites within the study area. The location of these sites are kept confidential and reviewed when development is proposed for a site. Developers will need to contact the appropriate provincial department to identify these sites during the planning process.

2.2 Municipal Services and Utilities

There is one wastewater treatment plant within the study area located in the River's Edge subdivision as shown in **Figure 4**. This plant services the properties located within that residential community through a network of linear underground pipes. The remaining residential and commercial properties found throughout the planning area are serviced by private on-site wastewater systems.

The RM of West St. Paul will be connecting to the City of Winnipeg wastewater system via trunk sewer to be installed along the PTH 9 corridor. The first phase of the project has been initiated and when complete, will connect the southern portion of the municipality up to and including the Rivercrest subdivision. An extension into the Secondary Plan area is anticipated to occur in the future, and all new and existing development is expected to connect within a reasonable time period.

Water supply for all properties in the Secondary Plan area is from on-site groundwater wells. However, with the intensification of development, alternative sources of drinking water shall be explored.

Electric transmission and distribution lines, telecommunications and natural gas facilities are located within the study area. Subsurface natural gas distribution lines are located within public roads and Manitoba Infrastructure and Transportation (MIT) right-of-way. The primary surface utility is the east-west 115kV overhead transmission line that bisects the northern portion of the study area (**Figure 4**).



Photo 1: Manitoba Hydro 115 kV Transmission Line
(Photo Source: Google Maps)

Figure 4 shows the location of the municipal wastewater treatment plant and the overhead transmission line in the study area.

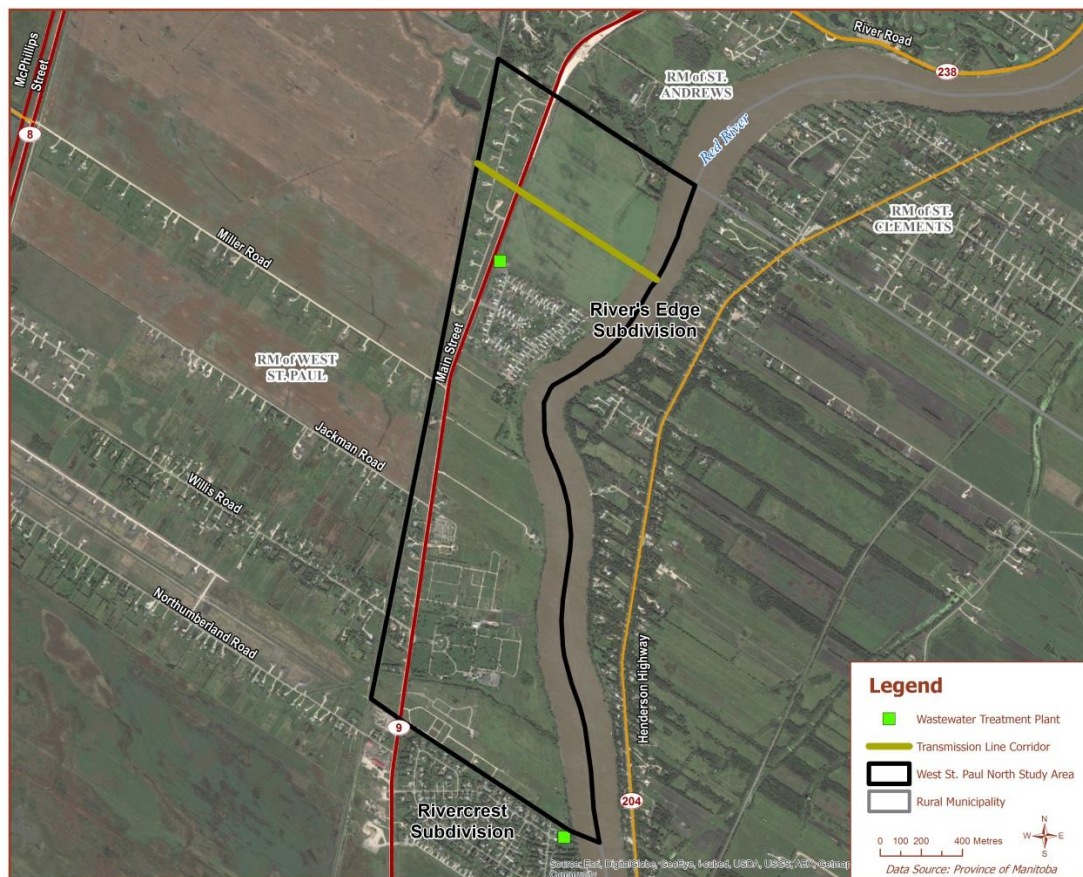


Figure 4: Utilities and Municipal Services

2.3 Transportation

PTH 9 is the primary highway within the study area. It is a paved, four-lane undivided highway with a posted speed limit of 80 km/hr. Access from Miller, Jackman and Willis Roads is stop sign-controlled at PTH 9 and there are numerous private driveways with frontage along both sides of the highway. Future development should direct access onto PTH 9 in pre-determined safe locations.

The River's Edge Subdivision has local residential roads and a single-point direct access to PTH 9. The Province of Manitoba, Department of Infrastructure and Transportation (MIT) has policies that address the type and location of access to PTH 9. The department works with information from proponents to review access plans in order to provide and maintain a safe traffic network on provincial roads and trunk highways. MIT has previously proposed an upgrade to PTH 9 as four-lane divided and has studied routing options for a future highway to connect Winnipeg and Selkirk.

There are no alternative transportation corridors such as designated bicycle routes or walking paths within the study area. Daily local transit bus service operates between Selkirk and Winnipeg with intermittent stops along PTH 9 (i.e. no pre-determined bus stops).

