DEVELOPMENT PLAN

TANNER'S CROSSING PLANNING DISTRICT

As revised: January 25, 2019

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UNOFFICIAL OFFICE CONSOLIDATION OF THE

TANNER'S CROSSING PLANNING DISTRICT
DEVELOPMENT PLAN

AMENDING BY-LAWS INCLUDED IN THIS OFFICE CONSOLIDATION

By-Law No.	Date Approved	Amendment Description

TANNER'S CROSSING PLANNING DISTRICT

BY-LAW NO.1-2018

Being a By-Law of the **Tanner's Crossing Planning District** to adopt a Development Plan.

WHEREAS Section 40 (1) of *The Planning Act* provides authority for the preparation of a Development Plan;

AND WHEREAS Section 45 of *The Planning Act* provides authority for the adoption of a Development Plan;

AND WHEREAS, pursuant to the provisions of Section 30 of *The Planning Act*, the Minister of Intergovernmental Affairs approved the Tanner's Crossing Development Plan;

NOW THEREFORE the Tanner's Crossing Planning District Board, in meeting duly assembled, enacts as follows:

The Development Plan, attached hereto and marked as Schedule "A", is hereby adopted and shall be known as The Tanner's Crossing Development Plan;

The Development Plan shall take force and effect on the date of third reading of this By-Law.

DONE AND PASSED this _____ day of _____, A.D. 2018

READ A FIRST TIME this 6th day of March, A.D. 2018

READ A SECOND TIME this 9th day of May, A.D. 2018

READ A THIRD TIME this _____ day of _____, A.D. 2018

"James Andersen" .

Chairman

"Brian Skatch" .

Development Officer and Secretary-Treasurer

BY-LAW No. 1-2018 is hereby
Approved pursuant to clause
51(1)(b)(i) of *The Planning ACT*

This _____ day of _____, 2019

Minister of Municipal Relations

TANNER'S CROSSING DEVELOPMENT PLAN

Being Schedule "A" to By-Law No. 1-2018

TANNER'S CROSSING PLANNING DISTRICT

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PART 1

INTRODUCTION

A. PLANNING PROGRAMS IN MANITOBA

Municipal governments have a broad range of authority to deal with a variety of issues within their municipalities and communities, in the interests of promoting the general well-being of local residents. This includes the capability of developing and administering a planning program to guide future land use and development within the municipality.

The Planning Act in Manitoba governs the manner in which municipalities deal with land use and development issues. The Act provides for the establishment of planning districts composed of two or more municipalities, as one way to develop and administer a planning program. This is based on the concept that planning programs are more effective when they are developed over a broader area than an individual municipality. Municipalities often have many common interests and needs, and a joint approach is often the most appropriate. Planning districts also provide a framework for dealing with inter-municipal issues and concerns, and provide for more effective administration, as resources can be combined to provide for greater administrative efficiency. A large number of municipalities in Manitoba are now participating with their neighbours in the planning district program.

The planning program consists of three distinct components, undertaken in progression:

1. A Background Study, which provides an overview of various socio-economic characteristics, natural resources, land use and development trends, and man-made features of the area;

2. A Development Plan, adopted as a By-law of the Planning District Board, which establishes a framework of objectives and policies to guide future land use and development in the Planning District; and

3. Individual Zoning By-laws for each participating municipality, to provide more specific regulations governing future development. Each By-law must be consistent with the overall framework established by the Development Plan.

Planning programs are not a new concept for two of the participating municipalities. The Town of Minnedosa and the former Rural Municipality of Odanah have administered a planning program, in the form of the Minnedosa District Planning Scheme, since its adoption in 1971, and the Town had a planning program prior to this. As with any other area of municipal responsibility, it is appropriate that the planning program be reviewed and updated to respond to changing circumstances and needs. In this instance, the Development Plan and new municipal zoning by-laws will replace Development Plan By-law No. 6, 2004 that has been in effect for the past 14 years.

B. THE TANNER'S CROSSING PLANNING DISTRICT

The Tanner's Crossing Planning District is now composed of the Town of Minnedosa and the amalgamated Municipality of Minto-Odanah. The Town of Minnedosa is centrally located within the Planning District. The Councils of the two participating municipalities have co-operated on other joint initiatives that are of common interest and benefit to the residents of those municipal units.

