



MSTW DEVELOPMENT PLAN

STRONG TOGETHER

November 2014

*Includes Minister ordered
alterations – September 2015*



Legal Authority

The Planning Act provides the legal basis for municipal land use planning in Manitoba. All municipalities or planning districts must adopt a Development Plan to guide the growth of their areas. The development plan:

- Establishes plans and policies for land use that respect social, environmental, and economic objectives;
- Designates areas of land for various uses; and,
- Sets out measures to implement the plan.

Provincial Land Use Policies

The Province of Manitoba must approve all Development Plans and amendments. All Development Plans and amendments must be generally consistent with the Provincial Land Use Policies (PLUPs). PLUPs are written by the Province to guide how land use planning and development occur in Manitoba. However, every community in Manitoba is unique and municipalities and planning districts have to adapt the PLUPs to their local circumstances in the Development Plan. The resulting Development Plan, once approved and adopted, replaces the PLUPs.

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PART 1 INTRODUCTION

1.1 Planning Context

The MSTW Planning District consists of the City of Morden (Morden), Rural Municipality (RM) of Stanley, RM of Thompson, and the City of Winkler (Winkler). The Planning District was formed in 1977, and has since been working together to ensure that long-range planning brings about development that accords with the interests of the partner municipalities.

The Development Plan provides policies for land-use and community-building for the Planning District into future. The Planning District operates under the guidance of the Planning District Board, which is made up of representatives from the councils of member cities and municipalities. The Development Plan applies to municipalities within the district.

The MSTW Planning District is located in the south-central region of the Province of Manitoba (Manitoba). It is bounded by the RM of Pembina to the west, the RM of Dufferin to the north, the RMs of Roland and Rhineland to the east, and North Dakota on the south. The Planning District straddles two prominent geographical areas of Manitoba, the fertile Pembina Valley on the east and the picturesque Manitoba Escarpment on the west. The District is blessed with a wide variety of natural features as a result, providing an array of opportunities for agriculture and recreation as well as choices in living environments and lifestyles.

While agriculture underpins the regional economy, manufacturing is gaining in importance. This has led to an increasing demand for skilled labour, resulting in significant population growth through immigration which, in turn, has placed pressures on the region in areas such as housing, education, and immigrant services.

1.2 Community Vision

The MSTW Planning District Board agreed on the following community vision which evolved from planning workshops held in the spring of 2013. The vision reflects the region's strengths and its hopes and aspirations for the future:

The MSTW District is a progressive region with dynamic communities that balance modern city amenities with a rural quality of life. With diverse businesses, industries, agrarian, and a strong work ethic, we are part of a robust and growing economy. This is a welcoming place, with a strong sense of community, citizenship and pride.

1.3 Guiding Priorities

The guiding principles for the development plan were identified over the course of consultations with the public and discussions with key stakeholders. These principles set out the priorities for future development within the region.

1.4 Objectives

- To promote cooperation between the member municipalities in the Planning District in resolving matters of mutual concern.
- To promote community economic development initiatives which take full advantage of the region's land and resources in a manner that contributes to the physical, social, and economic vitality of the Planning District.
- To ensure an adequate supply of land to meet present and future development requirements.
- To ensure that all varieties of development occur in a compatible and harmonious manner.
- To encourage the use and development of land in a manner that is consistent with the principles of sustainable development.
- To support and enhance the identity and significance of Morden and Winkler as regional service centres while supporting growth within the Local Urban District Policy Areas and Rural Settlement Centre Policy Areas in the Planning District.
- To support and protect the agricultural economy in the Planning District while protecting designated urban areas from incompatible agricultural activities such as livestock production operations, and associated uses.
- To ensure that development does not jeopardize water quality in Lake Minnewasta and the regions aquifers.
- To ensure that existing natural areas and habitats are protected from incompatible land use activity/development where provincially and federally recognized endangered flora and fauna are found and recognized.
- To protect local and regional investment roads and infrastructure and to ensure that development proceeds in a manner that is manageable, adequate, affordable, and cost-efficient.
- To engage in a development review process that considers both the short-term and long-term costs and benefits arising from proposed developments.

1.5 Administration

1.5.1 Purpose of the Development Plan

The Development Plan provides the MSTW Planning District's policies to guide decision making and manage land use and development within the region. It is a strategic document for the public, the development community, Councils, the Planning District, and other levels of government to promote sound decision-making with respect to development within the region.

1.5.2 How to use the Development Plan

The policies in this plan are not intended as a detailed action plan, but provide clarity for decision making. Phrases, such as "where applicable" and "where relevant", complete some policies to support the appropriate and flexible application of the Plan's policies to future decisions made by the Planning District and Councils.

There are two companion documents to this plan:

- MSTW Background Brief, providing information on the Planning District and highlighting major development-related issues and policy options, and;
- Public Consultation Summary, describing the Board and community engagement program from which the planning vision and policies were developed.

1.5.3 Structure of the Plan

The structure of the plan reflects how and where people live, work, and play on the land in the MSTW region. There are five distinct ways the land is used in the MSTW Region. These are:

- **Urban Areas** (Part 3) are Morden and Winkler, as well as the serviced Local Urban District of Miami. Due to their complexity, **Urban Areas** are further refined into five major functional areas:
 - a. Urban Neighbourhoods (Part 3.1)
 - b. Urban Employment Areas (Part 3.2)
 - c. Urban Activity Nodes (Part 3.3)
 - d. Urban Downtowns (Part 3.4)
 - e. Urban Recreational and Open Space (Part 3.5)
- **Emerging Communities** (Part 4) are the rural settlement centres of Shanzenfeld, Reinfeld, and Rosebrook that are serviced or may become serviced.

- **Stanley Corridor** (Part 5) is the area that borders PTH #14 between Morden and Winkler.
- **Village Areas** (Part 6)
- **Rural Areas** (Part 7) are all areas outside the urban areas, emerging communities, and the Stanley Corridor that generally have agricultural capability classifications of four or more and of lower suitability for agriculture.
- **Agricultural Areas** (Part 7) are all areas in the District with agricultural capability classifications of one, two, or three, thus generally deemed prime agricultural land.

Policies for each of these policy areas have been written and sorted based on interests in the land. Interests in the land identified in the MSTW region can include:

- Agriculture
- Commerce
- Housing
- Recreation, Education, and Health
- Culture and Heritage
- Environment
- Transportation
- Water and Wastewater
- Waste Management
- Development Standards

Policies that cut across the five different ways of living, working, and playing in the region have been placed up front in Part 2 of the document, ***Governance, Strategy, and Planning for All Areas***. These policies apply to all areas of the MSTW Planning District and are particularly relevant in terms of the regional perspective and inter-municipal cooperation.

The plan also includes policies for two special planning considerations:

- **Collaborative Planning Areas** (Part 8) are policies about managing land that is located at the edge of the cities and becomes the interface between the urban areas and rural/agricultural areas.
- **Lake Minnewasta** (Part 9) policies focus on managing the land around this important facility which is significant as the City of Morden's principal source of water and a regional recreation asset.

Each of the eight policy sections (Parts 2-9) begin with a description of the ***Intent*** of the policy area and the ***Principles*** that underpin the policy area.

1.6 Context and Background

1.6.1 Historical Context

Immigration has long been an influential factor in the settlement of the region. Dating back to the turn of the last century, early Russian and Ukrainian Mennonite immigrants settled the region and established the agrarian and cultural traditions that have left an indelible stamp on the area and its communities. Early immigration was also swelled by people of German, Jewish, and Anglo-Saxon backgrounds. The introduction of a Canadian Pacific Railway line in 1882 marked the beginning of a population boom for the area, bringing in new-comers and providing the means for exporting a wide variety of agricultural produce. Agriculture and supporting industries remains the region's economic engine to this day.

1.6.2 Natural Features

The RM of Stanley has a wide variety of geographical features, resulting from the recession of the Wisconsin Ice Sheet some 12,000 years ago which spanned most of Manitoba. A large portion of the Planning District encompasses the Manitoba escarpment, which was once the shore of prehistoric Lake Agassiz. As a result of these geological features, the region possesses some of the most fertile agricultural lands in North America, with much of the region's soils enjoying Class 1, 2 and 3 ratings according to the Canada Land Inventory. The variety in landscapes and vegetation experienced as one transitions from the level terrain of the ancient lakebed to the rolling hills of the escarpment is another defining characteristic of the region and a source of significant interest and beauty to residents and visitors alike.

1.6.3 Demographics

The Planning District recently experienced a significant population increase of 21.2% between the 2006 and 2011 census periods. A lot of this growth resulted from the success of targeted immigration recruitment programs, such as the Manitoba Provincial Nominee program. And while aggressive immigration has resulted in an increase in population, it is also impacting the cultural composition of communities within the region and introducing new customs, cultural traditions, and languages. Much of the immigration has involved large families, which has impacted any number of social services including health care, education and recreation.

1.6.4 Economy

While agriculture remains the leading economic sector, manufacturing is emerging as a major employer in the region and the principal driver of immigration. Agricultural land must continue to be protected for agricultural operations, food production, and agricultural diversification. Agri-commercial support businesses are also vital to the economy of the region. The Stanley Corridor, a portion of PTH #3 and #14 between Winkler and Morden, showcases a cross-section of these businesses and support services and, as a major transportation corridor, contributes to their success.

1.6.5 Municipal Services and Infrastructure

The MSTW's member municipalities offer a full range of high quality services, facilities and infrastructure in support of a diverse range of lifestyle environments from farmsteads and estate living through hamlets and villages to cities. In addition to well-managed conventional municipal infrastructure including sewer, water, and drainage, MSTW residents and visitors are beneficiaries of services and facilities in the areas of education, health care, protection, recreation, and culture that are second to none in the province.

While the provision of some services is population dependent, the MSTW Planning District offers certain services to residents through collaboration and cooperation between constituent municipalities. Library services in the region, for example, are offered through a partnership that extends beyond the borders of the Planning District to encompass eight other municipalities. Service sharing agreements are also emerging as an important tool in the provision of public services within the Planning District and a way of ensuring a high level of affordable services for all residents regardless of where they live. Solid waste disposal provides another example of service sharing in terms of the Solid Waste Area Management Plan (SWAMP); a joint landfill operation involving the RM of Stanley, Winkler and Morden. Perhaps the best known example of shared servicing is the state-of-the-art Boundary Trails Health Centre in the Stanley Corridor at the intersection of PTH #3 and PTH #14.

The presence of assets or services within one part of the region may reduce or eliminate the need for the asset or service in another area of the region. Such is the case for recreational services and amenities within the Planning District whereby trail systems, indoor recreational centres, and outdoor sporting facilities are available throughout the District to all residents.

PART 2 GOVERNANCE, STRATEGY, AND PLANNING FOR ALL AREAS

2.1 Intent

Within the Urban, Emerging Communities, Rural, and Agricultural Areas there are policies that are common across all the municipalities in the Planning District. As well, regional governance and planning strategies apply to the whole region to ensure municipalities work together with a regional focus. The Development Plan for the MSTW Planning District should be referenced and consulted by developers, other levels of government, and non-profit organizations that are involved in the community.

2.2 Principles

Development proposals should be evaluated based on the impact to the quality of life and address trans-boundary issues collaboratively. Development should contribute towards maximizing the capacity to address regional opportunities and challenges.

2.3 Policies

<i>Activity Nodes and Corridors</i>	1) Establish/grow activity nodes and corridors in Morden and Winkler that incorporate a mix of complimentary land uses at higher densities focused on major intersections and transportation corridors.
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2.4 Transportation and Municipal Servicing

<i>Regional Transportation Strategy</i>	1) Encourage multiple modes of transportation and connectivity by integrating all modes of transportation within the region and: a) Documenting the overall approach in a Regional Transportation Strategy prepared by Planning District in collaboration with MIT; b) Requiring new developments to incorporate Active Transportation (AT) facilities; c) Giving consideration to existing motorized recreational vehicle trail systems throughout the region connecting existing communities and new developments to the asset; d) Concentrating land uses at activity nodes in the urban areas located at major intersections and destination points and along transportation corridors;
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	e) Conducting a study into the feasibility of a public transportation system between Winkler and Morden; f) Exploring opportunities for ‘rails to trails’ conversions when they arise; g) Planning an urban trail system that interconnects neighbourhoods and parks and open space areas with the downtowns, and; h) Constructing a multi-use pathway connecting Morden and Winkler.
<i>Protecting Airports</i>	2) Protect public airports from adjacent land use and development that might adversely impact their operations and potential for future expansion, in accordance with Transport Canada regulations.
<i>Trunk Highway Access</i>	3) Protect provincial roads and trunk highways from adjacent land use and development that might adversely impact their operations and future expansion, where anticipated, in accordance with MIT plans.
<i>Trunk Highway Access</i>	4) Developments requiring access to provincial roads and trunk highways are subject to MIT and Highway Traffic Board approval and costs for required road improvements should be the responsibility of the developer.
<i>Internal Road System</i>	5) Encourage internal road systems where feasible and otherwise use service roads to avoid private approaches onto provincial roads and trunk highways for all types of development.
<i>Development near PTHs</i>	6) Restrict development to one side of a provincial highway or road where development has not already established on both sides of the highway.
<i>Road Patterns</i>	7) Encourage parallel road patterns so residential uses can be clustered as much as possible.
<i>Trunk Highway Access</i>	8) Minimize access points to provincial roads and trunk highways by encouraging clustered development and parallel roads.
Traffic Impact Studies	9) Require proposed developments to provide traffic impact studies to determine future intersection improvements, turning lanes, acceleration/ deceleration lanes, signage and signalization as necessary.