The CPR Winnipeg Beach rail line is located along the western boundary of the study area and there are three at-grade crossings within the study area. It is not a main line and train traffic is rather limited.

3.0 COMMUNITY ENGAGEMENT

The West St. Paul North Secondary Plan process began in April 2013 with background research on the study area. Information was compiled in conjunction with the RM of West St. Paul Council and staff from the SDPA to establish the context for the Secondary Plan. A Steering Committee was formed to identify key considerations for the plan and to provide general guidance throughout the process.

The community consultation process included a planning workshop with residents and key stakeholders. The workshop was held in June 2013 and included facilitated discussions and mapping exercises for participants to share ideas. Key themes identified during the workshop included:

- Safety
- Neighbourhood Connectivity
- Green Space and Recreation
- Rural Character
- Variety of Housing Types

➤ Landscape and Design Standards

A compilation of the participant comments from the workshop is included in **Appendix B**.

A public open house was held in October 2013 to present the proposed Secondary Plan and receive final comments from community members. The public was generally supportive of the policies in the Secondary Plan based on the feedback received at the open house.

4.0 POLICY AREAS

4.1 General Planning and Sustainability Principles

Planning Strategy

The West St. Paul North Secondary Plan is intended to guide development decisions in a proactive manner to build a safe and vibrant community. The Secondary Plan incorporates the principles of sustainable development to plan and manage future growth and to integrate economic development, environmental protection and quality of life into all aspects of land use planning. The objectives and supporting policies contained in the plan are to be applied to all future development decisions within the study area.

Objectives

1. To identify lands suitable for a variety of uses including residential, commercial, institutional and recreational.
2. To promote connectivity to adjacent neighbourhoods for all transportation modes.
3. To encourage public participation and engagement in the planning process.
4. To encourage innovative or sustainable development practices.
5. To ensure that the Secondary Plan area achieves coordinated growth and development within the planning vision of adjacent Secondary Plans.

Policies

1. Land uses and developments shall be compatible with their surroundings in order to minimize conflict and promote environmental and social benefits. As such, future land uses shall be directed to appropriate designations identified in **Map 2**.
2. Development within the study area shall provide connections to adjacent areas through an efficient, safe and functional transportation network for vehicles, pedestrians, transit and cycling.
3. Prior to submitting a subdivision or development application of a significant size, the applicant may be required by Council to host a public information session to introduce

the project and collect feedback. If a public information session is required by Council, it should occur prior to formal submission of the application to Council.

4. Innovative and sustainable development practices such as energy and water conservation, natural landscape preservation and green building design is encouraged.
5. When development decisions are being considered for lands in the study area, evidence of how all adjacent Secondary Plan By-law considerations and linkages will be required by the proponent. These should include enhanced accessibility options such as walking and cycling.
6. The applicants of future development will be responsible for lot dedication fees when subdividing parcels in the study area, issued by the Rural Municipality of West St. Paul to help ensure new development pays for itself.

4.2 Residential

Planning Strategy

Single family residential development in the Secondary Plan area includes one and two acre lots primarily to the west of PTH 9 and housing on smaller lots in the River's Edge subdivision. The future residential designations will primarily accommodate single family homes, some on large lots and others on more dense development including multi-family units, in particular, seniors housing, as shown on **Map 2**. The future location of multi-family housing should consider transition areas between single family residential, proximity to local services and other land uses. Other key factors to include in the residential areas are the provision of convenient pedestrian walkways and easy access to public transit.

The Secondary Plan identifies lands east of PTH 9 and west of the Red River as the higher density residential development area. A key feature of this area is the riverbank and the opportunity to provide public access for recreation, aesthetic and historical value. Inclusion of linear green spaces; preservation of key qualities or attributes as much as possible; neighbourhood connectivity; and connection to the municipal trunk wastewater system are important components of the Residential designation and shall be designed in a manner that promotes a rural or open space feel to the proposed subdivisions.

Objectives

1. To provide for single family residential development on a variety of lot sizes, design and configuration that help preserve the feel of open space in the future subdivisions.
2. To allow for varied residential styles that may accommodate multi-family seniors housing.
3. To promote residential density in conjunction with the future extension of the municipal trunk wastewater system.

4. To incorporate greenspace, linear trails and public access areas to the riverbank. These are that provide walking and cycling options to the riverbank.
5. To achieve internal connectivity of residential subdivisions within the Secondary Plan area and external connectivity with adjacent Secondary Plan areas where feasible.

Policies

1. All future residential development within the Secondary Plan area is to be located in the Residential designated areas defined in **Map 2**.
2. Active Transportation (AT) routes shall be linked to and within residential areas where feasible as proposed in **Map 3**. Subdivision proponents should integrate these routes within concept plans and to allow for connectivity with adjacent existing or future routes.
3. Public greenspaces including linear trails and access to the riverbank shall be provided at a minimum of 10% of the residential development land area. Efforts should be made to ensure each residential lot has safe access to a linear trail. Riverbank access points should be incorporated throughout the Secondary Plan area, where feasible.
4. Development proponents should incorporate multi-family and seniors housing options into residential subdivisions, subject to a rezoning to a multi-family zone. Consideration may be made for bare land condominium style development.
5. Recognition of the community's historical elements is encouraged in the planning of subdivision design. Unique qualities of the site may be preserved or enhanced through dedication as public space or as a theme in street naming or signage.

4.3 Commercial

Planning Strategy

The Secondary Plan area currently has limited commercial activity. Future commercial development areas are shown on **Map 2**. The intent of the Commercial designation is to guide future development on the west side of PTH 9 in manner that is compatible with the transportation network, municipal services and residential areas. Future commercial growth along PTH 9 will be a highly visible component of the community and will incorporate enhanced landscape and aesthetic features.