The Tanner's Crossing Planning District occupies 290 square miles of land in western Manitoba. It is primarily an agricultural area located south of Riding Mountain National Park, as shown on Reference Map 1. The most notable landscape feature of the district is the Little Saskatchewan River, located in a deep valley with attractive, tree-covered slopes. Major transportation corridors traverse the district, including two major provincial highways (Provincial Trunk Highway (PTH) 10 and PTH 16) and the Canadian Pacific Railway. The total population residing in the Planning District is 3,638 persons, according to the 2016 census, with approximately 67% of these living in Minnedosa (2,449) and the remainder (1,189) in the rural municipality.

C. INTENT OF DEVELOPMENT PLAN

In general, a Development Plan is a statement of objectives and policies which are intended to promote the orderly physical, social, economic, and environmental condition of a municipality or planning district. It consists mainly of text, accompanied by mapping of the planning district and its communities. A development plan is an expression of intent for future development and land use, and is based on the best information available at the time it is adopted. Once adopted, the objectives and policies contained in this Development Plan will provide a framework for all municipal land use decisions, and will supersede the Provincial Land Use Policies.

D. DEVELOPMENT PLAN FORMAT AND INTERPRETATION

The following PARTS of this Development Plan contain more specific information with regard to various land use, land development, and resource management issues within the Tanner's Crossing Planning District. Generally, each PART is introduced by a brief discussion concerning the topic of interest, followed by a series of objectives, strategies, and policies. The statements of objectives and policies within PARTS 2 to 20, along with all of PART 21, including Development Plan Map 1 and Development Plan Map 2 represent the operative content of this Development Plan By-law.

The Development Plan is generally divided into two major groupings. The first grouping of PARTS 2 to 9 is of most relevance to the areas located in the Rural Municipality of Minto-Odanah. The second grouping of PARTS 10 to 20 is of most relevance to areas within the Town of Minnedosa. However, there are some aspects of each grouping that also have relevance to the other grouping, such as PART 4, dealing with natural resource and recreation issues.

The various dimensional requirements contained within this Development Plan are intended to serve as guidelines only. More specific dimensional requirements will be provided in municipal zoning by-laws. In certain situations, where flexibility in the application of these standards is deemed appropriate, the variation process under *The Planning Act* may be used.

Where the terms "such as" and "including" are used in this Development Plan, the intent is to provide an example to illustrate more clearly the intent of the policy. The example provided is not intended to be the only specific situation that might be considered, and other similar types of examples might also be considered.

The text sections of this Development Plan are supplemented by POLICY MAPS, which are intended to provide additional information with regard to the application of specific policies. These policy maps may be updated periodically by the Planning District Board, as map amendments or re-designations, whenever new information suggests the need for changes.

Development Plan Map 1 and Map 2 illustrate the designated rural and urban land use and development areas; the policy maps are integral parts of this Development Plan, and may only be revised through the formal amending procedure as provided in *The Planning Act*. Where boundaries of development areas coincide with specifically identified physical features such as railways, roadways, or rivers, then the boundary shall be deemed to be these physical features. Where boundaries of development areas do not coincide with such features, some degree of flexibility may be applied in the boundary of these development areas, and such boundaries shall be more accurately established in municipal zoning by-laws.

REFERENCE MAPS are found in the Background Study and are intended to provide supplementary information for the provisions of this Development Plan, and these maps may be updated periodically by a resolution of the District Board. All Reference Maps contain information that may be informative but remain approximate and subject to change. Reference maps are conceptual only and should not be used to make site-specific decisions.

PART 2

RURAL OVERVIEW

The Tanner's Crossing Planning District contains a diverse rural landscape. Much of the area is farmland utilized for the production of cereal crops, oilseeds, hay and forage crops, and pasture. Family farms are the dominant agricultural unit, with two Hutterite settlements - one located 5 miles south of Minnedosa and the other in the northeastern portion of the Planning District. The total rural land area of the Planning District consists of 183,856 acres of land, including 180,480 acres of farmland leaving about 3,756 acres of urban land.

