

# SCHANZENFELD SECONDARY PLAN

A by-law to guide future growth and development within the community of Schanzenfeld and its surrounding area.

PREPARED FOR  
The Rural Municipality of Stanley, MB

PREPARED BY  
Landmark Planning & Design Inc.



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# Schanzenfeld

## Secondary Plan

**By-law No. 6-22**

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Prepared for:  
**Rural Municipality of Stanley**

Prepared by:  
**Landmark Planning & Design Inc.**

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# 1 INTRODUCTION

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In 2021, the Rural Municipality of Stanley (Stanley) initiated the process to complete a Secondary Plan for the community of Schanzenfeld.

This Secondary Plan is intended to ensure that Schanzenfeld develops in a cohesive, connected and integrated manner. Accordingly, this Secondary Plan builds on the direction provided in the MSTW Development Plan, providing specific policy guidance to help decision-makers manage land use and development over a 20 year planning horizon. This Secondary Plan is intended to go beyond the planning framework provided for in the Development Plan, providing a more detailed, comprehensive vision for how Schanzenfeld (the Plan Area) should develop now and into the future.

## 1.1 WHAT IS A SECONDARY PLAN?

A secondary plan is a locally approved policy document used to guide the future growth and development of a specific area within a municipality or planning district. The secondary plan serves as a road map for future decision making, as well as a guide for physical development. This secondary plan is intended to be a usable reference, easily accessible to all.

Secondary plans address the needs of a specific area within a city, town or rural municipality. They provide a vision for that area's growth and development and go into more detail than a Development Plan but are less specific than a zoning by-law or plan or subdivision.

Section 63(1) of *The Planning Act* makes provision for the RM of Stanley to adopt a Secondary Plan to deal with objectives and issues within the Municipality, including any matters:

- 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.

Section 63(2) of *The Planning Act* states, "A secondary plan by-law must be consistent with the development plan by-law". The MSTW Development Plan designates Schanzenfeld as an *Emerging Community Area*. This secondary plan has been prepared to be generally consistent with the relevant policies of the MSTW Development Plan.

## 1.2 USING THE PLAN

This Secondary Plan contains policies that apply to land use, infrastructure, servicing, transportation and zoning for the community of Schanzenfeld and its surrounding area. Future development that occurs within the Plan Area, shown in Figure 2, should generally conform with

the applicable Secondary Plan policies.

Some policies found in this Secondary Plan may affect the *RM of Stanley Zoning By-law*. All changes to local zoning within the Plan Area must be consistent with this plan and its associated policy framework.

Section 7 contains land use maps that form part of this by-law. These maps connect policies of this plan to specific geographic areas within the Schanzenfeld Secondary Plan Area.

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## 2 BACKGROUND

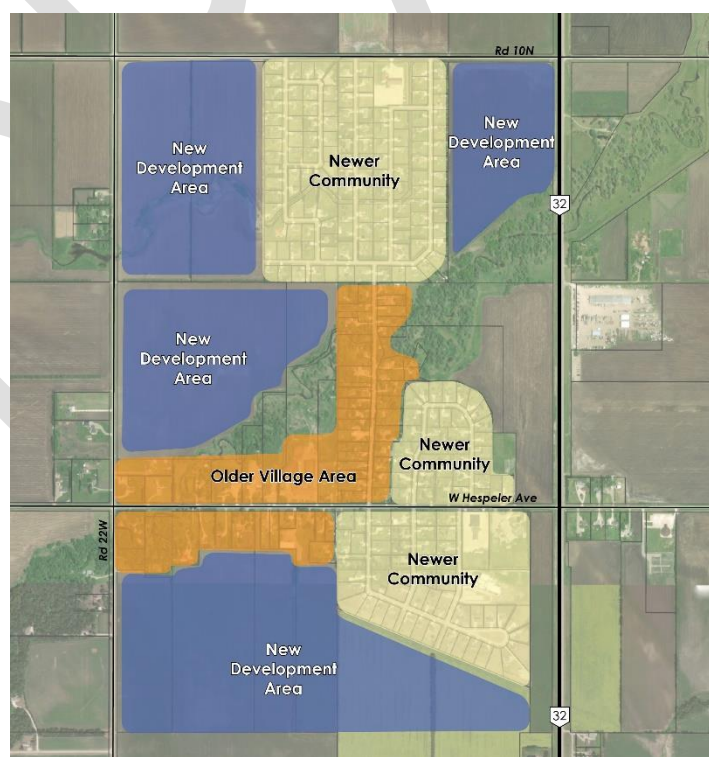
### 2.1 COMMUNITY CONTEXT

Located in Manitoba's southern region, and fully surrounding the Cities of Morden and Winkler, the Rural Municipality (RM) of Stanley is a fast growing municipality boasting a young population and a strong entrepreneurial mindset.

Much of the RM's land area is cultivated agricultural land within the bountiful Red River Valley, but the municipality also supports a large number of rural villages and communities that can trace their history back to early Mennonite settlement. The community of Schanzenfeld was one of these settlements, originating in 1876.

Over the years, this small farming village has more than doubled in size, with several residential subdivisions, churches and schools being built. Today, Schanzenfeld is one of the Stanley's most populous rural communities.

**Figure 1** shows the existing community of Schanzenfeld, which can be divided into two distinct areas: the older village area along West Hespeler Avenue, which features older homes, legacy farmsteads, and farm operations, and the newer development areas to the north and south, which feature larger, more uniform residential lots, two schools and several churches (see map below). The Plan Area also encompasses undeveloped areas intended to accommodate future growth and surrounding agricultural lands.



