

PROJECT #: 17M-01710-00

STANLEY

CORRIDOR



SECONDARY PLAN

PREPARED FOR:
RM OF STANLEY

SUBMITTED BY:



JANUARY 2018

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STANLEY CORRIDOR SECONDARY PLAN BY-LAW NO. 3-2017

January 2018

PREPARED BY
WSP Canada Group Limited

PREPARED FOR
THE RURAL MUNICIPALITY OF STANLEY

17M-01710-00





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SCHEDULES AND REFERENCES

Schedule A:	Land Use Map
Schedule B:	Conceptual Road Access Plan
Reference 1:	Proposed Highway Cross Section
Reference 2:	Urban Design Supporting Concept Plan
Reference 3:	Landscape Concept Plan

1 INTRODUCTION

The Rural Municipality of Stanley (RM) is approximately 100 kilometres southwest of the Manitoba Capital Region. The southern portion of the municipality borders the Canada/US international border. The RM encompasses an area of 835 square kilometers and surrounds the cities of Winkler and Morden. Stanley borders four other rural municipalities: Pembina, Thompson, Roland and Rhineland.

The project area for this plan is the Provincial Truck Highway (PTH) 3 / 14 Corridor between the cities of Morden and Winkler (Stanley Corridor), as shown on Schedule A: Land Use Map and consistent with the Morden Stanley Thompson Winkler (MSTW) Development Plan Map 10. There is a mix of uses along the Stanley Corridor ranging from highway commercial uses such as agricultural implement sales and gas bars to office, residential, and institutional uses. Much of the four lane divided highway Corridor is un-serviced and un-developed agricultural land. Where development does exist, it is accessed from service roads that currently intersect the Corridor at half mile or mile roads.

The population growth and economic growth of the region is visible. New homes are being built in all communities in the region. The population of Stanley grew by 682 people from 2011-2016, an increase of 8.02%. Winkler grew by 18% to 12,591 and Morden grew by 11% to 8,668 over the same time period. This vital link between the two cities carries over 11,000 vehicles per day.

Strategic economic development of the Corridor will maximize the use and efficiency of infrastructure and municipal revenues, both of which are important to Stanley. Being responsive to business opportunities in a thoughtful and planned way makes sense for Council and the community.

1.1 WHY PLAN FOR THE STANLEY CORRIDOR

The MSTW Planning District specifically addresses the Stanley Corridor (Corridor) in their Development Plan By-Law No. 1-2014. The MSTW Development Plan describes the Corridor as having a mix of development, including the development of the Boundary Trails Regional Health Centre, agri-commercial/industrial operations, highway commercial uses and rural residential developments. Due to high volumes of local and through traffic as well as being located between two regional growth centers, the MSTW Development Plan indicates that the Corridor holds unlimited opportunities for future urban-related developments.

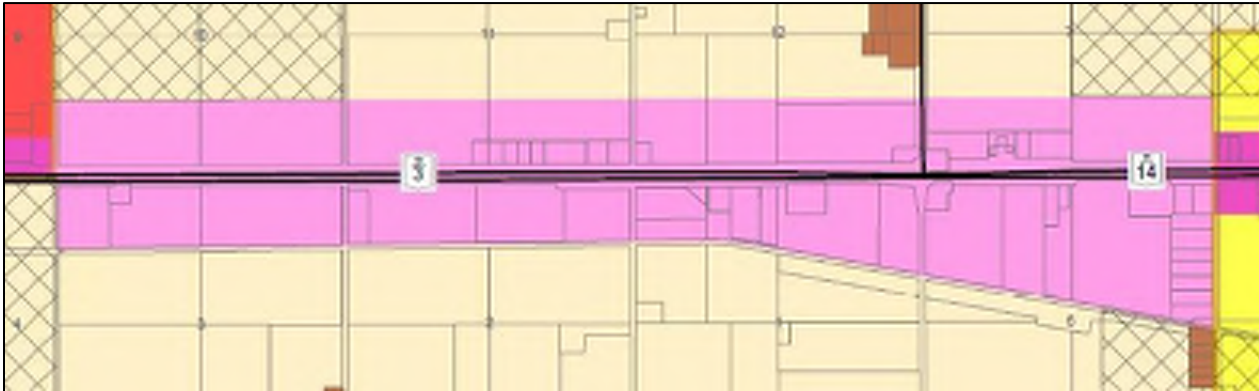
The Development Plan also warns that uncontrolled growth could have negative economic impacts on the cities of Morden and Winkler and reduce the efficiency of the highway system. With this in mind, Stanley initiated a secondary planning process so that development along the Stanley Corridor can be planned in a manner that makes sense for the entire region and respects the needs of the cities of Morden and Winkler, the Province of Manitoba, and in particular, Manitoba Infrastructure (MI).

The intent of the Stanley Corridor Policy Areas in the MSTW Development Plan is to function as a regional thoroughfare that serves to connect two growing cities, accommodating the heart of the region, a health and wellness hub and regional-level services along a multi-modal corridor. The intent of the Stanley Corridor Secondary Plan is to provide direction over and above what is provided for the Stanley Corridor in the MSTW Development Plan.

1.2 PLANNING AREA

The Stanley Corridor Secondary Plan applies to those lands designated as “Stanley Corridor” and identified as such on Map 10 in the MSTW Development Plan. The “Stanley Corridor” designation in the MSTW Development Plan borders PTH 3 and

PTH 14 between the City of Morden and the City of Winkler municipal boundaries. It is bounded to the south by the Canadian Pacific Rail line and to the north, generally extends a quarter mile north of the highway.



Above: The Stanley Corridor designation in the MSTW Planning District Development Plan.

1.3 PLANNING PURPOSE

The Stanley Corridor Secondary Plan provides statements of Council’s direction, in the form of policies, to guide decision-making, capital spending, and manage land use and development for the Stanley Corridor. It is a strategic document for the public, the development community, Council and other levels of government to promote the sustainable development of the area that meets the needs of the community and protects the environment.

1.4 REGULATORY FRAMEWORK

The *Planning Act* of Manitoba provides the legal basis for municipal land use planning in Manitoba. In accordance with Section 63(1), a board or council may, by by-law, adopt a secondary plan to deal with objectives and issues within its scope of authority in a part of the planning district or municipality, including, matters like the Stanley Corridor. The Zoning By-law and any building by-laws must also be consistent with this Secondary Plan and the Development Plan.

1.5 HOW TO USE THIS PLAN

The text of this document includes policies that address how future development should happen in the Stanley Corridor. Policies provide direction for decision makers and guide future initiatives as the need arises. Sound planning rationale is used to help interpret policies in specific situations.

Intent statements are provided to accompany the policy to clarify where the policy came from and what it is intended to achieve. They will assist with interpretation of the plan.

Schedule A: Land Use Map shows where development should be directed in the Stanley Corridor and references where the policies in the text apply on the land. **Schedule B: Conceptual Road Access Plan** illustrates a conceptual road access plan for the Corridor.