The Little Saskatchewan River flows southerly through the northwestern sector of the Planning District. The tree-covered slopes along its deep valley provide an attractive natural contrast to the general agricultural landscape of the rest of the Planning District.

While most of the rural land in the Planning District is used for agricultural production, there are some notable non-agricultural developments in the rural area, including:

- The small rural communities of Bethany, Clanwilliam, and Moore Park;
- Rural residential areas north of Minnedosa along the shoreline areas of Minnedosa Lake;
- An area of highway commercial development adjacent to PTH 16 at the southern entrance to Minnedosa; and
- Rural recreational facilities, such as the Ski Valley Ski Resort located 4 miles north of Minnedosa, and a portion of the Brandosa beach cottage area located immediately north of the town.

In terms of resource assets, there is a significant amount of gravel extraction occurring in the Planning District, primarily in the Bethany area and along the Little Saskatchewan Valley. The woodland areas along the Little Saskatchewan River and the numerous pothole sloughs in the area provide an abundance of high quality wildlife habitat for deer and waterfowl in the Planning District. This in turn supports fall recreation in the form of hunting activities.

Rural infrastructure includes two major provincial highways, PTH 10 and PTH 16, along with several secondary provincial roads, and PTH 16A through the centre of Minnedosa. The municipal road network consists of a grid of gravel-surfaced roads, within the pattern of road allowances established by the township survey system. The electrical distribution system of Manitoba Hydro and the telecommunication system (e.g. Bell MTS and Westman Communications) generally coincide with the rural road network. In recent years, a rural water supply pipeline network has been extended throughout extensive areas in the southern portion of the Planning District to provide water supply to a number of farm residences in the area. Other significant infrastructure in the area includes the Canadian Pacific Railway system (Winnipeg-to-Edmonton route) and the Trans Canada Pipeline, along the southern fringe of the Planning District, with a supply line extending northerly to Minnedosa.

A. OVERALL RURAL OBJECTIVES

The following objectives shall generally apply to all designated RURAL AREA in the Rural Municipality of Minto-Odanah:

1. To encourage the continued sustainable growth and diversification of rural resource-based activities, including agriculture and gravel extraction.

2. To provide for new development that is compatible with existing and anticipated land uses, resource-based activities, the natural environment, utility and transportation networks, and which minimizes the risks to quality of life, and public health and safety.

3. To encourage growth and development in designated RURAL AREA in a manner that is compatible with the objectives and policies for the URBAN AREA of Minnedosa and for other non-agricultural areas, including designated Rural Residential Areas and General Development Areas.

B. OVERALL RURAL POLICIES

The following policies shall generally apply to all designated RURAL AREA in the Municipality of Minto-Odanah:

1. The rural areas in the District may be seen as an “agricultural” area from an economic perspective and should be seen as a “rural land use area” from a planning perspective.

2. The rural areas must accommodate a wide range of land uses including:

   (a) Resource-based uses such as agriculture, forestry, and mineral extraction.

   (b) Outdoor recreational uses such as golf courses, exhibition grounds, and recreation trails.

   (c) Residential uses including farmstead sites, non-farm dwellings, and home occupations.

   (d) Commercial and industrial uses including large storage facilities for the processing and transport of agricultural products, agro-commercial uses that involve the storage and sales of chemicals and fertilizers, energy production facilities such as wind turbine farms or solar arrays.

3. Existing general development uses located in the RURAL AREA designation shall be considered as approved permitted or conditional uses as the case may be.

4. Natural resources (such as air, water, and soils) found in the District shall be

available for use and enjoyment of the people living in the area, including landowners with title to property.

5. New general development should be directed away from prime agricultural lands and viable lower class soils that are being used for agricultural purposes, and should be separated from existing livestock operations.

6. General development can include other land uses such as railways and pipelines that are under federal jurisdiction and generally not regulated by local by-laws.

7. Home Occupations are home-based businesses incidental to the residential use and shall be allowed in the RURAL AREA. These uses are secondary to the primary residential use, generally modest in scale and investment, and should not generate significant levels of traffic or otherwise have adverse affects on neighbouring land uses. Home-based businesses may appear appropriate at start-up, but may grow to a level of commercial activity better suited to a commercial area, and this potential outcome should be considered from the outset.