**Figure 1.**  
Schanzenfeld's existing  
community areas

## 2.2 PLAN AREA CONTEXT

### 2.2.1 Plan Area Limit

Schanzenfeld is situated directly south of the City of Winkler and along PTH 32 – an important Provincial Trunk Highway that connects Winkler to the Manitoba / North Dakota border and provides a means for many of Stanley's rural villages to access the amenities provided in Winkler.



**Figure 2.**

Plan Area map

 Plan Area

For the purposes of this Secondary Plan and the future growth of the community of Schanzenfeld, it is vital to consider lands outside the community centre. But more importantly, as Schanzenfeld and other communities further south continue to grow in the future, consideration for additional development, including employment development is key.

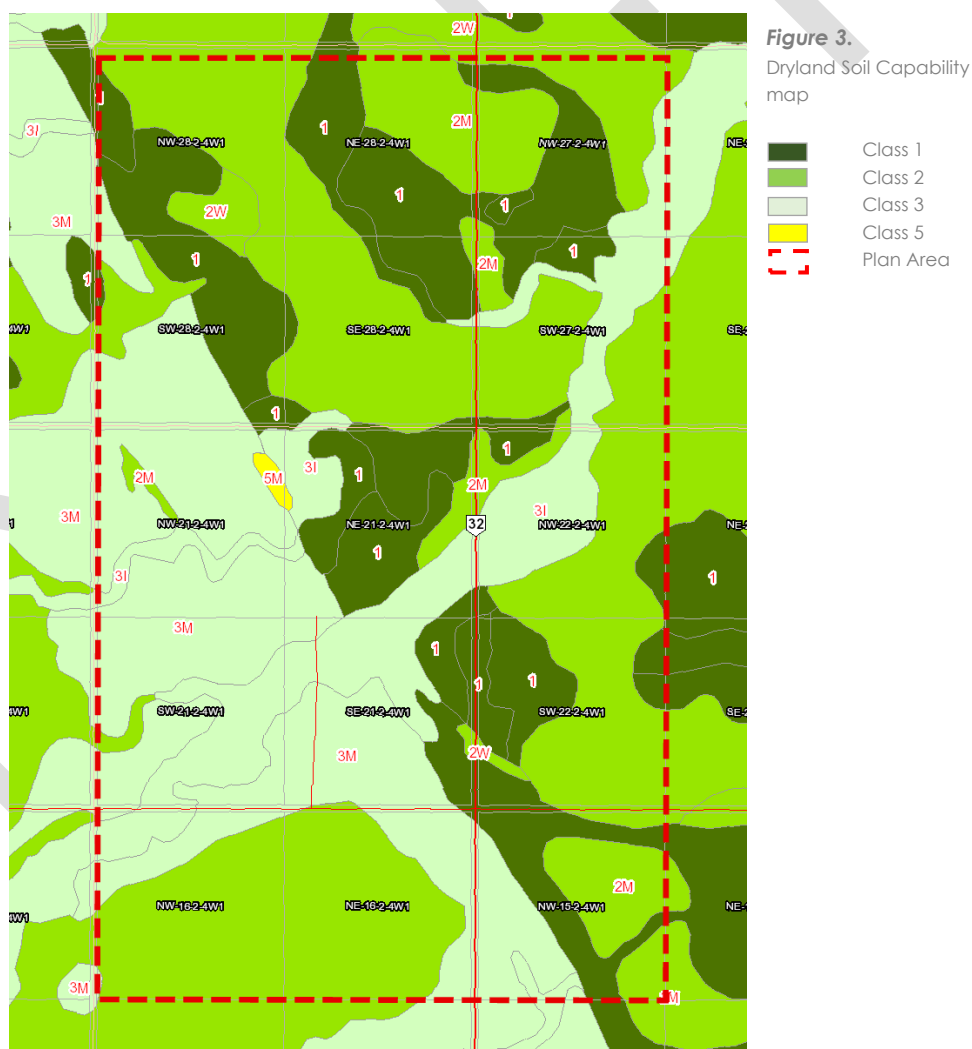
**Figure 2** shows the boundary of the Plan Area to which the policies of this Secondary Plan will apply. The Plan Area encompasses approximately 9.92 square kilometres (3.83 square miles).

As well, the interface with the City of Winkler, including the Collaborative Planning Area that was implemented as part of the MSTW Planning District must also be considered. For this reason, the Plan Area extends up to the municipal boundary between the RM of Stanley and the City of Winkler.

### 2.2.2 Agricultural Capability

There is a narrow range of soil types and dryland soil classification within the planning area, with much of the lands being classified as Prime Agricultural Land (Class 1-3).

**Figure 3** shows the dryland soil capability for the planning area, including all 15 quarter sections south of Winkler. The majority of currently cultivated agricultural land falls to the north and east of the plan area.



## 2.3 POLICY CONTEXT

The RM of Stanley is a member of the MSTW (Morden-Stanley-Thompson-Winkler) Planning District. The MSTW Planning District was established in 1979 by its member municipalities to share the services of a building inspector. The MSTW Planning District oversees the building and permit processes across the four municipalities.

### 2.3.1 Development Plan

The RM of Stanley is one of four municipalities making up the Morden Stanley Thompson Winkler (MSTW) Planning District. The *MSTW Development Plan* (2014) provides broad development policies addressing land use, infrastructure, transportation, sustainability and community building.

