

**"SCHEDULE A" TO BY-LAW #02-2018**

# DEVELOPMENT PLAN

PORTAGE LA PRAIRIE PLANNING DISTRICT  
PREPARED BY: CATAPULT COMMUNITY PLANNING

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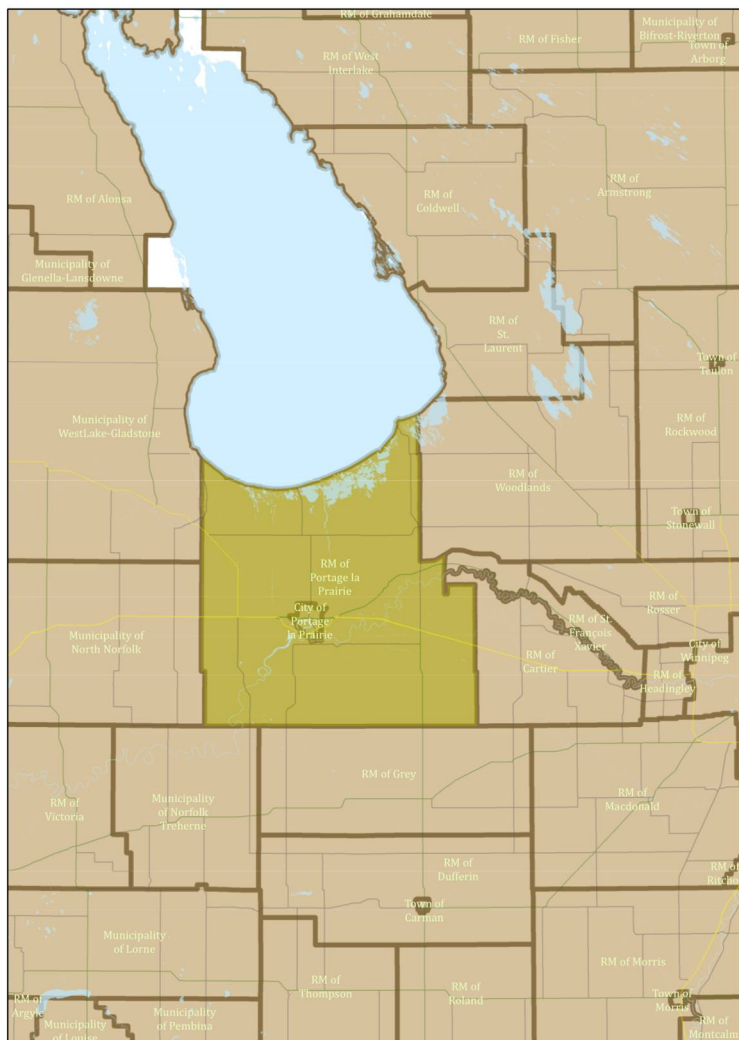
# **PART ONE: PLAN INTRODUCTION**

PART ONE provides for the context, authority and structure of this Development Plan. It includes a review of the Planning District's historical and current conditions, analysis of the trends, projections and influences that have implications for the future planning and development of the District, and the identification and confirmation of its' vision and goals. PART ONE also provides guidance for using and interpreting this Plan.

# 1. Planning Context

This Development Plan--its vision, goals and policy directions--recognizes and is shaped by an understanding of the District's distinct history, features, conditions and issues. This understanding was informed by a *Background Planning Study* and an *Engineering Assessment* for the District, which explored demographics, servicing levels and capacities, existing policy documents and strategies, building statistics, and the physical features and conditions of the area. A summary of some of this information is outlined below to provide the context for the directions of this Development Plan. The full, detailed reports can be obtained from the Planning District office.

## 1.1 DISTRICT OVERVIEW



Map Source: Province of Manitoba

The Portage la Prairie Planning District is located approximately 48 kms west of Winnipeg, within the heart of the richest agricultural belt in the Province. The City of Portage la Prairie is the dominant centre in the District and an important transportation centre, dating back to its inception as a fur-trading post. Today, the City and surrounding Rural Municipality are connected to the rest of Canada via the Trans-Canada Highway and Yellowhead Highway, service from both major railroads and by air through Southport Airport.

With an area of 1,907 square kms, the District is vast and varied, but its key assets—such as the southern shoreline of Lake Manitoba and its quality marsh environments, sizeable quantities of prime agricultural land, and the beauty and amenity of the Assiniboine River and basin--significantly define it.

The City and Rural Municipality of Portage la Prairie constitute the Planning District. The Planning District was formed in 2002 and includes a six-member board made up of three Rural Municipality and three City representatives. The Planning District office is in the City of Portage la Prairie and includes a Development Officer, Office Manager and Building Inspector.

Prior to the formation of the Planning District, each municipality undertook planning separately, with individual Development Plans and zoning by-laws. The 2008 Development Plan was the first Development Plan created for the Planning District and reflected and promoted the cooperative relationship between the two municipalities.

This highly cooperative relationship stems back to 1998, with the signing of fringe area agreements that would provide for property tax sharing for residential and commercial development and for the supply of water and sewer services outside the City (to areas such as Peony Farms). The success of this cooperative approach ultimately led to the signing of a "Commercial and Industrial Development Agreement, otherwise known as the Tax Sharing Agreement, in 2000. The Agreement, the first of its kind in Manitoba, provides for the Rural Municipality and the City to share all increases in commercial and industrial property taxes on a 60/40% basis with the host municipality receiving the higher proportion.

Through this agreement, the two jurisdictions have worked collaboratively together to jointly pursue economic development opportunities and build on each other's strengths rather than competing against one another. The impacts of the agreement were immediately felt when the City and Rural Municipality announced the recent investments in a new \$400 million Roquette pea processing plant and \$120 million expansion of the JR Simplot potato processing plant, together which will create approximately 500 jobs and also enable the City to upgrade their Water and Wastewater Treatment facilities.

## **1.2 SOCIO-ECONOMIC CONDITIONS**

In preparation of this Plan, an analysis of the socio-economic conditions of the District was completed, including analysis of demographic and population data. The complete Background Planning Study and Engineering Assessment can be obtained from the Planning District office. A summary of the trends, projections and implications is outlined below.

In general, the District is currently enjoying a positive economic outlook. Recent investments, such as Roquette and Simplot, will add hundreds of jobs to the local employment market and may result in further economic spin offs that could improve the overall economic health of the District.

2016 data from Statistics Canada shows that both municipalities experienced higher than normal growth over the last 5 year census period, turning around a fluctuating and often downward population trend from previous periods. While the City and Rural Municipality's growth between 2011 and 2016 is significant, when broken down to annual average growth rates (0.5% - City; 1.38% - RM) and compared with the Manitoba annual average rate for this census period (1.16%), the growth is brought into perspective.

2016 statistics show that the District is underrepresented by those in the working age group (15 to 65 years). Employers may need to bring in additional workers from outside the District to fill the new jobs, and as a result, the District may see further population growth from in-migration.

The District's higher proportion of 'dependents' (under age 15 and over age 65) has implications for the provision of services related to health, education and childcare. The City of Portage la Prairie has a number of programs and services geared to these age groups, however access can be enhanced through prioritizing improvements to both public and active transportation options.

The City's significant proportion of those over age 65 also has implications for housing. A 2015 Age Friendly Report produced by the University of Manitoba indicates that there is a lack of affordability and variety for seniors housing, in particular assisted living. Additionally, the majority of seniors housing is located at the eastern edge of the City, isolated from services, programs and amenities. The 2015 Report recommends adding new seniors housing, such as through the promotion of infill development along and adjacent to Saskatchewan Avenue, close to existing amenities like the Herman Prior Centre.

An increasing number of City and Rural Municipality residents are now working in the Rural Municipality, with a decreasing number working within the City. This reflects the increasing job growth in the Rural Municipality and the positive outcome of the Tax Sharing Agreement between the City and Rural Municipality. Because of the Agreement, the two jurisdictions can work together to strategically promote and locate new businesses where they can optimize investments and limit potential land use conflicts.



## 1.3 LAND USE CHALLENGES AND OPPORTUNITIES

In general, the District's policy of directing the majority of residential development to existing clusters and settlements should be continued. There are only a few Rural Residential designations in the District, and most of these are within or in closer proximity to the City of Portage, where the greatest demand is. Identifying opportunities to accommodate demand for new Rural Residential development must be balanced with the need to ensure the District's prime agricultural lands are protected and to ensure that the growth and development of the City is not constrained by unserviced, large lot development.

Outside of Oakville, there has been limited demand for development in the Rural Municipalities' rural communities. The exception has been Delta Beach, where the last remaining lots have been developed. Due to environmental constraints that limit expansion opportunities, further development of Delta Beach may require a strategic and careful intensification through infill subdivision, while respecting measures for flood risk mitigation.

Oakville, the largest rural SETTLEMENT CENTRE in the Rural Municipality, continues to thrive. Plans for a new community centre/daycare and upgrades to community wastewater services offer additional amenities that may boost development demand. While there are lands designated for future development in Oakville, not all are available for residential use or can be developed in the short to medium term. To provide greater flexibility, designations for Oakville should be simplified, similar to the other communities.

The District's growing success in the food processing industry presents an opportunity for both Councils and Portage la Prairie Regional Economic Development to build on the momentum of its industrial clusters and identify the opportunities for potential spinoffs in the District. Strategic investments in infrastructure and ensuring that lands are 'shovel ready' sets the stage for future growth.

The recently completed Outdoor Recreation Framework Plan provides a strategic approach to improving active transportation and overall connectivity in the City of Portage la Prairie. Implementation of the Plan's recommendations for North-South trails across the rail corridor would help to reduce the disconnect between the northern residential areas and the rest of the City to the south.

Implementation of the streetscape design recommendations from the Downtown Development Plan and/or the Saskatchewan Avenue Revitalization Design Concept

would help ensure the downtown core remains a vibrant area of the City and improve its pedestrian environment and overall connectivity.

Currently the vision for Island Park is to maintain its function as a public recreation and green space, complimented by natural and agricultural activities. The recent addition of Stride Place recreation complex has increased the scale and intensity of recreational activity on the Island, necessitating upgrades to the bridge crossing, which is the single point of access to the Island. While there are no plans to pursue additional residential or commercial land uses for this area, to protect the integrity of the 'public' nature of the island, the District board may want to consider the preparation of a Secondary Plan for this area to ensure any future development remains complementary to the predominant use of the island and maintains its public nature.

Recent flood impacts may result in greater development restrictions on lands within the District. At the very least, mitigation measures will be required to meet the 1:200 year flood level or the flood of record, whichever is greater. The District Development Plan needs to ensure that new requirements are incorporated to minimize flood impacts on new development.

## 2. Vision and Goals

Through background research and consultation with Council members, Planning District staff, key stakeholders and the public, several priorities, concerns and interests were identified and form the basis for the community's vision and goals for the future growth and development in the District. The Vision and goals set the direction for the policies of the new Portage la Prairie Planning District Development Plan.

### 2.1 VISION

The vision guiding the Portage la Prairie Planning District Development Plan is the establishment of *attractive, economically vibrant and safe communities that evoke pride, and a District community where everyone shares a sense of commitment to working together to achieve and maintain a quality of life that will attract and retain both people and business.*

### 2.2 GOALS

Combined with the vision, the following goals provide the foundation for the objectives and policy directions in this Development Plan. These goals should be reviewed on an ongoing basis to ensure that they reflect the aspirations and values of the community.

- 1) To ensure growth in the Planning District is sustainable and is developed in-line with the capacity of resources, community facilities and services.
- 2) To encourage strategic agricultural development and diversification to sustain a viable agri-food industry in the Portage la Prairie Planning District.
- 3) To support and encourage a range of living opportunities, affordability levels and residential styles in the Planning District.
- 4) To facilitate the development of the Downtown as a vibrant, well-developed hub for entertainment, amenities and services, and reinforce the role of Saskatchewan Avenue as the retail focus of the Planning District.
- 5) To enhance the City of Portage la Prairie's role as a regional centre for business, health, educational, cultural and social activities and further develop the competitive position of the Planning District in the regional economy.

- 6) To increase the quantity and quality of public greenspace and provide accessible recreational facilities and programs that bring the community together.
- 7) To develop a connected greenspace network linking City parks and greenspaces with neighbourhoods, and inter-connecting City and rural facilities and open spaces within the District.
- 8) To provide high quality City and Rural Municipal infrastructure to support growth, while ensuring that the full costs of new development are paid for by those who benefit.
- 9) To strengthen partnerships with local First Nations, other jurisdictions and organizations to coordinate the available resources and distribution of services, housing, education and employment in the best interest of all residents.
- 10) To maintain and improve the status of Portage la Prairie as an age-friendly community that is supportive and accessible for all generations.
- 11) To attract diverse and stable, well-paying job opportunities to the District that provide economic security to residents.
- 12) To demonstrate accountability, fiscal responsibility, open and participatory processes, community partnerships and public awareness.

## 3. Planning Framework

### 3.1 DEVELOPMENT PLAN SCOPE, EFFECT AND LEGISLATIVE AUTHORITY

The Portage la Prairie Planning District Development Plan is a comprehensive policy document for the management of growth and development within the Planning District over the next 25-year planning horizon (2017- 2042). Prepared under the authority of *The Planning Act*, the Plan repeals and replaces By-law No. 1-2006.

The Development Plan sets out the District's vision and goals and provides guidance, through objectives and policies, for making land use and development decisions that are in line with these objectives and goals. The Plan provides a degree of certainty to member Councils, administration, developers and the public about what future developments may be permitted in the community, addressing their appropriateness and scale, and guiding business and development toward appropriate locations. The Plan also provides continuity over time by providing a common framework for land use decision-making by successive public bodies.

In accordance with *The Planning Act* provisions for development plans, the Portage la Prairie Planning District Development Plan provides policy directions that reflect the physical, social, environmental and economic objectives of the District, and maps to show the locations and directions for future development. *As per The Planning Act*, the Development Plan must be generally consistent with the Provincial Land Use Policies set out in the Provincial Planning Regulation, which reflect the provincial interest in land use, development and infrastructure.

The Development Plan must be approved by the Province before it can be adopted and implemented by the Planning District Board and member Councils, and any amendments to the Plan are subject to Provincial review against the Provincial Land Use Policies.

### 3.2 REVIEW AND AMENDMENTS

Given the ongoing nature of the planning process, this Plan is open to review and amendment as needed over time and as conditions change. Review and amendment processes are governed by *The Planning Act*.

The Development Plan review process provides the opportunity for the community to make adjustments to the goals, objectives and policies of the Plan in response to new conditions, economic opportunities and evolving community values. As per *The Planning Act*, the Planning District has established that a re-evaluation of the goals, objectives and policies in this document will be initiated within 10 years of the adoption date of the By-law.

Developments that are generally consistent with the intent of the Development Plan can be given further consideration. Should there be instances where the community wishes to consider a proposed development that is inconsistent with the Plan, an amendment to the text or maps of the Plan can be initiated. In some instances, such as the re-designation of land, amendments may also require certain studies to be completed to support and justify the need for the amendment.