1.6 INTERPRETATION

When the word “may” is used in this plan, the policy is considered a guideline or suggestion toward implementing the intent of the policy. Where “shall” is used in this plan, the policy is considered mandatory. When the word “should” is used in a policy it is intended to apply to the majority of situations. Unique circumstances shall be considered if compliance is impractical or impossible and the intent is still achieved. Where “must” is used in the plan it reflects a policy that is mandatory.

Where quantities or numbers are used in a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Boundaries and symbols shown on maps are intended to be approximate locations, with the exception where a boundary is located on an easily identifiable natural or manmade landmark such as a river or roadway. Figures, reference maps, and concept plan examples found in this document are for illustrative purposes and serve as guidelines only, they do not form part of the by-law.

1.7 REVIEW AND AMENDMENTS TO THE PLAN

This plan should be reviewed every eight years or sooner if amendments are made to the MSTW Development Plan that impact the Stanley Corridor designation in the MSTW Development Plan. The review process may also be harmonized to coincide with, or be incorporated into, the review of the MSTW Development Plan. The policies and maps were developed at a certain point in time and reflect the most current information about other plans, the land and environment, demographic trends, infrastructure information, and technology at the time. In time, as other plans and the community develop, this plan will need to be amended to reflect new information.

Amendments to this Secondary Plan will be made in accordance with the process and requirements outlined in Section 64 of *The Planning Act*.

2 BACKGROUND AND COMMUNITY VISION

2.1 BACKGROUND

The former MSTW Planning District Development Plan and Stanley Zoning By-law permitted only agri-commercial enterprises and limited institutional uses within the Stanley Corridor, due to the presence of prime agricultural lands in the area, limited levels of municipal services, and the need to protect the integrity of the highway system. As a result, development along the Stanley Corridor has been restricted. In recent years, interest and development along the Corridor has increased. A plan for future development is necessary to support positive economic growth.

2.2 VISION

At the outset of the Stanley Corridor Planning process, members of the community and Council completed a visioning process. Ideas were refined throughout the planning process to distill the Vision:

The Stanley Corridor will be a regional 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.

ISSUES AND OPPORTUNITIES

The plan addresses the following critical issues identified by stakeholders and Council:

- Road Infrastructure (access to businesses);
- Wastewater and Water Service (consistent throughout to allow for development);
- Development Standards (lack of standards);
- Defined Corridor Edges (lack of defined interfaces at the cities of Winkler and Morden);
- Cooperative development can include considerations including tax and service sharing (for regional uses); and
- Land Use (lack of variety).

This plan also addresses the following opportunities identified by the stakeholders and Council:

- Valuable land fronting the Corridor (high exposure);
- Neutral location for regional uses; and
- Co-operation with the City of Winkler and the City of Morden for services.



3 PLAN POLICIES

3.1 GOALS AND OBJECTIVES

The policies in the following sections are intended to be used as a general guide for development of the Stanley Corridor. The policy section should be considered in its entirety and in relation to policy directions in the MSTW Development Plan. When evaluating development proposals, planning rationale based on the goals, intent and policies of the Development Plan and Corridor Plan should be used to determine if the proposed development meets the intent of the Plan.

PLAN GOALS

The RM identified three primary goals within the planning process. These goals provide direction to the objectives and policies in the plan.

- A. To maximize opportunities on the Stanley Corridor by accommodating “highest and best use” of land while respecting the regional adjacent cities/municipalities.
- B. To establish a unique, regional role for the Corridor that complements the cities on either side and welcomes visitors to the area.
- C. To ensure the safety, efficiently and future infrastructure needs of PTH 3 and PTH 14 are not compromised.

PLAN OBJECTIVES

The intent of this section is to describe the context for the plan. These objectives support the primary goals and provide clarity and guidance respecting Council interpretations of plan policies and decisions on the use of land.

- 1 To ensure proposed developments in the Corridor complement economic development opportunities in the south central region of Manitoba.
- 2 To provide for future rural employment opportunities that require highway connection to the region.
- 3 To maintain the Stanley Corridor as a safe and efficient highway network capable of moving people, goods and services.
- 4 To achieve the effective integration of land development with current and future transportation and infrastructure requirements.
- 5 To prevent incompatible land uses from encroaching in the Corridor that restrict economic development potential.
- 6 To service development to an appropriate standard in a cost-effective manner.

3.2 LAND USE

The intent of the land use objectives and policies are to support the development of land within the Corridor in a manner that provides opportunities for economic growth and shared regional amenities.

OBJECTIVES

- Focus Corridor development on hospitality and wellness, commercial and industrial land uses.
- Preserve land for future development of a hospitality and wellness node.
- Define transition points at the interfaces of the Corridor and the cities of Morden and Winkler.
- Support the continued use of lands for agriculture until such time as they are required for development.

The Corridor policies are arranged within three areas:

Corridor Commerce – an area of land for extensive employment uses opportunistic of highway frontage and aesthetic appeal. Two designations exist within the **Corridor Commerce** policy area, the **Corridor – Service** designation and the **Corridor – Industry** designation.

Hospitality and Wellness – the centre of the corridor and welcome point to the region, whose fate was determined when the Boundary Trails Health Centre was opened in 2001 and subsequent development of the Stanley Business Park on the northeast corner of PTH 14 and PTH 3.

City and Corridor Interfaces – are the edges of the Corridor marking where the Corridor transitions into the neighbouring fully-serviced cities of Morden to the west and Winkler to the east.

GENERAL POLICIES

- 1 The logical and orderly phasing of development shall generally follow the extension of municipal services and in a manner that ensures agricultural lands are not prematurely removed from production.
- 2 Development should generally be directed to serviced areas first. This includes capitalizing on infill opportunities and areas where servicing is in close proximity and can be extended to individual lots.
- 3 Development that is not serviced may be directed to areas outside of serviced areas provided it is clustered and developed in a way that can be hooked up to servicing when it becomes available.
- 4 The establishment of new residential uses within the Corridor shall not be permitted.
- 5 Corridor development may be subject to a dedicated development cost charge (levy) to be negotiated as part of the Development Agreement and to be used for municipal infrastructure investment.

CORRIDOR COMMERCE POLICIES

- 6 Medium and large lot commercial and industrial development, including warehousing, manufacturing, logistics, distribution and other similar industries that are consistent with the purpose of the Stanley Corridor as a hub for employment uses should be directed primarily to the **Commerce – Industry** designation identified on **Schedule A: Land Use Map**. Medium and large lot agri-commercial/industrial uses are also encouraged within this designation.
- 7 Retail, office and accommodation uses, as well as smaller and medium lot commercial and light industrial uses, that will serve the needs of employees and visitors to the Stanley Corridor should be directed primarily to the **Commerce – Service** designation identified on **Schedule A: Land Use Map**. Smaller and medium lot agri-commercial/light industrial uses are also encouraged within this designation.
- 8 Any accommodation uses that are established within the **Commerce – Service** designation shall be required to connect to municipal sewer systems.
- 9 Commercial and industrial lot sizes shall generally be a minimum of 2-3 acres, be appropriate for the proposed use, provide adequate space for semi-truck and trailer access, if required, and not be wasteful of land.
- 10 Mixed-use buildings, where manufacturing occurs in one part of the building and a retail showroom is located in another, may be permitted in the **Commerce – Service** designation provided the retail side of the mixed-use building fronts the primary public street.