Much of the existing Schanzenfeld Plan Area is currently designated as 'Emerging Community Areas', 'Agricultural Areas', and contains a small pocket of 'Rural Cluster'. Another overlay designation in the MSTW Development Plan is the Collaborative Planning Area,

#### Emerging Communities

Emerging Communities are intended to capture communities that have grown to such an extent that they can no longer be considered rural villages but are not yet urban centres. The Emerging Communities designation recognizes the unique opportunities and challenges in these areas as they become serviced and accommodate more residents over time.

#### Agricultural Areas

Agricultural lands are those areas in the RM of Stanley that are characterized by being the most agriculturally productive and having, often with higher quality soil classifications. These lands are intended to accommodate a full range of agricultural activity and livestock production operations in accordance with the principles of sustainable development. Farm life continues to be an important part of these areas and it is important for those who continue the agrarian lifestyle to be able find opportunities to live and work.

#### Collaborative Planning Area

The Collaborative Planning Area is a 1 mile buffer surrounding the City of Winkler. Where possible, development and servicing within Collaborative Planning areas as agreed upon by the RM of Stanley and the City of Winkler to ensure infrastructure and land use are compatible. In the case of Schanzenfeld, a portion of the Planning Area exists within the Collaborative Planning Area that surrounds the City of Winkler.

### 2.3.2 Zoning By-law

While the *MSTW Development Plan* provides the overall framework to guide future development, the *RM of Stanley Zoning By-law* (2018) is used to implement the objectives and policies of the Development Plan. A Zoning By-law divides a community into various land use districts and states in specific terms what land uses may be allowed and provides information such as standards for lot size, building heights and setbacks from streets. This is to ensure that specific types of land uses are located in appropriate areas and that the type of buildings or land uses on one property will not negatively affect surrounding properties.



The following zones can be found throughout the Schanzenfeld Plan Area:

- Community Residential
- General Development
- Rural Residential
- Open Space and Recreation
- Industrial
- Agriculture General
- Agricultural Limited

## 2.4 SECONDARY PLAN PROCESS

### 2.4.1 COUNCIL INITIATION MEETING

An initiation meeting was held with RM of Stanley Council in May of 2021. The meeting served to introduce the project and discuss key planning considerations for Schanzenfeld. Opportunities and constraints were discussed, and information was provided based on available background information, including potential population growth and land use needs for the area.

### 2.4.2 STAKEHOLDER ENGAGEMENT

Two stakeholder meetings were held in July 2021. A Technical Advisory Committee (TAC) meeting was held with representatives from local and provincial agencies and organizations with an interest in the future of Schanzenfeld. TAC members included representatives from:

- MSTW Planning District
- City of Winkler
- Community and Regional Planning
- Conservation and Climate
- Water Stewardship
- Office of Drinking Water
- Pembina Valley Water Coop
- Manitoba Agriculture

A second stakeholder meeting was held with local landowners from Schanzenfeld and featured over 20 individuals. Both meetings included presentations and discussion questions for those in attendance. Input from meetings informed revisions to the Secondary Plan.

### 2.4.3 COLLABORATION WITH PROVINCIAL AGENCIES

Subsequent review and collaboration with Provincial Agencies took place over the course of the Secondary Planning process. Draft copies of the Plan were provided for comment over the course of the winter in 2021/2022. Comments received informed the final revisions to the Secondary Plan towards its first reading version.

### 2.4.4 PUBLIC OPEN HOUSES

Two open houses were held during **March 2022**. The purpose of the open houses was to show

the final draft of the Secondary Plan, including its key policies, land use configuration and how feedback from stakeholders informed the development of the Secondary Plan. A presentation was provided and a copy of the draft Secondary Plan was provided on the RM of Stanley website for comment.

The first open house was held in person at the RM of Stanley Council Chamber on March 22<sup>nd</sup> and the second open house was held virtually through the Zoom platform on March 23<sup>rd</sup>.

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# 3 GENERAL POLICIES

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## 3.1 GENERAL DEVELOPMENT

The objectives and policies of this Section are applicable to the entire Plan Area, regardless of the specific land use designation. The general objectives and policies listed here should be reviewed with respect to all proposed development in Schanzenfeld in addition to the specific policies found in the other sections of this Secondary Plan.

### GENERAL DEVELOPMENT OBJECTIVES

- a) To promote collaboration and coordination with the City of Winkler on future development and servicing opportunities to encourage and promote economic development in both communities.
- b) To promote collaboration with the Province of Manitoba and the departments of Agriculture, Conservation and Climate, Municipal Relations, and Infrastructure
- c) To ensure new development does not create land use conflict, both within and adjacent to the Plan Area.
- d) To promote coordination on key infrastructure shared by the City of Winkler and the RM of Stanley, including transportation and access management requirements.
- e) To engage relevant provincial departments and agencies on matters pertaining to land use, transportation, infrastructure, environment and public facilities.

### 3.1.1 GENERAL DEVELOPMENT POLICIES

- 1. Proposed land uses shall be developed in a manner that eliminates or minimizes land use conflict with abutting or adjacent land uses.
- 2. The RM of Stanley encourages collaboration with the City of Winkler concerning any development occurring within the Collaborative Planning Area, as identified in the *MSTW Development Plan*. Development proponents shall endeavour to meet the stated requirements of the Plan prior to development proceeding in this area.
- 3. Development should be conducted in a manner that minimizes potential impacts to existing agricultural uses, activities or livestock operations, both within and adjacent to the Plan Area.
- 4. Existing agricultural lands and associated uses within the Plan Area may continue until such time when the lands are ready for a transition to urban development, either by continued growth of Schanzenfeld or an expansion of the City of Winkler.
- 5. Development shall not be permitted in areas subject to flooding, erosion, or bank instability unless a detailed geotechnical analysis of the specific site, provided by a qualified engineer, can prove such development to be safe from any identified hazards.