Long Term Road Plan	10) Protect land and areas needed for possible future highway and road improvements / widening such as intersection improvements, turning lanes, or acceleration/deceleration lanes as necessary.
Traffic Impact Studies	11) Require developers to complete a Traffic Impact Study, in accordance with MIT guidelines, to demonstrate that traffic from a proposed development can be accommodated efficiently and safely on the existing and proposed road network and to identify any necessary improvements.
Transportation Network – Street / Road Classification	12) Municipal roads will be classified according to the follow three levels of service to describe their respective roles in the overall transportation network. a) Local streets / roads will provide access directly to the property, will typically carry local traffic only, and have a right-of-way width of at least 20 metres (66 feet). b) Collector streets /roads may provide direct access to the property in a controlled manner, will generally direct traffic to local destinations or to arterial roads, and have a right-of-way width of at least 24 metres (80 feet). c) Arterial streets / roads are designed to carry high volumes of traffic to major destination points and have a right-of-way width of at least 30 metres (100 feet).
Land Drainage - Dead Horse & Hespler Creeks	13) Developers of properties bordering waterways such as, but not limited to, Dead Horse, Hespler, Buffalo, Shannon, and Tobacco Creeks may be required to prepare a geotechnical and bank stability analysis to determine what measures are necessary to ensure that the proposed developments do not jeopardize the integrity or impede the function of these water courses as major components of the municipal drainage systems.
Regional Integrated Servicing Strategy	14) Consider establishing or expanding municipal infrastructure service integration where feasible, cost-effective or environmentally prudent.

<i>Consistent Infrastructure Standards</i>	15) Consider developing consistent municipal servicing standards for items such as street and sidewalk design, land drainage requirements and sewer and water specifications for similar developments in similar locations.
<i>Cost of Servicing Review</i>	16) Any costs to undertake an up-to-date review of servicing requirements in response to a proposed development should be passed on to the development proponent, as determined by the Council of the Municipality in which the proposed development is located.
<i>Protection services</i>	17) Consider the impacts of new developments on the equipment and operational requirements of protection services including police, fire and ambulance.
<i>Infrastructure timing</i>	18) Collaborate among member municipalities to ensure that municipal sewer and water infrastructure keeps pace with development and is designed to high engineering and environmental standards with sufficient water treatment and distribution and wastewater collection and treatment capacities to accommodate the various forms of development.
<i>Wet Industries</i>	19) The establishment of “wet” industries should not be permitted unless it can be demonstrated that water can be provided economically without placing an unsustainable demand on the aquifers or existing regional and local water systems.
<i>Groundwater sensitivity areas</i>	20) Activities that may cause pollution either accidentally or under normal operating conditions should not be permitted in the groundwater sensitivity areas unless it can be demonstrated that the proposed activities and site-specific safeguards will protect against pollution of existing or potential groundwater supply.
<i>Well drilling</i>	21) The aquifers will be protected against improper drilling in order to prevent surface water entry, aquifer mixing and salt water intrusion.

2.5 Environment and Resources

<i>Hazard lands, limitations</i>	1) Land subject to significant flooding, erosion or bank instability should be left in its natural state or developed for low intensity uses such as grazing, cropping, forestry, wildlife habitat or open space recreational activities.
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<i>Hazard lands, development criteria</i>	2) Where it is not practical or desirable to restrict development on or near hazard lands, the development must be designed to avoid or mitigate the potential risk. Criteria include: a) no adverse alteration, obstruction, or increase in water flow, flood velocities or flood stages; b) no added risk to life, health, or safety; c) all structures and services are designed to function under hazard conditions; d) if the land is subject to flooding, all permanent structures shall be located on sites which have been raised with fill to an elevation at least 0.6 metres above the 100-year flood level, or the flood of record, whichever is greater as determined in consultation with the relevant Provincial Government Agency; e) land which may be eroded away within a period of 50 years shall be excluded from development unless it is demonstrated, to the satisfaction of Council, that the erosion process has been halted; f) development shall not be permitted on lands subject to bank instability, landslides or subsidence unless a geotechnical analysis is provided demonstrating the criteria listed herein; g) activities such as dumping, excavation and clearing, which would accelerate or promote damages due to causes such as erosion or bank instability, shall be prohibited, and; h) natural tree and vegetative cover shall be preserved to reduce erosion and assist in maintaining bank stability.
<i>Hazard Lands, Zoning</i>	3) Minimum setback regulations shall be established in the Zoning By-law of each member Municipality in the Planning District for developments in proximity to natural hazard lands, active waste disposal grounds, sewage treatment lagoons, natural gas and hydro transmission line rights-of-way and railway rights-of-way, as appropriate.

<i>Source Water Protection</i>	4) Minimum setback regulations or shore land reserves may be created to protect shore land, waterways, or water bodies and their function as a recreational or domestic water supply resource. Public acquisition may also occur by direct purchase, dedication through the subdivision approval process, easement, lease or a combination thereof.
<i>Aquatic Protection</i>	5) Refer all development proposals located near waterways and waterbodies that have the potential to alter, disrupt or destroy aquatic habitat; including the riparian area to Manitoba Conservation and Water Stewardship for review.

2.6 Recreation, Education, and Health

<i>Secondary Plans</i>	1) The municipalities will consult with local school divisions in the preparation of Secondary Plans.
<i>Joint Planning</i>	2) The Planning District or its member municipalities should engage on a regular basis with education authorities to consider matters of mutual interest, including: a) development proposals and housing forecasts; b) population forecasts and demographic characteristics; c) student enrolment projections; d) capital plans and facility requirements; e) curriculum and programming; f) locations for future school sites; g) co-location opportunities, and; h) school bus routing and related transportation issues.
<i>Collaboration with Education and Health</i>	3) The Planning District or its member municipalities will circulate a summary of new development proposals and approvals, including the number of new housing units, to the applicable school divisions and health authorities for information on an annual basis.

<i>Joint-use Sites</i>	4) The member municipalities will enter into a memorandum of understanding with school boards for co-locating parks and recreation facilities with school sites and for acquiring adequate sites in terms of size, configuration and location through the development approval process.
<i>Post-secondary Education</i>	5) Work with the province and provincial colleges and universities to establish a post-secondary school in the district.

2.7 Culture and Heritage

<i>Protecting Heritage Resources</i>	1) Promote the designation and preservation of heritage resources in the Planning District to for its educational and tourism benefits.
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2.8 Economic Development

<i>Governance – Affordable Housing</i>	1) Promote and support affordable housing for first-time home buyers, immigrants and workers by: a) advocating that a portion of new residential developments in their respective communities be affordable for households earning at or below the community's median household income level, and; b) working with various government and non-government agencies in a facilitating role to identify ways to promote cost-effective housing initiatives.
<i>Governance – Economic Development Support Programs</i>	2) The municipal councils will work to protect and improve the economic well-being of the municipalities by encouraging and participating in programs that will promote and stimulate jobs, capital investment, economic growth and an increased municipal tax base.
<i>Immigration</i>	3) Consult with local newcomer service providers on a bi-annual basis to monitor the success of programs aimed at helping immigrants find jobs and housing and adapt to life in the Planning District.
<i>Home-based Businesses, Industry, Density</i>	4) Allow home-based businesses in the Planning District in accordance with the zoning regulations particular to each member municipality.

2.9 Aggregate Resources

<i>Provincial Authority over Aggregate Resources</i>	1) The development of aggregate resources shall be in accordance with relevant provincial laws and regulations under the Mines and Minerals Act and the Quarry Minerals Regulation.
<i>High Aggregate Potential</i>	2) Areas designated by the Province as having “high” aggregate potential shall be protected from development that will preclude development and extraction.
<i>Medium Aggregate Potential</i>	3) In areas designated by the Province as having “medium” aggregate potential, development that could potentially impede development and extraction may be permitted following review and approval by the Board and provincial authorities.
<i>Protection from Incompatible Development</i>	4) Active mineral extraction sites shall be protected from development that might be sensitive to the operations and activities associated with surface mining, processing, storage and transport.
<i>Aggregate Operations Governed by Zoning</i>	5) Mineral extraction operations may be treated as a conditional or permitted use under municipal zoning by-laws with regulations, guidelines and standards governing development, operations and maintenance and post-mining site remediation/reclamation.
<i>Quarry Development Plans</i>	6) The approval of new or expanded quarry development may be contingent upon the acceptance by the municipal council of aggregate extraction plans, environmental impact assessments, traffic impact studies, and site remediation plans.
<i>Adaptive re-use of quarries</i>	7) The adaptive re-use of quarry sites shall be encouraged where the use is compatible with adjacent development.
<i>Continued Agricultural Use</i>	8) Owners of lands containing aggregate resources shall be encouraged to continue the agricultural use of lands not impacted by current or future mining operations.

<i>Development Agreements and Letters-of-Credit</i>	9) Aggregate extraction operations may be conditional on the proponent entering into a Development Agreement with a municipal council, which agreement that may require the filing of a letter-of-credit to cover the cost of leaving the site in a safe and environmentally stable condition upon the cessation of operations.
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2.10 Livestock Operations Policies

<i>Application Requirements</i>	1) No person shall develop or expand a livestock operation unless the Municipal Council or delegate has approved the establishment or expansion. The application must be made by the owner of the operation or by a person authorized by the owner and shall be accompanied by the following information: a) A detailed description of the proposed operation; b) The corporate identity and proof of property ownership; c) A legal description of the land on which the proposed development is to occur, by lot, block, subdivision and registered plan numbers; d) The owner's (and applicant if different from owner) name, address, signature, and interest in the land; e) A site plan showing the location of any animal housing facilities, manure storage facilities and other agricultural related facilities relative to the boundaries of the site; f) Servicing needs, and; g) The appropriate application fee.
<i>Mutual Separation Distances</i>	2) Mutual separation distance will be maintained between livestock production operations and residences not accessory to an operation. These separation distances will be established, consistent with provincial minimum setbacks, in the Zoning By-laws of the RM of Stanley and RM of Thompson to aid in mitigating potential land use conflicts and negative environmental impacts. The RM Councils may, pursuant to <i>The Planning Act</i>, vary the separation distance as provided for in their respective zoning by-laws.