- 11 Heavy industrial uses are encouraged to locate away from PTH 3 and PTH 14, the **Hospitality and Wellness** designation, and the City of Winkler and City of Morden boundaries, unless appropriate measures may be implemented to reduce nuisance, negative visual impact and conflict between land uses.
- 12 Industrial uses that may create higher levels of nuisance must incorporate buffers or other mitigative solutions into their site design when located adjacent to light industrial uses, commercial uses, public open spaces, the **Hospitality and Wellness** designation, the City of Winkler and City of Morden boundaries, or in the vicinity of the Morden Regional Airport.

HOSPITALITY AND WELLNESS POLICIES

- 13 Uses to establish in the **Hospitality and Wellness** designation identified on **Schedule A: Land Use Map** shall provide a regional service by providing broad public benefit and catering to the community beyond the RM, being the City of Winkler, the City of Morden, and other adjacent rural municipalities.
- 14 Uses to establish in the **Hospitality and Wellness** designation shall include community and public services such as recreation or health facilities and cultural centres. Uses that support the intent of the regional nature of the designation, such as professional or medical offices/services and accommodation uses may also be established. Specific uses will be outlined in the Zoning By-law.
- 15 Uses within this designation will typically generate and attract a high number of vehicular trips and as such, shall be easily accessible and visible from main transportation corridors. Uses shall also be easily accessible and visible from active transportation corridors and well connected to the regional active transportation network.
- 16 Planning applications to establish a use in the **Hospitality and Wellness** designation shall require a site plan, which should include, at a minimum:
 - a A plan for pedestrian friendly amenities;
 - b The proposed public and private transportation network;
 - c The proposed access;
 - d Building locations;
 - e Landscape/urban design plan; and
 - f Parking.
- 17 Uses established within the **Hospitality and Wellness** designation require higher urban design standards, such as:
 - a Wide sidewalks to connect parking areas with building entrances;
 - b Open space for pedestrians, public art and amenities;
 - c Building façades should be urban in nature and be visually appealing through the use of decorative finishes, appropriate scaled signage and awnings and plenty of windows to help create a pedestrian friendly and vibrant area; and
 - d Outdoor benches, bicycle parking and decorative street lighting.



CITY AND CORRIDOR INTERFACES POLICIES

- 18 The location of the **City and Corridor Interfaces** shown on **Schedule A: Land Use Map** is intended to be an approximate location and serve as a guideline for when the applicable adjacent municipality shall be engaged to review development applications.
- 19 To protect existing residential development within Winkler, any development at the transitional area west of Road 23W (north of PTH 14) shall propose mitigative solutions to protect the residential land uses from any negative impacts. This can be achieved through the use of buffers, including landscaping, berms and/or other mitigative solutions.
- 20 As a means to provide a unique identity to the Stanley Corridor at the **City and Corridor Interfaces** identified on **Schedule A: Land Use Map**, the RM intends to develop greenway buffers at the boundaries of the City of Winkler and the City of Morden. The greenway buffers would include landscaping, signage and lighting at these locations. Development identified where these greenway buffers may be established in the future within the **City and Corridor Interfaces** designation may be required to provide the municipality with land, money, additional landscaping and/or lighting in order to establish the greenway buffers.



3.3 TRANSPORTATION

The intent of the transportation objectives and policies are to manage the movement of people, goods, and services within the community and beyond the community with a variety of transportation modes.

Connections using all modes of people movement should be considered to further strengthen transportation options between the two communities.

OBJECTIVES

- Use existing service roads as part of an internal road network and grow the internal road network as demand warrants.
- Maintain safe and efficient traffic flow on the Corridor.
- Explore multi-modal transportation opportunities.
- Provide developers with direction on plans for connectivity, access and active transportation within the Corridor.

GENERAL POLICIES

- 1 Each development application shall be reviewed in light of potential contributions toward transportation infrastructure, including active transportation pathways and future right-of-ways.
- 2 A road network concept plan is required for any development requiring the extension of the road network. Concept plans shall outline the overall internal road network plan for all new sites, the transportation connections beyond the boundaries of the specific site and active transportation connection and amenities.

Road network concept plans shall also address policies within this Secondary Plan related to Connectivity and Access, Active Transportation, Freight and Transit. Developers shall be responsible for the preparation of any required concept plan.

- 3 Developers shall be responsible for improving the transportation network to municipal standards outlined in Stanley's Standards for Design and Construction of Infrastructure, and the active transportation network, to meet the needs of development.
- 4 A Traffic Impact Study may be required and prepared by a qualified engineer to identify on and off site improvements. This may include future intersection improvements, turning lanes, deceleration lanes or signal requirements as necessary. A Traffic Impact Study will be required by MI for any development whose traffic may impact the highway in a significant way. Any Traffic Impact Study required by Manitoba Infrastructure will be the responsibility of the developer. In some cases, the municipality may also identify the need for and initiate a Traffic Impact Study as a result of a specific development or general development in the area. In this case, developers may be required to contribute towards a municipally initiated Traffic Impact Study.
- 5 Lands for development of future road right-of-ways shall be protected. This includes land required for any future municipal road right-of-way and any Provincial right-of-way requirements adjacent to PTH 3 and PTH 14 and at the intersection of PTH 3 and PTH 14 for a potential interchange and buffer. Any land required to accommodate future connections from the Corridor's local street system beyond the northerly edge of the Stanley Corridor shall also be protected.
- 6 Permission from MI is required for anything proposed within the highway right-of-way (i.e., signs, benches, active transportation pathways, etc.). Permits from the Highway Traffic Board are required for development/structures proposed within the control area adjacent to PTH 3 and PTH 14 and within the 304.8 metre (1000 foot) control circle located at the intersection of PTH 3 and PTH 14.
- 7 Appropriate setbacks and buffering shall be incorporated into developments that are adjacent to the railway to mitigate risk related to derailment, hazardous materials, noise and vibration. Where development applications are within the vicinity of a railway, a copy of the application shall be sent to Canadian Pacific Railway. The Federation of Canadian Municipalities guidelines entitled New Development in Proximity to Railway Operations may be utilized to assist in making site specific recommendations and decisions to reduce land-use incompatibilities.

CONNECTIVITY AND ACCESS POLICIES

- 8 Direct access to the Corridor shall be limited and will be determined in consultation with MI. Private access to the Corridor is prohibited.
- 9 Future development will generally adhere to the established and conceptual street network on **Schedule B: Conceptual Road Access Plan** to preserve connectivity and efficiency and to promote multi-modal transportation.
- 10 The development of internal street networks is more efficient and preferable to the development of service roads.
- 11 Direct connections to PTH 3 and PTH 14 will be limited in the future to mile roads as shown on **Schedule B: Conceptual Road Access Plan**. Over time, it is the intent of MI to eliminate all other connections to PTH 3 and PTH 14 at ½ mile roads and all other points of direct access.
- 12 Strategic intersections within the Stanley Corridor will be at the mile road east of PTH 3 and PTH 14 at the edge of the City of Winkler. Additional strategic intersections to the west will be at the mile road west of the intersection of PTH 3 and PTH 14, and at subsequent mile roads west towards the City of Morden.