### **3.3 PLAN STRUCTURE AND INTERPRETATION**

#### **3.3.1 Structure:**

This Plan is structured in four PARTS. Each PART is comprised of Sections that cover specific topics. In PARTS TWO and THREE, each Section outlines the intent, objectives and policies for specific topics. PARTS TWO and THREE, along with the associated land use designations illustrated on the Policy Maps in PART FOUR, represent the legal content of this Development Plan and will be used for decision-making on land use and development activity in the Planning District.

The Reference Maps in PART FOUR provide supplementary information for the provisions of this Plan and may be updated periodically. Reference Maps are conceptual only and do not form part of the legal content of the Portage la Prairie Planning District Development Plan.

#### **3.3.2 Interpretation:**

##### **Use of Terms**

In most cases, definitions for terms used in policies are set out within the policy language itself. For terms not defined in policy language, the meaning as it is used or defined in *The Planning Act* should be applied. The terms "such as" or "including" are used in this Development Plan to provide examples to clarify or expand upon the wording. Where examples are provided, they are not intended to be the only specific situation which might be considered.

### Map Boundaries

The boundaries of the designated areas shown on the Policy Maps are intended to show the general arrangement of future land use and development in the District. Where a boundary coincides with a physical feature on the map, such as a roadway or waterway, the boundary is deemed to be that feature. However, where a boundary does not coincide with a physical feature on the map, it is intended that the Board or member Council have some latitude in determining the precise location of the boundary, with more precise boundaries being provided in the municipal zoning by-laws.

### Dimensions

The dimensional requirements (distance and area) identified in this Development Plan are intended to serve as guidelines only. Certain situations may necessitate a degree of flexibility in the application of these standards, provided that it complies with the general intent of the Development Plan.

### Non-conforming Uses

In general, where land is designated or described in the Plan and differs from the existing use, the property may be zoned in the municipal zoning by-laws to reflect its existing use. Any subsequent land use change must be in conformity with the Plan.

### 3.3.3 Using the Development Plan:

The following is a general guide describing how to use this Plan in relation to a proposed development:

- ❖ *Step One:* Review the Policy Maps in PART FOUR to determine the designation of the land.
- ❖ *Step Two:* Review the land use policies in PART THREE, focusing on those policies which are relevant to the current designation of the land – specifically what is the intent of the designation and what is allowed.
- ❖ *Step Three:* Review the general policies in PART TWO, in the context of the proposed development.
- ❖ *Step Four:* Review all applicable Reference Maps in PART FOUR.
- ❖ *Step Five:* Conduct a general assessment based on all of the relevant policies as to whether a project is appropriately conceived and developed. Should any policies appear to conflict, the interpretation of the Development Plan is at the discretion of Council and/or its designate.

## 3.4 IMPLEMENTATION

The vision statements, goals, objectives and policies of this Development Plan provide the Planning District with a planning framework for establishing long term, strategic planning directions, and a tool for making day-to-day decisions on planning matters. However, on its own, the Development Plan is not a complete tool to implement and enforce the policies and programs it identifies. Rather, it must be used in conjunction with other plans, tools, controls and Provincial policies, regulations, guidelines, and licensing requirements available to the municipality under *The Planning Act* and other legislation.

### 3.4.1 Secondary Plans:

As per the *Planning Act*, member Councils may adopt secondary plans by by-law to deal with specific issues or directions identified in the District's development plan by-law, or to provide a secondary level of planning guidance for the development of particular lands, such as a new neighbourhood or industrial park.

As a by-law, any changes to secondary plans are made by formal amendment that includes a public hearing. A secondary plan must generally conform to an adopted Development Plan.

### 3.4.2 Zoning By-law:

Municipal zoning by-laws set out specific regulations for land use and development that are reflective of the Development Plan. The zoning by-law identifies specific zones for certain types of uses. Permitted and conditional uses and development standards are prescribed for each zone. A zoning by-law must generally conform to an adopted Development Plan. The objectives and policies in the Development Plan provide guidance to member Councils when preparing their zoning by-laws or considering an amendment to them.

### 3.4.3 Subdivision Approval:

Proposals involving the subdivision of land for individual or multiple lot development will be subject to a review and approval process, providing an opportunity for development proposals to be evaluated in accordance with the provisions of the Development Plan. A subdivision proposal is subject to comments from the Planning District Board and the Provincial Approving Agency. Member Councils and / or the Provincial Approving Authority may attach conditions to a subdivision approval in accordance with provisions of *The Planning Act*.



### **3.4.4 Development Permits:**

All developments require a development permit issued by the Planning District, except where specifically exempted for in the municipal zoning by-law of a member municipality. The issuance of development permits represents a review and approval process for individual land use or building development projects. Before a permit is issued, proposals will be reviewed to determine their conformance with the Development Plan and the applicable zoning by-law.

### **3.4.5 Concept Plans:**

As part of the development approval process, member Councils may require development proponents to prepare concept plans to illustrate the proposed land-use and circulation for a development area or site through a combination of text, maps and graphics. Concept plans may be supported by accompanying studies on the proposed servicing, drainage, utility and transportation aspects of the proposal. Unlike secondary plans, concept plans are non-statutory documents approved by Council resolution and can be modified as necessary with Council approval.

### **3.4.6 Supporting Studies:**

Proponents may be required to undertake and submit studies as part of the approval process for certain development proposals. Engineering or other professional studies may be required to determine the impacts of development on infrastructure or the environment, such as a traffic study to identify potential impacts on both the municipal road system and the Provincial Highway system.

### **3.4.7 Development Agreements:**

Section 135 (3) and Section 150 of *The Planning Act* provide member Councils an opportunity to implement a development agreement as a condition of a subdivision approval, amending a zoning by-law, making a variance order, or approving a conditional use. The matters dealt with via a development agreement can include, but not be limited to: the use of land or structures, the installation and financing of infrastructure, area grading and leveling of land, amenities (including sidewalks, boulevards, and parks), the dedication of land, and other matters as outlined in *The Planning Act*.

### **3.4.8 Other By-laws:**

Land development and land use proposals for individual building projects are also 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 bylaws, and the Manitoba Building Code. These by-laws and regulations not only complement the zoning by-law, but set out the terms, conditions and procedures upon which building permits may be issued. Through the building by-laws and

regulations, member Councils may establish the minimum standards of construction, maintenance and occupancy which new and renovated buildings have to meet in order to protect the safety and health of the public. The standards required in these by-laws and regulations also affect the physical appearance and environmental quality of a development.

#### **3.4.9 Capital Levies and Development Fees:**

Member Councils may, in accordance with provisions of the *Municipal Act*, require the applicant to pay certain capital levies and lot fees when subdividing lots.

#### **3.4.10 Land Dedication / Cash-in-Lieu:**

Where land is being subdivided for residential use, land required for parks or natural areas may be dedicated in accordance with the provisions of *The Planning Act*. As an alternative to land dedication, member Councils may require the dedication of funds in lieu of land, as provided for in *The Planning Act*.

#### **3.4.11 Capital Works Program:**

Through various expenditures for roadways, water and wastewater systems and recreational facilities, municipal Capital Works Programs influence the location and direction of development. By developing a long-term Capital Works Program that is consistent with the goals and policies of this Development Plan, member Councils can make strategic plans and investments that will lead development towards the achievement of the community vision.

#### **3.4.12 Tax / Service Sharing Agreements:**

Implementation of the Development Plan may benefit from or require cooperation between member municipalities or other jurisdictions. Provisions of the *Municipal Act* provide for tax sharing agreements, service sharing agreements and cost sharing agreements between municipalities.

#### **3.4.13 Strategic Plans for Economic Development:**

As outlined in the *Municipal Act*, member Councils may adopt strategic plans for economic development. Strategic plans should be consistent with the Development Plan.

# **PART TWO: GENERAL POLICIES**

PART TWO includes general objectives and policies that apply broadly and should be reviewed for all proposed land use and development activity within the Planning District. The policies in this section provide guidance for the protection and development of resources and infrastructure and for the planning and management of future growth. This Part of the Plan should be read in conjunction with PART THREE: LAND USE POLICIES.

## 4. Natural Resources

Strong communities and a competitive economy need a healthy environment, including clean air, soil, water, and abundant trees and open spaces. Developing the Portage la Prairie Planning District, while protecting and enhancing the natural environment and these important resources, is the aim of good stewardship. The natural environment is complex. It does not recognize administrative boundaries and there are limits to the stresses resulting from human activity that it can absorb.

### OBJECTIVES:

- a) Appropriate consideration for habitats, water quality, natural features and associated biological processes in land use decision-making;
- b) Reduced consumption and waste production wherever possible;
- c) Mitigation of and adaption to extreme weather events caused by climate change;
- d) Sustainable use and protection of important resources, such as aggregate, from incompatible development;
- e) Rehabilitation of ecosystems and habitats where damage has been caused by resource extraction or development.

### POLICIES:

#### 4.1 WATER SUPPLY

It is anticipated that climate change, in particular drought, will impact the availability of water in the Planning District in the coming years. Adaptation is necessary to ensure that a sustainable supply of water is available for municipal, agricultural, industrial, recreational and ecological needs. To address water supply concerns, member Councils will endeavor to implement strategies such as:

- i. Reducing water consumption in municipal facilities;
- ii. Analyzing end-user (i.e. residential, commercial, industrial, institutional) consumption and developing distinct strategies to reduce potable water consumption for end-user groups; and/or
- iii. Collaborating with agricultural and industry partners to achieve consumption reductions.

## 4.2 WATER USE

Development proposals which require significant volumes of surface water and/or groundwater, including irrigation projects, may only be permitted in areas where they will not cause a reduction in water supply for existing users. Activities that utilize more than 25,000 liters/day of surface or groundwater will require a water rights license under the provisions of *The Water Rights Act* and development approval may be reserved until such time as a license is issued. Use of groundwater must also comply with *The Groundwater and Water Well Act*.

## 4.3 WATER QUALITY

For areas within the Planning District which are deemed sensitive to potential groundwater or surface water impacts associated with development, prior to development approval or issuance of a permit, proposals may be:

- i. Subject to special review; and
- ii. Referred to the Province for recommendations.

The District Board and Council may consult with the Conservation District and appropriate provincial agencies for advice on water quality issues.

## 4.4 WATER PROTECTIONS

Identification of waterways, waterbodies, groundwater and shorelands requiring protection or enhancement may be achieved through site-specific planning programs and cooperation with Federal, Provincial or regional programs. The extent of the required protection or enhancement will be directly related to the characteristics of the local situation such as, but not limited to: size and configuration of the waterway, waterbody, shoreland or groundwater; the need for public access; erosion rates; and recreation potential.

Shoreland reserves or specific setback regulations may be created to protect shoreland, waterways or waterbodies. Where appropriate, public acquisition may occur by direct purchase, dedication through the subdivision approval process, easement, lease or a combination thereof.

## 4.5 RIPARIAN AREAS

To maintain wildlife habitat, protect aquatic ecosystems and species and minimize erosion, lands should not be cleared or developed to the water's edge of creeks, streams, rivers and lakes. A buffer strip of natural vegetation of approximately 15m (49.4ft) will be retained, or if applicable, restored for all first and second order drains, upslope from the high-water mark. The buffer will be increased to 30m (98.4ft) upslope from the high-water mark for third order and higher order drains, and places where indicator fish species (walleye, pike, suckers, etc.) are present or the waterway or waterbody provides spawning, nursery, feeding or migratory habitat.

Within this 30m (98.4ft) buffer, shoreline alterations (for pathway, docks, etc.) should be no more than 25% of the area.

#### **4.6 WILDLIFE HABITAT**

To maintain and enhance existing wildlife habitat, the retention and enhancement of existing woodlands, wetlands and other significant habitat areas will be encouraged by:

- i. Limiting development within Wildlife Management Areas and other sensitive ecological areas, unless reviewed and approved by the Province;
- ii. Clustering development to preserve surrounding treed areas and/or open space; and
- iii. Retaining natural drainage ravines to act as corridors for wildlife.

The re-establishment/restoration of wildlife habitat is also encouraged on lands that are marginal for agricultural use and on undeveloped road allowances.

#### **4.7 PROTECTED AREAS**

To balance the preservation of the natural landscape and environmental protection with planned residential, recreational and tourism development, in general, the Planning District will direct urban uses and incompatible developments away from Protected Areas (including the designated provincial parks, Wildlife Management Areas or other lands that have received provincial designation and protection, as shown on Reference Map 1).

Where proposed development, such as recreational, residential and tourism-related commercial developments, is to be located adjacent to a Protected Area, such development is encouraged to:

- i. Preserve the area's natural and environmental values in balance with its potential for recreation, tourism and residential uses;
- ii. Be compatible with the area's environmental characteristics, existing agricultural uses and can be sustained by municipal infrastructure services; and
- iii. Assess the opportunities and constraints posed by the environment and ensure that development is consistent with the character of the area.

The use of land adjacent to Protected Areas will be reviewed by the Province to ensure that future development or changes in land use will not adversely affect the sustainability of the area or the resident flora and fauna.

#### **4.8 LAKE MANITOBA SOUTH BASIN**

The South Basin of Lake Manitoba is characterized by a dune ridge that borders the south shoreline of the Lake and spans over 30kms (18.64 miles) along the shallow waters of the Lake Manitoba south basin, protecting the Delta and Lake Francis marshes. These marshes contain 21,853 hectares (54,000 acres) of land and water and are considered among the finest fresh water marshes in the world. To ensure the protection of the physical features and environmental process related to the beach ridge and marshes, the Planning District will endeavor to work with other levels of government, institutions, community organizations and private citizens.

#### **4.9 SPECIES AT RISK**

Development may be prohibited in areas that have received designation or protection under *The Manitoba Endangered Species Act* or *The Federal Species at Risk Act*. If development is permitted, it must be developed in accordance with the terms and conditions established by the applicable Provincial authority.

#### **4.10 PUBLIC ACCESS**

To foster appreciation for and enjoyment of nature, public access to natural areas and wildlife and fisheries habitat, in particular the south shore of Lake Manitoba, will be encouraged, where appropriate and feasible. Such access should not lead to levels of activity which will exceed the capability of the area to sustain the ecosystem's function and integrity. In cases where private lands are involved, access to these areas will be subject to the approval of landowners.

#### **4.11 OUTDOOR RECREATION**

To encourage outdoor recreation within the Planning District, areas with recreational capability should be promoted for recreational use. The scale and intensity of a proposed outdoor recreational use should align with the capacity of any natural resources it depends upon over an extended period of time.

#### **4.12 AGGREGATE RESOURCES**

In areas with recognized aggregate value in the Planning District, the extraction of aggregate resources will be encouraged where conflicts with existing or planned, nearby developments can be minimized.

Due to operational factors such as noise, dust, and heavy truck traffic, proposals for new or expanding aggregate extraction operations will be considered as conditional uses.