6. When considering proposals for development within the Plan Area, Council shall evaluate each proposal with the following criteria:
  - a. Compatibility with surrounding land uses, future development opportunities, environmental features, and scale of adjacent development.
  - b. Existing and potential impact on servicing capacities including municipal water supply, drainage, wastewater and transportation systems.
  - c. Evidence of sufficient demand for development to justify the approval and future subdivision of a proposed development.
  - d. The life-cycle costs and capital budget planning for all infrastructure extensions and improvements (including transportation) to ensure they are strategic and sustainable in the long-term.

## 3.2 SUSTAINABILITY

Sustainable development and environmental protection continue to be priorities from a planning and land use perspective. As land use planning can have a profound impact on the environment, the following policies are intended to promote sustainable development and protect the environment in the Schanzenfeld Plan Area.

### SUSTAINABILITY OBJECTIVES

- a) To ensure growth and development within the Plan Area is addressed in a sustainable, efficient, and environmentally sensitive manner.
- b) To promote environmental stewardship and the protection of sensitive natural habitats, features and values.
- c) To mitigate potential land use conflicts arising from the development of non-compatible land uses.

### 3.2.1 SUSTAINABLE DEVELOPMENT POLICIES

1. Development within the Plan Area is encouraged to occur in a contiguous manner from the existing built up areas of Schanzenfeld, or from areas with existing municipal services to lessen the financial impacts of extending services beyond areas that are immediately adjacent to existing development.
2. Development practices that promote sustainability, such as energy and water conservation, prairie landscape conservation, naturalized landscaping, and green building design and technologies should be encouraged on both public and private lands within the Plan Area.
3. Land drainage retention ponds, when developed, shall be naturalized to enhance water quality and provide natural habitat for local flora and fauna.
4. Universal design measures for all development shall be encouraged in the public and private realms.

5. In accordance with Provincial regulations, natural wetlands, water courses and riparian areas shall be protected within the Plan Area.
6. Where possible, existing tree cover, including shelter belts or existing tree stands, should be protected and incorporated into the design of sites or subdivisions.

## 3.3 TRANSPORTATION

The Plan Area is generally located on both sides of PTH 32, which serves as a primary roadway for many of Stanley's villages to access the City of Winkler and extends to the Canada / US border.

Manitoba Infrastructure is aware of the high volume of traffic along PTH 32 and is actively monitoring the highway. While there are no immediate plans to alter or widen PTH 32, the policies of this Secondary Plan reflect its status as a secondary arterial and aim to protect the provincial highway network as it operates today and for any highway projects that may occur in the future.

Throughout the public and stakeholder engagement process conducted for the Secondary Plan, the desire for a connected and cohesive active transportation system, both within Schanzenfeld and across the RM of Stanley, was identified as an important part of this plan.

Due to its proximity to the City of Winkler, most residents of Schanzenfeld and the surrounding villages commute to Winkler to work, shop and recreate. While Schanzenfeld does not have the structure of a traditional prairie town, future growth suggests Hespeler Avenue will be an important roadway that functions as a main collector.

### TRANSPORTATION OBJECTIVES

- a) To create a safe, efficient and well-connected transportation network for motorized and non-motorized modes of travel in Schanzenfeld and its surrounding area.
- b) To establish a conceptual road network for the Schanzenfeld village area to be further defined with new development.
- c) To improve access into Schanzenfeld from PTH 32.
- d) To emphasize active transportation as a mode for local trips and recreation within Schanzenfeld as well as throughout the region.
- e) To protect PTH 32 from incompatible development in recognition that this provincial highway may be upgraded or widened at a future date.
- f) To harness main streets as a tool for economic development and encourage development that promotes commerce and human interaction.

#### 3.3.1 GENERAL TRANSPORTATION POLICIES

1. All new development shall have legal access to a public right-of-way built to the RM of Stanley standard. An Applicant may be responsible for part or all of the costs of any necessary roadway construction.

2. All future developments within the Plan Area shall conform to the Transportation Policies of the *MSTW Development Plan*.
3. Applications for proposed development within the prescribed Manitoba Infrastructure control area (38.1 m) along Provincial Trunk Highway 32 and Declared Provincial Roads (W. Hespeler Avenue and Schanz St. N.), must seek approval from Manitoba Infrastructure, prior to development.
4. The RM of Stanley intends to work with Manitoba Infrastructure to advance the development of improved intersections on PTH 32 as illustrated on the Land Use Policy Map.
5. No development shall be permitted within 45 metres of the west side of PTH 32 within the Plan Area to enable future improvements to PTH 32 (which may include twinning of the highway, land for a multi-use pathway, or additional right-of-way requirements). Approving authorities may, as a condition of development, place encumbrances on any affected titles and/or require additional land for rights-of-way and highway improvements within this area.
6. A traffic impact study (TIS), prepared by a qualified transportation engineer, may be required for proposed developments within the Plan Area to determine the impact of the proposed development on the provincial highway system. The cost the study and any improvements required will be the responsibility of the development proponent.
7. Intersections where two collector roads meet within the Plan area may feature alternative intersection designs that promote efficient and safe vehicle movements.

### **3.3.2 PTH 32 ACCESS MANAGEMENT POLICIES**

1. New accesses onto PTH 32 will not be permitted within the Plan Area.
2. The collector road network shall connect to PTH 32 at the three existing intersections as identified on the Land Use Policy Map. These intersections may require incremental improvements as the development of the Plan Area occurs to facilitate safe and efficient access to the provincial highway network.
3. Existing driveways onto PTH 32 are permitted to remain until such time that future development can provide alternative access to those parcels or if operational concerns are identified. All efforts shall be made to remove direct property access points onto PTH 32 within the Plan Area.