<i>Restrictions on Livestock Production Operations</i>	3) New or expanding livestock production operations shall not be allowed in areas designated Restricted on Maps 2 and 3 as follows: a) within Urban Areas, Emerging Communities, Village Areas, and the Stanley Corridor Area, Miami Golf and Country Club, Ski Birch Area, Deerwood Wildlife Management Area, Pembina Valley Wildlife Management Area, Pembina Valley Provincial Park, Wellington Wildlife Management Area, or designated recreation and open space areas; b) in a groundwater pollution sensitivity area or on hazard lands, as identified by the Provincial government unless appropriate measures have been taken to mitigate potential negative impacts, and; c) on soils generally with a dry land agriculture capability rating of Class 6 or 7, or unimproved organic soils based on detailed soil surveys at a minimum scale of 1:50,000 or better.
<i>Livestock Limited</i>	4) New livestock operations shall be allowed to establish to a maximum of 299 animal units and existing operations may expand beyond 299 animal units subject to conditional use approval in areas designated Livestock Limited on Maps 2 and 3.
<i>Livestock Production Operations (LOPs) – Zoning</i>	5) The Zoning By-laws of the RM of Stanley and RM of Thompson shall include regulations for the development of livestock production operations in proximity to these areas. The regulations shall identify the following: a) the size of the operations, and; b) the separation distances from adjacent non-farm land uses. Existing livestock production operations within these separation distances (see Maps 2 and 3), shall be allowed to continue, subject to non-conforming provisions in the Zoning By-laws of the RM of Stanley and RM of Thompson, but proposed new or expanded operations shall be subject to this policy.
<i>Criteria for New or Expansion</i>	6) The RM Councils should consider the following criteria when considering proposed new or expanding livestock production operations that require approval of a

conditional use order in their respective Municipalities:

- a) Based on the information provided by the Technical Review Committee (TRC):
 - i. The type (i.e., cattle, hogs, etc.) and size (i.e., the total number of Animal Units, cumulative across the species) of the operation and its location in relation to the neighbouring land uses;
 - ii. Water supply (i.e., its source and consumption levels);
 - iii. The proposed manure storage system (i.e., earthen lagoon, above ground storage tank, etc.);
 - iv. The nature of the land base (i.e., soils, crop practice, proximity to surface water, etc.);
 - v. Provincial guidelines and regulations governing livestock operations.
- b) Reports from appropriate provincial review agencies, including confirmation of construction above the flood control level and proximity of waterbodies such as lakes, rivers, and wetlands;
- c) Local resident concerns and/or support;
- d) The potential impacts generated by the operation on the provincial highway and municipal road systems;
- e) The need for a development agreement to be entered into between the proponent and the Municipal Council dealing with the affected property and any contiguous land owned or leased by the owner, on one or more of the following matters:
 - i. The timing of construction of any proposed building;
 - ii. The control of traffic;
 - iii. The construction or maintenance, at the owner's expense or partly at the owner's expense, of roads, traffic control devices, fencing, landscaping, shelter belts or site drainage works required to service the livestock operation;
 - iv. The payment of a sum of money to the Municipal Council to be used to construct anything mentioned in subclause iii., and;

	v. Requiring the covering of manure storage facilities and/or requiring shelterbelts to be established.
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2.11 Governance and Strategy

<i>Development Proponent due Diligence</i>	1) Development proponents must be prepared to demonstrate the following: a) that the proposed land use(s) will be developed in such a manner that will mitigate against potential negative impacts on adjacent lands and the adjoining area; b) that consideration has been given to the current and projected demand for the type of development being proposed; c) that the land is physically suited for the purpose intended and in particular that the soil and drainage conditions are adequate for the proposed development; d) that appropriate arrangements have been made for the adequate provision of road access, water supply, sewage disposal, solid waste disposal, storm drainage, shallow utilities, and land for parks and open spaces, and; e) that the land is not subject to an environmental hazard or that appropriate remedial measures have been or will be taken to protect public health, safety and property.
<i>Development Agreements</i>	2) New or expanding commercial, industrial, institutional and multi-unit residential developments shall prepare landscape plans as well as lot grading and drainage plans as part of the development agreement process, as determined by the Council of the Municipality in which the proposed development is located.
<i>Cooperation</i>	3) Adopt an inter-municipal dispute resolution within one year of the adoption of this Plan.
<i>Service sharing</i>	4) Encourage the establishment of an inter-municipal service sharing committee to identify service sharing opportunities and mechanisms.
<i>Development Agreement</i>	5) Assemble a master document that provides a comprehensive list of plausible Development Agreement

<i>Parameters</i>	Parameters for use by member municipalities in drafting their local Development Agreements. The Parameters will offer standard options, terminology, and wording for the region while continuing to support local choice in the approaches used to manage development.
<i>Developer Pay-Back on Up-front Servicing.</i>	6) Design the installation of major facilities such as lift stations and forcemains to accommodate long-term development. Where the costs are front-ended by a development proponent, the Council of the municipality in which the development is located will endeavor to collect funds within a reasonable time frame from future benefitting landowners and repay appropriate costs to the development proponent.
<i>Sustaining the Agricultural Foundation of the Region.</i>	7) Notwithstanding other policies of this plan, new non-resource related development will be directed away from prime and viable lower class land and to areas that will not conflict with agricultural operations, including livestock operations.
<i>Tax and Service Sharing</i>	8) Explore development policies that are equally and proportionally beneficial.

PART 3 URBAN AREAS

3.1 Intent

The intent of the Urban Areas designation is to provide a modern urban planning framework for the Planning District's urban centres to address land development, municipal servicing and urban design opportunities. Urban Area policies apply to three centres in the Planning District: Morden and Winkler and the Local Urban District of Miami.

3.2 Principles

- Urban Areas will grow in an orderly fashion in keeping with their distinct social and physical character and in a manner that is beneficial to residents, businesses and property owners.
- In Urban Areas, a diverse range of land uses co-exist and potential land use conflicts are mitigated through site planning and urban design.
- Urban Areas provide places of commercial and industrial employment and a comprehensive range of community services and facilities in locations that are convenient to access for residents and users by all modes of transport.
- Urban Areas provide diversity of housing types, tenures and price points to meet changing socio-economic and demographic needs.
- Urban Areas provide commercial, recreational, health and wellness and social and cultural services and facilities that benefit the entire region.
- Urban Areas are provided with affordable, cost-efficient and environmentally sustainable municipal infrastructure.

3.3 Policies

<i>Site and Building Design, Review Criteria</i>	1) Review new or expanding residential, commercial, industrial, and institutional sites and buildings in Urban Areas against a set of development standards contained in the zoning bylaws.
<i>Screening and Buffering</i>	2) Buffer residential development from adjacent and potentially incompatible land uses through the use of berms, fencing and landscaped strips.

<i>Collector and Arterial Streets, Commercial, Multifamily Residential</i>	3) Locate major commercial and multi-family housing developments with frontage on, or direct access, to community collector or arterial streets.
<i>Safe Streets</i>	4) Separate vehicular, cycle and pedestrian traffic along major traffic routes using bike lanes, sidewalks, pathways and mid-block pedestrian corridors with appropriate signage.
<i>Cost Sharing and Paybacks</i>	5) Make developers responsible for the proper planning, design and construction of on- and off-site traffic and transportation infrastructure and municipal servicing infrastructure necessary to service their proposed developments, subject to possible cost-sharing and/or future reimbursements from benefiting properties as negotiated during the development approvals process.
<i>Contiguous and Infill Development</i>	6) Give priority to contiguous development and infilling serviced or readily serviceable vacant or underutilized lots and parcels within Urban Areas prior to expanding on the peripheries of those areas.
<i>Multi-modal Transportation</i>	7) Require proponents of new developments in Urban Areas to demonstrate at the planning and approvals stage how their projects accommodate all relevant or appropriate transportation modes and options.
<i>Road Improvement & Cost-sharing Consideration</i>	8) Developments in Urban Areas requiring provincial approval for access onto trunk highways and provincial roads and may be required to undertake traffic-related improvements, subject to possible cost-sharing and/or future reimbursements from the municipality or benefiting properties as negotiated during the development approvals process.
<i>Sidewalks</i>	9) Encourage development of sidewalks both sides of community collector and arterial streets and at least one side of local streets excluding residential cul-de-sacs less than 100m (300 feet) in length.

<i>Cul-de-sacs</i>	10) Discourage cul-de-sacs in the design of subdivisions and, if allowed, provide walk-ways at the bulb ends where necessary to maintain or improve the overall Active Transportation network.
<i>Development Review Criteria</i>	11) Review proposed developments in Urban Areas in relation to the following criteria: a) quality, appearance and appropriateness of exterior finishing materials and signage; b) compatibility in relation to adjacent land uses and the character of the surrounding area; c) adequacy of measures taken to achieve a high standard of development and to mitigate potential land use compatibility issues through site planning, building massing and design, landscaping, screening, sound attenuation, and transportation access and operational guidelines; d) the preservation of trees or natural features, and; e) the functional accommodation of residents and users of all ages and abilities.
<i>Cost-efficient Development</i>	12) Require development to take place in a planned manner which allows servicing to be introduced or expanded as efficiently and economically as possible by: a) encouraging the development and infill of vacant lands within existing serviced areas prior to building in new areas; b) encouraging contiguous development as opposed to leap-frog development; c) expanding into areas that can be most economically serviced, and; d) rejecting new developments that may result in unanticipated or unreasonable costs to the public.
<i>Parking Lots</i>	13) Require approaches to parking lots in Urban Areas bordering onto streets to be hard-surfaced and to incorporate lighting, landscaping, fencing and other treatments in order to improve the appearance of the parking area and overall streetscape.
<i>Future Transit Service</i>	14) Design collector and arterial streets in Urban Areas to accommodate public transit operations, routing and infrastructure.

<i>Municipal Servicing – Conceptual Planning</i>	15) Require developers to prepare conceptual servicing plans and servicing reports with design assumptions and calculations to demonstrate that a municipality's existing sewer, water and land drainage facilities can accommodate a proposed development and to identify the type and cost of any necessary improvements.
<i>Sewage Plants</i>	16) Developments in the vicinity of sewage treatment facilities shall provide the necessary setbacks to ensure compatibility with those facilities.
<i>Urban Servicing Standard</i>	17) New developments in Urban Areas to be serviced with piped sewer and water, paved curb and gutter streets, and underground hydro.
<i>Landscape, Lot Grading and Land Drainage Plans</i>	18) All developments shall prepare landscape plans and lot grading and land drainage plans as part of the development approval process, ensuring that post-development stormwater flows off the site are same or reduced from pre-development flows.

3.4 Urban Neighbourhoods

3.4.1 Intent

To create urban residential neighbourhoods that provide a range of housing and community services and facilities necessary for accommodating people and families of all ages, abilities, socio-economic circumstances, and life-cycle stages in an environment that is safe, appealing and visually attractive.

3.4.2 Principles

- Urban Neighbourhoods are provided with a full complement of urban services including paved curb and gutter streets, boulevard landscaping and lighting, piped sewer and water, and piped or surface land drainage.
- Urban Neighbourhoods encourage resident activity and physical fitness by featuring a wide range of lands and facilities for indoor and outdoor and active and passive recreation.
- Urban Neighbourhoods are interconnected to each other and to major community destination points with an Active Transportation (AT) Network.
- Urban Neighbourhoods are interspersed with small-scale shops and commercial and personal services to meet the day-to-day consumer needs of residents.

- Urban Neighbourhoods are safe and convenient to navigate for motorists, cyclists, pedestrians, and the mobility impaired.
- Urban Neighbourhoods contain places of employment and a variety of public and private sector services, facilities and institutions that support and enhance individual, family and community life.

3.4.3 Policies

<i>Land Use</i>	1) Accommodate a mix of land uses in Urban Neighbourhoods, including: a) a range of housing including single-family dwellings, multi-family dwellings and mobile homes; b) neighbourhood-scale commercial and personal services and home-based businesses providing for the day-to-day health and consumer needs of neighbourhood residents; c) institutional facilities such as churches, public and private schools, libraries, cemeteries, day care facilities as well as police and fire stations; d) places of employment at a scale deemed to be appropriate; e) recreation and open space uses such as neighbourhood parks, playgrounds, athletic fields and natural areas, and; f) limited agriculture activities such as crop and cereal production and horticultural operations as an interim use of land.
<i>Evaluation Criteria</i>	2) Evaluate new residential developments based on: a) the cost and feasibility of providing transportation and sewer and water infrastructure; b) flood protection and land drainage requirements; c) Multi-modal transportation options; d) the availability and proximity of public open space, recreational facilities and community services, and; e) buffering or separation distance from incompatible land uses.
<i>Bare-land Condos</i>	3) Unless otherwise set out in binding agreements with the municipality, bare-land condominium corporations shall be responsible for the maintenance, repair and replacement of internal roads and infrastructure and the provision of services such as snow removal and the collection of refuse and recyclables.

<i>Housing Diversity</i>	4) Provide neighbourhoods with a diversity of housing types, tenures and price points across all single-family and multiple-family housing formats from single detached housing to apartments.
<i>Affordable Housing</i>	5) Encourage housing affordability through the provision of entry level housing in different formats in addition to rental housing and apartments.
<i>Multi-family Housing</i>	6) Developers of projects with greater than 100 single-family lots shall be required to provide zoned lots or parcels for multiple-family housing amounting to a minimum of 10% of the total housing unit yield. Developers may shadow-plan multi-family parcels for conversion to future single-family housing subject to Council approval.
<i>Inclusive Housing</i>	7) Accommodate supportive housing including group homes, assisted living and similar special needs housing.
<i>Mobile Home Parks</i>	8) Accommodate mobile home parks in Urban Neighbourhoods.
<i>Secondary Suites</i>	9) Allow secondary suites as a means of increasing residential density, creating affordable housing, and expanding multi-generational family living options.
<i>Residential Buffering</i>	10) Provide appropriate buffering using berms, fencing and landscaped strips where necessary to buffer residential development from potentially incompatible land uses on adjacent lands in Urban Neighbourhoods or adjacent lands in the rural municipalities.
<i>Commercial Development Scale</i>	11) Discourage large format commercial developments from locating in Urban Neighbourhoods that serve a city-wide or regional market and are determined to be incompatible with the residential environment by virtue of size, scale, traffic generation, noise, activities, or hours of operation.
<i>Connectivity</i>	12) Require major new developments to maximize connectivity by: a) providing an internal street system that does not impose create undue traffic impacts on adjacent areas;

	b) designing the local road network in accordance with both existing and planned road systems in adjacent areas; c) providing through-routes that are safe and convenient for residents to walk and cycle to schools, shops and community services, and; d) providing mid-block crosswalks if deemed necessary on collector or arterial streets for the safety and convenience of pedestrians and cyclists.
<i>School Location and Access</i>	13) Locate schools in Urban Neighbourhoods on collector or arterial streets on sites with adequate on- and off-street facilities for car and bus parking, circulation and loading.
<i>School Walkability</i>	14) Locate new elementary schools or future school sites centrally in Neighbourhood Areas or in Activity Nodes in the vicinity of higher density housing in order to maximize the number of students who are able to walk or cycle to school.