Objectives

1. To achieve growth of the existing commercial area in an orderly and sustainable manner.
2. To enhance the appearance of commercial properties along PTH 9 using a variety of design and landscape elements.

3. To allow for a mix of commercial operations that will provide an array of goods and services for the community and travelers along PTH 9.
4. To respect and recognize that the primary commercial centre in the RM of West St. Paul will be located in the Middlechurch community to the south of the Secondary Plan area.
5. To provide commercial design standards to ensure development is visually appealing to the travelling public.

Policies

1. Future commercial development shall be directed to the area as shown on **Map 2**.
2. Future commercial sites on the west side of PTH 9 shall be connected to a shared service road and should provide adequate space for parking and public access.
3. The commercial area should link to any future pedestrian walkways, AT routes and local transit stops where feasible.
4. Commercial property fronting on PTH 9 shall incorporate appropriate fencing, signage, landscaping and other design features that enhance the visual appearance of the site. The following site design components are to be included:
 - a. Landscaping plans shall include shrubs and tree planting.
 - b. Customer parking areas shall be paved or asphalted. Rear storage lots may remain gravel.
 - c. Storage areas shall be secured by fencing and located to the rear of the site.
 - d. Buildings shall have a clearly identified entrance and paved/asphalt parking area in the front.
 - e. Building material for structures shall be durable and resistant to weathering or rapid deterioration.
 - f. A minimum of approximately 30 percentage of the front of the building should be glazed.
 - g. Screening should occur between commercial and residential land uses.

4.4 Institutional

Planning Strategy

Institutional sites consist of the five cemetery properties east of PTH 9 in the south portion of the Secondary Plan area as shown on **Map 2**. The intent of the Institutional designation is to recognize the existence of the cemeteries within the Secondary Plan area.

Objective

1. To implement a suitable land use designation that respects the purpose of the cemetery sites.

Policies

1. The land for the cemetery sites within the Secondary Plan area shall be designated Institutional as shown on Map 2.
2. On-site improvements consistent with a cemetery, shall be permitted.

4.5 Greenspace and Trails

Planning Strategy

Incorporating greenspace within each residential area provides the opportunity for community gatherings, active recreation and vistas adjacent to the riverbank. These sites can also provide wildlife habitat and contribute to landscape diversity within the community.

The locations of future Active Transportation (AT) networks are shown in **Map 3**. Further development of the neighbourhood and regional AT networks will result in neighbourhood trails that link to the wider regional transportation network. Planning for neighbourhood greenspace and the AT network should occur at the subdivision concept stage of the development.

The intent of the Greenspace and Trails Policy is to ensure that residents have access to community and regional public spaces that contribute to wellness and improved quality of life.

Objectives

1. To ensure suitable locations for public spaces are developed in future subdivisions that support recreation and gathering opportunities.
2. To link greenspace areas throughout the Secondary Plan area in conjunction with transportation network planning.
3. To promote regional connectivity by linking residential development areas with interconnected trails and Active Transportation routes.

Policies

1. Future regional AT routes in the Secondary Plan shall be located within the designated areas shown in **Map 2 and Map 3**.
2. The style and form of greenspace shall vary and include a combination of linear neighbourhood connections and open space nodes. Landscaping, trees, shrubs and grading shall be encouraged to delineate the spaces and provide buffering from adjacent residential land use. A landscaping plan shall be part of the initial concept design of a

subdivision and should attempt to preserve existing stands of trees as much as possible. The planting of new trees is encouraged.

3. Xeriscaping, pesticide/herbicide reductions and the use of native vegetation is encouraged.
4. Greenspace and trails shall connect to an Active Transportation network and link with spaces in adjacent neighbourhoods and Secondary Plan areas.
5. Walkways or regional AT links should be wide enough (minimum of 3 meters wide) to accommodate both pedestrian and cyclist users. The neighbourhood AT routes should be developed primarily in conjunction with linear and open space components of a subdivision plan. The neighbourhood trails shall connect to public access points to the river, the regional trail and key intersections at PTH 9 (for transit service connection).
6. Future AT neighbourhood connections may safely utilize the future local road network when required to logically create linkages. Subdivision design should allow for easy access for pedestrians throughout the study area and link well to adjacent areas.

4.6 Transportation

Planning Strategy

The study area is located along PTH 9 which is a four-lane undivided Provincial Trunk Highway. MIT has a plan to upgrade PTH 9 to a four-lane divided highway in the future. Residential connections to PTH 9 currently consist of direct driveway access from large lot residential and a service road connection at Parks Creek Drive. Rivers Edge subdivision connects to the east side of PTH 9 at the Parks Creek intersection. Municipal road connections at PTH 9 include Willis, Jackman and Miller Roads.

The intent of the Transportation Policy section is to recognize the future upgrading of PTH 9 and provide safe and efficient transportation routes within the Secondary Plan area. Development strategies will include internal road connections and rationalized access points at PTH 9.

Objectives

1. To direct future access at PTH 9 to pre-defined intersections at either service roads or local municipal roads.
2. To promote safe access to and passage across PTH 9 for pedestrians, cyclists and all vehicle types.
3. To provide suitable options to access the local public transit service.
4. To protect development from noise and vibration from the railway and protect the railway from land use issues.