### **3.3.3 COLLECTOR AND LOCAL ROADS POLICIES**

1. All collector and local roads in the Plan Area shall be built to the applicable RM of Stanley standard.

2. All future collector roads shall include room for a sidewalk and/or multi-use pathway on at least one side.
3. The alignment and location of future collector roads should be similar to those shown on the Land Use Policy Map in terms of their general alignment. Variations to their alignment and specific locations may be permitted if deemed necessary to the benefit of the overall Secondary Plan Area.
4. Right-of-way connections shown on the Land Use Policy Map shall be considered precise in terms of the number of connections and should reflect the general location of connection points.
5. Collector roads shall be aligned in such a manner as to not impede future outward expansion of the community of Schanzenfeld.

### **3.3.4 WEST HESPELER AVENUE POLICIES**

1. A mix of land uses including neighbourhood commercial establishments, local amenities, public spaces, multi-family residential and recreational shall be encouraged to locate along Hespeler Avenue.
2. Increased densities, and where appropriate, reduced front-yard setbacks, may be considered in the proximity of Hespeler Avenue if redeveloping from residential use.

### **3.3.5 PEDESTRIAN & ACTIVE TRANSPORTATION POLICIES**

1. A multi-use trail system shall be developed to promote active transportation.
2. A multi-use pathway between Schanzenfeld and the City of Winkler will be considered along Road 22 West to connect the City of Winkler with Schanzenfeld.
3. Development in the Plan Area should not be approved that disrupts or impedes the trail system, nor should development disrupt potential connections outside the Plan Area.
4. Stormwater retention ponds should include a multi-use pathway along a minimum of one side of the pond area that can be connected to sidewalks or the multi-use trail system in the Plan Area.
5. Where a cul-de-sac development backs onto an existing or future cul-de-sac development, multi-use trail, collector road, retention pond or existing pedestrian infrastructure, a cut-through sidewalk or multi-use pathway shall be provided at the rear to provide a pedestrian connection.
6. Where appropriate, trails should include wayfinding and / or directional signage.



## 3.4 SERVICING & INFRASTRUCTURE

Schanzenfeld and its surrounding area receive piped drinking water from the Pembina Valley Water Cooperative (PVWC). There is currently no piped wastewater system in the Plan Area, and as such, all lots are serviced using on-site wastewater management (septic fields).

The RM of Stanley plans to extend piped wastewater services to Schanzenfeld and other communities in the vicinity of the City of Winkler, through a low-pressure sewer system and lift station(s).

Running along the southern edge of Schanzenfeld's existing village area is a crude oil and liquid pipeline, operated by Enbridge. The pipeline is part of Enbridge's national pipeline network and contains seven separate lines extending from various areas in Alberta to Duluth, Minnesota where it can access eastern Canada and the Atlantic Ocean via the St. Lawrence Seaway.

### SERVICING & INFRASTRUCTURE OBJECTIVES

- a) To provide a semi-urban level of municipal servicing in the Plan Area in a logical, efficient and cost-effective manner.
- b) To avoid leapfrog development to ensure servicing can be provided in an economical and thought-out manner.
- c) To encourage joint infrastructure and servicing projects between the RM of Stanley and the City of Winkler.

#### 3.4.1 GENERAL SERVICING AND INFRASTRUCTURE POLICIES

- 1. Infrastructure and service systems installed within the Plan Area should be constructed to the applicable RM of Stanley standards and specifications at a minimum, or as determined by a Licensed Professional Engineer.
- 2. Land use patterns and development concepts that promote the provision of sustainable water and wastewater infrastructure will be prioritized.
- 3. All servicing and infrastructure requirements shall be determined in consultation with a qualified engineer to ensure future development can adequately accommodate future development servicing and infrastructure needs.
- 4. Costs for service connection for individual properties shall be the responsibility of the landowner or developer.
- 5. Developers and landowners are required to coordinate with utility providers (e.g. – Manitoba Hydro, natural gas, telecommunications) to bring utilities to individual developments.
- 6. Developers are encouraged to coordinate with telecommunications providers for the siting of broadband cellular service towers.

### 3.4.2 WATER & WASTEWATER SERVICING POLICIES

1. All new development in the Plan Area shall be connected to the RM of Stanley's piped water network with additional approval from the PVWC.
2. All new development in the Schanzenfeld Plan Area shall connect to the municipal wastewater service system once available.
3. Limited new development may be approved, subject to approval by the RM of Stanley Council, prior to the establishment of full wastewater servicing, provided the following conditions are met:
  - a. Development shall not result in the creation of two or more new lots.
  - b. Development shall not include a planned unit development.
  - c. New lots shall be sized to comply with provincial requirements for on-site wastewater servicing.
  - d. Building or structures should be sited in a manner that allows for future subdivision of parent lots to allow for efficient and cost effective connection to the future municipal system.

### 3.4.3 STORMWATER & DRAINAGE POLICIES

1. Permission is required from Manitoba Infrastructure to drain any water into the highway drainage system. Manitoba Infrastructure prefers to see no increase in storm flows into the highway ditch system. However, if this is unavoidable, the cost of any highway drainage system works directly associated with development shall be the responsibility of the developer.
2. Manitoba Infrastructure and the RM Council may require Drainage Studies for future developments within the Schanzenfeld Plan Area to ascertain the impact on the provincial highway drainage network.
3. Overall drainage for the Plan Area shall be designed and constructed to restrict surface water discharge to pre-development flows in accordance with municipal and provincial regulations and take into account all upstream lands as well as lands being developed.
4. Stormwater drainage shall be provided via stormwater management systems as recommended by local drainage master plans and built to a 1:100 year storm event.
5. Retention ponds and the surface land drainage network may be incorporated into greenspace and recreation spaces within the Plan Area.