- 13 Direct access to PTH 3 and PTH 14 intersection shall not be permitted. Development within this area shall be served by an internal road network. Access to land northwest of the intersection shall be via an internal street network from the mile road to the west and access to land northeast of the intersection may be accessed from the existing service road at the ½ mile road east of the intersection.
- 14 Development should provide convenient pedestrian access and be designed to minimize walking across large open spaces.
- 15 The road network shall generally be a grid-pattern to facilitate property access via 90-degree entry/exit points.
- 16 Local streets must be designed to maintain connectivity and access to individual parcels.
- 17 The local street network should provide multiple route choices and avoid dead-end streets and cul-de-sacs.
- 18 Transportation planning in collaboration with the Cities and MI should ensure connectivity to adjacent lands to reduce the dependency on PTH 3 and PTH 14 for short trips.

ACTIVE TRANSPORTATION POLICIES

- 19 Explore opportunities to build an active transportation pathway connecting the cities of Morden and Winkler via the Corridor development area while keeping active transportation pathways physically separated from the highway. Any pathway development should be in consultation with MI. The conceptual location of the active transportation pathway is identified on **Schedule B: Conceptual Road Access Plan**. The conceptual location reflects the current status of active transportation pathway as of adoption of this Secondary Plan, but may be altered as planning for the active transportation pathway evolves and construction commences.
- 20 Bike and pedestrian facilities provided along the Corridor must be physically separated from the vehicle lanes.
- 21 At-grade crossings of the Corridor should be limited to controlled intersections.
- 22 Bike and pedestrian facilities provided along arterial roads should be physically separated from the vehicle lanes. Ideally, a dedicated pathway separated from the road by a median or land drainage swale would be provided. Bike and pedestrian crossings of arterial roads should only occur at controlled intersections.
- 23 In order to encourage active modes of transportation, rest stops for active transportation users shall be provided along the active transportation pathway. Development adjacent to the active transportation pathway may be required to contribute to the establishment of rest stops through additional landscaping, lighting, benches or other amenities and/or money in lieu.
- 24 Internal road networks and individual sites shall provide convenient and direct connections for active transportation users and for pedestrians to destinations such as bus routes, outdoor public spaces or commercial areas.
- 25 Individual developments shall be encouraged to incorporate active transportation facilities (bike racks, indoor bike storage, employee showers, etc.) into their design.
- 26 Development adjacent to an active transportation corridor will be expected to provide additional landscaping or a site design that helps to create an appealing environment for the active transportation pathway.

FREIGHT POLICIES

- 27 Reducing the access points to one mile spacing and the development of an internal road system will assist in maintaining the Corridor as a major truck route.

- 28 Roads throughout the plan area must provide access for long combination trucks. Turning radius will be considered in all road and private approach designs.
- 29 Appropriate truck parking requirements shall be outlined in the Zoning By-law.

TRANSIT POLICIES

- 30 Development should be planned in a manner that is effective and efficient to service with public transit, should it become available.
 - 31 Transit stops should be located on the municipal road network at well-served locations where increased development density can occur.
 - 32 The **Hospitality and Wellness** designation shall be planned for as a future transit hub within the Stanley Corridor.
 - 33 Transit stops should be planned to minimize walking distances and exposure to the elements.
-

3.4 MUNICIPAL SERVICING

The intent of this policy section is to provide a decision-making framework for council to manage the provision of infrastructure and services in a fair, responsible and meaningful way.

OBJECTIVES

- Efficiently, effectively, and appropriately service development along the Corridor.
- Allocate the long-term costs of infrastructure services to the beneficiaries of the services by partnering with participating municipalities and requiring developers to pay their fair share.

WATER AND WASTEWATER POLICIES

- 1 New development must be connected to the municipal water and sewer systems as the services are extended to properties. As part of a development application, developers may be required to complete any necessary engineering reports to the satisfaction of the municipality.
- 2 The cost of connecting a development to the municipal water and sewer systems shall be the responsibility of the developer.
- 3 Developers may be responsible for extension of municipal water and sewer systems.
- 4 Municipal water systems exist throughout the Stanley Corridor and all development within the Stanley Corridor will be required to connect to municipal water systems.
- 5 Development applications shall be reviewed to ensure consistency with the Stanley Water Servicing Plan and the Stanley Wastewater Servicing Plan.
- 6 All development in the **Hospitality and Wellness** designation shall be required to connect to municipal sewer systems. Any accommodation uses that are established within the **Commerce – Service** designation shall be required to connect to municipal sewer systems.

- 7 Development applications within the **City and Corridor Interfaces** identified on **Schedule A: Land Use Map** shall be provided to the applicable adjacent municipality as they are received to review and comment on in order to address any required infrastructure improvements or other issues.
- 8 Notwithstanding **Policy 3.4.1**, within the **Commerce – Service** or **Commerce – Industry** designations, where municipal sewer systems are not available, are not expected to be available in the foreseeable future, and/or it is not logical to extend the sewer system to a property, properties may continue to be serviced by septic fields or septic tanks on an interim or ongoing basis. Properties that are to be serviced by septic fields or septic tanks are subject to the approval of the Development Officer and the Province.
- 9 Where onsite wastewater systems are allowed per **Policy 3.4.8**, they must meet the requirements of the *Onsite Wastewater Management Systems Regulation (M.R. 83/2003)*. If a municipal wastewater collection system is installed in an area not previously serviced by one under *M.R. 83/2003* the owner must connect to it and must decommission any onsite wastewater management system on the land. This must occur within five years from the day the municipal wastewater collection system was installed or before any transfer or subdivision of the land. The required minimum lot size of 2 acres and a minimum front width of 198 feet for the installation of a septic field must be taken into consideration when subdividing.
- 10 Lots that are proposed to be un-serviced under **Policy 3.4.8** and **3.4.9** shall not be created in a manner that would limit the provision of servicing in the future or prevent future intensification of uses once the area is serviced. Any permanent buildings or structures to be established on an un-serviced lot shall be clustered as much as possible and not be placed in a manner that would prevent future subdivision and infill development of the lot once the area is serviced.
- 11 All new developments are required to provide estimated servicing requirements (water consumption and wastewater production) to ensure sufficient capacity prior to approval.
- 12 The RM will work collaboratively with the Pembina Valley Water Co-operative, the City of Morden and the City of Winkler to facilitate an inter-municipal water servicing arrangement to effectively service the Corridor. Stanley will also work collaboratively with stakeholders to construct a water reservoir(s) and pumping station(s) to provide both uninterrupted domestic water supply and opportunity for fire protection requirements, should it be required.
- 13 The RM will work collaboratively with the City of Morden, the City of Winkler and any applicable agencies to facilitate wastewater sewer servicing arrangements.
- 14 Wastewater sewer servicing of those lands within the Stanley Corridor and within 10-3-5 and 3-3-5 (west of Road 26 West) will connect to wastewater sewer extended from Morden. The remainder of the Stanley Corridor will be connected to wastewater sewer extended from Winkler.
- 15 If extension of servicing to a development involves an adjacent municipality, that municipality shall be consulted on the extension of servicing.