Policies

1. Future roadway and access development at PTH 9 will be subject to review and approval by MIT.
2. Where future subdivision development occurs directly adjacent to PTH 9, access points shall be rationalized at the intersections shown in **Map 3**.
3. Where future single lot residential or commercial development occurs directly adjacent to PTH 9, service roads shall be required to connect at existing intersections at Miller Road or Jackman Road.
4. Subdivision proponents may be required to prepare and submit a Traffic Impact Study for approval by MIT.
5. Overhead lighting options should be incorporated into the design of future key intersections on PTH 9 to improve safety.
6. Planning for future residential and commercial development shall consider access options to the local transit service. Development proponents should consult with MIT to identify potential types and locations of transit stops where feasible.
7. Council may request that the developer contract a noise impact study or a vibration analysis originating from the railway for new development on the lands generally located west of PTH 9, within the study area.
8. No buildings shall be allowed to locate within 15 metres of the property line that abuts the railway line.
9. Council may request a minimum 1.8 metre tall fence be constructed on the lot line adjacent to a rail line to reduce trespassing onto the railway and assist with noise attenuation. Additional measures including berms, landscaping and greater setbacks to reduce adverse effects from noise and improve safety may be required, subject to Council's recommendation.

4.7 Riverbank Environment and Flood Protection

Planning Strategy

The west bank of the Red River is mostly undeveloped within the Secondary Plan area with the exception of some residential properties in the River's Edge subdivision. Bank slumping and erosion have been identified as a concern regarding future development of and public access to riverfront property. The siting and design of public access to the river is an important component of residential development. Functional and accessible spaces adjacent to the river are an attractive asset for current and future residents.

Flood protection criteria have been established for development inside the Lower Red River Designated Flood Area (LRRDFA). The designation requires that flood protection be

established for all permanent structures within the LRRDFA. Through the Secondary Plan area, the boundary of the LRRDFA generally follows the river embankment. It encompasses a larger portion of the study area at the north end, to account for flooding that occurred in 1997. The Planning District has Lidar elevation data for each parcel that should be considered early in the development review stage.

The intent of Riverbank Environment and Flood Protection Policy is to guide future development along the riverbank in a manner that mitigates flood hazards.

Objectives

1. To ensure that people have safe and functional access to the riverbank.
2. To ensure development occurs in accordance with the LRRDFA.
3. To reduce the risk of flood or bank slumping hazards for development near the Red River.

Policies

1. Any proposed land use adjacent to the Red River within the Secondary Plan area shall be subject to applicable Provincial legislation and policies and local municipal by-laws with respect to flood protection measures.
2. The owners of lands within the LRRDFA shall apply for a Designated Flood Area Permit, which will stipulate the flood protection requirements for a project. Developers of riverfront properties within the LRRDFA shall provide a Geotechnical Engineering investigation and report which clearly indicates that a flood protected project could be constructed upon that property without adversely affecting riverbank stability.
3. Geotechnical investigation is advised for property beyond the boundary of the LRRDFA to determine the appropriate development setback distance from the top of the river embankment.
4. Future residential subdivision concept designs shall incorporate public space and suitable access points to the riverbank that is connected to the neighbourhood trail network.

4.8 Municipal Services and Utilities

Planning Strategy

Municipal services and major electrical utilities infrastructure in the Secondary Plan area include wastewater treatment and the 115 kV transmission line. Current wastewater servicing is by on-site systems for rural residential lots and by a central treatment plant for the River's Edge subdivision. The area is located within the Red River Corridor which has defined criteria for wastewater management.

Residential and commercial water supply for all properties in the Secondary Plan area is currently provided by private on-site wells piped directly to buildings. The RM of West St. Paul is looking at future options to provide potable water for the municipality.

There are no provincially licensed waste disposal grounds within the Secondary Plan area and household waste is currently collected at each residence and is transported out of the municipality. It is recognized that future increased residential development will increase the volumes of solid waste generated in the Secondary Plan area.

The intent of the Municipal Services and Utilities Policy is to ensure municipal services can sustainably accommodate future development in accordance with Provincial standards. A key component of wastewater services is the planned Phase II extension of the municipal trunk sewer system into the Secondary Plan area. This will provide the potential for more dense residential development to occur.

Objectives

1. To provide residents with safe and reliable wastewater management through the use of a trunk sewer system and policies that guide future transition to the new system.
2. To ensure the municipal wastewater system that can accommodate more densely developed residential areas in the future.
3. To plan development in accordance with Provincial standards for wastewater management, flood protection, drainage and operation of PTH 9.
4. To ensure development does not impact existing private water supply systems and is connected to any future community piped water systems.
5. To ensure development is planned in consideration of the collection and disposal of municipal solid household waste.
6. To ensure proponents consult with Manitoba Hydro's Property Department regarding development near transmission, distribution and communications facilities, and the potential for existing 115 kV transmission lines to be placed underground.

Policies

1. Future development within the Secondary Plan area shall adhere to the wastewater management criteria stated in the Provincial Red River Corridor Designated Area (RRCDA).
2. Any property not meeting the siting criteria stated in the RRCDA shall be required to connect to the municipal trunk sewer system.
3. Subdivision proponents may accelerate Phase II of the municipal trunk sewer system into the Secondary Plan area by funding the infrastructure extension subject to appropriate agreement with the RM of West St. Paul.

4. Developments shall be required to connect to municipal infrastructure and services within the specified time period when the services become available. There is a planned extension of the RM of West St. Paul trunk sewer into the Secondary Plan area and all existing development must connect within a timeframe determined by Council.
5. When the municipal trunk sewer line reaches the River's Edge Wastewater Treatment plant, this wastewater facility shall be decommissioned and a direct connection to the trunk sewer line shall be established, within a timeframe determined by Council.
6. Residents shall be responsible for the costs of connection and future services and maintenance costs to the required sewer system.
7. Proponents shall provide plans to the Manitoba Hydro's Property Department to receive direction on developing near electrical, natural gas and communications facilities.
8. The RM of West St. Paul shall ensure its collection and disposal system meets any changes to the solid waste volumes in the Secondary Plan area. Waste reduction and recycling initiatives will be encouraged.
9. Subdivisions may require a stormwater management plan to ensure drainage is managed within the system capacity.
10. New development will be subject to development cost charges and fees as required by Council or the Planning District.