#### **4.13 SURFACE USES**

Prior to the extraction of resources on lands with recognized aggregate value, land use and development should be limited to general agricultural activities, or other uses that would not interfere with or restrict future extraction of the resource.

#### **4.14 ADJACENT USES**

Existing aggregate operations and lands containing a valid mineral disposition should be protected from incompatible and potentially incompatible land uses, in nearby areas.

#### **4.15 EXTRACTION OPERATIONS**

The exploration, development, production and termination of all aggregate resources shall be undertaken in a manner that is environmentally safe, stable and compatible with adjoining lands. Where significant extraction occurs, the area should be rehabilitated.

#### **4.16 COST-SHARING AGREEMENTS**

Agreements may be established between the municipality(s) and operators of extraction activities to cost-share the maintenance of roads. Such an agreement may be required as a condition for approving the application.



## 5. Hazards

Flooding is a significant hazard in the Portage la Prairie Planning District, with increasing frequency and impacts occurring over the past decade creating a higher level of risk. As such, the protection of people, property, resources and investment from potential flood damage is an important consideration for land use planning. Other potential hazards, such as erosion, pollution and contaminants can create health risks that must be planned for and mitigated. The policies of this section help to identify potential hazards and guidance to help ensure development is directed away from high risk areas or that measures are in place to mitigate known risks.

### OBJECTIVES:

- a) Reduce the risks to life, health, safety, property that are associated with flooding, unstable slopes, erosion and contaminated lands;
- b) Minimize the need for public expenditures for protection or disaster assistance by limiting development in areas subject to flooding, water erosion, bank instability, landslide or subsidence;
- c) Respect and enable the natural capabilities and ecosystem functions of natural resources, such as waterways conveying floodwaters;
- d) Provide appropriate safeguards to protect people from the effects of soil and water contamination and air pollutants.

### POLICIES:

#### 5.1 FLOOD RISK AREAS

Flood Risk Areas means all lands that would be flooded by a 200-year flood or the flood of record, whichever is greater, specified by the applicable provincial authority. In general, development within Flood Risk Areas should be limited to low intensity uses, such as haying, grazing, forestry or open space recreational activities to minimize the risk to people, property and investment.

Where necessary, utilities or services may be located within or across the flood plain, including transportation and above ground utilities, which may be permitted only to cross the flood plain; and underground utilities, flood or erosion control and stormwater management facilities.

## 5.2 DEVELOPMENT CRITERIA

Where it is practical or desirable for economic or social reasons to allow more permanent development and structures within Flood Risk Areas, such developments must be carefully controlled and planned to ensure that they are compatible with the risks or that the hazard has been eliminated or protected against. When considering uses within Flood Risk Areas, the following criteria will be applied:

- i. Structures and services must be protected against flood damage and should be fully functional during hazard conditions, therefore:
  - a. All habitable buildings, attached permanent structures, and livestock housing facilities will be flood protected to a grade elevation at least equal to the 200-year flood or the flood of record, whichever is greater, as determined by the applicable Provincial authority, and
  - b. Driveway access should be constructed to a grade elevation equal to the 50-year flood level;
- ii. Proposed developments should not obstruct, increase or otherwise adversely alter water and flood flows and velocities;
- iii. There should be no added risk to life, health or personal safety;
- iv. Activities which alter existing slopes and may accelerate or promote erosion or bank instability should be prohibited, unless appropriate mitigation measures are taken to minimize the potential of such erosion or bank instability; and
- v. Existing tree and vegetation cover should be preserved where appropriate to reduce erosion and maintain bank stability.

Where necessary, development proposals in Flood Risk Areas may be required to be accompanied by a report prepared by a qualified engineer that includes an assessment of the hazardous conditions on the site, expected impact(s) of the proposed development and recommendations for preventative and mitigation measures which eliminate the risk or reduce the risk to an acceptable level.

## 5.3 PROVINCIAL REVIEW

Reference Map 2 identifies some of the major Flood Risk Areas within the Portage la Prairie Planning District. Proposals for development located within these areas will be referred to the applicable Provincial authority for review and comment, prior to approval by the Planning District.

## 5.4 EROSION RISK

Development will not be permitted in areas that would normally be eroded away within a period of 50 years, unless it is demonstrated to the satisfaction of the Planning District that the erosion process will be halted. The Planning District Board should

request that a geotechnical engineering study be completed as part of the development proposal.

### **5.5 EROSION REDUCTION**

To minimize the risk of impacts of erosion and impacts upon surface water, for land assessed as having high risk of soil erosion due to slope and soil type, such as shorelines and riverbanks, soil management and agricultural practices which minimize risks will be encouraged, such as the maintenance of surface-retaining vegetative cover. Activities such as excavation, land clearing, cultivation or excessive grazing that could increase serious bank instability will be discouraged in these areas.

### **5.6 PONDING**

Where an area is known to be subject to ponding due to snowmelt or prolonged rainfall events, all proposed building sites must be located outside of the ponding area, wherever possible, or the proponent must provide a suitable amount of fill at the building site to provide a satisfactory level of protection for the buildings.

### **5.7 LOCATION OF HAZARDOUS USES**

Hazardous uses refer to facilities or developments, exclusive of railways and highways, which manufacture, handle, store or distribute hazardous materials. In the case that a proposed hazardous use may pose a risk if located in a populated area, such development may be directed to a suitable rural location.

Wherever possible, new hazardous uses should be well separated from residential areas and buildings used for human occupation. Municipal by-laws and Provincial Federal regulations will mandate the separation distances between hazardous uses and dwellings.

### **5.8 REQUIRED INFORMATION**

Where development or expansion of a potentially hazardous use is proposed, information may be required relating to the nature of any potential discharges into the air, soil or water; the nature of outside storage requirements; the compatibility of surrounding land uses; and plans for buffering such activities from adjacent uses and human activities.

### **5.9 WASTE TREATMENT AND DISPOSAL SITES**

In order to minimize human exposure to the undesirable effects of wastewater stabilization ponds and solid waste disposal sites, development in the vicinity of these facilities will be limited to agricultural, industrial, and specific open space or

recreational uses that would not be adversely affected by these facilities. Minimum setbacks from wastewater stabilization ponds and solid waste disposal sites will be established in the zoning by-law.

#### **5.10 AIR QUALITY**

To protect the environment and human health from airborne emissions, proposed developments which may have a detrimental effect on air quality, by reason of the emission of smoke, dust, harmful vapors, or other airborne particles or other harmful characteristic, should be developed at locations which minimize human exposure to these emissions and will be encouraged to control emissions to the greatest extent possible.

## 6. Heritage and Cultural Assets

Heritage buildings, landscapes and archaeological sites create a unique sense of place and local identity that reflects the historical foundations of the community. Cultural assets contribute to a healthy District economy by promoting tourism and helping to attract businesses and employees to the communities.

### OBJECTIVES:

- a) Identify and preserve local heritage assets in the Planning District;
- b) Recognize and celebrate local heritage and culture as assets to the community;
- c) Encourage a full range of arts and cultural activities in the District;
- d) Promote compatible and complementary development in association with local heritage and cultural assets.

### POLICIES:

#### 6.1 HERITAGE IDENTIFICATION

To facilitate the identification, preservation and commemoration of historically, architecturally and/or archaeologically significant sites and structures in the District, the Planning District and member municipalities will endeavor to preserve and protect heritage resources through:

- i. The judicious use of statutory instruments;
- ii. Consult with the Portage la Prairie Municipal Heritage Advisory Committee and Manitoba Historic Resources Branch to identify known heritage sites, delineate areas with high heritage resource potential and to designate properties of significance;
- iii. Utilize the provisions of *The Heritage Resources Act* to preserve the character of sites and structures of significance;
- iv. Enter into conservation agreements, as required, with owners of designated heritage properties; and
- v. Support the marking and commemoration of heritage sites to raise public awareness and appreciation.

#### 6.2 DEVELOPMENT REVIEW

To protect existing heritage resources from incompatible or potentially incompatible land uses which may threaten their integrity or operation: a proposed development, subdivision, change in land use, demolition, alteration or similar activity which may

affect an identified site or areas determined to have high heritage resource potential will be referred to the Manitoba Historic Resources Branch for review. Depending on the nature and scope of a proposed development, a heritage resources impact assessment (HRIA) may be required.

Some areas of heritage concern that may trigger an HRIA include:

- i. Locations within 1km (.62 miles) of the Assiniboine River;
- ii. Locations within or surrounding Crescent Lake; and
- iii. Locations within 1km (.62 miles) of the Lake Manitoba shoreline.

### **6.3 TOURISM POTENTIAL**

The development, designation and preservation of heritage assets should be coordinated with other heritage and recreational assets in the region, existing and proposed, to maximize interpretive and tourism potential.

### **6.4 CULTURAL ASSETS**

To express the cultural diversity of the region, a full range of arts and cultural activities, from community-based endeavours to regional endeavours, will be promoted in the Portage la Prairie Planning District by:

- i. Providing access to municipally owned facilities and properties for non-profit community arts performance venues, arts education and training programs, studio, rehearsal, storage and administrative space; and
- ii. Encouraging participation from the arts and cultural community in public and private initiatives to beautify the District's communities.

### **6.5 COMMUNITY CHARACTER**

To support and enhance a sense of place in the City of Portage la Prairie and District Settlement Centres, the existing heritage and individual character of these communities should be reinforced through the preservation of cultural landmarks and the promotion of distinctive and appropriate building massing, materials and design.

## 7. Utilities and Services

Services (such as safe drinking water, treatment and disposal of sewage, solid waste disposal, and stormwater management) and utilities (such as telephone, hydro electricity and natural gas) play a vital role in the creation of quality living environments in the Planning District. Maintaining and upgrading this infrastructure is critical to the competitiveness of the District in serving current users and attracting new development. Because of the significant public and private investment, provisions must be made for the installation and protection of services and utilities in new developments and to provide appropriate locations for centralized operating facilities.

### OBJECTIVES:

- a) Promote development that makes more effective use of existing infrastructure assets and limits the need for new servicing investments;
- b) Provide adequate facilities and facility capacities to support new development, including new subdivisions, and maintain the infrastructure in a state of good repair;
- c) Support, encourage and implement measures and activities which reduce energy and water consumption and waste production;
- d) Protect existing public and private utilities from incompatible or potentially incompatible land uses, which may threaten or adversely affect their operation.

### POLICIES:

#### 7.1 LOCATION OF UTILITIES

Essential activities of government, public and private utilities, including alternative energy generating systems, may be accommodated in any land use designation, subject to the requirements in the associated municipal zoning by-law.

Where such uses are permitted, they should be located and developed in a manner that maintains compatibility with neighbouring land uses. Prior to the installation of a major utility system, such as hydro transmission lines, wind energy systems and fibre optic telephone cables, the utility company is required to consult with the Planning District Board and Municipal Council on matters such as route selection and impact on local road systems.

## **7.2 UTILITY CORRIDORS**

Utility corridors will be protected from incompatible development through measures, such as setbacks, fencing, site grading and landscaping, to screen and secure the property edge adjacent to the utility corridor.

## **7.3 SECONDARY CORRIDOR USES**

Subject to the consent of Manitoba Hydro and the District Board, Hydro corridors may be used for secondary purposes including uses such as parks, pedestrian and cycling trails, agriculture, parking lots and stormwater management. Any approved secondary uses in hydro corridors must:

- i. Be compatible with the primary use of the corridor and adjoining lands, including use and visual qualities; and
- ii. Protect potential open space links within the corridor right of way.

## **7.4 PIPELINE SYSTEMS**

To help prevent pipeline damage, unwarranted crossings, and to identify any development that could trigger a pipeline Class upgrade, all planning applications (including but not limited to: policy plans/amendments, land use/zoning amendments, development proposals and subdivision proposals) that are located within the 200m pipeline and/or 750m facility buffer referral zone, will be referred by the Planning District, as part of its standard referral process, to the pipeline systems operator. The 200m pipeline buffer referral zone is identified on Map 2C and 2D of this Plan.

It is the responsibility of the applicant to identify, as part of their submission to the Portage la Prairie Planning District, any pipelines located within 200m and/or facilities located within 750m of the proposed planning application. Applicants should contact the pipeline systems operator prior to finalizing development plans and filing their application to ensure the operator is aware of proposed development and to support a collaborative planning process.

## **7.5 CONTIGUOUS AND INFILL DEVELOPMENT**

To optimize existing infrastructure investment and ensure that utilities and services can be extended as efficiently and economically as possible, the District Board and Council will encourage and give priority to development that is contiguous to the built-up area or infills vacant or underutilized lots and parcels within existing centres. “Leapfrog” developments that require the extension of services across large, undeveloped areas will be discouraged.



## **7.6 SERVICE CONNECTIONS**

Within the urban areas of the Planning District (the City of Portage la Prairie and Settlement Centres), in locations where municipal water and/or wastewater services exist or are introduced:

- i. New developments are required to connect to these services at the time of development;
- ii. Existing development is required to connect to these systems within time frames established by each member Council; and
- iii. Abandoned wells must be capped and sealed to provincial standards and regulations.

As an exception to i) and ii) above, industries with distinct requirements for water supply and wastewater disposal, such as large volumes of water or unique waste characteristics, may be allowed to develop onsite water supply and wastewater disposal systems, subject to any provincial approval that may be needed.

## **7.7 ONSITE WASTEWATER**

Where new development proposes on-site wastewater management systems, it must be approved by the appropriate provincial agency prior to installation. To sustainably support an approved on-site septic field system, building lots must be a minimum of .8 hectares (2 acres).

## **7.8 STORMWATER MANAGEMENT**

To ensure that post-development stormwater flows off-site are the same as or reduced from pre-development flows, proposals for development will be encouraged to provide on-site drainage and water retention, as well as measures that mitigate off-site drainage, including landscaping, green rooftops and the maintenance of permeable surfaces. In some cases, a special drainage study and stormwater drainage plan may be required to show the expected impact on existing drainage systems and surrounding properties.

## **7.9 PROVINCIAL DRAINAGE SYSTEM**

As per provincial policy, new development should not plan for any liquid to drain into the highway drainage system. Where such drainage is unavoidable, permission is required from the appropriate provincial agency. The costs of any revisions required to the existing highway drainage system, which are directly associated with a particular development, will be the responsibility of the developer.

### **7.10 SOLID WASTE MANAGEMENT**

To extend and optimize existing landfill sites and encourage sustainable waste management practices, waste reduction, reuse, recycling and recovery is encouraged.

### **7.11 SERVICING PLANS**

To ensure that new development does not exceed the capacity or unnecessarily impact the functioning of municipal sewer, water and land drainage infrastructure, Council may require that proponents of development, and in particular developments that use water and/or produce wastewater in large volumes (e.g. 'wet industries') prepare conceptual servicing plans and servicing reports to identify any impacts to municipal services and the type and cost of any necessary improvements (such as specialized pre-treatments). Developments that would result in an unreasonable financial burden on the public should not be approved.