### 3.4.4 PIPELINE POLICIES

1. Subdivision boundaries should not cross a pipeline right-of-way. In instances where lot lines are incorporated over a pipeline right-of-way, an easement shall be included on all

titles advising of the pipeline and existing conditions that apply to all development.

2. Where a new development is proposed within 200 m of an underground pipeline, as identified on the Land Use Policy Map, the RM of Stanley shall refer the proposed development concept to the pipeline Operator for review and input.
3. Any ground disturbance within 30 m of a pipeline, or proposed development that crosses a pipeline right-of-way or easement, as in the case of a public road right-of-way, shall require written consent from the pipeline Operator and is the responsibility of the development proponent to obtain prior to proceeding with development.
4. The costs of modifications or upgrades to a pipeline required as a result of a proposed development shall be the responsibility of development proponent.
5. No buildings or structures shall be permitted on a pipeline right-of-way.
6. No landscaping or surface works shall be established on a pipeline right-of-way without first acquiring the pipeline Operators written consent and where consent is granted, such landscaping or surface works must be performed in accordance with the pipeline Operators standards.

## 4 LAND USE POLICIES

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The policies of this Section are applicable to specific locations on the Land Use Policy Map found in Section 7.

### 4.1 SCHANZENFELD VILLAGE AREA

Schanzenfeld's older village core area is located along Hespeler Avenue West and Schanz Street North. This core area features irregular lots of various sizes, a mix of land uses, and a traditional main street cross section complete with sidewalks and a wider right-of-way. The objectives and policies of this Section guide future development in the Schanzenfeld Village Area to reflect the varied nature of existing development.

#### SCHANZENFELD VILLAGE AREA OBJECTIVES

- a) To preserve the unique character of the Village Area.
- b) To permit a mix of uses that are compatible within a rural village setting and do not inhibit or conflict with future residential development outside the Village Area.
- c) To recognize West Hespeler Avenue as a main roadway within the Plan Area that may be redeveloped to feature a broad mix of businesses, amenities and services as the community continues to grow.

#### 4.1.1 SCHANZENFELD VILLAGE AREA POLICIES

- 1. Low density single-family residences shall be the predominant land use, however, neighbourhood scale commercial, institutional and recreational land uses may locate in this area, in accordance with the regulations of the *RM of Stanley Zoning By-law*.
- 2. Where a non-residential land use is permitted within the Schanzenfeld Village Area, the design and scale of development should reflect the character of the area.
- 3. Secondary suites may be established in accordance with the Zoning By-law.
- 4. Where possible, future development along Hespeler Avenue West should seek to expand the existing sidewalk on both sides of the right-of-way.

### 4.2 NEW COMMUNITY RESIDENTIAL AREAS

Schanzenfeld's newer community areas feature large lots with a semi-rural character. This is the preferred land use pattern for new development throughout the community. The objectives and policies for this area apply to development in Schanzenfeld's New Community Areas as identified on the Land Use Policy Map.

#### NEW COMMUNITY RESIDENTIAL AREA OBJECTIVES

- a) To ensure residential development is developed in a contiguous and phased manner, in accordance with appropriate infrastructure and servicing.
- b) To ensure residential development does not contribute to existing drainage issues in the area.
- c) To encourage residential development that maintains the large-lot semi-rural character of Schanzenfeld.

#### **4.2.1 NEW COMMUNITY RESIDENTIAL AREA POLICIES**

- 1. Limited development may be approved in New Community Residential Areas, at the discretion of the RM of Stanley Council, until such time that a community wastewater system is operational in the Schanzenfeld Planning Area.
- 2. New development may be delayed and/or restricted if water distribution and treatment capacity is not available from the PVWC.
- 3. Single family dwellings shall be the predominant land use.
- 4. Duplexes and ground-oriented multi-family dwellings may be considered in this area, where appropriate, and in accordance with the Zoning By-law.
- 5. The density, site area and site width of new residential lots directly adjacent to existing residential areas should generally reflect the pattern of development in the adjacent areas.
- 6. Secondary suites may be established in accordance with the Zoning By-law.
- 7. New public and institutional uses, including places of worship, shall endeavour to be located along collector roads.
- 8. Applications to create new multi-lot residential development may be required to submit the following related to a development application:
  - a. A concept plan that illustrates residential lotting, parks and recreation areas and how the subject application will interact with existing and future land uses;
  - b. A local street and roadway plan that illustrates how the development will connect to other local and collector roads within the Plan Area;
  - c. A trail and pathway plan that illustrates how the development will connect to other active connections;
  - d. A traffic impact study;
  - e. A servicing plan;
  - f. A drainage and stormwater management plan; and
  - g. Any other requirements as per provincial regulations or other conditions RM of Stanley deems necessary.

## 4.3 RURAL RESIDENTIAL AREAS

### RURAL RESIDENTIAL AREA OBJECTIVES

- a) To continue existing Rural Residential uses within the Schanzenfeld Plan Area.
- b) To enable future redevelopment, via infill, of existing zoned rural residential lots once wastewater has become available.