4.9 Design and Landscaping Standards

Planning Strategy

Design and landscaping standards contribute to a visibly appealing community that promotes pride and vibrancy. Currently there is a mixture of property designs within the Secondary Plan area with some sites lacking basic elements such as fencing, lighting and landscaping.

The intent of the Design and Landscaping Standards Policy is to enhance the visual appearance and functionality of sites.

Objectives

1. To enhance the visual appearance of sites and built structures.
2. To incorporate design and building standards that provide increased elements of safety and functionality.
3. To promote sustainability through innovative design, re-use of materials and energy efficient buildings

Policies

1. Streetscaping, including high quality design of signage, landscaping, lighting and other elements, shall be included in all site development.
2. Commercial development applications must ensure:
 - a. The provision of clearly defined public spaces.
 - b. Public 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.
3. Residential developments shall be encouraged to provide:
 - a. Elements of interest such as historical or interpretive displays.
 - b. Well-designed street lighting and landscaping.
4. Native planting on public and private lands shall be encouraged to minimize environmental and economic costs associated with their maintenance.
5. Where possible, tree planting and landscaping along PTH 9 shall be encouraged to provide buffers between residential streets and any future pedestrian or AT routes.

4.10 Archaeological and Heritage Resources

Planning Strategy

The provincial Historic Resources Branch (HRB) maintains an inventory of known archaeological sites in Manitoba. These sites are identified and assessed by volunteer regional advisors or provincial archaeologists that record detailed information on the site and any artifacts therein. The HRB maintains an inventory of heritage site markers (plaques) that commemorate important people, places and events considered to be of historical provincial significance. Provincial and municipal heritage sites are designated under the *Heritage Resources Act*.

Sites of heritage and archaeological value in the Secondary Plan area have been identified and recorded. The HRB requires notification from proponents before development occurs at known archaeological sites.

The intent of the Archaeological and Heritage Resources Policy is to ensure that existing and future sites in the area are assessed prior to any development. Proper assessment will ensure that protection and, or mitigation measures are incorporated.

Objectives

1. To recognize existing sites and to identify future sites of heritage or archaeological importance.
2. To maintain linkages to the community history by integrating historical references into development projects.

Policies

1. Proponents shall consult with the Provincial Historic Resources Branch prior to proceeding with any land development project. Sites of heritage and archaeological significance shall be preserved as much as possible.
2. Proponents should consult with local historians and include history and heritage references and themes in developments.

5.0 IMPLEMENTATION STRATEGY

Many elements shown in the West St. Paul North Secondary Plan are conceptual, including boundaries of land-use designations, roads, greenspaces and trail locations. Some modifications to the Plan during the implementation are anticipated and will be supported as long as the general intent is maintained.

The West St. Paul North Secondary Plan is a statement of land use planning policy that will be used to guide the development and long-term growth of West St. Paul North. Precise boundaries for zones will be set out in the Zoning By-law. The Secondary Plan will provide direction for the preparation of development proposals by developers and will be used by the RM of West St. Paul Council and provincial planning staff in reviewing applications such as subdivision, rezoning and site plan control.

The SDPA Development Plan provides the basis for this Secondary Plan and should be consulted for questions regarding intent.

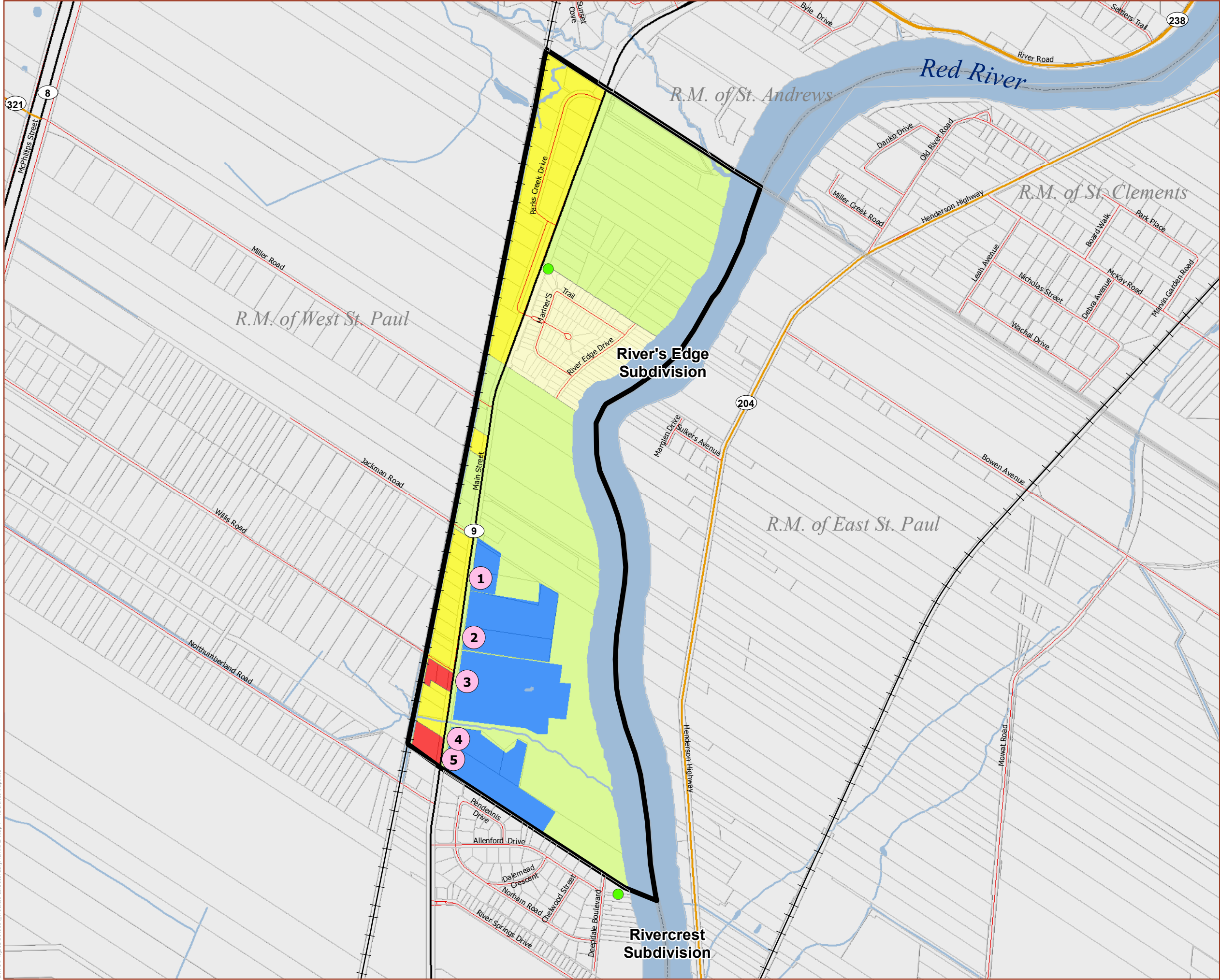
Policies included in the West St. Paul North Secondary Plan are implemented primarily through planning tools such as Zoning By-laws, subdivision and site plan control. Residents, business owners and developers shall reflect the intent of the policies when developing within the Secondary Plan area.