### **7.12 INFRASTRUCTURE SIZING**

To ensure that municipal services within the City of Portage la Prairie and the Oakville Settlement Centre have the capacity to support anticipated growth and development, the design and installation of major facilities (such as lift stations and forcemains) associated with specific developments should be sized to accommodate the longer-term development of these urban areas. In cases where the costs of installation are front-ended by a development proponent, Member Councils will endeavor to collect funds within a reasonable time frame from future benefitting landowners and repay appropriate costs to the development proponent.

### **7.13 INFRASTRUCTURE FINANCING**

Where possible, the City of Portage la Prairie will endeavor to take a full cost accounting approach to ensure that the costs of urban development and infrastructure expansion are identified and integrated into the capital cost of proposed development, and that future maintenance costs are anticipated and accounted for.

### **7.14 COMMUNITY SERVICES**

To ensure that the community services and facilities that support the District grow in line with the District population and community needs, the Planning District and member Councils will consider the impacts of new developments on schools, school bussing, hydro, telephone, highways, police and fire protection, health care and recreation, snow removal and refuse collection.

In particular, consultation with the local School Division Board will be required when considering new areas for residential development, to determine the impacts of residential growth on school services and to identify the need for new school sites, if any. Consultation on new school sites should address timing, parcel size and type of schools/sites that may be needed.

### **7.15 ALTERNATIVE ENERGY**

To support the development and use of renewable, on-site energy technologies (such as small wind energy systems, solar panels, green roofs, geothermal systems, etc), Council may make provisions for these technologies in their respective zoning by-laws and building by-laws, in locations where they are compatible with existing developments and will not negatively impact adjacent uses.

### **7.16 WIND TURBINES**

To ensure compatibility with existing and planned uses, wind energy generating systems (WEGS) should be located an acceptable distance away from existing and planned development and only in areas that would not inhibit the expansion of the District's Settlement Centres or the City of Portage. Wind turbines are established as conditional uses in the zoning by-law, with appropriate zoning provisions made to ensure they are safely situated.

### **7.17 ENERGY USE AND EMISSIONS**

To create a baseline for energy consumption and greenhouse gas emissions, the City of Portage la Prairie may conduct a GHG inventory data source review, with the goal of developing strategies to improve energy use efficiency and reduce GHG emissions. This review may be extended to include the RM of Portage la Prairie.

## 8. Transportation

The communities of the Planning District are connected by local and regional transportation networks, the viability of which is crucial to support the movement of goods, services and people over the next 25 years. The key elements of the District's transportation network are:

- provincial highway connections to the larger region;
- railway corridors;
- community arterial roadways; and
- systems of Active Transportation corridors including sidewalks, pathways and trails.

The Plan protects the integrity of the local and regional transportation network, encourages measures to improve the movement of traffic and interconnection within the community, and integrates transportation and land use at both the City and regional scales.

### OBJECTIVES:

- a) Promote a comprehensive and coordinated approach to transportation planning in the District;
- b) Increase the diversity of mobility options for those that do not drive by investing in multi-modal transportation facilities;
- c) Improve the integration of the Provincial highway system with local connections and routes for the safe and efficient transport of goods, services and people.

### POLICIES:

#### 8.1 TRANSPORTATION STRATEGY

To improve the integration of the provincial and local transportation network within the City of Portage la Prairie, the City of Portage will examine the feasibility of developing a comprehensive transportation strategy, in cooperation with the Province and Planning District.

#### 8.2 SYSTEM PROTECTION

To maintain the integrity of the existing and future regional, provincial highway and City arterial transportation systems and limit development that may adversely affect the capability of these systems to move traffic safely and efficiently, the following criteria applies to proposed development:

- i. Development that would generate traffic in an amount or of a type that would unduly impair the present and potential capability of the adjoining highway to carry traffic safely and efficiently will not be permitted unless adequate measures are implemented to remedy the problem;
- ii. Development will occur in a cluster pattern utilizing common access points, as opposed to a strip of lots along the highway with individual access connections to the highway;
- iii. Special setback requirements may be required for any buildings which may be proposed in the vicinity of a highway in AGRICULTURAL AREAS;
- iv. Any development of a structure or any new, modified or relocated access directly onto a provincial trunk highway or that is to occur within the control areas of provincial roads and provincial trunk highways under provincial authority will be subject to approval by Manitoba Infrastructure;
- v. Any proposed development within the City of Portage la Prairie located in the areas south of PTH 1 on both sides of PR 240 must be guided by an overall concept plan that details how the area will be served without impairing the function of PR 240 and PTH 1. Traffic impact studies and on-highway improvements may be required;
- vi. Except where a frontage road has been provided, developments in the vicinity of provincial highways will be separated by a suitable buffer (as determined by the Province through the permit process) and accessed by means of government road allowance intersections;
- vii. Where a site is adjacent to a highway under provincial jurisdiction, approval by Manitoba Infrastructure is required for any new, modified, or relocated driveway, or any change in use of an existing driveway for an existing access to a provincial trunk highway;
- viii. Development will be planned to accommodate requirements for future highway and major roadway widening or extension; and
- ix. Mitigation measures required to minimize impacts to the provincial highway system as a result of proposed development are the responsibility of the developer and must be suitable to the Province.

### **8.3 TRAFFIC IMPACT STUDIES**

Land uses which generate significant amounts of regional vehicular traffic and/or significant truck traffic should be encouraged to locate in proximity to major municipal roadways, provincial roads and provincial highways and away from areas where traffic would create incompatibilities with surrounding land uses, create health or safety hazards, or cause excessive wear and tear on roads.

Proposals for high traffic development may require a preliminary traffic generation impact study or statement, prepared by a qualified engineer, to the satisfaction of the authority having jurisdiction over the affected access road(s).

The cost of any access and/or intersection improvements and/or traffic controls identified in the traffic study as a result of the proposed development will be the responsibility of the developer and will be implemented to the satisfaction of the affected municipality and the authority having jurisdiction over the affected highway.

#### **8.4 NEW STREET DESIGN**

Street design should balance the needs of pedestrians, people with mobility aids, transit, bicycles, vehicles and utilities. Proposals for development that require the design of new streets should:

- i. Provide connections with adjacent neighbourhoods;
- ii. Promote a connected grid of streets that offers travel options and extends sight lines;
- iii. Divide larger sites into smaller development blocks;
- iv. Create adequate space for pedestrians, bicycles and landscaping, as well as vehicles, utilities and utility maintenance;
- v. Improve the visibility, access to and prominence of unique natural and human-made features; and
- vi. Provide access for emergency vehicles.

The local road or street network associated with any type of proposed development should be designed to conform to both the existing and planned road and street system of the neighbouring areas.

#### **8.5 PARKING**

To minimize congestion on public roadways, on-site accommodations for the parking, loading and exterior service needs of proposed development must be provided for large buildings, building complexes and high use commercial areas such as strip malls, including internal vehicular circulation.

To optimize on-site parking facilities and minimize the amount of land devoted to parking, the City will encourage shared parking facilities for mixed-use developments by developing parking standards which reflect the potential for shared parking among uses that have different peaking characteristics.

#### **8.6 RAIL CORRIDORS**

To ensure public safety and protect the function of rail corridors, suitable setback standards will be established for development in the vicinity of railways with

consideration given to the Guidelines for New Development in Proximity to Railway Operations. Restrictions should also be applied to trees and shrubbery in the vicinity of railway crossing.

Where appropriate, protections for rail corridors as future public transportation routes, bicycle and pedestrian trails should also be considered.

### **8.7 PORTAGE NORTH AIRFIELD**

The Portage North Airfield is home to the Portage Flying Club, which has been operating for almost 75 years. Due to the recreational nature of the aviation activities at the Airfield, most land uses would be compatible within the vicinity of this operation, with appropriate buffering applied where necessary. However, uses or developments that may be incompatible with aircraft operations and/or create a potential safety hazard should be directed away from the Airfield, including:

- i. Towers,
- ii. Uses that attract birds,
- iii. Uses that reduce visibility (by producing significant smoke or dust),
- iv. Uses that may interfere with radio signals, or
- v. Uses or activities sensitive to noise or vibration.

### **8.8 RURAL ACCESS**

Proposals for new developments within the rural areas of the District must be connected to the existing all-weather road network, unless the proponent makes an agreement with the municipality to upgrade an existing (non-all weather) road or develop new road access to a standard agreed upon by the municipality. The proponent may be responsible for part or all of the costs of the new or up-graded roadway construction, including related structures such as street lights and traffic control devices, subject to a development agreement between the Municipality and the developer.

### **8.9 ACCESS LIMITATIONS**

To provide for a high level of safety and efficiency along municipal arterial streets, the use of service roads or shared internal vehicular circulation systems and driveways among adjoining properties will be encouraged, along with rear roadways where appropriate. Frequently used driveways will be appropriately separated from roadway intersections in order to minimize traffic congestion and traffic hazards in the vicinity of the intersection.

### **8.10 BUILDING SETBACKS**

In order to provide a measure of safety for the traveling public, buffer buildings from roadway nuisances such as noise and dust, and to reduce snow drifting problems along rural roads, all buildings, major structures, shelterbelts and other obstructions will be adequately setback from all roadways and intersections, in accordance with the applicable zoning By-law. As an exception, this setback will not apply to the downtown area of the City of Portage la Prairie, where the historic pattern of development has occurred without setback from roadways.

### **8.11 TRANSPORTATION CORRIDORS**

Where an area of development is bordered on one side by a major transportation corridor, such as a highway or rail line, new development should be directed to the same side to avoid the need for local traffic to cross the corridor.

### **8.12 TRUCK ROUTES**

To minimize widespread deterioration of the local road system as a result of heavy truck traffic and to minimize traffic hazards and nuisance factors of noise and dust in residential areas, in areas with existing or anticipated high volumes of truck traffic, member municipalities may designate certain roads as truck routes. Proposed truck routes which may have a physical impact on the road system of an adjacent municipality will be coordinated with the adjacent municipality. Member municipalities may also designate hazardous goods routes as required.

### **8.13 ACTIVE TRANSPORTATION**

To promote active lifestyles, provide for the safe movement of pedestrians and cyclists, and to promote environmental and energy conservation, Planning District and member Councils will encourage the development and enhancement of active transportation in the District through supporting:

- i. The development of a comprehensive system of public walkways and bicycle paths throughout the City;
- ii. The establishment of sidewalks along streets, including local streets, within existing residential areas;
- iii. Pedestrian and cycling connections to school properties, in collaboration with the Portage la Prairie School Division; and
- iv. Compact and mixed-use development in appropriate areas in the City of Portage la Prairie to increase the viability and feasibility of future transit.



## 9. Growth Management

Planning for the Planning District includes managing what development occurs--where, how and when. Part of this management involves ensuring an adequate supply of land is available in different areas for different uses, prioritizing areas for development based on the capacity and financial feasibility of extending infrastructure, and ensuring land uses and activities are compatible by working cooperatively with other jurisdictions, organizations, developers and the public.

### OBJECTIVES:

- a) Facilitate the coordination of infrastructure and land use to accommodate growth;
- b) Ensure that new developments are appropriately located and compatible with existing adjacent uses;
- c) Prioritize the intensification of developed areas and compact development;
- d) Provide for an appropriate supply and type of developable land;
- e) Promote high quality development design that improves community aesthetics, connectivity and access for a variety of users.

### POLICIES:

#### 9.1 SUPPLY OF LAND

To accommodate a variety of new development, the Planning District and Member Councils will endeavor to ensure a five-year supply of appropriately zoned and serviced land and a twenty five-year supply of residentially designated land at appropriate locations.

#### 9.2 REDESIGNATIONS

The designation of new areas for development (by amendments to the Policy Maps of this Development Plan) may be considered from time to time, based on the following criteria:

- i. Sufficient demand and a need for an additional supply of lots or designated land is demonstrated;
- ii. Infrastructure and services appropriate for the development can be economically provided to the satisfaction of the Planning District and member Municipality;
- iii. Compatibility with the adjacent transportation system is demonstrated; and

- iv. The proposed use is generally consistent with the vision and goals of the Development Plan and Provincial Planning Regulation.

### **9.3 PRIORITY DEVELOPMENT AREAS**

To make the most efficient use of existing roadways, services, infrastructure, and facilities, the following priority development areas are established for the City of Portage la Prairie:

- i. The revitalization and redevelopment of existing built-up areas of the City through compatible infill, redevelopment or conversions;
- ii. The development of new communities in strategic URBAN HOLD AREAS where Development and Servicing Strategies are approved or underway; and
- iii. New development in areas contiguous to the built-up area of the City and where municipal services and infrastructure can be extended in a timely and economical manner.

### **9.4 FRINGE AREAS**

To ensure fringe development does not impede the future expansion of the City of Portage la Prairie, create incompatibilities with adjacent urban uses or result in inefficient and costly extension of urban services, development approval decisions involving the re-designation of lands, issuance of development permits, approvals of conditional use orders, or approvals of subdivision applications within the Fringe Area (as identified on the Policy Maps) will, in addition to the other policies of this Development Plan, take the following into consideration:

- i. The compatibility of current adjacent land uses in the City;
- ii. The compatibility of existing and proposed site and building development;
- iii. The impact on the existing and future provincial highway system;
- iv. The impact on the ability to assemble lands for future urban development due to fragmentation or reduction of large land holdings/parcel sizes;
- v. The use and class of agricultural land such that prime agricultural land is protected to the greatest extent possible; and
- vi. The ability to service the areas with appropriate infrastructure.

### **9.5 FIRST NATIONS NEIGHBOURS**

The Portage la Prairie Planning District recognizes it cannot plan in isolation and that the land use decisions of the Planning District and neighbouring First Nation jurisdictions are integrally linked. It is a priority of the Planning District to work cooperatively with neighbouring First Nations governments to ensure that plans for future development are harmonized and opportunities in areas of mutual interest are identified. This work may be facilitated by:

- i. Establishing regular meetings between the elected leaders of the City and Rural Municipality and the Chiefs of the Dakota Tipi, Dakota Plains and Long Plain First Nations and their respective senior staff to discuss planning and development matters and making progress on shared interests and concerns;
- ii. Identifying compatible land use and development opportunities, in particular for First Nation lands that are or may be serviced with municipal infrastructure and for Rural Municipality and City lands located adjacent to First Nations communities; and
- iii. Using Municipal Servicing and Development Agreements to encourage joint planning.

### **9.6 COMPATIBLE DEVELOPMENT**

To protect existing developments and areas designated for future development from the intrusion of uses which would be incompatible with existing and anticipated development in the area, proposed uses should consider existing adjacent uses and designations to ensure adjacent uses are compatible. Incompatible uses will not be approved unless appropriate mitigation measures are established.

### **9.7 BUFFERS**

Landscaped buffers are one measure that can be used to minimize the impacts of potentially incompatible uses and may be required in the following circumstances:

- i. Between residential sites and commercial or industrial developments;
- ii. Between residential or commercial areas and resource-based activities such as aggregate extraction operations;
- iii. Between residential sites and major arterial streets, provincial highways and railway corridors; and
- iv. Between low density residential development and multiple-family dwellings, where necessary.