8. Temporary Uses may be proposed from time-to-time and vary in size and scale and may be considered appropriate for location in the rural areas of the District. Uses like asphalt mixing plants, gravel stockpiles, worker camps, pipe or equipment storage yards and other similar uses may all have to be considered for location in the RURAL AREA designation for a specified period of time that can vary from weeks to years. Such uses will need to be addressed in the local zoning by-laws and municipal Council should consider not only locational matters but costs to the public in providing services (such as water sources, sewage disposal, solid waste disposal, municipal road maintenance, and police and fire protection costs) when considering local approval of temporary uses.

PART 3

AGRICULTURAL DEVELOPMENT

Agriculture is a dominant activity in the local economy and a dominant land use in the R.M. of Minto-Odanah. According to the 2016 census, total gross farm receipts for the rural areas continued to increase over each census period as did the value of farmland. Agriculture as an industry has done relatively well in economic terms in recent years but has also experienced fewer farmers with the average age of the farm operator increasing. Approximately 60 percent of the rural land is cropland, and about 10 percent is used as pasture. In view of continuing growth in the global population, it is expected that farming will continue to be the most important economic activity in the District for the foreseeable future.

During the past 50 years, there have been significant changes in agriculture. Technological improvements, in the form of larger and more sophisticated farm equipment, and economic conditions, such as smaller margins in cereal crop production, have resulted in a trend that can be described as farm consolidation (fewer farms that are significantly larger in size). This has resulted in a general decrease in the number of farm families in the rural areas.

At the present time, the agricultural sector is confronted by several major challenges, such as global market conditions and the high cost of agricultural inputs. In recent years, the agricultural sector has responded to these conditions by diversifying into different types of production. In the past, there has been an increase in livestock production, both on family farms and as larger specialized corporate ventures, but the 2016 Census of Agriculture reported that the Manitoba cattle herd had declined in size.

Some farm families have diversified into other non-agricultural endeavours, in order to supplement farm income. Others have diversified crop production. Soybeans have become an attractive crop that fits well with crop rotation practises involving wheat and canola production, and currently offers reasonable returns to the farm business.

A. AGRICULTURAL OBJECTIVES

1. To protect and enhance the future viability and potential for the development of agricultural activities as the central element of future economic prosperity within the Tanner's Crossing Planning District.

2. To conserve the land resource base that supports agriculture.

3. To provide for economic development, growth and diversification in designated Rural Areas in an orderly, efficient manner, that will maintain and protect the future viability of agricultural development.

4. To accommodate certain types of non-agricultural development in the designated RURAL AREA, in a manner which minimizes impacts on agricultural operations.

B. AGRICULTURAL STRATEGY

Large Parcel Sizes: In order to provide the highest degree of flexibility for future agricultural operations, farmland should remain in large acreages. When parcels are subdivided into sizes of less than 80 acres, agricultural operations on these parcels are compromised due to the added difficulty of operating large modern equipment on such small parcels. The zoning program for the rural municipality should generally encourage the maintenance of agricultural parcels larger than 80 acres. However, there may be instances, such as in the case of specialized agricultural operations, where smaller parcel sizes would be appropriate, and such parcels should be eligible for approval.

Livestock Operations: Livestock production has always been considered an important component of farming operations, as it diversifies farm income. In recent years, there has been a growing interest in the development of larger scale livestock operations. While the economic value of these operations is important, it is also understood that the recent growth of the livestock sector has created some concerns for rural residents. Residents of communities and farming areas have become increasingly concerned about quality of life issues. While it is considered important to provide for the development of large-scale livestock operations, it is recognized that additional care needs to be taken when considering the location of these facilities. Large-scale livestock operations should be subject to review and approval by the municipal council to ensure that these matters are reasonably considered, and residents of the area have opportunities to provide input into the site location and development approval process. In order to minimize concerns of community residents over matters such as odours, it is apparent that large-scale livestock operations should generally not be located in close proximity to communities, and small and medium sized operations should also be subject to review in the vicinity of communities. Within the designated RURAL AREA, reasonable distance factors should be considered when medium-sized to large-sized livestock operations are proposed in the immediate vicinity of other residences for the same reasons.