3.5 Urban Downtown Areas

3.5.1 Intent

To enhance and strengthen the Urban Downtowns as the historic hearts of the urban areas providing inviting pedestrian-oriented public spaces and places for living, working, shopping and entertainment in a built environment that is dense, attractive, well-designed and walkable.

3.5.2 Principles

- Urban Downtowns are pedestrian-friendly, vibrant community focal points characterized by variety and density in terms of businesses, commercial activities, places of employment, housing and cultural and institutional facilities.
- Urban Downtowns are interconnected to all parts of the urban area and the larger region by a multi-modal transportation network.
- Urban Downtowns accommodate mixed used developments in order to optimize the use of land and municipal services.

3.5.3 Policies

<i>Heritage</i>	1) Promote development that preserves or compliments the architectural and urban design heritage of downtown buildings, pedestrian areas, and public spaces.
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<i>Housing Density</i>	2) Locate multi-family housing at higher densities in Urban Downtown Areas.
<i>Mixed Use</i>	3) Locate multi-family housing at higher densities in Urban Downtown Areas on stand-alone sites or in mixed-use developments with commercial and institutional components.
<i>Downtown, Commercial Business</i>	4) Encourage and nurture small-scale, pedestrian-oriented shops and enterprises within Downtown Areas through consideration of financial incentives, marketing assistance and public investment in downtown services and amenities.
<i>No Large Format Retail</i>	5) Prohibit large format retail from locating in the Urban Downtown Areas and direct them to lands in Employment Areas or Activity Nodes and Corridors where large land parcels and adequate roads and infrastructure are available.
<i>Implement Design Guidelines / Controls</i>	6) Develop and implement Design Guidelines / Controls in Urban Downtown Areas with the intention of: a) enhancing the pedestrian environment; b) raising the standard of architectural design and site appearance; c) improving the quality of exterior materials and façade treatments, and; d) achieving a coordinated design theme for building facades and signage in keeping with or complimentary to the historic appearance and character of the downtowns.
<i>Active Transportation</i>	7) Enhance pedestrian safety in Downtown Areas by prohibiting the development of sites with vehicular approaches to parking or loading areas that cross public sidewalks.
<i>Shared Parking</i>	8) Encourage shared parking facilities in Urban Downtown Areas in order to avoid the proliferation of surface parking areas that detract from the pedestrian orientation and mainstreet character of contiguous, street-front buildings.

<i>Surface Parking Discouraged</i>	9) Discourage surface parking in Downtown Areas through zoning restrictions and special tax assessments.
<i>Active Transportation Plans</i>	10) Develop Active Transportation networks that interconnect the Urban Downtowns with all parts of the communities while improving the safety and convenience of pedestrians and cyclists moving to and through the downtown areas.

3.6 Urban Activity Nodes and Corridors

3.6.1 Intent

Activity Nodes and Corridors are areas with higher concentrations of residential, commercial, educational, institutional or recreational development, alone or in combination. Activity Nodes and Corridors are focused on major transportation routes and intersections that generate high volumes of vehicular and pedestrian traffic due to the density and diversity of land use and development. Activity Nodes and Corridors integrate higher density housing, places of employment, commercial services, and a wide range of community services and facilities to provide residents with an opportunity to live, work, shop and play in close proximity.

3.6.2 Principles

- Urban Activity Nodes and Corridors provide an alternative location for higher density development that might not be appropriate due to scale, operational characteristics or traffic generation for locations with the Urban Downtowns or Urban Neighbourhoods.
- Urban Activity Nodes and Corridors contain large format retail or highway commercial development on larger parcels with good vehicular and AT access and full municipal services.
- Urban Activity Nodes may contain facilities that service the entire community or regions and are good locations for strategic infrastructure investment.
- Urban Activity Nodes and Corridors contain a variety of uses that compliment or reinforce each other; helping to create a destination point with a “sense-of-place” that is recognizable to residents and visitors.

3.6.3 Policies

<i>Identify activity Nodes and Corridors</i>	1) Activity Nodes and Corridors will incorporate a mix of compatible uses at higher densities that will enable the nodes and corridors to evolve into focal points for community living and activity while contributing to fostering a “sense-of-place” unique from other parts of the cities.
<i>Encourage Infill Development</i>	2) Encourage infill development for residential, commercial, recreational, health and wellness, cultural and employment uses and developments on vacant or underutilized lands within Activity Nodes or along Activity Corridors.
<i>Encourage Mixed Use</i>	3) Amend zoning by-laws to permit mixed-use buildings in Urban Activity Nodes and Corridors.
<i>Allow for Large Format Retailing</i>	4) Direct large shopping centres and large format stores to Activity Zones and Corridors where suitable sites are available.
<i>Multi-modal Transportation</i>	5) Design Activity Nodes and Corridors to accommodate all forms and modes of transportation, present and potential.
<i>Highway Commercial</i>	6) Highway commercial development shall, as defined in the zoning by-law, be restricted to sites with frontage onto PTH #3 (Thornhill Street) in Morden, PTH #14 and PTH #428 in Winkler, and PR #23 in Miami.
<i>AT Connectivity</i>	7) Require new developments within Activity Nodes and Corridors to provide pedestrian connections from buildings through parking areas to public sidewalks or, if non-existent, to public right-of-ways that may be developed with future Active Transportation facilities.

3.7 Urban Employment Areas

3.7.1 Intent

To provide fully serviced land with flexible zoning that will encourage business development across all sectors of the regional economy including agriculture, commerce, health care, education, industry, research and technology, service, manufacturing, assembly and processing.

3.7.2 Principles

- Urban Employment Lands support the region's efforts towards achieving the economic diversity necessary for a stable and resilient economy.
- Urban Employment Lands provide an adequate supply of serviced and subdivided lands as well as designated but unserviced lands to meet both present and future demand for employment lands.
- Businesses or uses that are similar in nature or complimentary in terms of type, scale or operational characteristics are encouraged to cluster or co-locate in Urban Employment areas including business parks with a higher standard of site and building design and development.
- Urban Employment Areas use careful site planning, building design and site landscaping to achieve compatibility with adjacent Urban Neighbourhoods and developments within the rural municipalities.
- Agricultural production and research are an appropriate interim use of Urban Employment Lands.
- Urban Employment Lands are developed to a high environmental standard and in line with the servicing capacity of the municipality subject to site- or area-specific servicing agreements.

3.7.3 Policies

<i>Land Use and Employment Diversity</i>	1) Permit large-scale cultural, institutional, educational and recreational facilities and developments in Urban Employment Areas where they are compatible with the industrial environment and operations.
<i>Support Services</i>	2) Permit commercial enterprises in Urban Employment Areas that provide support services to businesses and workers.
<i>Multi-family Housing</i>	3) Allow multiple-family housing in Urban Employment Areas if located on peripheral lands fronting onto collector or arterial streets and adequately protected from adjacent non-residential land uses by separation space, berms, fencing and landscaped buffers.
<i>Agriculture</i>	4) Accommodate limited agricultural uses involving cropping and horticultural research activities in Urban Employment Areas as an interim use of land subject to zoning regulations.

<i>Design Criteria</i>	5) Develop site and building design criteria, endorsed as Guidelines by Council or adopted as a component of zoning by-laws, to evaluate development proposals for land use compatibility in Urban Employment Areas.
<i>Adequate Servicing</i>	6) Proponents of development in Urban Employment Areas will demonstrate through engineering pre-design studies and analyses that a municipality can accommodate the demand for water supply, wastewater treatment and waste disposal.
<i>Active Transportation and Accessibility</i>	7) Service Urban Employment Areas with major vehicular transportation routes and provide AT facilities including sidewalks, walking trails and multi-use pathways that interconnect with other parts of the urban area.
<i>Environmental Integrity</i>	8) Take necessary measures to ensure that development in Urban Employment Areas will not have detrimental impact on the environment of the site or adjacent areas.

3.8 Urban Parks and Open Space Areas

3.8.1 Intent

To provide land in Urban Areas for active and passive recreational facilities for the health and enjoyment of the region's residents and visitors.

3.8.2 Principles

- Urban Parks and Open Space Areas provide residents and visitors with opportunities for a variety of outdoor experiences by way of preserved natural lands as well as areas planned for active and passive recreation.
- Urban Parks and Open Space areas provide indoor and outdoor recreational, cultural and entertainment facilities and attractions at scales and in locations appropriate to and compatible with the surrounding or adjacent neighbourhood.
- Urban Parks and Open Space Areas accommodate a variety of recreational, cultural and leisure activities and events that meet the needs of residents and visitors alike and respond to changing demographic trends and societal preferences.

3.8.3 Policies

<i>Comprehensive Parks and Recreation Planning</i>	1) Expand recreational opportunities for residents and visitors by: a) allocating and preserving open space areas for natural lands preservation and space-extensive recreational activities; b) locating and integrating major recreational and institutional uses close to residential areas and/or Activity Nodes and Corridors; c) targeting lands within urban areas for future recreational and complementary uses such as schools; d) interconnecting Parks and Open Space Areas with an Active Transportation Network, and; e) promoting partnerships for the building of multi-use recreational facilities possibly in conjunction with health, wellness, education, and specialized housing facilities.
<i>Recreational Uses</i>	2) Accommodate and manage the following land in the Parks and Open Space Areas: a) recreation and open space uses like parks and natural areas and various sports and recreation facilities including arenas, golf courses, swimming areas, curling rinks, campgrounds and recreational vehicle parks; b) institutional facilities like libraries, art galleries and museums, and; c) restaurants and office uses that are accessory to recreation and open space uses and institutional facilities.

<i>Multi-use Recreational Spaces and Places</i>	3) Parks and Open Space Areas shall improve the quality of the residential environment by being: a) accessible from all parts of the cities by all modes of transport; b) sized and planned to accommodate future recreational and complimentary uses with a local and regional focus, and; c) planned in consultation with the MSTW member municipalities and private and public sector partners, funders and service providers in order to create joint-use sites and multi-use recreation facilities with health and wellness, education, entertainment, cultural and specialized housing components.
<i>Natural Lands</i>	4) Work with developers to preserve, acquire or otherwise secure for public use and enjoyment hazard lands and natural areas including waterways, wetlands and treed areas.
<i>Urban Trail System</i>	5) Interconnect Urban Parks and Open Spaces with all parts of the Urban Areas through the phased development of urban trail systems.
<i>Pubic Reserve Land and Cash-in-lieu</i>	6) Use <i>The Planning Act</i> provisions for public land dedication and/or cash-in-lieu, as determined during the development approvals process, to provide the lands and facilities for active and passive recreation.
<i>Governance – Recreation Development</i>	7) Work with public and private sector service providers and stakeholders to develop a variety of recreation, cultural and leisure opportunities that responds to demographic trends and the needs of people of all ages and abilities.
<i>Park Walking Distance</i>	8) No housing shall be more than a walking distance of 0.5 km (1/3 mi.) from an active or passive park or public open space.
<i>Riparian Habitat</i>	9) Encourage the maintenance, enhancement or restoration of native vegetative buffers along shorelines in municipal parks and other municipal lands.

PART 4 EMERGING COMMUNITIES

4.1 Intent

Communities within the RM of Stanley have grown and evolved over time such that they can no longer be considered rural villages nor are they urban centres. The designation of “Emerging Communities” recognizes the unique opportunities and challenges in these areas as they become serviced and accommodate more residents over time.

4.2 Principles

- The community is serviceable, with piped water and sewer, in the foreseeable future.
- The community has a significant population that is projected to grow. Increased density, subject to servicing, is encouraged to accommodate new growth.
- The rural character of the community is important and should be maintained through community design, flexible accommodation of rural land uses (such as home industry), and restricted accommodation of intensive urban land uses (such as larger scale commercial).

4.3 Policies

<i>Mixed Land Use</i>	1) Accommodate a mix of land uses by allowing limited opportunities for compatible commercial, industrial, and institutional uses in the zoning by-law.
<i>Cluster development</i>	2) Encourage clustering of development for new homes that locate within existing clusters.
<i>Increase density</i>	3) Encourage increased densities in New Community Areas by supporting lot splits, secondary dwellings, and multiple-family dwellings, all subject to appropriate provision of water, sewer, drainage, and transportation infrastructure.
<i>Concept Plans</i>	4) Prepare concept plans for under-developed areas of Emerging Communities to accommodate increased density. The concept plans shall provide for efficient, well-planned developments by illustrating the general arrangement of future roadways, tie-ins to existing roadways and services, pathways, building lots, open spaces, area drainage or other major features.