Buffers will be provided for either as a public reserve land dedication (as provided for in *The Planning Act*) or as a special area on privately owned land subject to restrictions governing matters such as special building setbacks, exterior storage, parking, the provision of fencing and other features.

### **9.8 SITING AND DESIGN CONSIDERATIONS FOR URBAN DEVELOPMENT**

Larger scale urban development, such as commercial, institutional and higher density residential development, significantly shapes the urban fabric of the City of Portage la Prairie and the District's Settlement Centres. To promote development that enhances the aesthetic quality and visual cohesion of these centres, the following

considerations should apply, where applicable, to the siting and design of new commercial, institutional and higher density residential development:

- i. Building is located parallel to the street or along the edge of a park or open space with a consistent front yard setback;
- ii. Building entrance is located to be clearly visible and directly accessible from public sidewalks;
- iii. Appropriate building siting and treatment is applied to sites located at street corners or at the end of a street corridor to reinforce the prominence of the site;
- iv. Shared service areas are used, where possible, within development block(s), including public and private lanes, driveways and service courts;
- v. The width of driveways and curb cuts are minimized and consolidated across public sidewalks;
- vi. Parking spaces are integrated within the building design and surface parking between the front face of a building and the public street or sidewalk is limited;
- vii. Landscaped open spaces are incorporated within the development site and in setbacks to create attractive transitions; and
- viii. Buildings conform to principles of universal design to promote accessibility for all ages.

### **9.9 MINIMIZING IMPACTS ON ESTABLISHED AREAS**

To minimize the impacts on, and where possible improve neighbouring and surrounding properties, new commercial, institutional and higher density residential development should be designed to respect the local scale and character of established areas and fit harmoniously into existing surroundings by:

- i. Providing an appropriate transition between areas of different development intensity and scale, in particular by providing setbacks and a stepping down of heights toward a lower scale neighbourhood;
- ii. Incorporating adequate separation between building walls to provide privacy;
- iii. Providing appropriate landscaping and screening around parking, loading and service areas;
- iv. Minimizing shadow impacts on adjacent lower scale neighbourhoods; and
- v. Including sufficient off-street vehicle parking for residents and visitors to minimize street congestion.

### **9.10 PEDESTRIAN SAFETY**

Pedestrian comfort and safety is a priority for the City of Portage la Prairie and the District's Settlement Centres. Design measures that promote pedestrian comfort and safety (such as sidewalks, trails, streetscaping and lighting) will be applied to streets,

parks and other public and private open spaces, in particular those areas identified in the City of Portage la Prairie Age Friendly Plan.

### **9.11 AGE FRIENDLY**

To support active ageing within the communities of the Planning District, age-friendly planning and development solutions are encouraged, including:

- i. Locating seniors' housing in close proximity to services, amenities and social gathering places, such as within a five-minute walk of the Downtown;
- ii. Incorporating universal design measures in all public developments; and
- iii. Providing active mobility options within and between areas of the City of Portage la Prairie.

# **PART THREE: LAND USE POLICIES**

Land Use Designations are applied to areas within the Planning District and have a specific vision and strategy for development. Objectives and policies related to Land Use Designations provide direction as to what kind of uses are allowed and not allowed and what is encouraged to help achieve the strategy and vision for the designation.

# 10. Neighbourhood

Neighbourhoods are where people connect with people to develop a common sense of community. They are also an important asset in attracting new business to the City of Portage la Prairie and new workers. It is necessary for the economic strength of the community to have citizens engaged in the process of building a great community. Vibrant and healthy neighbourhoods are a defining element of the human ecology of the community, where each person is connected to and affected by the welfare of neighbours.

The City of Portage la Prairie neighbourhoods contain a full range of residential uses with low density single-family, low scale multi-family and multi-storey residential uses as well as parks, schools, local institutional and some small-scale stores serving the needs of neighbourhood residents.

While the City of Portage la Prairie's neighbourhoods experience constant social and demographic change, the general character of the City's residential neighbourhoods endures. Physical change to the City's established neighbourhoods must be sensitive, gradual and generally "fit" the physical character.

## OBJECTIVES:

- a) Maintain and reinforce the character and positive physical attributes of established neighbourhoods;
- b) Encourage a broader range of housing types and greater diversity of home or lot sizes to improve housing affordability and choice;
- c) Promote walkability and active lifestyles in new neighbourhoods through design;
- d) Encourage the design/development of public meeting spaces and amenities in new neighbourhoods, along with neighbourhood supportive commercial and institutional uses.

## POLICIES:

### 10.1 HOUSING MIX & AFFORDABILITY

Quality, affordable housing is a basic need for everyone and contributes to our wellbeing. As a priority, a greater mix of housing types (single unit, two-unit, row housing, multi-plexes, apartment buildings, etc) that appeal to a wide range of demographics and incomes will be promoted in NEIGHBOURHOOD AREAS.

## 10.2 HOUSING SUPPLY

To help ensure an adequate supply of housing in the City of Portage la Prairie while maximizing the utilization of serviced lands, and promoting more walkable communities, the City of Portage la Prairie will encourage the infill of new housing on vacant lots and enable the subdivision of existing residential lots in NEIGHBOURHOOD AREAS, where appropriate. In particular, existing lots that are significantly larger than the minimum lot size established in the City's zoning by-law should be considered for future subdivision.

## 10.3 INFILL DEVELOPMENT

To ensure that infill development is contextually appropriate, the Planning District will direct the location and design of residential infill in established NEIGHBOURHOOD AREAS to respect and reinforce the general physical patterns and character of those areas by considering the:

- i. Pattern of streets, blocks and lanes, parks and public building sites;
- ii. General size and configuration of lots;
- iii. Heights, massing, scale and type of dwelling unit compatible with that permitted by the zoning by-law or nearby residential properties;
- iv. Prevailing building types;
- v. Setback of buildings from the street or streets, side and rear yard setbacks;
- vi. Continuation of special landscape or built form features that contribute to the unique character of a neighbourhood; and
- vii. Conservation of heritage buildings, structures or landscapes.

In cases where properties differ from the prevailing patterns of lot size, configuration and orientation, it may not be possible to provide the same site standards and pattern of development in these infill projects as exist in the surrounding neighbourhood.

## 10.4 MULTI-LOT DEVELOPMENTS

Where large, multi-lot residential developments are proposed in NEIGHBOURHOOD AREAS, Council may request information such as a landscape plan, drainage plan, traffic impact study and building design information in order to ensure a high-quality development.



### **10.5 HIGHER DENSITY RESIDENTIAL**

Due to the concentrated density of development and potential impacts of high and moderate density housing, within NEIGHBOURHOOD AREAS the following siting criteria will apply to such developments:

- i. Frontage on, or direct access to, a collector or arterial street, or at an intersection, to ensure sufficient access and traffic movement and minimize through traffic in residential areas;
- ii. Lot is of sufficient size to accommodate onsite parking/loading facilities, landscaping/buffering and, where necessary onsite water retention; and
- iii. Convenient access to schools, shopping areas or open space areas.

### **10.6 SUPPORTIVE HOUSING**

To provide for the integration of specialized, supportive housing (such as nursing homes, senior citizens' homes, group homes and residential care facilities) within NEIGHBOURHOOD AREAS, supportive housing should be situated in a way that is not intrusive to adjacent residential development. Due to factors such as the size and capacity of the structure, the location of large-scale facilities should consider proximity to public facilities and other services.

### **10.7 HOME-BASED BUSINESSES**

Home-based businesses will generally be accommodated subject to the appropriate approvals, provided that they are of a type that is compatible with nearby properties and the residential character of the property is preserved. If these uses get to a size that they are intrusive, they should relocate to more appropriate areas.

### **10.8 NEIGHBOURHOOD-ORIENTED SERVICES AND AMENITIES**

Certain non-residential uses, such as convenience stores, places of worship, schools (kindergarten to grade 12), recreation and day care facilities, can provide important services and amenities to residential development and may be appropriate within NEIGHBOURHOOD AREAS provided they are well-integrated and compatible with residential developments. When considering the development of neighbourhood-oriented services or amenities in NEIGHBOURHOOD AREAS, the following siting and design criteria may be applied:

- i. The scale and intensity of the proposed use should be compatible with the residential nature of the area and must be appropriately zoned;
- ii. Locations adjacent to parks or public reserve areas should be considered for new school sites to facilitate the shared use of facilities and greenspace. The co-location of schools and other neighbourhood amenities, such as libraries and daycares is encouraged;

- iii. The proposed use should have frontage on, or direct access to, a collector or arterial street, or be located at an intersection to ensure sufficient access and traffic movement and minimize through traffic in residential areas;
- iv. The proposed use should have a low impact on the surrounding residential area and the character of the development should be consistent with adjacent developments with regard to building setback, exterior building design and finishes and landscaping;
- v. The proposed use should incorporate appropriate provisions for vehicle access and onsite parking, loading zones, and school bus loops, as well as active transportation facilities, such as sidewalks, bike parking and connections to active transportation routes; and
- vi. Special consideration will be given to onsite waste storage, exterior illumination, parking and signage to minimize potential nuisance to adjacent residences.

Landscape and drainage plans may be required for the above uses. Council may also request concept plans, or plans for circulation, lighting, fencing and exterior elevations and any studies to determine the impacts on municipal services, traffic flows and surrounding land uses.

### **10.9 SCHOOL SITE CONSULTATION**

When considering new areas for residential development, the School Division should be consulted to determine the potential impacts of new development on school services and to identify where new schools or expansions may be required. Where appropriate, development proposals should provide the School Division with expected population and dwelling forecasts, buildout expectations and any other relevant community characteristic that could affect an increase in student populations.

### **10.10 SURPLUS SCHOOL SITES**

Within NEIGHBOURHOOD AREAS, surplus schools, school grounds and public facilities and lands will be encouraged to be re-used for community service purposes where alternate public uses have been identified as a priority. Where this is not feasible, alternate uses of such lands or facilities should be developed in consultation with adjoining neighbourhoods to ensure proposed uses are compatible with the neighbourhood character.

# 11. Institutional Area

Many institutional uses such as schools, libraries, day cares, nursing homes, and places of worship are of a scale and intensity that can harmonize with adjacent uses within a residential or commercial setting, without significant impacts. However, there are also significant, major institutional uses that are regional or community-wide in scale and which will require and benefit from a separate INSTITUTIONAL AREA designation and development strategy.

The intent of the INSTITUTIONAL AREA designation is to recognize the importance of the major institutions in the City and to provide direction for managing the expansion, development or redevelopment of INSTITUTIONAL areas as needs and circumstances evolve.

## OBJECTIVES:

- a) Create accessible, dynamic and multifunctional public use areas through the promotion of clustering and co-locating compatible and supportive uses;
- b) Minimize the impacts of major institutional development on local roadways and adjacent residential uses;
- c) Ensure future development, expansion, or redevelopment of INSTITUTIONAL AREAS is planned and involves stakeholder and community input.

## POLICIES:

### 11.1 INSTITUTIONAL AREA USES

The INSTITUTIONAL AREA designation is primarily for significant, major institutional uses that are regional or community wide in scale, such as hospitals, post-secondary educational institutions, correctional facilities, and large-scale public works facilities. Associated parks, open spaces and other amenities are also acceptable uses within the INSTITUTIONAL AREA designation.

### 11.2 LOCATION AND SITING

To ensure appropriate access and road capacity for high traffic uses and to minimize traffic impacts on adjacent streets, INSTITUTIONAL AREAS and Institutional facilities which serve a broader regional population should be located with convenient access to arterial streets.

### **11.3 CO-LOCATION AND CLUSTERING**

To promote synergies and the creation of multifunctional INSTITUTIONAL AREAS, the clustering and/or co-location of major institutional uses will be encouraged in appropriate locations

### **11.4 COMPATIBLE USES**

Certain uses, such as professional offices, services and residential development associated with major institutional uses (e.g. restaurants and dormitories), may be compatible and appropriate within INSTITUTIONAL AREAS, in particular when part of a planned, mixed-use development.

### **11.5 INSTITUTIONAL DEVELOPMENT**

To ensure compatibility with adjacent NEIGHBOURHOOD AREAS and minimize impacts, proposals for new institutional development within INSTITUTIONAL AREAS should demonstrate:

- i. Measures to minimize traffic infiltration on existing neighbourhood streets;
- ii. The visual and physical connections that integrate the project with adjacent streets and development areas of the City;
- iii. Opportunities for shared facilities and services with co-located uses and ways to minimize land consumption;
- iv. Appropriate consultation with key stakeholders and the public; and
- v. How the project will be phased and how planned growth for the site will be accomplished.

### **11.6 CONCEPT PLANS**

Any proposal for institutional development that would impact adjacent lands (such as an expansion of the INSTITUTIONAL AREA) or would significantly increase the density and/or scale of uses within an existing INSTITUTIONAL AREA must prepare and submit a concept plan that identifies:

- i. The location of new or expanded facilities and the layout and building envelopes for each building;
- ii. The location and design of associated greenspace and pedestrian routes to be incorporated; and
- iii. The site access, parking and service facilities for the project.

### **11.7 SURPLUS LANDS**

When lands in INSTITUTIONAL AREAS or the sites of government, health care or educational institutions are declared surplus, the owner is encouraged to consult with the local neighbourhood and to investigate the possible use of the site for an

alternate suitable public institutional use, affordable housing or public open space, before applying to re-designate the lands for other purposes.

### **11.8 RESIDENTIAL INTERFACE**

Where INSTITUTIONAL AREAS are adjacent to existing or planned neighbourhoods, development of institutional facilities should:

- i. Discourage blank walls and ensure that all sides of a building that face a public street have windows with transparent glass that look out onto the street;
- ii. Consider the height of adjacent residential uses;
- iii. Consider light, view, and privacy of adjacent buildings and areas;
- iv. Promote unity and connectivity between buildings; and
- v. Require mechanical equipment to be screened and located away from adjacent residences, so as to limit excessive noise, odours, or vibrations.

## 12. Urban Parks and Recreation

The relationship between built and natural environments has a significant role in defining the character and quality of a community. These environments are experienced by the visual and physical linkages that permit people to interact and move through space. Beautiful, comfortable, safe and accessible parks, open spaces and recreation facilities are a key assets shared between the City and the Rural Municipality. These public spaces draw people together, creating strong social bonds at the neighbourhood, City and regional level. They set the stage for festivals, parades and civic life, as well as for daily casual contact.

The City of Portage la Prairie's system of parks, recreation facilities and open spaces will continue to be an important element of neighbourhood building as the City grows and changes. The strategy for maintaining, enhancing and expanding this system is addressed in the City's Recreation Framework Plan, which emphasizes improvements to existing parks and recreation areas.