6.0 MONITORING

Monitoring the West St. Paul North Secondary Plan will indicate whether the intent and policies are being carried out. Should there be any changes required to the Plan, an amendment will be necessary in accordance with *The Planning Act*.

The RM of West St. Paul and the SDPA Board should monitor the performance of this Plan to assess whether the Plan has been carried out and resulted in the intended effect.

APPENDIX A - MAPS



West St. Paul North Secondary Plan

Map 1: Existing Uses

- Legend**
- Single Family Residential - Small Lot
 - Single Family Residential - Large Lot
 - Undeveloped Land
 - Commercial
 - Cemetery

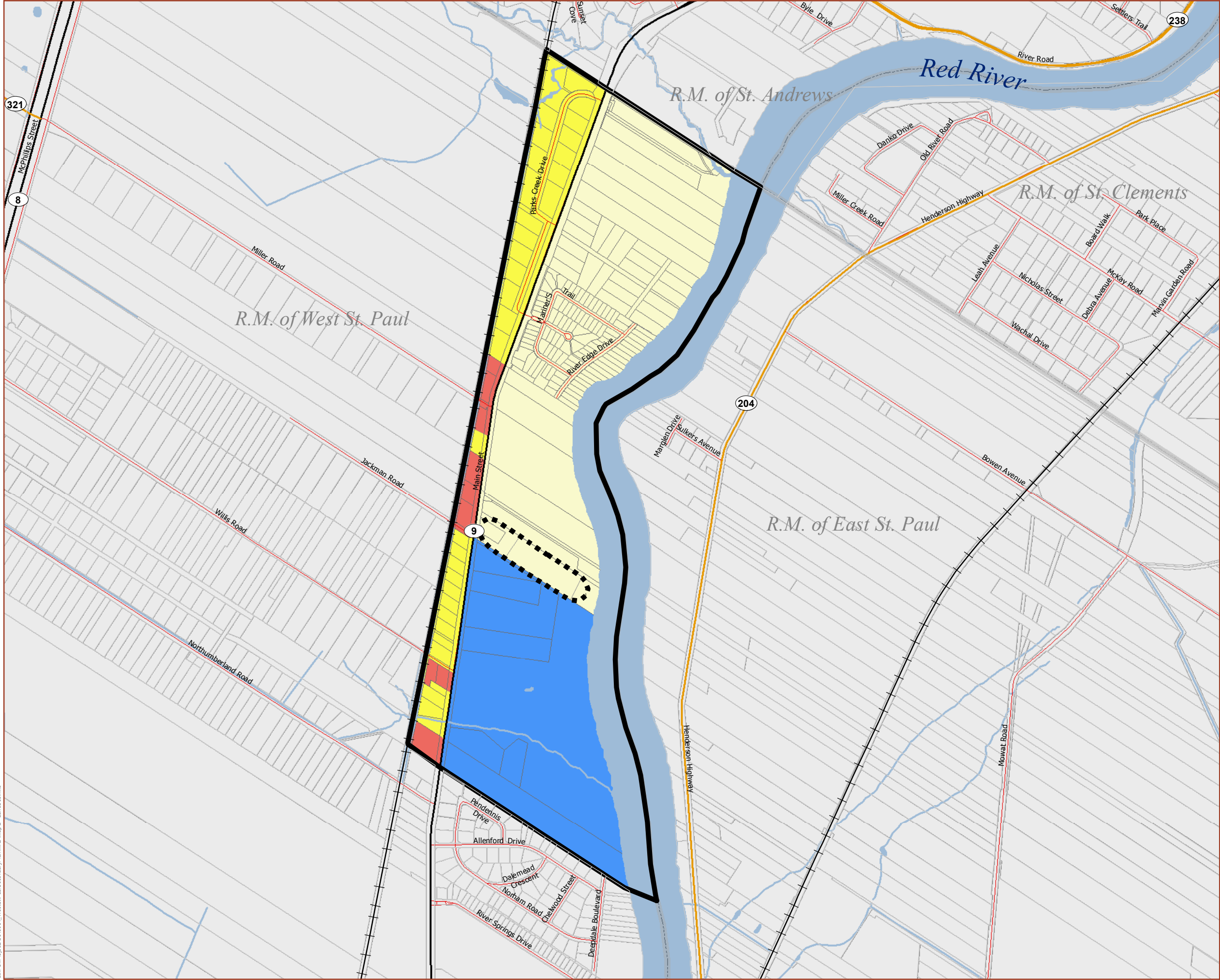
- Other Features**
- Wastewater Treatment Plant
 - Road
 - Provincial Trunk Highway
 - Provincial Road
 - Rail Line
 - River/Stream
 - West St.Paul North Study Area
 - 1 B'Nay Abraham Cemetery
 - 2 All Saints Cemetery
 - 3 Glen Eden Memorial Gardens
 - 4 Holy Ghost Cemetery
 - 5 Holy Family Cemetery