Locations in proximity to significant water resources, such as the Little Saskatchewan River and groundwater sensitivity areas also need to be carefully considered as sites for livestock confinement facilities. Conditions of approval may be specified which are considered appropriate under the circumstances, and within the scope of legislation.

The Provincial Government also has an interest in the development and management of livestock operations. Livestock producers are required to comply with the regulations under *The Environment Act* with regard to matters such as manure management and the disposal of mortalities.

New Dwelling Sites: In locations where nearby agricultural activities (particularly livestock confinement facilities) might be adversely affected, proposals to establish dwelling sites (for both farm and non-farm occupancy) and other non-agricultural developments should be judiciously considered. Locations in close proximity to livestock operations should be avoided for such development, in order to provide a protective buffer area around the livestock operation. This would serve to minimize the occurrence of complaints and other difficulties that might be otherwise be experienced if the development is allowed too close to the livestock operation. Special review and approval should be required for all proposals to

establish new dwelling sites or other non-agricultural developments in the vicinity of large-scale livestock confinement facilities.

Non-Agricultural Developments: Non-agricultural developments should also be directed towards areas that have low agricultural potential, and the overall number of such sites in any given location should be carefully considered, in order to minimize interference with agriculture in the area. If clusters of rural residential development are proposed to be developed, the development area should be designated as a RURAL RESIDENTIAL AREA, as provided for in PART 7 of this Development Plan.

It is recognized that some accommodation should also be made for certain types of business enterprise that are highly supportive of agriculture. This would include businesses involved with agricultural processing, such as feed mills, seed plants, etc. Wherever possible, these facilities should be developed in a manner that minimizes the loss of productive farmland, and minimizes impacts on agricultural operations in the surrounding area.

Emerging trends in the provision of health care services indicate that regional hospital facilities are being considered in rural areas to provide service to several communities. It is envisioned that such facilities will take the place of smaller community-based hospitals currently located in existing towns. Preliminary discussions are occurring with regard to the prospect of establishing a new regional hospital between Minnedosa and Neepawa, which would provide service to these communities and the surrounding region. In considering the location and development of such a facility, consideration should be given to the objectives and policies of this Development Plan, particularly with regard to minimizing impacts on the agricultural land base and existing agricultural operations in the vicinity, and managing transportation impacts on highway infrastructure.

Large-scale commercial wind farm projects are emerging as an important sustainable energy source in rural areas. The structural components of these facilities occupy very small areas of land, and therefore, these facilities are recognized as being generally compatible with most types of agricultural enterprise and farm management practices. Such facilities also provide a source of supplementary income to rural landowners. It is recognized that other factors need to be considered in the establishment of this type of development, particularly the provision of suitable buffering distances from dwellings, communities, and highways. Such facilities are also subject to provincial review and approval under *The Environment Act*, and the provincial review considers matters related to environmental and wildlife impacts.

C. AGRICULTURAL DEVELOPMENT

Agricultural development (or "**agriculture**" as it is known) is the largest and dominant land use in the rural areas of the District. Air, water, and soils are the primary natural resources used to support agricultural operations. The setting of land use policies and requirements for local planning approvals must be respectful of underlying property rights of the landowner with respect to the use, benefits, and duties associated with natural resources such as soils. Local approvals for agricultural development should offer a right of appeal by property owners affected.

Property owners, with the benefit of title to the land as granted by the province, have ownership of land including soils that are, for the most part, confined to a finite and identifiable parcel of land. As a result of wind erosion, soil particles have changed locations many times on the prairie landscape during wind events.

The provincial government has claimed responsibility for some natural resources that are not restricted to finite parcels of land such as air, water (both surface and groundwater), mines and minerals, and wildlife. The province is also responsible for site-specific assets including government road allowances and Crown Land. The province has also used governmental powers (planning and zoning) to claim an interest in the wise use of agricultural lands and has asked that municipalities and landowners to preserve and conserve agricultural soils as a natural resource.