4.4 Transportation

<i>Internal community pathways</i>	1) Enhance opportunities for Active Transportation connections throughout the community by planning and building paths and trail systems.
<i>Sense of Place</i>	2) Enhance primary entrance points to the community by establishing landscaping, signage, or other features that reflect the unique local character.
<i>Right-of-way standards</i>	3) Determine appropriate street standards for Emerging Communities such that adequate right-of-ways are established in anticipation for future servicing and traffic volumes.

4.5 Municipal Servicing

<i>Piped Sewer Service</i>	1) Extend piped wastewater service to Emerging Communities: Reinfeld and Schanzenfeld.
<i>Inter-municipal Servicing Agreements</i>	2) Consider agreements between Stanley and Winkler for the provision of municipal services to Emerging Communities.
<i>User-pay Infrastructure</i>	3) New municipal services in Emerging Communities could be financed based on the principles of a user-pay approach.
<i>Fire flows</i>	4) Consider adding hydrants and increasing the capacity of pumps in order to obtain water pressure sufficient for fire suppression in areas served by the Reinfeld and Schanzenfeld reservoirs.

PART 5 STANLEY CORRIDOR

5.1 Intent

A thoroughfare that serves to connect two growing cities, accommodating the heart of the region, a hospitality and wellness hub and regional-level services along a multi-modal corridor.

5.2 Principles

- Development in the Corridor compliments economic development opportunities in the south central region of Manitoba.
- Rural employment opportunities are planned with excellent highway exposure and connections to the region.
- The Stanley Corridor is a safe and efficient highway network capable of moving people, goods and services.
- Land development is effectively integrated with current and future transportation and infrastructure requirements.
- Incompatible land uses are prohibited in the Corridor to maximize future regional economic development potential.
- Development is serviced to an appropriate standard in a cost-effective manner.

5.3 Policies

<i>Regional Thoroughfare</i>	1) Promote development on the Corridor that supports the evolution of the regional thoroughfare connecting two growing cities.
<i>Commercial Industrial Mix</i>	2) Allow a mix of land uses primarily consisting of commercial and industrial enterprises along the corridor.
<i>Regional Public Service</i>	3) Encourage regional-scale public services, such as a wellness centre, educational institutions, and recreational and sports complexes that contribute to the livability of the overall region.
<i>Location and Design</i>	4) Manage the location and design of new commercial development such that the Corridor complements the region over time with commercial uses maintaining visual prominence compared to industrial.
<i>Parcel Size</i>	5) Allow a range of parcel sizes and shapes while at the same time grouping compatible uses.

<i>Parcel Size</i>	6) Allow smaller parcels that can accommodate support services over the long term development of the Corridor.
<i>Phasing</i>	7) Phase development by encouraging development in locations where services exist and requiring concept plans that demonstrate appropriate servicing levels, site plans, and adequate due diligence.
<i>Neutral Character</i>	8) Encourage the establishment of regional amenities in the Corridor that can benefit from equal access to both urban populations.
<i>Long Term Planning</i>	9) Recognize northern and southern sides of the Corridor for long-term development requirements.
<i>Health and Wellness</i>	10) Promote health and wellness services, activities, and related businesses in the Hospitality and Wellness Area that benefit residents of the entire region, such as: a) cycling pathways; b) a wellness centre; and, c) tourism-related amenities.
<i>Hospitality and Wellness Node</i>	11) Prevent incompatible lands development in the vicinity of a hospitality and wellness node around the intersection of PTH #3 and PTH #14.
<i>Secondary Planning & Collaboration</i>	12) Undertake and adopt a Secondary Plan by the Council of the RM of Stanley for the Stanley Corridor that is endorsed by the Councils of the Cities of Morden and Winkler: a) such endorsement for Morden and Winkler shall not be unreasonably withheld; b) in the even that concurrence with the Secondary Plan is not forthcoming from one or both cites, “unreasonable” shall be determined by an independent third party arbiter, who shall be agreed upon and appointed by all involved municipalities; c) should the arbiter deem the objections to be unreasonable, the RM of Stanley will proceed with their secondary Plan by-law; d) the plan establishes additional detail about the use of land, infrastructure, service-sharing, and revenue-sharing opportunities; e) until the secondary plan is endorsed and adopted by the municipalities, development within the corridor requires the agreement of both Cities of Morden and Winkler except for those uses, which were permitted

	under the previous Development Plan By-law No. 4-05 and RM of Stanley Zoning By-law No. 20-08, as amended.
<i>Non-residential</i>	13) Protect the Corridor from residential encroachment by establishing a clear demarcation zone of Corridor-related land uses at the west and east edge of the Corridor.
<i>Corridor Edge Design</i>	14) Support establishment of visual cues through landscaping, signage, and other design elements, as well as land use, at the Winkler/Corridor edge and the Morden/Corridor edge.
<i>Zoning</i>	15) Manage land use opportunities and restrictions through the zoning by-law.
<i>Sustain Agriculture</i>	16) Encourage use of lands in the Stanley Corridor for agriculture until such time as the land is required for development.

5.4 Transportation

Active Transportation	1) Support a multi-use pathway along the Corridor as a viable mode of travel, an investment in healthy living, a safe and affordable means of transport, and a mechanism for connecting communities.
Multiple Modes	2) Encourage the use of multiple modes connecting the cities.
Internal Road Network	3) Focus on using existing service roads for building the internal road network with new roads running parallel to existing roads in a second layer on the Corridor.
Access Management	4) Locate new access points on the Corridor not less than every one- mile or as limited by Manitoba Infrastructure and Transportation.
Access Management	5) Maintain highway traffic flow in an efficient manner along the Corridor.
Internal Road Network	6) Require developers to provide concept plans committing to an overall internal road network plan for all new businesses.
Safety	7) Require modes to use separate facilities along the highway portion of the Corridor.

Internal Road Network	8) Minimize the infrastructure to limit municipal expenditures for future maintenance and snow clearing.
Integrated Inter-municipal Transportation	9) Integrate the Corridor transportation network with the Cities transportation plans as well as connections south and north of Corridor.
Access Management	10) Design service roads in a grid-pattern to facilitate property access via 90-degree entrance/exit points.
Parking	11) Require developers to provide adequate on-site parking rather than reliance on adjacent streets.
Access Management	12) Work with Manitoba Infrastructure and Transportation to develop an access management strategy.
Future Interchange	13) Protect the future potential interchange at the intersection of PTH #3 and PTH #14 by recognizing the 1,000-foot radius control circle from the intersection midpoint.
Active Transportation	14) Promote Active Transportation as a mode of transportation and provide infrastructure to support this by implementing a pathway physically separated from the highway along the Corridor including rest stops for AT users.
Naturalized Drainage	15) Incorporate naturalized linear drainage systems as an aesthetic amenity to AT facilities.
Trucking	16) Maintain the Corridor as a major truck route in Manitoba.
Trucking	17) Accommodate truck and large-vehicle traffic in the design of site approaches, intersections, roads and utility installations.
Trucking	18) Provide appropriate truck parking areas within Corridor developments.
Trucking	19) Coordinate with MIT on the location and use of truck weigh scales on the Corridor if and when any future changes are made.
Public Transit	20) Explore regional transit options through funding partnerships with different levels of government where available.
Public Transit	21) Use transit facilities as a way to encourage and promote employment centers within the Corridor.

5.5 Municipal Servicing

Service Sharing	1) Build on existing sewer infrastructure, using the most strategic connections as a first phase.
Development Location	2) Require new development adjacent to existing piped municipal services to connect.
Interim On-site Servicing	3) Accommodate interim servicing on private systems when phasing plans and appropriate due diligence have been demonstrated through a detailed development concept plan.
Interim On-site Servicing	4) Require development with interim private services to install systems in a manner that can be easily retrofitted to a municipal piped service in the future, for example, tanks located in the yard closest to future service connection and building setback minimized to future service connection.
Service Sharing	5) Investigate the feasibility of an inter-municipal water servicing arrangement using increased supply from PVWC, Morden, and Winkler to effectively service the corridor.
Water Service	6) Investigate constructing water reservoir(s) and pumping station(s) at a central point in the corridor to provide both uninterrupted domestic water supply and fire protection requirements.
Low Impact Development	7) Use low impact development infrastructure where possible using best practices from the stormwater management guide called “Water on the Land”. http://www.riverswest.ca/resource/file/ENGFINALDIGAUG_2012.pdf .
Regional Drainage	8) Coordinate drainage works in accordance with regional watershed management plans, Pembina Valley Conservation District and the surrounding municipalities.
Stormwater Management	9) Require new developments to maintain pre-development storm water runoff with linear drainage facilities incorporating the AT pathway where appropriate.

5.6 Development Standards

Secondary Planning	1) Establish development standards and design guidelines, in consultation with MIT, for the Stanley Corridor Area.
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PART 6 VILLAGE AREAS

6.1 Intent

The original villages, mostly in the RM of Stanley, remain as the small communities where new Canadians lived and farmed the land. This lifestyle, where homes and accessory industry and agricultural operations exist side by side, is alive and well today. Village Areas should continue to provide a traditional village living option that embraces farm life in the midst of close family and neighbours, horticulture, and small scale animal husbandry.

6.2 Principles

A rural standard of infrastructure is available in Village Areas. Water services may be provided by water co-ops or by the municipality and the property owner provides their own, or shared, on-site wastewater storage and treatment. Standard municipal rural roads connect villages, and narrower laneways may be used to access and connect properties within a village. The ecology of the land is the predominant feature of villages and all efforts should be made to preserve and restore it with trees and other vegetation.

6.3 Policies

<i>Small-scale Agriculture</i>	1) Specialized small scale agricultural operations, including market gardens, are encouraged in Village Areas.
<i>Livestock Operations</i>	2) New livestock operations or expansions to any existing livestock operations will not be considered within Village Areas.
<i>Protect Agriculture</i>	3) When accommodating growth that requires expanding the boundary of Village Areas, the direction of growth and amount of land used should minimize interference with established agricultural operations, prime agricultural lands as defined in the Provincial Planning Regulation, and drainage conditions.

6.4 Commerce

<i>Limited Commercial</i>	1) Village Areas may contain limited commercial activities serving the village or surrounding area.
<i>Industrial</i>	2) Prevent land use conflicts by making industrial uses a conditional use in municipal zoning by-laws.

<i>Wind Farms</i>	3) Establish separation distances between wind farms and Village Areas in the zoning by-law.
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6.5 Housing

<i>Secondary / Concept Plans</i>	1) Require secondary/concept plans when large areas of land are being proposed for development that describe phasing, cost of extending services, village waste, water services, transportation impacts, school, and recreation opportunities to the village and surrounding area.
<i>Infill Development</i>	2) Housing is encouraged within existing Village Area boundaries before expanding the boundaries.
<i>Multi-family Housing</i>	3) Increase density in Rural Areas by allowing small-scale multiple-family and/or multi-generational housing in Villages, and Rural Clusters: a) where the property can be fully serviced with piped water, sewer, or; b) localized water and sewer treatment facilities are developed at the cost of the development proponent, to the satisfaction of the municipality, and turned over to the municipality; c) where the property has access to an improved all-weather municipal roadway, and; d) school bus service is available.

6.6 Recreation, Education, and Health

<i>Recreation</i>	1) Promote recreational opportunities in Village Areas to serve local residents.
<i>Communication</i>	2) Communicate new large residential developments to recreation, education, and health authorities to ensure services are available and adequate.

6.7 Culture and Heritage

<i>Protect Agriculture</i>	1) Balance the respect for historical development patterns with the need to minimize impact on prime agricultural lands as defined in the Provincial Planning Regulation.
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<i>Historic Development Patterns</i>	2) Preserve the historic housebarn settlement pattern with a mix of residential and agricultural operations where possible.
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6.8 Environment

<i>Natural Systems</i>	1) Protect and enhance the local ecological systems within villages as much as possible.
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6.9 Transportation

<i>Development near Provincial Trunk Highways</i>	1) Restrict development to one side of a provincial highway or road where development has not already established on both sides of the trunk highway.
<i>Road Patterns</i>	2) Encourage parallel road patterns so residential uses can be clustered as much as possible.
<i>Trunk Highway Access</i>	3) Minimize access points to provincial roads and trunk highways by encouraging clustered development and parallel roads.