Draft: For Discussion Purposes Only
Date: July 10, 2013



Data Source: Prov MB, SDPA, MMM Group Ltd





West St. Paul North Secondary Plan

Map 2: Land Use

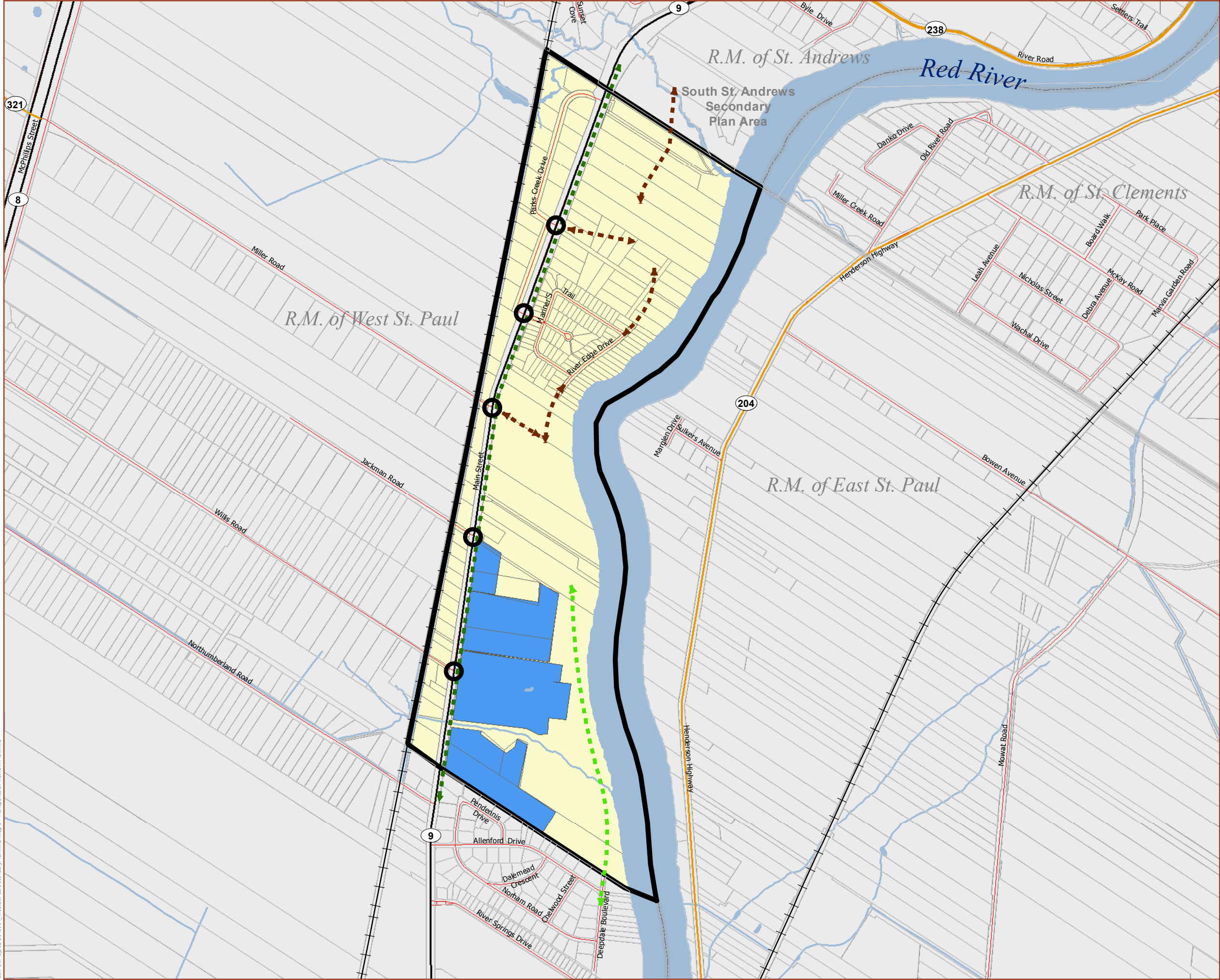
- Proposed Land Use**
- Residential - Small Lot
 - Residential - Large Lot
 - Commercial
 - Institutional
- Other Features**
- Road
 - Provincial Trunk Highway
 - Provincial Road
 - Rail Line
 - River/Stream
 - West St.Paul North Study Area
 - Potential Multi-Family Site

Draft: For Discussion Purposes Only
Date: October 30, 2013



Data Source: Prov MB, SDPA, MMM Group Ltd





West St. Paul North Secondary Plan

Map 3: Transportation Network Plan

Roadways and Transportation Features

- Access Points to PTH 9
- ➡➡ Future Neighbourhood Road Connections
- ➡➡ Future Regional AT Link
- ➡➡ Future Neighbourhood AT Link
- Provincial Trunk Highway
- Provincial Road
- Road

Other Features

- River/Stream
- Rail Line
- Cemetery
- ▭ West St.Paul North Study Area

Draft: For Discussion Purposes Only
Date: October 30, 2013



Data Source: Prov MB, SDPA, MMM Group Ltd



APPENDIX B – COMMUNITY WORKSHOP COMMENTS

West St. Paul North Secondary Plan

Community Planning Workshop

June 5, 2013 – Sunova Centre

On June 5 2013, the R.M. of West St. Paul Council, Selkirk and District Planning Area staff and two planners from MMM Group held a Community Planning Workshop at the Sunova Centre. The purpose of the workshop was to inform residents and key stakeholders about the West St. Paul North Secondary Plan and provide attendees with an opportunity to share ideas and knowledge about the study area. Twelve people attended the event, including five local or nearby residents, local officials and planning staff. The workshop began with a short presentation followed by a roundtable discussion guided by the workshop workbook.