### OBJECTIVES:

- a) Enhance and expand the City's greenspace network to ensure all residents have access to and benefit from it;
- b) Maintain and enhance the quality of the City's existing system of parks, open space and recreation facilities;
- c) Integrate and foster opportunities for year-round recreational space and activities;
- d) Optimize investments in recreation through facilities that are multi-purpose and multifunctional.

### POLICIES:

#### 12.1 URBAN PARKS AND RECREATION USES

In recognition of the important role of parks, open spaces and recreational facilities in creating a high quality urban environment and providing vital recreation, ecological and aesthetic functions, URBAN PARKS AND RECREATION areas have been identified in this plan and may accommodate the following uses:

- i. Recreation and open space uses such as parks and natural areas, various sports and recreation facilities such as arenas, golf courses, sports fields, swimming areas, and ice rinks;

- ii. Institutional facilities, including schools, libraries and museums; and
- iii. Public greenways and trails.

To optimize land use, service integration and user convenience, the *co-location* of uses that have a compatible greenspace component (such as parks, recreation facilities, schools and daycares), should be considered and encouraged.

### **12.2 RECREATION FRAMEWORK PLAN**

As a priority, the City will continue to maintain, improve and expand existing parks and implement the City's trail system, as identified in the City's Recreation Framework Plan (and as shown on Reference Map 3) Investments in parks will be determined by the City through an on-going review of neighbourhood greenspace and facilities.

### **12.3 GREENSPACE LINKAGES**

To minimize physical and visual barriers and increase public access to the parks and open space system from City neighbourhoods and the downtown, the City will encourage the creation of greenspace linkages by:

- i. Acquiring lands (or easements over lands) associated with private development, which can be connected to the City's greenspaces for the extension of recreational trails, or to add important natural heritage value;
- ii. Protecting, improving and where possible, extending the community trail system (as shown on Reference Map 3) to create a continuous downtown and inter-neighbourhood route for cyclists, pedestrians and people with disabilities;
- iii. Protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces and developing open space linkages; and
- iv. Protecting natural linkages between ecological areas such as Garrioch Creek Park and other green spaces.

### **12.4 LOCATION AND DESIGN**

To promote user comfort, safety, accessibility and year-round use, parks and recreational amenities should be located and/or designed to:

- i. Connect and extend, wherever possible, to existing parks, natural areas and other open spaces;
- ii. Front onto a street for good visibility, access and safety;
- iii. Embrace the northern climate by identifying and supporting winter uses for parks, open spaces and recreational facilities (such as walking trails as cross-country ski trails, or recreational fields as skating rinks);
- iv. Provide appropriate space and layout for recreational needs; and

- v. Provide experiential and educational opportunities to interact with the natural world.

### **12.5 CRESCENT LAKE**

Private development and public works on lands adjacent to Crescent Lake or in its vicinity will be encouraged to:

- i. Improve public spaces along the water's edge;
- ii. Maintain and increase opportunities for public views of the water, and
- iii. Maintain riparian vegetation, so as not to contribute to shoreline erosion or impair water quality.

### **12.6 GREENSPACE PROVISION**

To ensure adequate provision of greenspace in newly developed areas, new development within the City will be subject to the dedication of lands and/or cash in lieu, as per *The Planning Act*, for parks and open space purposes as determined by Council.

### **12.7 GREENSPACE DEDICATION CONSIDERATIONS**

Greenspace acquisition strategies, including decisions about whether to accept land or cash as a condition of subdivision, should take into account a range of factors, including:

- i. Existing supply of park land, amenities and recreation facilities;
- ii. Accessibility and quality of existing greenspace;
- iii. Characteristics and quality of proposed park land, such as the natural features of the site;
- iv. Population growth, demographic and social characteristics;
- v. Anticipated development;
- vi. Location of other public greenspace and adjacent uses, and opportunities to create linkages;
- vii. Urban form; and
- viii. Land availability and cost.

### **12.8 LAND DEDICATION CRITERIA**

Where land dedication is required, the location and configuration of land to be conveyed, should meet all of the following criteria:

- i. Be free of encumbrances;
- ii. Be sufficiently visible and accessible from adjacent public streets to promote the safe use of the park;



- iii. Be of a usable shape, topography and size that reflects its intended use; and
- iv. Be consolidated or linked with an existing or proposed park or green space or natural heritage system, where possible.

## 13. Downtown Corridor

Saskatchewan Avenue is an important commercial corridor within the City of Portage la Prairie—serving as both the city’s “Main Street” and primary entryway. As such, it provides potential for tourism and opportunities to celebrate the City’s rich heritage and architecture. Creating consistency in the character and quality of Saskatchewan Avenue’s streetscape will foster compatibility with surrounding non-commercial land uses and promote and enhance the downtown business district.

The City’s downtown plays a vital role in promoting the City of Portage la Prairie as one of Canada’s most liveable small cities. Creating a dynamic downtown is critical to the health of the Portage la Prairie Planning District and to the surrounding region and it relies not only on the concentration of retail and business uses, but from a mix of other activities, such as: government offices, specialty retailing, health and education services, special events and cultural venues. The concentration and interaction among all these activities and the ability to easily walk around the downtown provides potential and creates possibilities for synergy that can foster innovation, creativity and an atmosphere of success.

Together, Saskatchewan Avenue and the downtown business district make up the DOWNTOWN CORRIDOR, an area that is key to the positive image, vitality, attractiveness and competitiveness of the City and the Planning District.

### **OBJECTIVES:**

- a) Increase pedestrian activity and improve overall connectivity and mobility on Saskatchewan Avenue;
- b) Improve the visual cohesion of Saskatchewan Avenue by encouraging infill and redevelopment of vacant and underutilized prosperities;
- c) Enhance the vibrancy of Saskatchewan Avenue and the downtown business district through increased density and activity, and by enabling supportive uses that will strengthen and support businesses;
- d) Enhance the historic character and visual appeal of Saskatchewan Ave and the downtown business district through streetscaping, public art and greenspaces;
- e) Maintain and enhance residential neighbourhoods in the downtown business district.

## **POLICIES:**

### **13.1 DOWNTOWN CORRIDOR USES**

To create a vibrant and thriving business environment along Saskatchewan Avenue and reinforce the downtown business district as the central hub for community activity, a mix of commercial and complimentary residential, institutional and open space uses is encouraged in the DOWNTOWN CORRIDOR, in particular, civic, arts, entertainment, professional, local retail and high-density residential uses.

### **13.2 RESIDENTIAL USES**

Higher density residential uses may be accommodated in the DOWNTOWN CORRIDOR where they complement adjacent uses and mitigate incompatibilities, subject to appropriate zoning. Residential development that is part of a mixed-use commercial/residential structure or planned development is encouraged, as is the residential use of vacant buildings and empty lots.

### **13.3 NEIGHBOURHOOD AREA INTERFACE**

To ensure a compatible transition between the DOWNTOWN CORRIDOR and adjacent NEIGHBOURHOOD AREAS, developments that back on to or adjoin residential development should be planned and designed to be compatible with the residential context and character. Where appropriate, proposals for development may need to provide additional setbacks, buffering or screening, or provide for a transition in building height.

### **13.4 PEDESTRIAN ORIENTATION**

To balance vehicle accessibility with the creation of a high-quality pedestrian environment, proposed development and redevelopment within the downtown business district and along Saskatchewan Avenue will be encouraged to:

- i. Minimize curb cuts and direct parking to the rear for properties fronting onto Saskatchewan Avenue, where appropriate;
- ii. Provide sidewalks and streetscaping to encourage pedestrian activity;
- iii. Where a proposed development would generate a high volume of traffic, demonstrate that the location and siting is appropriate for the scale and intensity of the proposed use;
- iv. Cluster general retail and service uses, wherever possible.

### **13.5 SITE PLANS AND STUDIES**

To promote development that is of high quality and compatible with surrounding uses, proposals for commercial uses in the DOWNTOWN CORRIDOR are required to

include site plans showing the circulation, landscaping, lighting, fencing and exterior elevations of proposed uses.

Where larger format retail uses are proposed, additional information such as a traffic impact study, signage plans and building design information may be required.

### **13.6 URBAN DESIGN STANDARDS**

The design and character of the downtown business district and Saskatchewan Avenue strongly conveys the image of the City to visitors and residents. To create a positive image and position itself as a competitive and attractive destination for future commercial and residential expansion – the City of Portage la Prairie may consider:

- i. Permitting reduced front setbacks and side yards and limiting parking to the rear of buildings for properties fronting Saskatchewan Avenue to increase visual cohesiveness;
- ii. Maintaining and enhancing landscaped boulevards and medians, treed sidewalk areas, and public meeting spaces along Saskatchewan Avenue and other downtown areas where pedestrian traffic is most concentrated;
- iii. Undertaking beautification programs through streetscape improvements, the rehabilitation of buildings and upgrading existing building facades;
- iv. Promoting consistency for outdoor signs with respect to appearance, size, projection height and effects on adjoining properties;
- v. Protecting historically important and/or architecturally significant buildings;
- vi. Ensuring the provision and maintenance of adequate on-street parking and sidewalks; and
- vii. Enhancing the visual appeal of buildings and landscaping in the DOWNTOWN CORRIDOR by developing design guidelines.

### **13.7 HERITAGE SQUARE**

In addition to its parking function, Heritage Square has the potential to be an important public space throughout the year by directing public events and activities, such as farmer's and craft markets to this space. Additionally, due to its central location, size, and proximity to services and amenities, residential Infill development in close proximity to Heritage Square and Royal Road is encouraged.

## 14. Urban Hold Area

The process of managing the direction and pattern of new development within the City of Portage la Prairie requires a strategic approach that builds on existing community infrastructure and the economic potential of the City and region to attract development.

The Development Plan sets out policies to guide the use of lands that are designated for development, based upon the expectations of growth demands over a 25-year planning timeframe (as outlined in the Background Planning Report). In areas of the City where projected demand or opportunities for extension of services are anticipated to occur beyond the timeframe contemplated in the Plan, an URBAN HOLD AREAS designation is applied.

The intent of designating certain lands as URBAN HOLD AREAS is to ensure that new lands can be strategically made available for the expansion of the urban area when growth pressures or economic opportunities require it, and that this expansion and the extension of services takes places in a planned manner.

### OBJECTIVES:

- a) Plan for urban expansion and development through the strategic and economical conversion of agricultural land to urban land uses;
- b) Ensure 'HOLD' lands remain viable for agricultural and open space uses until required for urban uses;
- c) Maintain 'HOLD' lands in larger holdings for future urban development, where possible;
- d) Minimize adverse impacts of expansion on remaining agricultural operations.

### POLICIES:

#### 14.1 URBAN HOLD AREA USES

To ensure that land uses in the URBAN HOLD AREA are compatible with future urban development, development should be limited to non-intensive agricultural and open space uses, until such time that the land is re-designated for an urban use. New livestock operations and expansions to existing livestock operations are not permitted in URBAN HOLD AREAS or elsewhere within the City of Portage la Prairie. Existing uses may continue, subject to applicable zoning.

## **14.2 REDESIGNATION**

An amendment to Policy Map 1: City of Portage la Prairie is required to re-designate URBAN HOLD AREA lands to the appropriate new land use, prior to or in conjunction with re-zoning and development approval. As part of the re-designation and rezoning process, the City may require proponents to complete and submit for City approval, an Urban Expansion Development Strategy and an Urban Service Strategy. The preparation of the Urban Expansion Development Strategy and Urban Service Strategy must:

- i. Illustrate the types, distribution, relationships and organization of urban land uses;
- ii. Demonstrate the phasing and integration of these uses with existing development;
- iii. Guide the efficient extension of transportation, water, wastewater sewer and land drainage services; and
- iv. Include community and stakeholder engagement and provincial agency review, which will be coordinated by the City.

## **14.3 URBAN HOLD AREA SUBDIVISION**

To support the future expansion of the urban area, agricultural parcels should remain in large holdings. As such, the subdivision of land in URBAN HOLD AREAS will be limited prior to urban development

# 15. Urban Agriculture Area

Some areas of the city are not contemplated for future urban development and will instead remain in agricultural use for the present and foreseeable future. In particular, this is the agricultural land south of Portage By-Pass to the east of PR 240, and the agricultural land on Island Park. In these cases, the intent is not to preserve the lands for future urban development such as with the URBAN HOLD AREA designation, rather it is to maintain these lands indefinitely for specialized agricultural and rural open space uses that are of a type, scale and intensity that complements the urban fabric of the City. As such, these lands are identified in the Development Plan as URBAN AGRICULTURE AREAS.

## OBJECTIVES:

- a) Preserve land for existing and future complementary agricultural purposes within the City of Portage la Prairie;
- b) Protect existing agricultural operations from incompatible uses;
- c) Enable low intensity rural and open space uses that are compatible with both urban and agricultural uses.

## POLICIES:

### 15.1 URBAN AGRICULTURAL AREA USES

Uses such as specialized agriculture, crop production, packaging and processing are appropriate in the URBAN AGRICULTURAL AREA. New or expanding livestock operations are prohibited in the City of Portage la Prairie. Existing uses may continue, subject to applicable zoning requirements.

### 15.2 RESIDENTIAL USES

Residential development may only occur on existing lots of record which comply with zoning regulations. No residential development will be permitted in the URBAN AGRICULTURAL AREA on Island Park.

### 15.3 COMPLEMENTARY USES

Nature/wildlife preserves, community gardens, temporary outdoor markets and festival grounds, and other open space uses that do not pose conflicts with existing and future agricultural uses may be appropriate in the URBAN AGRICULTURE AREA designation. Where such uses would be located adjacent to residential

development, measures should be taken to minimize the impacts of potential nuisances, such as noise, odor and traffic.

#### **15.4 SPECIAL PLANNING AREA**

Island Park is a special area within the City and a valuable amenity to those living within the Planning District and Region. Careful planning and management of development on Island Park is required to ensure that new uses are compatible and sustainable over the long term and reflect the value of Island Park to the community.

While the current agricultural use of the URBAN AGRICULTURAL AREA is intended to continue into the foreseeable future, there may come a time when alternative uses are proposed, such as further recreational or residential development. To ensure the community and key stakeholders are involved in establishing the future vision and direction for this area, a Secondary Plan should be prepared, prior to any re-designation and rezoning of the area.



## 16. Commercial/Industrial Area

Through the continued, successful cooperation and partnership between the City and Rural Municipality of Portage la Prairie, the Planning District is able to ensure that an adequate supply of appropriately serviced and located land is available for commercial and industrial development, which is vital to attracting and maintaining a viable business environment.

By taking a cooperative approach to economic development, both municipalities benefit from new business that locates in the District, regardless of its location within the City of Portage la Prairie or in one of the rural COMMERCIAL/INDUSTRIAL AREAS or SETTLEMENT CENTRES. As a result, the suitability of the location and the minimization of conflicts with other uses can be the priority, rather than economic competition. Some industries, in particular those related to agriculture, are more appropriately located in COMMERCIAL/INDUSTRIAL AREAS outside of the City of Portage la Prairie, while others requiring greater service levels and access to rail lines are well suited to the COMMERCIAL/INDUSTRIAL AREAS within the City.