6.10 Water and Wastewater

<i>Water Service</i>	1) Water service is provided by the municipality or co-op.
<i>Municipal Service</i>	2) The municipality will consider the potential cost of extending municipal services for new development.
<i>Required Connections</i>	3) New development is required to connect to piped water or sewer services if available.
<i>Wastewater Treatment</i>	4) Wastewater treatment is generally provided on site but may be connected to a sewer service in the future. Encourage innovations such as small scale wastewater treatment plans and composting toilets.
<i>Municipal Service</i>	5) The municipality will give consideration to the feasibility and cost of extending sewer services to a village area if it grows to a size or density where sewer services become necessary or required.

<i>Minimize Land Consumption</i>	6) Encourage efforts to minimize the amount of land required for on-site wastewater treatment.
<i>Accommodate Agriculture and Living</i>	7) Size watermain to accommodate the pressure requirements of anticipated agricultural and residential users.
<i>Water capacity</i>	8) Proactively plan and implement water reservoir capacity and water pump upgrades.
<i>Wastewater Management Plans</i>	9) Prepare sustainable wastewater management plans for Village areas that explore alternative systems (individual, clustered, and decentralized), technologies, and wastewater treatment programs that meet environmental, financial, and social needs using a sound decision making process.

6.11 Waste Management

<i>Waste Diversion</i>	1) Encourage waste diversion strategies.
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PART 7 RURAL AREAS

7.1 Intent

Rural Areas provide an opportunity for incorporating the development of industry, housing and other uses in farming areas on other than prime, Class 1, 2 & 3 agricultural lands. Rural Area policies acknowledge the need for larger parcels of land while providing the opportunities for rural based activities including agriculture, tourism, and rural living.

7.2 Principles

- Developments will have onsite waste-water disposal and there is no expectation of future servicing beyond current levels.
- Development occurs in a way that respects the natural features of the land and should be built to flood protection levels.
- Natural resources are protected and managed.
- Rural living opportunities are supported where clusters of development already exist, or along escarpment areas (see map) which are not suitable for farming activities.
- Investments in the transportation infrastructure are protected by limiting the use of land to areas already serviced by maintained all-weather roads.

7.3 Policies

- 1) Certain areas within the Rural and Agricultural Policy Area designations with significant existing land fragmentation have been identified as Rural Clusters on the attached maps.

Parcels within a Rural Cluster will maintain the underlying Rural or Agricultural designation but will be afforded additional subdivision opportunity as identified in the subsequent policies in this section of the Plan. Because the Rural Clusters maintain the underlying Rural or Agricultural designation, these areas are not 'designated areas' under Part 5 of the Provincial Planning Regulation and the minimum separation distances for siting livestock operations do not apply to these areas.

Identifying new (or expanding the boundary of existing) Rural Clusters can only occur via amending this Development Plan using the appropriate land use map in this Plan pursuant to the provisions of *The Planning Act*. Any such proposals will only be considered in

	circumstances where: a) the proposal identifies lands with significant existing fragmentation; b) there is limited subdivision potential in any existing Rural Clusters in the area; and c) the proposal generally does not involve lands in agricultural use or would not impact the operation of or potential for agricultural uses in the area.
<i>Rural Living</i>	2) Subdivide property for residential uses in accordance only in the following circumstances: a) a farmer who has actively farmed the land for a substantial time period wishes to retain the farm residence and any farmstead-related outbuildings within the established shelterbelt for retirement purposes, or for any of the other allowable farm-related subdivision criteria identified in Policy 8.3.6; b) a site forms a portion of a larger parcel of land located within a Rural Cluster, as identified on Maps, that: i. is constrained on three sides by lands (including roadways and well established yard sites) that have not been farmed for a number of years; and ii. is of a size and shape that cannot easily be farmed on account of a variety of constraints; iii. is a minimum size to meet the requirements of provincial wastewater regulations, and; iv. is a size and shape that is generally consistent with any existing development in the Rural Cluster. c) an abandoned farmstead is located on the proposed site, or; d) to permit up to three lots to be subdivided from a well-defined yard site or physically isolated parcel which is a minimum of 4 acres, has mature tree stands and has not been cultivated for many years and can meet the provincial wastewater regulations. Once land has been subdivided under this policy, any additional subdivision of the affected land, or any adjacent lands, can only occur if the area has been identified as a Rural Cluster on the appropriate land use map in Schedule F.

<i>Abandoned Farmsteads</i>	3) Re-establish abandoned farmstead sites for residential development prior to creating new residential lots where possible. There is evidence of the following features: a) a well for domestic purposes; b) an indication that a farm dwelling previously existed on the site; and, c) an existing farmyard shelter belt.
<i>Infrastructure Requirements</i>	4) Create lots only where municipal services, such as roads, drainage, fire protection, and other infrastructure including school bus service, may be provided with sufficient capacity and do not create a financial or operational burden on the municipality over time. Where possible, rural residents must share access points to municipal roads.
<i>Rural Conservation Living</i>	5) Support intensification of identified Rural Clusters, and the limited designation of new Rural Clusters on the land use maps in areas along the escarpment, where new residential developments utilize Conservation Design principles by meeting the following criteria: a) housing is clustered to minimize the impact on the land, natural resources, and the transportation network; b) development respects the natural features of the land by using conservation design; c) The Development Area must be a generally contiguous parcel and be greater than 20 acres in area, unless, in the opinion of the Board, a smaller Development Area is justified; d) The maximum density of the Development Area shall be one lot per 2 acres of the gross Development Area; e) A minimum of 60 percent of the gross Development Area must be preserved as open space; f) Open space should only include natural areas, wildlife habitat, sensitive areas and farmland and shall be protected from further development; g) All wetlands, floodplains, steep slopes, mature trees and environmentally sensitive areas should be preserved within the proposal's open space;

	h) All heritage and archeological sites should be preserved within the proposal's open space; i) Open space within the Development Area must connect with existing open space abutting the Development Area or where no open space is abutting, provide for future connections to future open space; j) encourage development to locate on existing improved all-weather municipal roads, and; k) development does not impact high quality agricultural production.
<i>Minimize the Impacts of Estate Lots on the Agricultural Value of Land</i>	6) Encourage and facilitate residents living on large tracts of land (20 acres or more) to lease the unused portion of their land for agricultural purposes, through a variety of means which may include: a) Education and communication about the value of agricultural land and production; b) Incentives for owner to lease land to agricultural producers; c) Establishment of a central registry for "land available for lease to producers" where land owners can express their willingness to allow unused portions of their land for agricultural use, and; d) Prepare a template agreement for use between a property owner and an agricultural producer to address items of mutual concern.
<i>Protecting Livestock Operations</i>	7) Residential development on small lots in Rural Areas shall continue to have agricultural zoning and shall be a conditional use in the municipal zoning by-law to ensure that impacts on livestock operations are minimized.
<i>Multi-family Housing in Rural Areas</i>	8) Increase density in Rural Areas by allowing small-scale multiple-family and/or multi-generational housing in Villages, and Rural Clusters: a) where the property can be fully serviced with piped water, sewer, or; b) localized water and sewer treatment facilities are developed at the cost of the development proponent, to the satisfaction of the municipality, and turned over to the municipality;

	c) where the property has access to an improved all-weather municipal roadway, and; d) school bus service is available.
<i>Secondary / Concept Plans</i>	9) Require secondary/concept plans for development proposals in Rural Cluster areas when one or more of the following circumstances are present: a) four or more lots are being created; and, b) the property is 40 acres or more; and/or, c) a new public right of way is required.
<i>Secondary / Concept Plans</i>	10) Secondary / concept plans should address: a) development phasing; b) cost of extending water and sewer services; c) transportation impacts; d) school, and recreation opportunities to the community and surrounding area, and; e) the housing needs of newcomers to the district.
<i>Villages</i>	11) Encourage housing within existing village area boundaries before expanding into undeveloped land.

7.4 Commerce

<i>Managing Commercial Development</i>	1) Direct non-agricultural commercial uses towards the Emerging Communities or Village Areas with first priority directed to commercial Urban centres and the Stanley Corridor except where the use may be more appropriate in a rural industrial area such as: a) uses which directly serve agricultural production or processing and service these industries best from a rural location, or; b) unsightly or potentially noxious uses which do not require municipal services. Any major multi-lot proposals for such rural commercial and industrial uses shall be identified as Rural Industrial Clusters on Maps 22 and 23. Identifying new Rural Industrial Clusters will require a map amendment that will be considered under the siting criteria for new Rural Clusters identified in Policy 7.3.1.
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<i>Secondary / Concept Plans</i>	2) Require a secondary/concept plan prior to any major commercial or industrial development in a Rural Industrial Cluster to: a) establish internal roads and access points to major transportation routes; b) establish future servicing requirements including land drainage, and; c) provide phasing plans for future growth.
<i>Home-based businesses</i>	3) Home-based businesses are supported in Rural Areas as a means of diversifying incomes, creating flexible employment opportunities, and providing limited local services.

7.5 Recreation

<i>Managing Recreational Developments</i>	1) Accommodate recreational uses not suited to Urban Areas (due to noise, dust, amount of land, etc.) in Rural Areas where there are the natural features of the land support the recreational use.
<i>Protecting Ecological Features and Livestock Operations.</i>	2) Respect local ecological features and do not negatively impact livestock operations when establishing recreational uses in Rural Areas.

7.6 Environment

<i>Protect Natural Systems</i>	1) Protect and enhance natural areas and habitats from incompatible development where: a) rare or endangered flora and fauna have received provincial designation and protection under either the <i>Manitoba Endangered Species Act</i> or the federal <i>Species At Risk Act</i>; b) lands have been designated as Protected under the <i>Protected Areas Initiative</i>; c) lands have been identified as wildlife management area or provincial park; d) sensitive/ecologically significant wildlife or aquatic habitat(s) have been identified, or e) private lands that have been voluntarily protected by private landowners under <i>The Conservation</i>
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	<i>Agreements Act.</i>
<i>Soil Conservation</i>	2) Recognize the value of soil conservation techniques that reduce wind and water erosion.

7.7 Transportation and Municipal Servicing

<i>Road Access</i>	1) Access rural developments from municipal roads instead of provincial roads and highways where possible.
<i>Road Access</i>	2) Rural residences may not be established without access to an existing all weather road and individual approaches onto provincial roads and highways should be avoided if possible.
<i>Trail Systems</i>	3) Enhance existing trails systems and extend the network where appropriate.
<i>On-site wastewater management</i>	4) Proposed Rural Area subdivisions should have on-site wastewater management systems and should not be wasteful of land. All wastewater systems must be approved by Manitoba Conservation and Water Stewardship.
<i>Lagoons</i>	5) Plan, manage, and locate residential developments in Rural Areas to ensure that they do not conflict with sewage lagoons.
<i>Aquifer protection</i>	6) Intensive development and high capacity wells should only be permitted in areas where it can be demonstrated that the accumulated demand will not exceed the total sustained yield of the aquifer nor cause a reduction in aquifer water quality or quantity for existing users.
<i>Rural residential water supply</i>	7) Rural residential development should be directed to locations that can be economically serviced by local water systems as to avoid potential issues with groundwater contamination, well water quality and aquifer integrity.

<i>Shared on-site Wastewater systems</i>	8) Consider and support the feasibility of shared private on-site wastewater services for residential clusters in rural areas subject to submission of a study in defense of the proposed system, completed by a professional engineer registered to practice in Manitoba, and satisfactory to the municipality. The study must include, at least: a) capacity of the land to handle the proposed system, including evidence of soil suitability; b) any specific due diligence required by Manitoba Conservation; c) statement of system capacity (number of residences and land area) and any phasing schemes relevant to system implementation, and; d) full-cost accounting of the ongoing maintenance, operations, and renewal of the system to the municipality over time.
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7.8 Agriculture

<i>Protecting Agricultural Lands</i>	1) Prime agricultural lands, defined general, but not always, Agricultural Capability Classifications 1, 2, 3, and viable lower class lands, should be protected for agricultural activities and livestock production operations.
<i>Promoting Agricultural Land Use</i>	2) Encourage the use of Rural Area lands for food production, agricultural diversification opportunities, and agricultural operations.
<i>Sustaining Agriculture as Priority</i>	3) Encourage small-scale and innovative agricultural practices to be fully incorporated into commercial and residential areas where desirable and feasible.

PART 8 AGRICULTURAL AREAS

8.1 Intent

The Agricultural Area designation identifies land characterized, in a generalized sensibility, by the most productive agricultural capability classifications. The intention of the policies in this section of the Development Plan is to manage development that supports and strengthens the agricultural industry.

8.2 Principles

- Prime agricultural land is valued for its contribution to the economy, local culture, and future opportunities.
- The land accommodates a full range of agricultural activities and livestock production operations in accordance with the principles of sustainable development.
- Incompatible uses of the land are discouraged in order to support the efficient use of the land resources for agriculture.
- “Farm life” continues to be an important component of agricultural areas and those who choose to be a part of this agrarian lifestyle find opportunities to live and work in supportive, compatible homes and industries.