#### 4.3.1 RURAL RESIDENTIAL AREA POLICIES

- 1. No new applications for rural residential development shall be considered within the Plan Area.
- 2. Subdivisions of existing Rural Residential lots shall require new lots to be serviced by municipal water and wastewater.
- 3. Where a rural residential site with on-site servicing is further subdivided, re-zoned, or brought onto piped municipal services, any existing on-site services should be decommissioned as a condition of approval.

## 4.4 EMPLOYMENT AREAS

### EMPLOYMENT AREA OBJECTIVES

- a) To support employment opportunities in Schanzenfeld and its surrounding area.
- b) To diversify the municipal tax base.
- c) To direct general industrial, light industrial and agro-industrial land uses to an appropriate area with adequate servicing and transportation access.
- d) To ensure employment uses are developed in a manner that minimizes impacts on adjacent land uses, promotes high quality urban design, and creates a pedestrian friendly environment within the employment area.

#### 4.4.1 EMPLOYMENT AREA POLICIES

- 1. Development in Employment Areas is intended for general, light and agro-industrial land uses such as agribusiness, agricultural product storage, greenhouses or plant nurseries, equipment sales or service, contracting, automotive sales and service, manufacturing, self storage, warehouse and distribution centres, salvage yards, and similar uses, subject to compliance with the *RM of Stanley Zoning By-law A Traffic Impact Study (TIS) prepared by a qualified engineer may be required for developments in the Employment Area.*
- 2. All new development in Employment Areas shall be serviced by municipal water and wastewater once it is available.
- 3. New lots in Employment Areas shall be a minimum of 2 acres in land area and shall have

a minimum frontage of 150 ft., in accordance with the *RM of Stanley Zoning By-law* unless variances are approved by Council.

4. Employment areas shall be designed using internal road networks. New accesses onto the Provincial highway network shall be prohibited.
5. Landscaping should be an integral part of the overall site plan for any development in the Employment Area and should define circulation and buffer adjacent uses.
6. Developments will endeavour to provide safe routes for pedestrians between building entrances and parking areas.
7. Applications to create new developments in Employment Areas may be required to submit the following related to a development application:
  - a. A concept plan that illustrates the lot configuration and how the subject application will interact with existing and future land uses;
  - b. A local street and roadway plan that illustrates how the development will connect to other local and collector roads within the Plan Area or adjacent jurisdictions;
  - c. A trail and pathway plan that illustrates how the development will connect to other active connections;
  - d. A traffic impact study;
  - e. A servicing plan;
  - f. A drainage and stormwater management plan;
  - g. Any other requirements as per provincial regulations or other conditions RM of Stanley deems necessary, and
  - h. Any requirements as noted in the appropriate Development Plan

## 4.5 OPEN SPACE & RECREATION AREAS

### OPEN SPACE & RECREATIONAL AREA OBJECTIVES

- a) To connect parks, natural areas, and community facilities to residential land uses through an interconnected parks and trail system.
- b) To protect existing open space areas to enhance the Plan Area and provide natural stormwater management.
- c) To enable the creation of new parks to support community recreation and greenspaces.

#### 4.5.1 OPEN SPACE & RECREATIONAL AREA POLICIES

1. New multi-lot developments within the Plan Area may be required to dedicate 10% of land area, or a cash-in-lieu payment equivalent to 10 percent of the appraised value of the land, to open space and recreation areas. Development proponents may be required to assume the cost to develop greenspaces and/or trails to municipal standards.



2. The location and design of parks shall be determined during the application approval process.
3. Open Space and Recreation areas should be connected to the surrounding neighbourhoods using pedestrian and multi-use pathways.
4. Existing watercourses and public land within the Plan Area should be utilized for linear multi-use pathways and locations for active recreation.

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# 5 DEVELOPMENT MANAGEMENT POLICIES

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This Section includes policies that have been put in place to ensure development occurs in a cohesive and efficient manner and improvements are shared equitably using the following procedures and implementation tools.

## DEVELOPMENT MANAGEMENT AND IMPLEMENTATION OBJECTIVES

- a) To provide a consistent set of standards for development within the Plan Area.
- b) To provide a comprehensive overview of the tools required to implement this Secondary Plan.

### 5.1.1 Development Management Policies

- 1. Development applications may require land to be reserved for road right-of-ways, retention ponds, open space or parks, schools, or naturalized areas.
- 2. At the discretion of the RM of Stanley, a development proponent may be required to consult with adjacent landowners and the general public prior to the submission of any development applications.
- 3. As a condition of a development approval for a rezoning, subdivision, conditional use or a variance, a development agreement with the RM of Stanley may be required. Development agreements are specific to the lands that are the subject of the development approval and can cover specifics related to the use of land, the provision of services, development standards, landscaping, phasing

### 5.1.2 Implementation Policies

- 1. Subdivision proposals for lands within the Plan Area shall be evaluated by Council and the Approving Authority to ensure they generally conform to the guidance and policies of this Plan. Conditions of subdivision approval may be requested by Council or the Approving Authority to implement the policies of this Plan.
- 2. The Zoning By-law shall be used to implement the policies contained in this Secondary Plan. As development occurs, lands in the Plan Area shall be re-zoned in accordance with the *RM of Stanley Zoning By-law*.

# 6 ADMINISTRATION

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## 6.1 INTERPRETATION

Where the word “may” is included in a policy in this plan, it is provided as a guideline or a suggestion towards implementing the intent of the policy.

Where the word “should” is included, it is intended to apply to the majority of situations, however, it is understood that under unique circumstances where compliance is impractical or impossible, an acceptable alternative that still meets the intent of the policy can be considered.

Where the words “shall” or “must” are included, the policy is considered to be mandatory and must be adhered to, in all circumstances.