Manitoba Agriculture suggests that farm operators should be mindful of the information found in the Canada Land Inventory soil classification system. Reference Maps contained in the Background Study prepared in conjunction with this policy document shows the relative location of various classes of soil and their capability for agriculture.

The CLI soil classification system can be summarized as follows:

CLI Classes 1-3 soils are best for cultivation with few soil limitations and are categorized by the province as prime agricultural land for field crop production.

CLI Classes 4&5 soils are marginal for cultivation and are capable of perennial forages, native forages, and pasture.

CLI Class 6 soils are capable of producing native forages and often used for pasture, but improvement is not feasible.

CLI Class 7 soils and organic lands are considered unsuitable for dry land agriculture.

CLI soil classification information is prescribed on a Manitoba Agriculture website for use in determining where agricultural development should be located on the landscape, notably where the soil resource will support farming activity.

CLI scale of soil survey and mapping is unsuitable for site-specific decisions (especially on sites of 10 acres or less in size) whereas detailed soils information would allow for more refined soils information to be considered where available or provided to decision-makers.

It is worth noting that the Canada Land Inventory classification system recognizes that individual parcels of land have capability to support other development, such as recreation and wildlife, as well as agricultural development based on soil capability.

D. AGRICULTURAL POLICIES

The following policies shall apply to agricultural development in the District:

1. Overriding Policy: New development in designated RURAL AREA should have regard to the need to protect the future viability and development potential of agriculture and resource-related activities.

AGRICULTURAL OPERATIONS

The following policies are relevant to agricultural operations, and will generally apply to all land in the designated RURAL AREA, as shown on MAP 1, unless otherwise provided for in this Development Plan.

2. All types of agricultural operations and agri- or resource-related businesses shall be permitted in the RURAL AREA.

3. The keeping of animals and livestock shall be allowed in the rural areas of the District, but some livestock operations may face number or size limitations depending on the location relative to existing development in the rural and urban areas of the District.

4. Agricultural operations involving cropland should be located on prime agricultural lands, as well as less productive lands where appropriate.

5. Irrigation operations shall be licenced in accordance with provincial regulations and legislation, including *The Water Rights Act* and *The Environmental Act*. Municipal approval shall be required for water pipelines within government road allowances and for municipal road crossings.

6. Drainage of private water bodies shall not adversely affect neighbours property, municipal road ditches or drains, or provincial road or highway ditches; field tile-drainage projects will require municipal consultation, and provincial review in some cases.

7. The Planning District Board supports a water protection ethic with educational and remedial programs where appropriate. Both the Little Saskatchewan River and Whitemud River Conservation Districts include areas of the Planning District within their operational boundaries. These two Conservation Districts are recognized for their knowledge of water-oriented projects and as a source of technical information about the watersheds. These agencies will be consulted accordingly by the Planning District Board and staff with regards to land and water issues whenever the need arises. Approvals for water drainage projects involving agricultural land could be an example of local development that could benefit from a collaborative effort by local agencies.

AGRICULTURAL LAND BASE

The Planning District contains 183,856 acres of land of which 104,000 acres (or 56%) is reported as cropland on census forms. The following policies are relevant to the agricultural land base, and will generally apply to all land in the designated RURAL AREA, as shown on Policy MAP 1, unless otherwise provided for in this Development Plan.

8. Given that agriculture is the number one priority in the rural areas of the District, new development on the agricultural land base shall be located so that existing agricultural operations and other resource-based activities are allowed to operate or expand.

9. Highly productive agricultural lands (CLI Classes 1-3) as shown on **Reference Maps** in the Background Study document, are an important component of the agricultural land base and shall be conserved for agricultural development, unless there is no suitable alternative site for a specific non-agricultural use or a use that serves an important public need.

10. The agricultural land base should be preserved for a full range of agricultural activities on prime agricultural land, and where agriculture is the dominant activity on lower class land (CLI Classes 4 & 5) as shown on **Reference Maps** and where it is desirable and feasible to provide protection to such lands.