To respond to changing economic conditions and take advantage of economic opportunities as they arise, the Planning District must embrace flexibility and facilitate innovation. Through the COMMERCIAL/INDUSTRIAL AREA designation, the Planning District can promote a mix of compatible commercial and industrial development and complimentary non-employment uses, and encourage economic clusters of business activity with significant value-added employment.

### **OBJECTIVES:**

- a) Provide for an appropriate mix and choice of suitable sites for a wide range of commercial and industrial uses to enhance the District's economic base and meet long-term community needs;
- b) Ensure the necessary infrastructure is provided to support current and projected commercial and industrial needs;
- c) Create an attractive interface between higher intensity uses and sensitive uses, such as residential development, and minimize impacts;
- d) Promote the clustering of complimentary business activities and supportive uses.

## **POLICIES:**

### **16.1 COMMERCIAL/INDUSTRIAL AREA USES**

In general, COMMERCIAL/INDUSTRIAL AREAS are appropriate for uses that: are land extensive or have low employment densities, or require locations that are adjacent to or near major goods movement facilities and corridors, such as: manufacturing/processing facilities, freight transfer and transportation facilities, storage and warehousing facilities, research and development facilities, business parks, larger scale commercial uses, conference and convention facilities, and public institutional uses.

### **16.2 RETAIL USES**

In general, retail and convenience commercial uses should be limited in the COMMERCIAL/INDUSTRIAL AREA designation, with the exception of the Western Commercial District. The Western Commercial District has developed as, and is appropriate for, the development of larger-scale, stand-alone specialty retailing stores that attract tourists and residents from the broader economic region.

Due to the larger land needs and potential impacts of these uses on the transportation system and surrounding land uses, the development of large format retail and shopping centres should be addressed in a planned context. Proponents of large format store and shopping center developments will be required to prepare Concept Plans to address land use and infrastructure solutions.

### **16.3 INDUSTRIAL USES**

In general, industrial uses will be directed to designated COMMERCIAL/INDUSTRIAL AREAS within the Planning District, and to a lesser degree, the districts' SETTLEMENT CENTRES, subject to appropriate zoning. The location and siting of industrial uses in urban areas is guided by the following:

- i. Clustering of more intensive industrial uses in locations away from incompatible uses, such as residential and restricting potentially hazardous uses;
- ii. Anticipation and mitigation of potential nuisance factors, such as noise and truck traffic; and
- iii. Incorporation of aesthetic elements, in landscaping and fencing to screen processing or storage activities.

As an exception, certain industrial developments that need to be located near a specific resource or an existing facility may be located as a conditional use within AGRICULTURAL AREAS (see Agriculture policy 17.2).

#### **16.4 RAIL-DEPENDENT INDUSTRY**

The presence of both main line and spur line rail infrastructure provides an opportunity for promoting businesses reliant on shipping and requires controls to minimize incompatible development. In general, businesses requiring rail access should be located closely to existing rail lines to minimize the need for additional spurs, which require right-of-way acquisition and may create conflict points with roadways. As such, the Planning District will encourage the retention of large development parcels adjacent to or bisected by rail lines in COMMERCIAL/INDUSTRIAL AREAS.

#### **16.5 POPLAR BLUFF EXPANSION**

Any expansion of the Poplar Bluff COMMERCIAL/INDUSTRIAL AREA may be guided by the Joint Servicing and Revenue Sharing Agreement between the City of Portage la Prairie and the RM of Portage la Prairie.

To minimize barriers to the expansion of the Poplar Bluff COMMERCIAL/INDUSTRIAL AREA and ensure that development is compatible with existing or future commercial and industrial operations, the introduction of permanent or temporary buildings and uses adjacent to the Poplar Bluff COMMERCIAL/INDUSTRIAL AREA will be discouraged.

#### **16.6 PTH NO. 1 NORTH WEST INTERSECTION**

Land designated COMMERCIAL/INDUSTRIAL AREA west of the City on the north side of PTH 1 must not be rezoned or developed until a mutually agreeable solution with Manitoba Infrastructure has been reached regarding use of the Road 40/PTH 1 intersection.

#### **16.7 RESIDENTIAL AND SENSITIVE LAND USES**

To enable the safe operation and expansion of a full range of commercial and industrial development, land uses that would be sensitive to noise, odor, smoke, dust, etc. should not be permitted in the COMMERCIAL/INDUSTRIAL AREA designation. Should the proposed location of a new residential development, or another sensitive use, abut an existing or planned commercial or industrial development, the developer of the proposed residential/sensitive development is responsible for ensuring appropriate buffering and screening is put in place.

#### **16.8 INDUSTRIAL INTERFACE**

Where industrial development is proposed to be located in close proximity to existing or planned residential development, the industrial development must incorporate buffers to separate and screen industrial activity, including but not limited to

landscaped setbacks or berms, fences or walls. The size and type of buffer required will be dependent upon the scale and intensity of the proposed industrial use and the degree to which nuisances such as noise, dust or odor are a factor.

### **16.9 AGRICULTURAL USES**

Existing agricultural uses on lands designated as COMMERCIAL/INDUSTRIAL AREA may be maintained in their present use, subject to appropriate agricultural zoning.

### **16.10 COMPLIMENTARY ZONING**

To enhance economic development opportunities and facilitate the provision of strategically located commercial and industrial lands in the District, complementary commercial and industrial zoning and development standards are encouraged between the City and Rural Municipality.

# 17. Agricultural Area

The long term health of the Portage la Prairie Planning District's agricultural sector and economy will be one of the keys to sustaining a viable agri-food industry in the region. The strategy for development in AGRICULTURAL AREAS is to build a foundation for sustainable agriculture operations and a healthy community economy by assisting agricultural producers to make decisions in the context of land resource quality, environmental conditions, adjacent land uses and relationships with other land owners.

Sustainable agricultural practices place increasing responsibilities upon farmers and the Province to address public concerns over livestock management and environmental protection. Farmers are asked to assume more responsibilities including public relations with neighbours to gain acceptance and understanding of operations and more direct responsibility for environmental stewardship. Much of the community's concerns over livestock management relate to limited public information on how best practices will be specifically applied to local conditions.

## OBJECTIVES:

- a) Encourage agricultural development and growth which is sustainable and efficiently uses land and existing road networks;
- b) Maintain the rural character and quality of life by pursuing sustainable development to meet the needs of today without compromising the ability of future residents from meeting their needs;
- c) Protect the dominant role of agriculture and promote a full range of agricultural development in ways compatible with the environmental capacities of land and water resources and adjacent land uses;
- d) Encourage the protection, development, use and management of prime agriculture lands and viable lower class lands for agriculture production, diversification and value -added agriculture activities.

## POLICIES:

### 17.1 AGRICULTURAL AREA USES

To promote and protect a full range of agricultural activity within the Planning District, rural lands with existing agricultural activity or the potential for agricultural activity are designated as AGRICULTURAL AREA and agricultural uses are the priority use within this designation.

In general, non-agricultural uses should not be permitted in AGRICULTURAL AREAS. Other resource-related uses, such as resource extraction, may be accommodated in AGRICULTURAL AREAS as their location is dependent on the location of a specific resource.

### **17.2 COMMERCIAL AND INDUSTRIAL USES**

Some commercial or industrial uses may be accommodated in AGRICULTURAL AREAS in the following circumstances:

- i. The nature of the use is more suitable for an agricultural location, such as certain types of agro-related enterprises (e.g. anhydrous fertilizer and fuel depots); or
- ii. The use cannot be accommodated within the City of Portage la Prairie, an existing COMMERCIAL/INDUSTRIAL AREA designation or SETTLEMENT CENTRE due to the need for quantities of land not available in those designations/centres or due to the hazardous nature of the use.

### **17.3 NON-FARM RESIDENTIAL USES**

To preserve agricultural lands for agricultural use and to avoid conflicts with agricultural operations, non-farm residential uses should be located in urban areas or existing RURAL RESIDENTIAL clusters.

### **17.4 LAND FRAGMENTATION**

To help protect agricultural uses and activities from encroachment of incompatible uses, agricultural land should be maintained in large agricultural parcels with minimal fragmentation. As such, within AGRICULTURAL AREAS, a proposed subdivision that would result in parcels of land less than 32.3 hectares (80 acres) in size are generally not permitted, with the exception of those circumstances outlined in policies 17.5 to 17.9.

To further minimize the fragmentation of agricultural lands, the consolidation of existing smaller holdings of agricultural land into or with larger holdings of agricultural land is encouraged in AGRICULTURAL AREAS.

### **17.5 SMALL-SCALE OR SPECIALIZED AGRICULTURE SUBDIVISION**

In recognition that some agricultural operations are not land extensive (such as an apiary, nursery or greenhouse that produces high value, lower volume products), proposals to create parcels less than 32.3 hectares (80 acres) for small-scale or specialized agricultural uses may be considered, provided that such proposals are

compatible with other existing agricultural operations and that the size of the proposed parcel is appropriate for the intended use.

### **17.6 FARMSTEAD SUBDIVISION**

In general, a farmstead site is part of an agricultural operation. However, the subdivision of an existing farmstead site for a non-farm residential use may be considered in the following circumstances, subject to the criteria in policy 17.10:

- i. The site is no longer required as part of an agricultural operation because the associated farmland has been acquired by another agricultural operation (through consolidation or amalgamation);
- ii. The site has been abandoned, as of the date of the adoption of this Development Plan, and is no longer useable as a farmstead. The proposed subdivision of an abandoned farmstead site must demonstrate evidence of at least two of the following features:
  - a. A farm dwelling (e.g. foundation);
  - b. A well for domestic purposes;
  - c. A defined shelterbelt;
  - d. Power pole/line;
  - e. Barn foundation;
  - f. Grain bins
- iii. Subdivision of the site is necessary to enable the agricultural producer to continue to reside in the existing farm residence upon retirement.

When considering farmstead subdivisions, the farmstead area to be subdivided should not include cultivated lands and be confined to a defined shelter-belt.

### **17.7 FARM-RELATED RESIDENTIAL SUBDIVISION**

The subdivision of an agricultural parcel in an AGRICULTURAL AREA may be permitted to support farm-related residential use in the following circumstances, subject to the criteria in policy 17.10:

- i. It is necessary to establish a separate residential title from the farm corporation, where a farm is incorporated; or
- ii. A residential site is required for an individual who significantly participates in the agricultural operation on an ongoing basis and derives an income from it.

### **17.8 NON-FARM RESIDENTIAL SUBDIVISION**

While the conversion of farmland into non-farm residential use is largely discouraged in AGRICULTURAL AREAS, it is recognized that some lands are not conducive to

agricultural activity and may therefore be suitable for non-farm residential subdivision in the following circumstances, subject to policy 17.10:

- i. Small parcels of land (generally 4 hectares (10 acres) in size or less) that are isolated by natural or man-made barriers (including waterways, drains, roads, railways or similar barriers) and are difficult to farm because of size or shape or natural features not suitable for farming; or
- ii. Existing residential lots that can be further subdivided to create no more than one additional non-farm residential lot (with the second lot being wholly contained within the existing residential lot), provided that each resulting parcel does not require additional access onto the Provincial Highway System and conforms to the site areas and widths outlined for residential use in the zoning by-law.

### **17.9 COMMERCIAL or INDUSTRIAL SUBDIVISION**

To accommodate the types of commercial or industrial uses identified in policy 17.2 above, the Planning District may consider a proposed subdivision to create a single commercial or industrial lot that is less than 32.3 hectares (80 acres), subject to the criteria in policy 17.10.

### **17.10 SUBDIVISION CRITERIA**

In accordance with subdivision policies 17.6 to 17.9 above, the following criteria will apply:

- i. Only single lot subdivisions are permitted;
- ii. Only one subdivision per title is permitted, except on existing lots of record as of the date of the adoption of this by-law. Lots previously subdivided under policies 17.6 to 17.9 cannot be further subdivided;
- iii. Newly created lots must:
  - a) Have access to an existing all-weather road;
  - b) Not be subject to flooding or erosion;
  - c) Not be wasteful of land. New non-farm residential lots must be a minimum of .8 hectares (2 acres) and generally not more than 4 hectares (10 acres), however the exact size of the site will take into consideration any existing shelterbelts, fence lines, or other similar physical or natural features;
  - d) Not have an impact on adjacent land uses or interfere with existing agricultural operations; and
  - e) Comply with mutual separation distances for livestock operations.



### **17.11 PRIME AGRICULTURAL LANDS**

In general, prime agricultural lands should not be developed for non-agricultural uses, unless there is no suitable alternate site capable of serving the proposed use or if the development at the selected location meets an important public need.

### **17.12 EXISTING AGRICULTURAL OPERATIONS**

Existing agricultural enterprises which operate within generally accepted practices of farm management and in conformance with Provincial regulations should be protected from new development which might unduly interfere with their continued operation.

### **17.13 DEFINITION OF LIVESTOCK OPERATION**

A Livestock Operation will be considered any permanent or semi-permanent facility or non-grazing area where at least 10 animal units of livestock are kept or raised either indoors or outdoors, and includes all associated manure storage facilities (i.e. lagoons). This includes any high-density seasonal feeding areas where manure build-up may occur such that mechanical removal and spreading of the manure may be required (including an over-wintering confined site for a cow-calf operation).

This does not include a grazing area (pasture or rangeland) where livestock are primarily sustained by direct consumption of feed grown on the area. Livestock operations will be characterized by the total number of animal units (AU).

### **17.14 NEW OR EXPANDING LIVESTOCK OPERATIONS**

To ensure that new livestock operations are directed to appropriate areas within the Planning District and to enable producers the ability to expand their businesses in a manner that protects the environment and reduces potential for nuisance, consideration for new or expanding livestock operations will be guided by the following criteria:

- i. New livestock operations may only be accommodated in designated AGRICULTURAL AREAS, except in the Fringe Area of the City of Portage la Prairie, as outlined in (iv) below;
- ii. New livestock operations will be directed to areas that have soils with an agricultural capability of C.L.I. Class 1 to 5;
- iii. New livestock operations will be directed away from riparian areas, ground water vulnerability areas identified by the Province, and areas in close proximity to urban area water supplies;
- iv. New or expanding livestock operations are prohibited within Wildlife Management Areas, rural SETTLEMENT CENTRES, the City of Portage la Prairie

and within the Fringe Area surrounding the City, as identified on the Policy Maps;

- v. Livestock operations may establish or expand in accordance with mutual separation distances equal to provincial minimums and outlined in the zoning by-law, from:
  - a. Individual dwellings not associated with the livestock operation;
  - b. Existing recreational uses;
  - c. Designated SOUTHPORT PLANNING AREA, RURAL RESIDENTIAL and MOBILE HOME areas, rural SETTLEMENT CENTRES, the City of Portage la Prairie and the City's Fringe Area;
  - d. Adjacent First Nations lands;
- vi. New or expanding Livestock Operations proposed within 1 kilometre of the Provincial Highway System will be subject to a review by the Provincial agency responsible for transportation.