DRAINAGE POLICIES

- 16 A Drainage Plan, completed by a qualified engineer, is required for any development. Drainage plans shall meet municipal and provincial requirements and demonstrate how the drainage plan respects regional systems.
- 17 Developers are encouraged to use low impact development approaches.

REVENUE-SHARING

- 18 Where the costs of extending services, including roads, water infrastructure, sewer infrastructure and/or other development incentives, are shared between two or more municipalities to support the establishment

of development within the **Hospitality and Wellness** designation that is mutually beneficial, a tax sharing agreement may be developed. Any tax sharing agreement shall detail the costs of extending services and in what manner municipal revenues from new development established as a result of extending services may be shared by the contributing municipalities for the purposes of recouping costs.

3.5 DEVELOPMENT STANDARDS

Development standards are intended to provide up front information for developers about Stanley's expectations respecting the way development establishes and evolves along the Corridor. This communication creates transparency for all investors and consistency in the review of development applications. The standards encourage financially, environmentally, and socially responsible development. The policies below apply to all development in the Stanley Corridor, unless specifically noted.

OBJECTIVES

- To provide consistent standards for development along the Corridor.
- To set the parameters for quality development to establish in the Corridor over time.
- To set design standards to which development proponents shall attain.

GENERAL POLICIES

- 1 Developers shall be required to provide a Landscaping Plan, completed by a qualified professional. Low maintenance landscaping including using native plants for ease of growth and maintenance shall be encouraged. **Reference 3: Landscape Concept Plan** is provided for reference.
- 2 Permission from MI is required for anything proposed within the highway right-of-way (i.e., signs, benches, active transportation pathways, etc.). Permits from the Highway Traffic Board are required for development/structures proposed within the control area adjacent to PTH 3 and PTH 14 and within the 304.8 metre (1000 foot) control circle located at the intersection of PTH 3 and PTH 14.
- 3 Greenway buffers within the **City and Corridor Interfaces** identified on **Schedule A: Land Use Map** may be established in order to provide a distinction between the Stanley Corridor at the City of Morden and City of Winkler boundaries as per **Policy 3.2.20** of this Secondary Plan. Development identified where these greenway buffers may be established in the future may be required to provide the municipality with land, money, additional landscaping and/or lighting in order to establish the greenway buffers.
- 4 Developers shall landscape individual sites to minimize views of parking areas, service roads, etc. and ensure these areas are well-lit to provide a safe and aesthetically pleasing environment.
- 5 Developers are encouraged to create pleasant and attractive public spaces that encourage pedestrian activity, particularly in yard setback areas that front on the Corridor.
- 6 Developers are encouraged to incorporate public gathering places/amenity spaces outdoors for people to socialize, relax or people-watch, particularly in yard setback areas that front on the Corridor.
- 7 Developers may be required to provide for safe pedestrian and bicycle movement to and within development sites, in addition to (rather than in opposition to) the needs of vehicles.
- 8 Where possible, sidewalks, pathways, and other non-vehicular connections shall be provided to reduce the need for vehicle travel internal to large development sites.

- 9 Development should be comprehensively planned, well integrated, and connected with adjacent sites. This will be implemented through the review and approval of site plans, the Landscape Plan, and any required Concept Plan.
- 10 New development facing the Corridor is to provide “active frontages” in their site and building designs. This can be achieved by locating windows and building entrances toward the roadway, incorporating open spaces into the site design, architectural designs, material variations, locating sidewalks or active transportation pathways that connect to a common entry/front door, and/or landscaping the site in such a way as to invite activity in front of the building.
- 11 Development abutting or adjacent to the proposed linear pathway along the Corridor or any pathway connecting to the linear pathway shall provide pedestrian connections to the pathway.
- 12 Efforts shall be made to maintain existing tree stands/shelterbelts.
- 13 Street trees shall be planted along all roads. Permission/approval is required from MI to place any material, structure, etc. (including plantings) within the provincial highway right-of-way. Permits are also required from the department for any planting proposed within 15.2 m (50 ft) of a provincial highway.

From Conventional Placeless Commercial Development...



...To Pedestrian & People-Oriented Places



A pedestrian-oriented big box and retail development in Madison, WI, USA

4 IMPLEMENTATION

Development applications shall be reviewed to ensure consistency with the objectives and policies of the Secondary Plan, the Active Transportation Pathway Plan, Standards for Design and Construction of Infrastructure, the municipal Water Servicing Plan and Wastewater Servicing Plan. The development application review process will include review and approval of construction drawings, site plans, the Landscape Plan, any required Concept Plan, and any other applicable requirements.

The Secondary Plan identifies several initiatives for the RM to implement the objectives and policies of the Secondary Plan, including, but not limited to:

- Inter-municipal and inter-agency collaboration concerning water and wastewater sewer infrastructure; and
- Design for greenway buffers at the **City and Corridor Interfaces**.

The RM can examine a number of implementation measures that are already in place, but that might need to be used differently, reviewed or amended as a result of the plan. These implementation tools include, but are not limited to:

- Zoning By-laws, Overlays, and Variances;
- Capital Levies;
- Road and Development Standards;
- Five Year Capital Budgets;
- Land Dedication;
- Conservation Agreements;
- Subdivision Application Requirements; and
- Issuance of Development/Building Permits and Occupancy Permits.

5 GLOSSARY OF TERMS

The following glossary is intended to provide an understanding of terms used in this Secondary Plan for the general benefit of those persons who use this document. Wherever these words appear in this document, the following definitions may be used, unless the context clearly indicates that another interpretation should be used.

Accommodation Uses means facilities used for temporary lodging and ancillary services.

Active Transportation refers to any form of human-powered transportation, such as walking or cycling.