Features shown on the maps included in this Secondary Plan such as boundaries, locations and symbols are intended to be approximate, and should be considered as such when interpreting the text of this plan. These features are not intended to identify specific locations, except where a boundary is located on an identifiable natural or human-made feature such as a river or roadway. There are two types of maps included in this Secondary Plan:

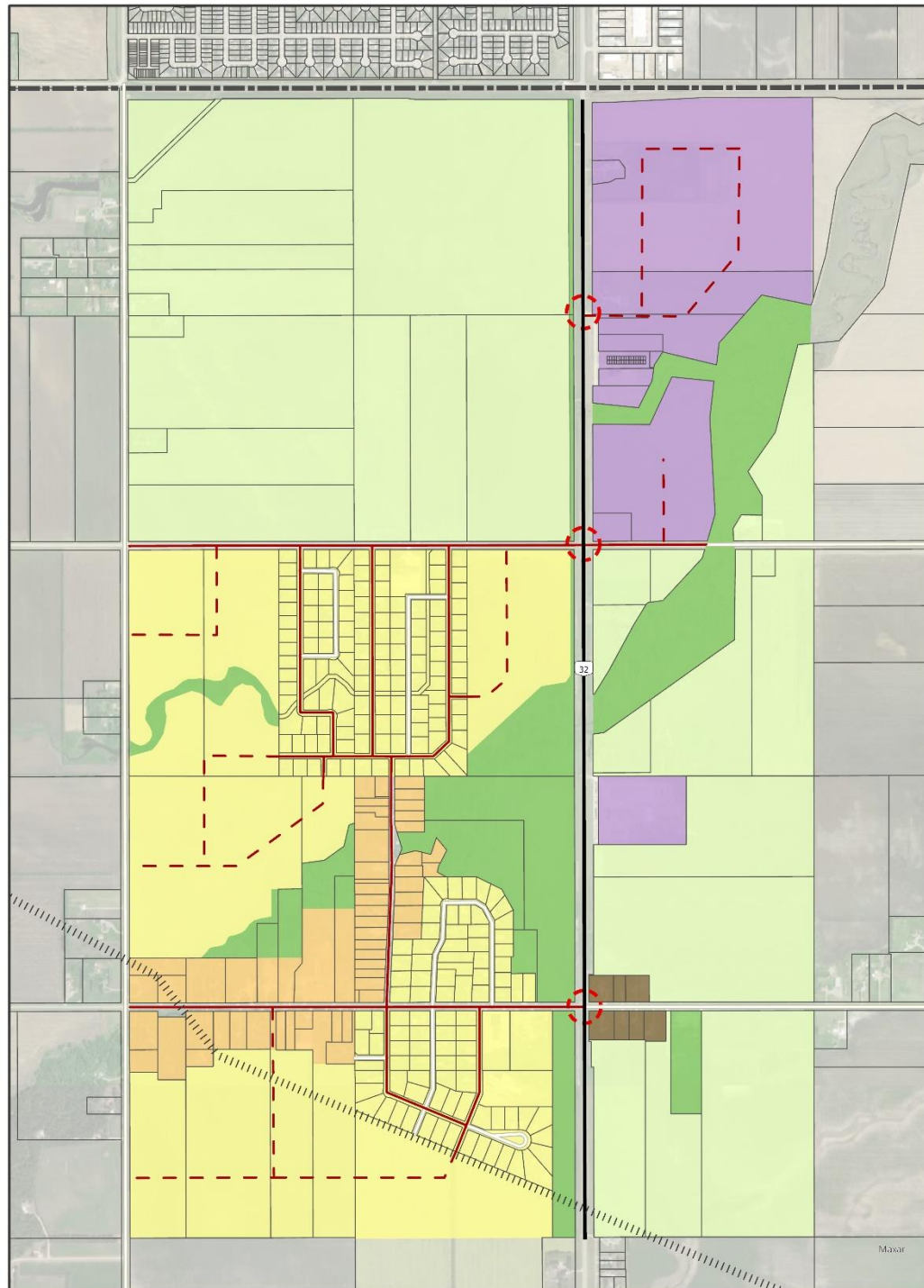
### **Land Use Policy Map**

The Land Use Policy Map illustrates the land use types and locations in which the Secondary Plan’s policies generally apply. Minor adjustments to land use types and locations illustrated on the Land Use Policy Map may result from the development approval process as detailed design information becomes available. Minor adjustments in land use types or locations as determined by the detained development approval process do not require an amendment to this Secondary Plan, provided they, in Council’s opinion, meet the general intent of the Secondary Plan’s objectives and policies.

## 6.2 REVIEWING AND AMENDING THE SECONDARY PLAN

This Secondary Plan should be reviewed as necessary to ensure it is consistent with the *MSTW Development Plan* and other supporting plans and policies of the RM of Stanley. If amendments to the Secondary Plan text or maps are proposed, they must be approved by Council in accordance with the amendment process established in *The Planning Act*.

# 7 LAND USE POLICY MAP



## RM OF STANLEY SCHANZENFELD SECONDARY PLAN

### Legend

- Agricultural
- Employment
- Open Space / Recreation
- Residential
- Rural Residential
- Schanzenfeld Core

- Major Arterial
- Collector
- Proposed Collector
- Local Road
- Future Intersection Improvements

- Parcel Lines
- Municipal Boundary
- Enbridge Pipeline

0 125 250 500  
Meters



COORDINATE SYSTEM: NAD 1983 UTM ZONE 18N  
DATA SOURCE: PROVINCE OF MANITOBA, RM OF STANLEY  
DATE CREATED: JANUARY 28, 2022  
AUTHOR: EA