According to the comment sheets filled out at the end of the meeting, all five participants (not including local officials and planning staff) were residents of the R.M. of West St. Paul and found the workshop to be useful and informative.

Comments included:

Yes – anticipate there will be planning in the future for the area where I live – so I wanted to learn about the process. Glad to hear that rural atmosphere will be maintained.

Very informative and educational.

Very well presented. Lots of interaction.

Very useful.

The following paragraphs illustrate the feedback shared throughout the workshop.

SECTION ONE: A Vision and Guiding Principles for the Study Area

- Continuity of similar neighbourhoods
- Connectivity to adjacent areas
- Residential lots approximately 15,000 sq./ft. (slightly larger or smaller)
- Welcoming mixed use commercial
- Commercial areas to serve local amenities and services (gas, groceries, etc.)
- Compatible uses
- Open/rural feel
- Smaller housing sizes to keep lot sizes down
- Rental housing options
- Seniors housing options
- Green space
- Stay rural – breathing room
- Spacious feel

- Low traffic
- Green and homey
- Use power line as green space (Barry lines)
- Ensure river is accessible (public walkway)
- Protect river
- Preserve burial grounds (potentially create a heritage park)
- Regional medical centre
- Clean air/nature/no pollution
- Safe (in terms of transportation, pedestrian/cycling trails, areas to walk)
- Pathways (multi-use pathways)
- Specific areas for recreation vehicles to travel around
- Freedom/atmosphere (rural)
- Architecture controls/standards
- Seniors' housing and a personal care home
- Condos and facilities that enable seniors to age in place
- Strong connectivity – Perimeter and highway
 - Access in every direction
- Entry point from the north
 - Visually positive

SECTION TWO: Infrastructure in the Study Area

- Berms – creating certain access points into the neighbourhoods
- Bus stops at controlled intersections
- Traffic signals along PTH 9
- Street lighting (MIT controlled) – coincide with development
- Lighting, park benches, mail boxes (development requirement)
- Heavy transport trucks – re-route to McPhillips Street
- Reduce speed along PTH 9
- Create acceleration and deceleration lanes leading into future residential developments
- Trails that are interconnected throughout neighbourhoods
- Paved trails – 6ft wide provided by developer, part of development agreements
- Pathway along highway – regional connectivity
- Use the power lines for trails and green space
- Local paths leading into regional path and leading into greenspaces
- Recommending that holding tanks be placed in preparation for tying into future sewer line
- Anticipate future wastewater hook-up
- Transit from Winnipeg should come out further into the R.M.
- Create park and ride options/locations
- Is there an area that could be designated as a park and ride area?
- Shelters, low maintenance transit shelters – tie into a traffic signal area

- Bicycle park and ride – safe for scooters
- Opportunity for a park and ride location at the wastewater treatment plant?
- Linear parks tying into the main parks throughout the R.M.
- Trail system should tie into the Sunova Centre (long-term plan)
- Handi-transit – transit service for seniors in the R.M.

SECTION THREE: Residential and Commercial Activity in the Study Area

- Not heavy commercial – only commercial to accommodate residents
- Discuss with cemeteries re: creating a transit loop
- Bus stops, park and rides, tied to controlled intersections
- Do not direct traffic through existing or new neighbourhoods
- Accessibility for school buses
- Community mailboxes – one central location in each neighbourhood - located near the entrance to the community
- Regional trail on the east side of the PTH 9
- Green space along the river – build off the Hydro line
- Green space vistas along the river (provided through an easement(s))
- A caveat could be placed on the preserved green space along the river – should something happen, we (the R.M.) will have access without having to go to a protection order
- No trucking firms (in terms of future Commercial)
- Medical offices
- Hard surface, paved parking for businesses
- Proper storage areas
- Signage guidelines
- Finishing touches (architecture and landscaping design)
- Highway control zone
- Rivercrest Hotel – Potential park-and-ride location?
- Buffers (e.g. trees, shrubs, etc.) between different uses
- Visually appealing commercial and residential developments
- Rural Residential on west side of PTH 9 to remain residential, maybe intensify slightly

Email comment regarding existing heritage site: *The site north of River's Edge along the Red River is the most important undisturbed Aboriginal archeological settlement left in Manitoba at the present time...the site actually has an exhibit devoted to it at The Museum of Man & Nature...my question is this...should we just build houses/condo's on the site or think bigger such as an Aboriginal Interpretive Center similar to the wildlife one at Oak Hammock?*

Additional Notes:

**POTENTIAL GUIDING PRINCIPLES - FOR THE R.M. OF WEST ST. PAUL NORTH
SECONDARY PLAN**

SAFETY

CONNECTIVITY (for private vehicles, transit, pedestrians and cyclists)

GREEN SPACE AND RECREATION

RURAL CHARACTER

MIX OF HOUSING TYPES (single-family, rental housing, townhouses, seniors housing, etc.)

ARCHITECTURAL CONTROLS (design, signage, storage facilities, sidewalks, street lighting, street trees, community mail boxes, etc.)