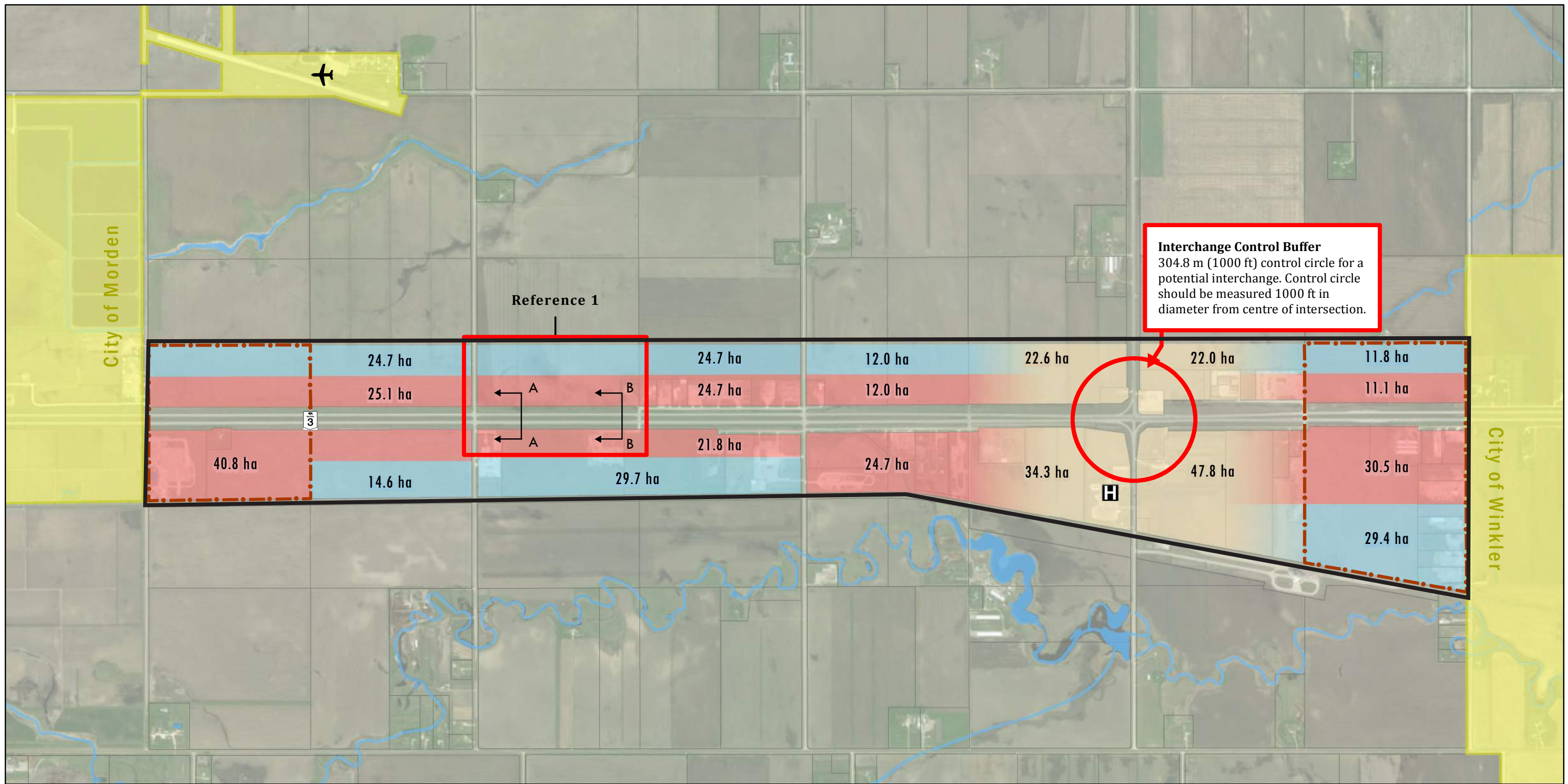
Concept Plan means, depending on the development, a plan indicating road and active transportation pathway networks, drainage, any municipal and environmental reserves, water and sewer services, and how these will tie into other potential adjacent developments and the Corridor Plan overall.

Industrial Uses -

Light Industrial means the manufacturing or processing of products within an enclosed building. Light industrial uses may generate low levels of nuisance.

Heavy Industrial means the manufacturing, processing, fabrication, packaging, or assembly of goods and resources within an enclosed building or outdoors. Heavy industrial uses generate higher levels of nuisance discernable beyond lot lines and may include outdoor storage.

Low Impact Development (LID) is an approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product.



RURAL MUNICIPALITY OF STANLEY
STANLEY CORRIDOR LAND USE MAP
"SCHEDULE A"

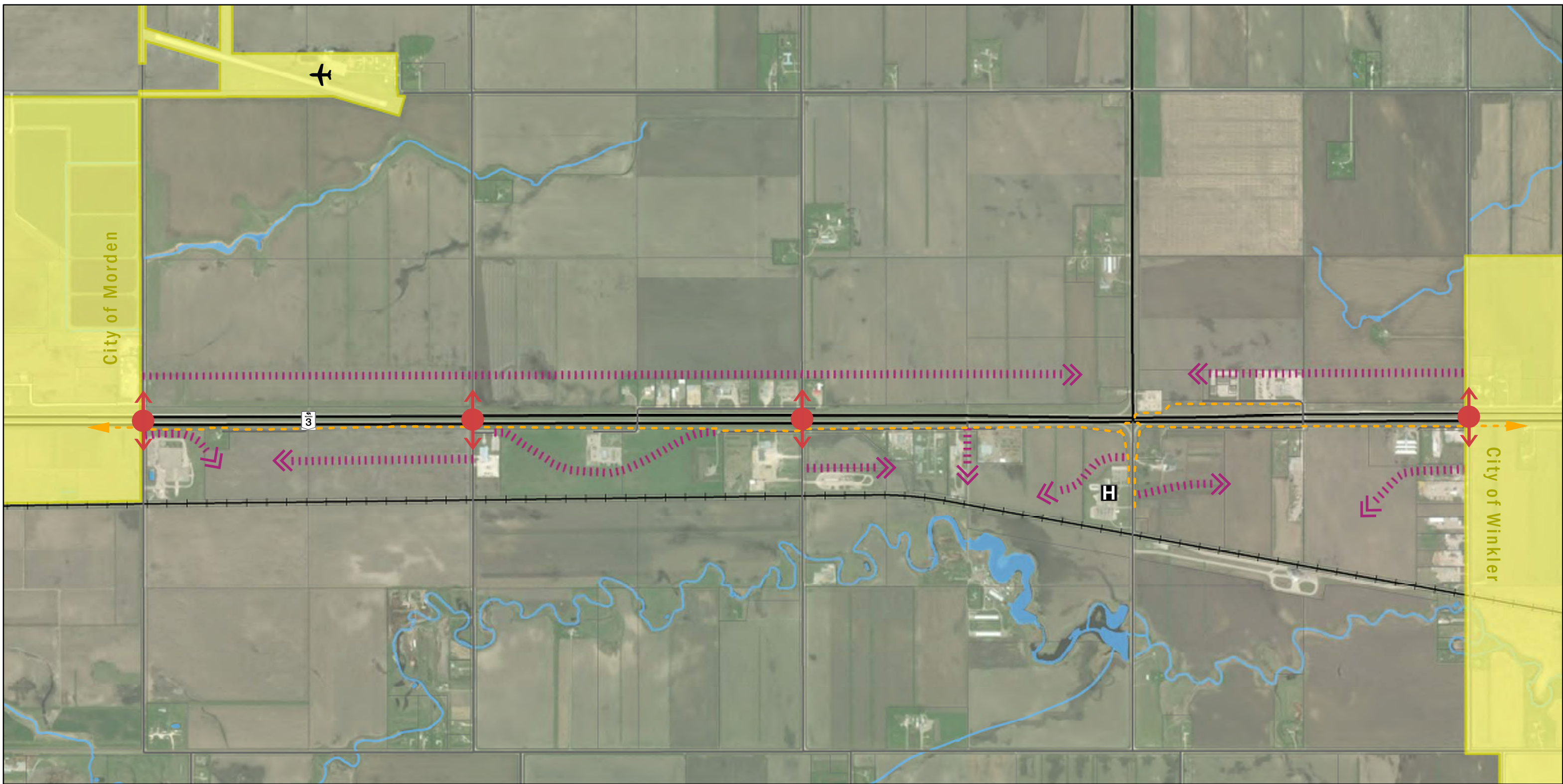


- Commerce - Industry
- Commerce - Service
- Hospitality and Wellness
- Plan Boundary Area