8.3 Policies

<i>Protect Prime Agricultural Land</i>	1) Agricultural Areas shall be protected for agricultural activities and livestock production operations on prime agricultural lands generally defined as Agricultural Capability Classifications 1, 2, 3, and viable lower class lands.
<i>Large land parcels</i>	2) In general agricultural land should be held in larger parcels.
<i>Large land parcels</i>	3) Encourage land consolidation of existing smaller holdings with larger sized land holdings.
<i>Small-Scale Agriculture</i>	4) Small land holdings for small-scale or specialized commercial agricultural operations like tree nurseries, apiaries, market gardens and other bona fide agricultural practices may be considered for approval, 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.

<i>Agricultural-Related Commerce & Industry</i>	5) Agri-commercial/industrial uses may be located in Agricultural Areas in the following circumstances: a) they will not conflict with agriculture or the Provincial highway system; b) they cannot locate elsewhere due to their requirement for larger parcels of land; c) the hazardous nature of or potential nuisance created by the operation, and; d) the potential danger to public safety or nuisance from materials association with the operation.
<i>Farm-related Residential Options</i>	6) The subdivision of land for residential purposes may be allowed in the Agricultural Areas in accordance with the following options: a) where an existing farmstead, which contains a habitable dwelling or which will be located within a well-defined yard-site typically defined by a well-established shelterbelt, is no longer required as part of a farm operation and has become surplus for the purposes of farm enlargement; b) where a retiring farmer wishes to subdivide his or her residence from the farm and retain the dwelling for retirement purposes; c) where a farm is incorporated and it is necessary to establish a separate residential site from the company holdings for business or mortgage purposes; d) where a building site is for a home required by a family member or individual actively participating in the farm operation and deriving significant income from it; e) where a parcel of land is isolated by way of a creek, drain, road or natural land feature and is of a size or shape that makes farming difficult; or f) where separate titles are proposed in cases where more than one dwelling exists under one title, a dwelling shall have existed on the parcel affected by the proposed subdivision and the residual parcel either on or before the effective date of 2007 of the previous Development Plan.
<i>Realigning Farm Boundaries</i>	7) The subdivision of land for the realignment of farm boundaries around rivers, streams, highways, drains and other features may be permitted if deemed necessary for agricultural purposes.
<i>Minimize the</i>	8) Encourage and facilitate residents living on large tracts of

*Impacts of
Estate Lots on
the Agricultural
Value of Land*

land (40 acres or more) to lease the unused portion of their land for agricultural purposes, through a variety of means which may include:

- a) education and communication about the value of agricultural land and production;
- b) incentives to offer the land for lease to agricultural producers;
- c) establishment of a central registry for “land available for lease to producers” where land owners can express their willingness to allow unused portions of their land for agricultural use, and/or;
- d) prepare a template Agreement for use between a property owner and an agricultural producer to address items of mutual concern.

PART 9 COLLABORATIVE PLANNING AREAS

9.1 Intent

As growth occurs, development should take place where it makes sense based on physical opportunities and constraints rather than political boundaries. When similar development occurs across boundaries, the experience of moving from one municipality to another should appear seamless. Services, infrastructure, and taxes should be integrated to ensure that the community can flourish to the benefit of everyone.

The Collaborative Planning Area references a process of collaboration between municipalities. The Collaborative Planning Area policies are ***in addition*** to the land-use designations (Agriculture, Rural, Neighbourhood, etc.) that apply to the use of the land.

9.2 Principles

- There should be equity between town and edge-of-town living and working.
- Residents, employers, and property owners should share in the benefits and costs of services, taxation, etc.
- The form of development should be generally consistent in terms of lot sizes, development standards, and complimentary uses.
- Servicing and tax sharing agreements are prerequisites in Collaborative Planning areas that may include local improvement districts or differential mill rates.
- Cooperative boundary adjustment agreements in Collaborative Planning areas are a consideration.

9.3 Policies

<i>Shared Services</i>	1) New development in the Collaborative Planning area should contribute toward the provision of community services such as recreation, employment, utilities, and emergency and health services through inter-municipal service-sharing agreements or user fees.
<i>Contiguous Development</i>	2) The development of Collaborative Planning area shall be subject to phasing of the overall city area. A subsequent phase of development should not be developed until more than 50% of the previous phase is fully built out and absorbed into the market, unless a reasonable business case can be made to the Planning District Board.

<i>Land Intensive Uses</i>	3) Land intensive commercial and industrial developments may be accommodated in Collaborative Planning Areas.
<i>Secondary Plans</i>	4) Prior to development or subdivision approval in Collaborative Planning Areas, a secondary plan may be required in order to guide the development of the Collaborative Planning Area. A Development Plan amendment may also be required to apply a land use designation that supports the proposed use.
<i>Access Management Plans</i>	5) Prior to development or subdivision in Collaborative Planning Areas, a highway access management plan may be required where direct access onto a provincial road or highway is unavoidable.
<i>Development Standards</i>	6) Base development and servicing standards in Collaborative Planning areas on the standards of the adjacent city to ensure development is seamless, infrastructure is compatible and the Collaborative Planning Area functions as part of the urban area.
<i>Mutual Agreement Regarding Development</i>	7) Subdivision applications with the Collaborative Planning areas shall require a resolution of support from the adjacent city prior to the rural municipality approving the application, and such resolution shall not be unreasonably withheld providing the conditions set forth in this development plan are met.
<i>Service Sharing</i>	8) A service-sharing agreement shall be established prior to development in the Collaborative Planning Area between the rural and urban municipality to provide for an equitable sharing of costs for services such as: a) protection services; b) garbage collection and disposal and recycling; c) snow clearing; d) sewer and water services; e) road and infrastructure maintenance; and f) recreation facilities and programming.
<i>Tax Sharing</i>	9) A tax sharing agreement may be developed whereby municipal revenues from new development in the Collaborative Planning Area shall be deposited into one account for each agreement administered by both municipalities for the purposes of supporting service and infrastructure improvements.

PART 10 LAKE MINNEWASTA AREA

10.1 Intent

The Lake Minnewasta Policy Area designation addresses the existing and potential recreational and residential uses and development pressures upon lands near and immediately adjacent to the lake as it is the domestic water supply for the Town of Morden.

This policy area outlines the three characterization areas that will be regulated through the zoning by-law, namely a Waterfront District (W), an Environmental Protection District (EP), and a Special Open Space District (SOS).

The intent of the **Waterfront** area is to permit seasonal recreational and limited permanent residential development adjacent to lakes and rivers within the MSTW Planning District.

The intent of the **Environmental Protection** area is to identify land that is subject to flooding, identified as environmentally sensitive area by conservation or is unsuitable for development due to physical hazards/limitations.

The intent of the **Special Recreation and Open Space** area is:

- To recognize land with recreational uses or that has the potential for recreational uses.
- To protect and enhance the natural features found on these lands for the use and enjoyment by the public.
- To provide for resource-based recreational development where such development is not feasible or appropriate within an urban area.

10.2 Principles

10.2.1 Waterfront Area

- Low density residential development and seasonal recreational are recognized as the primary land use and protect the established residential character.
- Measures are taken to ensure that surface water from adjacent development is not injurious to lake water quality.
- Lake water quality is protected through setback requirements, minimum lot sizes, septic inspections, preservation of natural vegetation, shoreline naturalization efforts, development restrictions in sensitive areas and the creation of lake monitoring programs.

10.2.2 Environmental Protection Area

- Development or site alteration are prevented on lands which are hazardous due to erosion, flooding, poor drainage, deep organic soils, steep slopes, or any other physical condition which could cause loss of life, personal injury, property damage or degradation of the environment.

10.2.3 Special Recreation and Open Space Area

- Municipal and agency partnering will protect open space areas as important for recreation and the natural environment.
- Various forms of high quality recreational developments are provided for the travelling public in support of the tourism industry.
- Development is compatible with surrounding uses and maintains the rural character of the area.

10.3 Policies

10.3.1 Waterfront Area

<i>Public Access</i>	1) Encourage public access to Lake Minnewasta to foster appreciation for its recreational value, as long as the levels of activity do not jeopardize the ecosystem of the lake and its primary role as a domestic water supply resource.
<i>Housing Development</i>	2) Manage waterfront designations predominately for seasonal recreational and low density permanent residential uses through the zoning by-law.
<i>Sewer and Water Services</i>	3) Require all new development to be serviced by municipal water and sewer systems.
<i>Proper Site Planning</i>	4) Require additional information on site plans submitted for development approval, including, but not limited to: a) appropriate location of buildings, structures and sewage disposal systems; b) retention or restoration of a natural vegetative buffer to prevent erosion, siltation and nutrient migration; c) maintenance or establishment of native tree cover and vegetation on the lot wherever possible;

	d) appropriate location and construction of roads, driveways and pathways, including use of permeable materials, and; e) implementation of stormwater management and construction mitigation techniques, including proper land re-contouring, discharging of roof leaders, use of soak away pits and other measures to promote infiltration.
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10.3.2 Environmental Protection Area

<i>Environmentally Sensitive Lands</i>	1) Require any use to maintain the unique natural characteristics of the lands and not contribute to erosion, flooding, pollution or environmental deterioration. Typical uses are limited to agriculture, structures for flood control, conservation, and open space.
<i>Riparian Habitat</i>	2) Maintain a 30 metre (from normal high water mark) riparian area) and retain/restore native vegetation.
<i>Social Value of Lake</i>	3) Support preservation of social values including heritage sites, landscapes, aesthetics, recreational opportunities and the public access to the waterfront.

10.3.3 Special Recreation and Open Space Area

<i>Partnering</i>	1) Continue to work with recreation stakeholder groups, service providers and various government agencies to encourage and promote a variety of recreation, cultural and leisure opportunities that respond to changing demographic trends.
<i>No Year-round Residency in Commercial Campgrounds or RV Parks</i>	2) Tourist commercial developments are to serve the travelling or vacationing public and shall not be used as a primary or permanent residence.

PART 11 IMPLEMENTATION

11.1 Development Plan Designations

The policies contained in the Development Plan need to be read and applied in conjunction with the area designations found on the attached maps.

11.2 Amendments to the Development Plan

It is recognized that certain situations may necessitate a degree of flexibility in the application of the Development Plan policy and mapping provided that the general intent of the Development Plan is maintained. The MSTW Planning District Board may amend the Development Plan in accordance with the provisions of *The Planning Act* any time it considers it appropriate or necessary. When errors or omission to the plan are evident, and not of a substantive nature to the intent of the policies presented, those errors / omissions may be corrected with the permission of the Province and in agreement with the MSTW partners.

11.3 Secondary Plans

Several policies in this plan call for secondary plans to be developed. Consistent with the Development Plan, secondary plans provide more guidance on development issues. Municipal councils may, by by-law, adopt a secondary plan to deal with objectives and issues in a part of the municipality, including, any matter:

- dealt with in this plan.
- dealing with subdivision, design, road patterns, building standards, or other land use and development matters.
- respecting economic development or protection of heritage resources and sensitive lands.

11.4 Concept Plans

A concept plan is written with the same intent as a secondary plan and can be prepared and used as a guideline for Council without being adopted as a by-law. However, a plan without by-law status has less authority.

11.5 Municipal Cooperation

Planning and working cooperatively within the MSTW Planning District as well as with other municipalities, agencies, and levels of government will produce more efficient and higher quality services for residents. Transportation, municipal services, recreation, fire, health and education, and libraries are examples of where the region is already working cooperatively.

11.6 Municipal Service Sharing Agreements

The member municipalities may enter into municipal service-sharing agreements with each other to provide essential and non-essential services such as fire protection, snow clearing, or recreation service.

11.7 Zoning By-law

The zoning by-laws of the member municipalities are critical tools for implementing this plan. Zoning by-laws must be updated to conform to this Plan within 12 month of Third Reading of this Plan. The zoning by-law and amendments regulate and control land uses that align with the directions and policies in this Development Plan. This plan directs that some uses be conditional uses in the zoning by-law. Property owners may also apply to Council for a variance to the zoning by-law if they feel the land use controls are too restrictive.

The zoning by-laws of the member municipalities should be updated as soon as possible after the adoption of this plan to reflect the direction of this plan. Consideration should be given to amalgamating the zoning by-Laws into one regional zoning by-law and creating a regional planning commission.

11.8 Zoning by-law amendments

Nothing is static as our communities continue to evolve. From time to time it will be necessary to revisit zoning regulations to accommodate new and innovative development proposals that suit the community. In that event, the zoning bylaw may be amended. Applications for zoning bylaw amendments must be reviewed in the context of the policies of this Development Plan.