Development of a new or expanding livestock operation may not take place until all approvals are obtained as required in *The Planning Act*, *The Environment Act* or any other Act establishing rules and/or regulations pertaining to livestock.

#### **17.15 POLLUTION RISK**

On sites where the Province has identified a potential risk of pollution of soils, groundwater and/or surface water, new livestock operations may be required to incorporate measures that will reduce the risk to acceptable levels.

#### **17.16 CONDITIONAL USES & TECHNICAL REVIEWS**

New or expanding livestock operations are deemed to be a conditional use if they produce more than 60 animal units. Council must refer all applications involving 300 or more animal units to the Minister and request that a Technical Review Committee be appointed to review the proposed application.

#### **17.17 DEVELOPMENT AGREEMENT**

Council may require an owner of a new or expanding livestock operation to enter into a development agreement regarding items specified in *The Planning Act*.

# 18. Rural Residential

In general, the Planning District encourages residential development to be located within the City and SETTLEMENT CENTRES of the District, where conflicts with agricultural operations are minimized, residential uses can be close to municipal services and amenities, and where costs of providing those services and amenities can be shared by greater populations. However, in recognition that a rural lifestyle on private services is attractive to some people, the Planning District provides that option with the RURAL RESIDENTIAL designation, which enables non-farm, rural living on larger lots with private services.

## OBJECTIVES:

- a) Provide the option for limited, non-farm living in appropriate rural locations that do not interfere with agricultural operations or limit the expansion of the District's SETTLEMENT CENTRES;
- b) Cluster RURAL RESIDENTIAL development within existing locations and promote development patterns that are not wasteful of land and minimize infrastructure costs;
- c) Minimize the amount of prime land taken out of production, where possible.

## POLICIES:

### 18.1 RURAL RESIDENTIAL USES

Areas designated as RURAL RESIDENTIAL in the Development Plan are intended primarily for residential uses, such as single-family dwellings and cottage dwellings as well as compatible recreational uses (campgrounds, parks and open spaces).

### 18.2 DEVELOPMENT CRITERIA

Within these RURAL RESIDENTIAL AREAS, proposed development should:

- i. Rely on appropriate private services, as per provincial regulations and not require municipal services beyond the municipal standard for the area;
- ii. Not exceed the environmental capacity of the site to support development;
- iii. Be compatible with and not impede adjoining agricultural uses or urban areas;
- iv. Not be of a type that would typically be located in a fully serviced urban setting;
- v. Protect natural features, such as creeks and riparian areas, and retain or enhance existing tree cover; and

- vi. Provide, for multi-lot developments, a concept plan for Council approval.

### **18.3 LOT SIZES**

In recognition of the desire to maintain a rural character and accommodate onsite water and wastewater services, RURAL RESIDENTIAL lot sizes must be a minimum of .8 hectares (2 acres). While the maximum lot size will be dictated by the zoning by-law, the majority of residential lots should not be larger than 2 hectares (5 acres) in size to maximize the efficient use of rural residential land and provision of infrastructure.

### **18.4 CITY RURAL RESIDENTIAL**

RURAL RESIDENTIAL areas within the City of Portage la Prairie are not contemplated under this Development Plan to accommodate development that is urban in form or serviced with a full range of urban infrastructure services. Development of RURAL RESIDENTIAL areas within the City or within the Fringe Area of the City will not be permitted when, in the opinion of Council and the District Board, it would:

- i. Impede the future development or expansion of the urban areas of the City;
- ii. Be a transitional use requiring the future extension of urban services; or
- iii. Conflict with existing agricultural uses.

Development in RURAL RESIDENTIAL areas on Island Park may continue, provided the existing bridge access to the Island and continuation of private sewer and water services can sustain the use.

### **18.5 LAKE MANITOBA RURAL RESIDENTIAL**

The designation of RURAL RESIDENTIAL areas adjacent to Lake Manitoba will be limited in recognition that this is an environmentally sensitive area for wildlife and wildlife habitat, water quality, and flood risk (see Section 5). RURAL RESIDENTIAL areas located adjacent to Lake Manitoba are intended for seasonal cottage and campground development and will be zoned accordingly to enable smaller, clustered lot sizes and building standards conducive to seasonal use.

Proponents of development in RURAL RESIDENTIAL areas adjacent to Lake Manitoba may be required to demonstrate that the development can viably generate and maintain sufficient municipal tax revenue or special fees to cover the costs of providing limited municipal services.

### **18.6 NEW RURAL RESIDENTIAL AREAS**

New rural residential development will be carefully regulated in the Planning District. When considering the designation of additional lands for RURAL RESIDENTIAL development, the Planning District may require that the existing supply of RURAL

RESIDENTIAL lots is demonstrated to be insufficient to accommodate identified and justifiable demand over the short term.

# 19. Mobile Home Area

The Planning District Board recognizes that mobile home communities extend the diversity and housing choices available in the Planning District. Because mobile home development is typically urban in character and density and supported by urban infrastructure services, it is the vision of this Development Plan that any future mobile home development is directed to urban areas in appropriate mobile home zones, rather than in rural areas through the designation of new MOBILE HOME AREAS.

## OBJECTIVES:

- a) Maintain existing MOBILE HOME AREAS to ensure development is sustainable and does not negatively impact surrounding land uses or the environment.

## POLICIES:

### 19.1 MOBILE HOME AREAS

No new MOBILE HOME AREA designations will be considered in the Planning District. The Planning District's two existing MOBILE HOME AREAS may be maintained, and the expansion of these MOBILE HOME AREAS may be considered if, in the opinion of Council and the Planning District, the expansion:

- i. Will not have a negative impact on adjoining agricultural uses;
- ii. Can be sustained by the environmental capacity of the site to support development; and
- iii. Will not adversely impact the efficient provision of municipal and school services or the capacity of resources and infrastructure to support it.

The Planning District and Council may require a supply and demand study that demonstrates the expansion is necessary to support additional mobile home development.

### 19.2 MOBILE HOME DEVELOPMENT

To support a range of housing options within urban communities, mobile home development may be accommodated within the City of Portage la Prairie or in designated SETTLEMENT CENTRES, subject to appropriate mobile home zoning. Mobile home development is not considered an appropriate land use in AGRICULTURAL AREAS.

## 20. Settlement Centres

The process of managing development and change will be different among the Portage la Prairie Planning District's SETTLEMENT CENTRES as some areas will have greater or lesser potential to attract and accommodate development. There are two distinct types of SETTLEMENT CENTRES within the District. The unincorporated, serviced SETTLEMENT CENTRE of Oakville is differentiated from the District's other rural settlements by its larger population, development density and smaller lots which allow for the provision of municipal services (e.g. piped water and sewer) in a more efficient and economic manner. The other rural SETTLEMENT CENTRES of St. Ambroise, Newton, Delta Beach, Poplar Point, High Bluff, Oakland and Macdonald have experienced declining populations and due to their smaller populations have access to limited municipal sewer or water services or are reliant upon the provision of private services.

### OBJECTIVES:

- a) Support the vitality and sustainability of rural communities by consolidating rural non-farm development within designated SETTLEMENT CENTRES;
- b) Promote the maintenance and development of infrastructure services required to support the population and land uses attracted to rural communities;
- c) Encourage community investment, job creation, economic growth and population retention in Oakville;
- d) Maintain the limited services of St. Ambroise, Newton, Delta Beach, Poplar Point, High Bluff, Oakland and MacDonald.

### POLICIES:

#### 20.1 SETTLEMENT CENTRE USES

To provide for a complete urban community within the Rural Municipality of Portage la Prairie, the Planning District will encourage the development of a diverse range of residential, commercial, industrial, institutional, and recreational uses along with community facilities and services within the Oakville SETTLEMENT CENTRE.

Due to their limited service capacity and smaller scale and nature, the range and intensity of uses will be more limited in the SETTLEMENT CENTRES of St. Amboise, Newton, Delta Beach, Poplar Point, High Bluff, Oakland and MacDonald.

## 20.2 COMPATIBLE DEVELOPMENT

To ensure that development within SETTLEMENT CENTRES is compatible with existing or proposed uses, the following location considerations will be used to evaluate proposed activities and uses, in addition to applicable policies in PART 2: GENERAL POLICIES:

- i. Residential developments should be located to avoid potential conflicts with other incompatible uses (e.g. industrial uses which generate noise, dust, odours, heavy traffic and other potential nuisance; sewage lagoons; waste disposal sites; highways and rail lines);
- ii. Residential developments will be encouraged to locate in proximity to complementary public uses (e.g. recreation facilities, parks, and libraries), institutional uses (e.g. schools) and commercial uses;
- iii. Multi-family housing projects or seniors housing projects will be encouraged to locate in close proximity to important community services such as central commercial areas;
- iv. Commercial developments should be located in appropriate zones, with access to arterial or collector streets; and
- v. Industrial uses which may be incompatible with other uses, or which may pose a significant risk to public health and safety, or may generate heavy truck traffic will be directed to suitable locations in SETTLEMENT CENTERS. If a suitable industrial site is not available, a location in the District's COMMERCIAL/INDUSTRIAL or AGRICULTURAL AREAS may be considered.

## 20.3 URBAN FORM

Lot sizes and densities within SETTLEMENT CENTRES should be smaller and more compact than those of RURAL RESIDENTIAL and non-farm residential development, to reflect the more urban character of a SETTLEMENT CENTRE. However, proposed lots must also be of sufficient size to:

- i. Allow for the installation of suitable types onsite wastewater management systems, where piped services do not exist and minimize the risk of contamination to private wells; and
- ii. Provide adequate space, in the case of commercial and industrial developments, for the needs of the development, particularly with respect to exterior display, storage and service areas.

## 20.4 CONCEPT PLANS

Within Oakville SETTLEMENT CENTRE, where larger parcels of undeveloped lands are being considered for future community development, an overall concept plan, should be prepared for the area in order to provide for the efficient extension of sewer, water, roadway and land drainage services, well-planned development neighbourhood housing and open space systems.



The concept plan should illustrate the general arrangement of future roadways, building lots, open spaces, piped services, area drainage, and other major features. The design of the roadways, piped services and building lots should be integrated with existing roadways and services, and should generally conform to recognized engineering and planning standards.

### **20.5 COMMERCIAL CENTRE**

The Rural Municipality of Portage la Prairie's zoning by-law will identify the central commercial area of the Oakville SETTLEMENT CENTRE, which will be the principal location for specialized retail, professional offices, financial institutions, as well as government offices, cultural and indoor recreational amenities. The revitalization of existing buildings, infrastructure upgrades and landscaping improvements are encouraged to promote a high-quality commercial centre.

### **20.6 COMMERCIAL USE REQUIREMENTS**

Commercial developments with extensive site requirements, such as outdoor storage, display, parking requirements (i.e. large trucks), will be encouraged to locate in designated COMMERCIAL/INDUSTRIAL AREAS, or on vacant lands that can accommodate the proposed use and would be compatible with adjacent uses.

### **20.7 INDUSTRIAL USES**

To protect and promote industrial operations or expansions within appropriate areas in SETTLEMENT CENTRES, new development that would be sensitive to or be incompatible with existing or anticipated industrial uses should be directed away from areas where industrial uses exist or are planned.

To minimize the potential visual impacts of industrial operations, heavy industrial uses should, in general, be discouraged from locating along highway approaches and entrance roadways to SETTLEMENT CENTRES. Where such uses must locate in these areas, special landscape buffer or other mitigation measures should be taken to screen these industrial uses from view.

### **20.8 INSTITUTIONAL AND RECREATIONAL USES**

In order to strengthen and diversify existing SETTLEMENT CENTRES, the development of institutional, recreational or cultural facilities, should be encouraged in appropriate residential or commercial zones, where services can be shared or have opportunity for joint use development agreements. Locations should be selected which can be adequately serviced and which will be reasonably compatible with other nearby developments.

# 21. Southport Planning Area

The SOUTHPORT PLANNING AREA is unique. Part residential community – part business park – part airfield. Typical of a successful community, it offers service infrastructure, recreation services and employment opportunities. Atypically, it is an area managed by a community corporation as a business venture, where the community corporation continues to own all the assets. The continued success of this unique area requires careful management of the land within and around it to ensure that all the different uses compliment and support one another.

## OBJECTIVES:

- a) Promote a complimentary mix of development that is compatible with aerospace activities;
- b) Encourage further aerospace and aerospace-related development and protect aerospace activities from incompatible development;
- c) Ensure the safety of residents and minimize the impacts of aerospace, commercial and industrial activities on adjacent residential uses.

## POLICIES:

### 21.1 SOUTHPORT PLANNING AREA USES

Similar to a rural community, the SOUTHPORT PLANNING AREA may accommodate a range of urban uses, including residential, commercial, industrial, parks and open space. Unlike other communities, the primary focus of SOUTHPORT PLANNING AREA is aerospace uses and activities.

### 21.2 AEROSPACE PROTECTION

To protect the flight paths of the SOUTHPORT PLANNING AREA, the municipal zoning by-law makes provisions to prohibit incompatible land uses or activities within the vicinity of the airport that would adversely impact operations and/or endanger public safety. For any proposed development within a 4km (2.5 mile) radius of the centre of the airport runway, the Rural Municipality will seek input from Southport Aerospace.

### 21.3 COMMERCIAL AND INDUSTRIAL USES

A mix of office, service, educational, recreational, institutional, retail, warehousing, manufacturing, and processing uses may be accommodated in the SOUTHPORT

PLANNING AREA in appropriate locations identified in the zoning by-law, and as defined in the Southport Airport Land Use Plan.

#### **21.4 RESIDENTIAL USES**

Future residential development and expansion within the SOUTHPORT PLANNING AREA will be directed to the residential land use areas as per the Municipality's zoning by-law and as defined in the Southport Airport Land Use Plan.

#### **21.5 SHARED RECREATION FACILITIES**

To ensure the long term benefit and sustainability of recreation facilities in the SOUTHPORT PLANNING AREA, they are open to the broader community and shared community maintenance is encouraged.

#### **21.6 SOUTHPORT EXPANSION**

Business development proposals within the SOUTHPORT PLANNING AREA which have the result of expanding the development footprint of the SOUTHPORT PLANNING AREA will be required to include supporting background reports assessing: impacts upon existing infrastructure, environment, safety, implications upon flight paths, surrounding land uses and road ways.

# PART FOUR: MAPS

The following Policy Maps constitute the official maps of this by-law:

- Policy Map 1: City of Portage la Prairie
- Policy Maps 2A through 2D: Rural Municipality of Portage la Prairie
- Policy Map 3: Oakville Settlement Centre
- Policy Map 4: Delta Beach Settlement Centre

The following Reference Maps have been provided for visual context to the policies of this Plan. These maps are for reference only and are not official maps of this by-law:

- Reference Map 1: Protected Areas and Other Jurisdictions
- Reference Map 2: Generalized Flood Concerns
- Reference Map 3: Active Transportation