- Winkler and Morden Boundary
- City and Corridor Interface
- Assessment Parcel

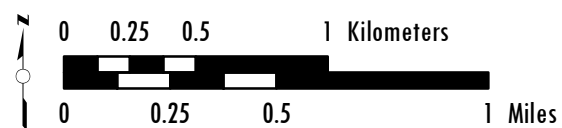
- ✈ Airport
- 🏥 Hospital
- Existing River or Stream

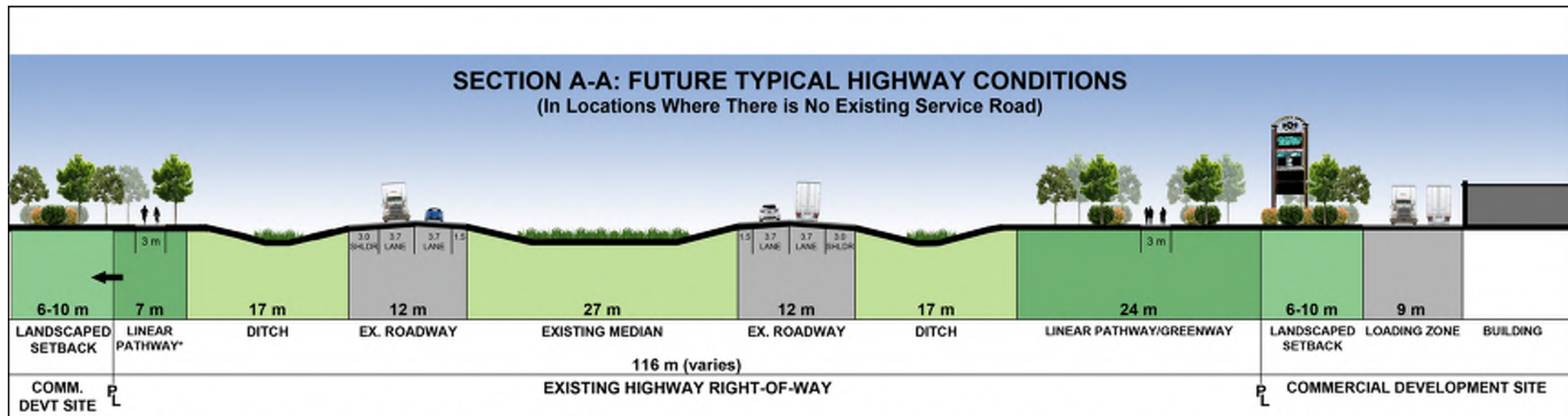
* No development can occur within the buffer without a permit from the Highway Traffic Board.



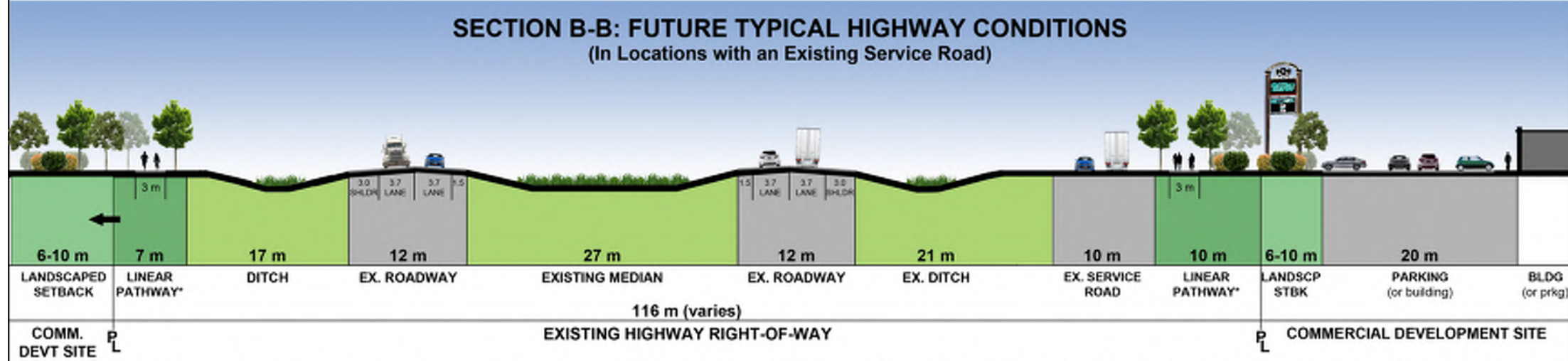
RURAL MUNICIPALITY OF STANLEY
STANLEY CORRIDOR CONCEPTUAL ROAD ACCESS PLAN
"SCHEDULE B"

- Concept Road
- Active Transportation Concept
- Existing Provincial Highway
- Existing Road
- Winkler and Morden Boundary
- Assessment Parcel
- + Existing Railway
- Existing River or Stream
- Connection Point
- ✈ Airport
- H Hospital





***Note:** a 3.0 m regional multi-use pathway is proposed for both sides of the highway. The alignment of the pathway on the south side of the highway could either be within the highway right-of-way or outside, running parallel as part of an open space / park connection. The linear pathway/greenway on the north side of the highway is proposed for locations where, in consultation with Manitoba Infrastructure it can be accommodated within the right-of-way, rather than developing additional service roads. In some locations along the highway where there is insufficient width within the highway right-of-way, the linear pathway on the north side may need to be incorporated into planned private development as open space. The exact location of any proposed pathway will be determined in consultation with Manitoba Infrastructure.