11.9 Subdivision

This section sets out the procedures for implementing the Development Plan so that future development proceeds in an orderly manner and is integrated with social, economic, or other related community initiatives. Once this Development Plan is adopted, any development or land use change must be generally consistent with this plan.

- Subdivision applications within the **Collaborative Planning** area shall require a resolution of support from the adjacent town prior to the rural municipality approving the application, and such resolution of support

shall not be unreasonably withheld providing the conditions set forth in this development plan are met.

11.10 Planning Commission

The MSTW Planning District Board may establish a Planning Commission that is made up of Council members, business interests, and local community members. The purpose of a planning commission is to assist the board or council in administering the zoning by-law. A planning commission can help handle some of the planning-related workload that would otherwise have to be dealt with by the board or council. Since a planning commission can have members that are not members of the board or council, it can be a way to involve people who are knowledgeable or interested in planning matters.

11.11 Development Permits

New development that requires a permit issued by the municipality will be reviewed to ensure conformance with the Development Plan and the zoning by-law.

11.12 Subdivision Approval

Proposals to subdivide land will be subject to review and approval by the approving authority, municipal council, and other relevant agencies. This process provides an opportunity for development proposals to be evaluated with policies of this plan to ensure conformity. Conditions may be attached to a subdivision approval to implement policies in this plan.

11.13 Other By-laws

A municipality has the capability to adopt and administer other by-laws concerning the use, development and maintenance of land. This includes Building By-laws, Property Maintenance By-laws, Access Approval By-laws, Drainage By-laws, and other types of by-laws that affect the use of land.

11.14 Development Agreements

When a development is proposed, council may approve the development conditional on a development agreement. A development agreement may cover issues related to phasing of services, the use of land, the siting of buildings, installation and payment of infrastructure and services, and the provision of school sites, parks and open space, etc.

11.15 Acquisition and Disposal of Land

A municipality or community development organization may purchase, sell, or lease land for the purposes of implementing this Development Plan.

11.16 Public Works

The capital works program and public improvements of the municipality should also conform to the policies in this Development Plan. This is an important implementation tool since municipalities may influence the rate and direction of growth through the provision of municipal services to land.

11.17 Capital Planning and Expenditures

The MSTW Planning District, other levels of government and their departments, school boards, health authorities, Manitoba Hydro, and other agencies with a stake in the development and growth of the municipality should consult the Development Plan when revising capital plans. Expenditures to service land, build roads, upgrade facilities, or otherwise provide for growth and development, should be identified in the approved five year capital plan, and other agencies and governments should be encouraged to align and coordinate their resources in response to this plan.

11.18 Development Levies (Cost-charges)

Development Levies, also called Development Cost Charges, are a form of infrastructure charge that seeks to recover the cost of growth-related infrastructure from growth itself. Revenue from the levy must be specifically dedicated and used solely for the purpose of providing growth-related infrastructure. In this way, it can help the municipality provide the infrastructure that will support new development. The municipalities have the ability to use this tool in accordance with provisions in *The Planning Act*. The tool can be used strategically by exempting or reducing the levy for development that offers desirable features and/or amenities to the municipality.

11.19 Special Studies

Some policies in this plan call for the completion of special studies. Proponents may be required to undertake and submit special studies as part of the approval process. For instance, engineering or other professional studies may be required for development of lands that are affected by questionable soil conditions, flooding hazards, have potential for groundwater/surface water pollution, and have major traffic impacts, or risk community or environmental health.

11.20 Monitoring and Review

The MSTW Planning District should continually monitor the plan to ensure it is effective in guiding the orderly and cost-efficient development of the region. *A major review of the Development Plan should be completed every 5 years.*

PART 12 GLOSSARY

Words, phrases and terms used throughout this plan are defined in this section. Where a word or phrase is not defined in this plan but is defined in The Planning Act and/or the Provincial Land Use Policies, that definition will apply.

“aging in place” means the ability of residents to remain in a community over their lifecycle because appropriate housing, services and amenities continue to be available and accessible to seniors.

“agricultural capability classifications”, according to Agriculture Canada¹, indicate the degree of limitation imposed by the soil in its use for mechanized agriculture. The subclasses indicate the kinds of limitations that individually or in combination with others, are affecting agricultural land use. For the purposes of the by-law, classifications shall be interpreted generally according to this definition using logic and common sense in interpretation of impact and potential.

Class 1 - Soils in this class have no significant limitations in use for crops. The soils are deep, are well to imperfectly drained, hold moisture well, and in the virgin state were well supplied with plant nutrients. They can be managed and cropped without difficulty. Under good management they are moderately-high to high in productivity for a wide range of field crops.

Class 2 - Soils in this class have moderate limitations that restrict the range of crops or require moderate conservation practices. The soils are deep and hold moisture well. The limitations are moderate and the soils can be managed and cropped with little difficulty. Under good management they are moderately-high to high in productivity for a fairly wide range of crops.

Class 3 - Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices. The limitations are more severe than for class 2 soils. They affect one or more of the following practices: timing and ease of tillage, planting and harvesting, choice of crops, and methods of conservation. Under good management they are fair to moderately high in productivity for a fair range of crops.

Class 4 - Soils in this class have severe limitations that restrict the range of crops or require special conservation practices, or both. The limitations seriously affect one or more of the following practices: timing and ease of tillage, planting and harvesting, choice of crops, and methods of conservation. The soils are low to fair in productivity for a fair range of crops but may have high productivity for a specially adapted crop.

¹ Agriculture and Agri-Food Canada, <http://sis.agr.gc.ca/cansis/nsdb/cli/class.html#class1>

Class 5 - Soils in this class have very severe limitations that restrict their capability to producing perennial forage crops, and improvement practices are feasible. The limitations are so severe that soils are not capable of use for sustained production of annual field crops. The soils are capable of producing native or tame species of perennial forage plants, and may be improved by use of farm machinery. The improvement practices may include clearing of bush, cultivation, seeding, fertilizing, or water control.

Class 6 - Soils in this class are capable only of producing perennial forage crops, and improvement practices are not feasible. The soils provide some sustained grazing for farm animals, but the limitations are so severe that improvement by use of farm machinery is impractical terrain may be unsuitable for use of farm machinery, or the soils may not respond to improvement, or the grazing season may be very short.

Class 7 - Soils in this class have no capability for arable culture or permanent pasture. This class also includes rockland, other non-soil areas, and bodies of water too small to show on the maps.

“agricultural operation” means an agricultural, horticultural or silvicultural operation that is conducted in order to produce agricultural products on a commercial basis, and includes:

- a. the production of crops, including grains, oil seeds, hay and forage, and horticultural crops, including vegetables, fruit, mushrooms, sod, trees, shrubs and greenhouse crops;
- b. the use of land for livestock operations and grazing;
- c. the production of eggs, milk and honey;
- d. the raising of game animals, fur-bearing animals, game birds, bees and fish;
- e. the processing necessary to prepare an agricultural product for distribution from the farm gate;
- f. the operation of agricultural machinery and equipment, including the tillage of land and the application of fertilizers, manures, soil amendments and pesticides, whether by ground or aerial application;
- g. the storage, use or disposal of organic wastes for agricultural purposes.

“concept plan” means any plan not formally adopted by by-law that deals with objectives and issues that are within the scope of authority of a board or council in part of the planning district or municipality, including, without limitation, any matter (a) dealt with in the development plan by-law; (b) dealing with subdivision, design, road patterns, building standards, or other land use and development matters; or (c) respecting economic development or the enhancement or special protection of heritage resources or sensitive lands.

“conservation design” means a controlled-growth land use development that adopts the principle for allowing limited sustainable development while protecting the area's natural environmental features in perpetuity, including preserving open space landscape and vista, protecting farmland or natural habitats for wildlife, and maintaining the character of rural communities.

“contiguous parcel” means an uninterrupted area of land.

“development” means:

- h. the construction of a building on, over or under land;
- i. a change in the use or intensity of use of a building or land;
- j. the removal of soil or vegetation from land (unless its for cropping or forage production); and
- k. the deposit or stockpiling of soil or material on land and the excavation of land.

“development area” means the gross area of a parcel or lot as described and identified on all implicated Certificates of Title.

“ecosystem” means a community of organisms functioning and interacting together within their physical environment. It is composed of all living and nonliving parts of the environment in a defined space and time.

“farmstead site” means the portion of land of an agricultural operation that includes the habitable residence of the producer and those buildings and facilities associated with the farm operation, usually surrounded by a well-defined shelterbelt.

“full cost recovery” means the generation of sufficient revenue through appropriate pricing of a service to cover the full cost of provision. Costs include operating, maintenance, administration, research and development expenditures, financial costs and capital investments in facilities (including depreciation, interest and equity return at a level sufficient to sustain the systems in perpetuity and achieve the mandated level of service as a minimum).

“hazard lands” means property or lands that could be unsafe for development due to naturally occurring processes, such as but not limited to, lands subject to flooding, erosion and bank instability.

“heritage resources” means a heritage site, a heritage object, and any work or assembly of works of nature or human endeavour that is of value for its archaeological, paleontological, prehistoric, historic, cultural, natural, scientific or aesthetic features, and may be in a form of sites or objects or combination thereof.

“intensification” means development at a higher density than currently exists via: redevelopment of property, reuse of brownfield sites, development of underutilized lots, infill development, mixing of compatible land uses and expansion or conversion of existing buildings.

“lifecycle costing” means a process to determine the sum of all the costs associated with an infrastructure asset or part thereof, including acquisition, installation, operation, maintenance, refurbishment and eventual disposal.

“livestock” means animals or poultry not kept exclusively as pets, excluding bees.

“livestock operation (lo)” means a permanent or semi-permanent facility or non- grazing area where at least ten (10) animal units of livestock are kept or raised either indoors or outdoors, and includes all associated manure collection facilities.

“natural areas” means an area of unique scenic, historic, geologic or ecological value and of sufficient size and character so as to allow its maintenance in a natural condition by the operation of physical and biological processes, usually without direct human intervention.

“normal farming practices” means practices conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances. This includes the use of innovative technology used with advanced management practices and in conformity with all provincial legislation.

“planning area” means the geographical area defined in a development plan to which the development plan applies.

“planning authority” means the board of a planning district, or the council of a municipality that is not part of a planning district, that has been authorized to adopt development plan by-laws and development policies under *The Planning Act*.

“prime agricultural land” means land composed of mineral soil determined by the Province to be of dryland Agricultural Capability Class 1, 2 or 3 and includes a land unit of one quarter section or more or a river lot, 60% or more of which is comprised of land of dryland Agricultural Capability Class 1, 2, or 3. In certain circumstances, land composed of organic soil determined by the Province to be of dryland Agricultural Capability Class O1, O2, or O3 or land determined by the Province to be of Irrigation Suitability Class 1A, 1B, 2A or 2B may also be considered to be prime agricultural land. For the purpose of this by-law, classifications shall be interpreted generally according to this definition using logic and common sense in interpretation of impact and potential.

“recreational use” means development of a recreational nature including beaches, marinas, campgrounds, resorts, canoe routes, trails and associated seasonal and public facilities.

“retired farmer” means a natural person who has been a farmer for a period of at least 10 years and who has retired from farming.

right to farm” the ability for agricultural producers who use normal farm practices to operate free from unreasonable nuisance complaints.

“riparian area” means an area of land on the banks of or near a water body or waterway, which due to the influence of water supports, or in the absence of human intervention would naturally support, an ecosystem that is distinctly different from that of adjacent upland areas.

“secondary plan” means any plan, adopted by by-law, that deals with objectives and issues that are within the scope of authority of a board or council in part of the planning district or municipality, including, without limitation, any matter (a) dealt with in the development plan by-law; (b) dealing with subdivision, design, road patterns, building standards or other land use and development matters; or (c) respecting economic development or the enhancement or special protection of heritage resources or sensitive lands.

“shelterbelts” means a line of trees or shrubs planted to protect an area, especially a farm field, from strong winds and the erosion they cause.

“specialized agricultural operation” means an agricultural operation on which high value, lower volume, intensively managed agricultural produce is grown and may include greenhouse production, honey production and processing, horticultural production including vegetables, fruit or mushrooms, and production of trees or shrubs. Generally these types of specialized operations sell products directly to the consumer by means of roadside stands or farm stores, u-pick operations, farmers’ markets, and direct sales to restaurants or retail outlets.

SCHEDULE A - MSTW PLANNING DISTRICT

SCHEDULE B – URBAN AREAS

SCHEDULE C – EMERGING COMMUNITIES

SCHEDULE D – STANLEY CORRIDOR

SCHEDULE E - VILLAGE AREAS

SCHEDULE F – RURAL AND AGRICULTURAL AREAS

SCHEDULE G - LAKE MINNEWASTA

SCHEDULE H – AGGREGATE RESOURCES