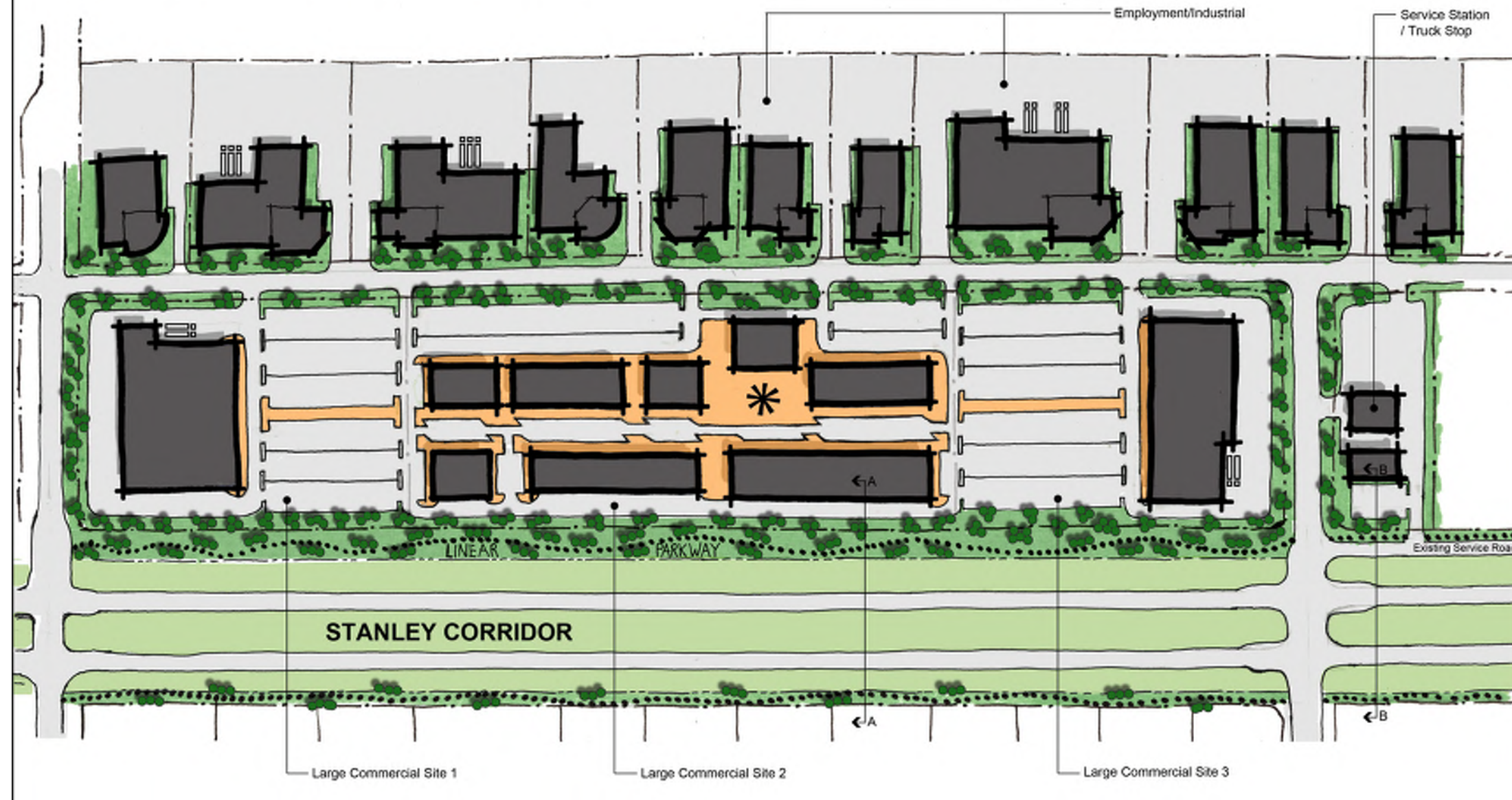
***Note:** a 3.0 m regional multi-use pathway is proposed for both sides of the highway. The alignment of the pathway on the south side of the highway could be either within the highway right-of-way or outside, running parallel as part of an open space / park connection. The exact location of any proposed pathway will be determined in consultation with Manitoba Infrastructure.

***Permission/approval is required from Manitoba Infrastructure to place any material, structure within the provincial right-of-way. Permits are also required for any planting proposed within 15.2 m (50 ft) of a provincial highway.**

**RURAL MUNICIPALITY OF STANLEY
PROPOSED HIGHWAY CROSS SECTIONS
REFERENCE 1**



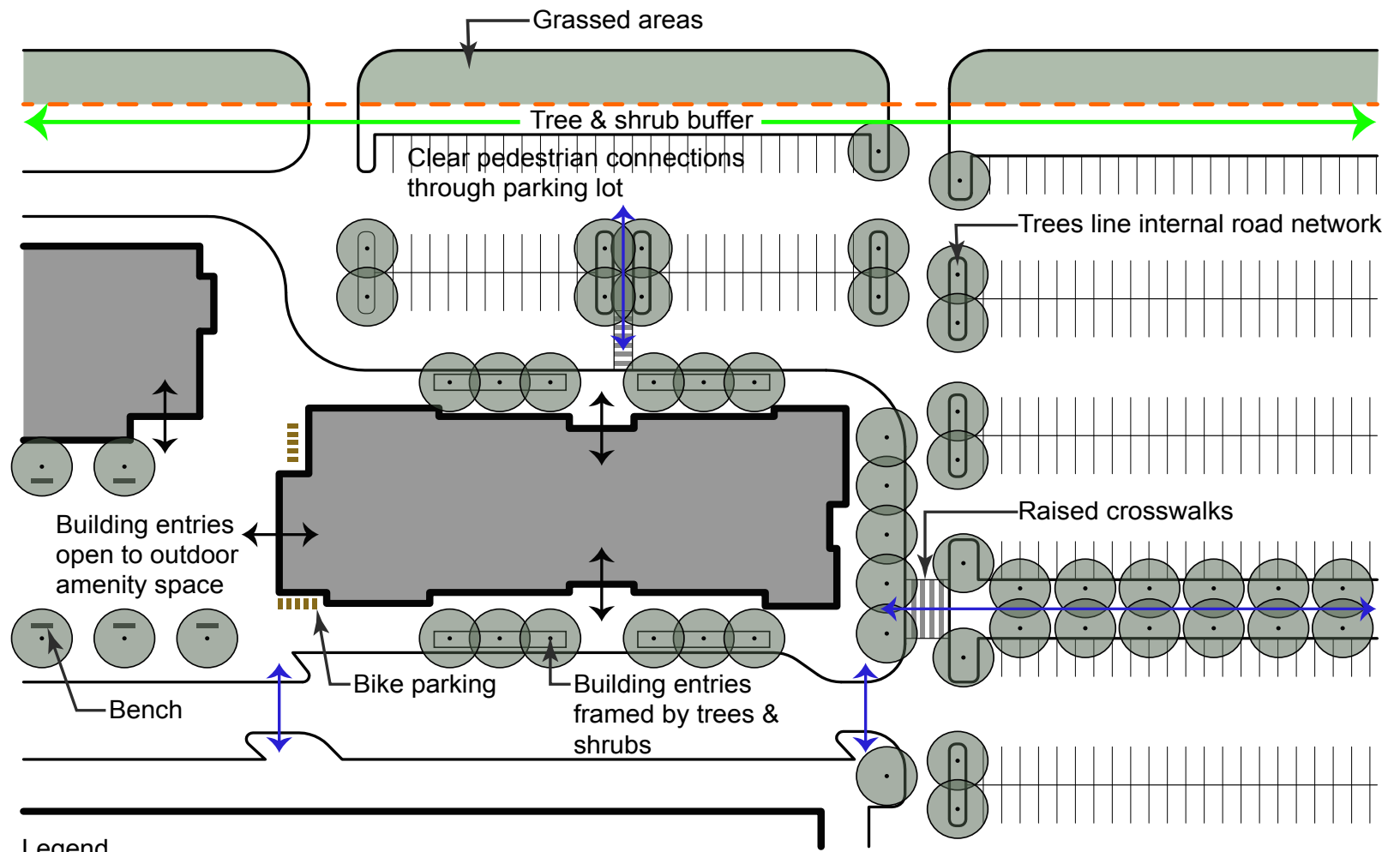
URBAN DESIGN PRINCIPLES: Supporting Concept Plan Example



RURAL MUNICIPALITY OF STANLEY
URBAN DESIGN - SUPPORTING CONCEPT PLAN
REFERENCE 2



URBAN DESIGN PRINCIPLES: Supporting Landscape Plan Example



- Legend
- Key pedestrian connections
 - Building entry
 - Tree / Shrub
 - Bench
 - Bike parking

RURAL MUNICIPALITY OF STANLEY
 URBAN DESIGN - SUPPORTING LANDSCAPING PLAN
 REFERENCE 3