11. To support the ongoing viability of large-scale agricultural operations, all agricultural lands in the designated RURAL AREA should be maintained in large parcel sizes. Currently 95% of the rural land base in the District is held in land parcels that are 160 acres or larger in size. Prime agricultural lands and viable lower class lands should be protected from fragmentation into smaller parcels of less than 80 acres for most types of agricultural development.

12. Small land holdings for small-scale or specialized agricultural operations, such as apiaries and nurseries may be considered for approval, provided that such proposals are compatible with other existing agricultural operations in the surrounding area, and that the size of the proposed parcel is appropriate for the intended use.

OTHER RURAL AREA DEVELOPMENT

13. Subdivision of land in the Rural Area may also be considered under the following circumstances:

    (a) the realignment of farm boundaries around rivers, streams, highways, drains and other features, if deemed necessary for agricultural purposes, provided no new titles are created;

(b) for a residential site for a retiring farmer who wishes to retire on his or her farm;

(c) for a residential site for a home required by an individual participating in the management and operation of the farm or the farm business; and

(d) for an existing farmyard which is no longer required as part of the farm.

14. The subdivision of single-lot rural residential parcels may be approved in situations identified in Policy C.4 of PART 7 and in accordance with the development criteria outlined in Policy C.5 of PART 7.

15. The subdivision and/or development of land for rural commercial or rural industrial purposes may be permitted in accordance with the situations and development criteria outlined in Policies C.1 to C.5 of PART 8.

16. Where additional housing is necessary for the success of a farm enterprise or for retirement purposes, such housing shall be provided on an existing farmstead where possible; movable buildings such as mobile or modular homes have been successfully used to accommodate farm worker housing needs.

17. New farmsteads shall be located in such a manner that they may be provided with public services with efficiency and reasonable costs to the municipality.

18. In order to provide for a higher level of consolidated health care services, a regional hospital facility will be provided for as a conditional use within any designated RURAL AREA. Accessory uses shall be limited to those essential for the operation of the health care facility. Other types of related development (such as commercial, residential, private-sector facilities – such as medical clinics and pharmacies) shall be directed to existing urban communities, so as to be supportive of these communities, and minimize the need for extension of piped infrastructure into the rural area.

19. Large-scale commercial wind farm and solar array projects will be provided for as conditional uses in the designated RURAL AREA, subject to separation distance factors from dwellings and communities, and setbacks from provincial highways, as established in the municipal zoning by-laws.

LIVESTOCK OPERATIONS

The following policies are relevant to livestock operations:

20. Within rural areas, existing livestock operations (10 animal units or larger in size) that conform to normal farm practices and comply with provincial regulations should be protected from new development that might affect with their continued operation. Specifically, residential and other types of development will be discouraged from

locating in the vicinity of existing livestock operations in order to minimize the potential for future complaints about the operation, and to help provide for the ongoing viability of existing livestock operations. New development shall generally be separated from existing livestock operations, based on separation distances outlined in Policy 30.

21. Within the designated RURAL AREA, livestock operations may generally be established or expanded as a permitted use, up to a size of 250 animal units. The establishment or expansion of livestock operations larger than this size this will be considered for approval on an individual basis by the municipal council, as a conditional use, and operations at 300 animal units and larger will be subject to provincial review. New or expanding livestock operations shall generally be separated from residences and designated non-agricultural areas by separation distances as outlined in Policy 30.

22. The establishment or expansion of livestock operations in rural areas that are in close proximity to communities, cottage areas and designated rural residential areas shall be carefully considered. The area in the vicinity of the major community (Town of Minnedosa) is designated as a LIMITED LIVESTOCK AREA on MAP 1. Within that designation, livestock operations may be allowed to up to a size of 10 animal units as a permitted use, and may be approved as a conditional use up to a size of 100 animal units.

23. In order to provide for a reasonable level of compatibility between livestock operations and other types of development, minimum mutual separation distances shall be established in the municipal zoning by-laws. These distances shall generally be set at double the provincial minimum separation requirements for individual dwellings (excluding dwellings associated with the operation), and approximately 1.2 times the minimum distance from designated development areas and any rural hospital site. From time to time, Municipal Councils may consider variation of these distances, in consultation with the Town of Minnedosa when proposals are in proximity to the Town boundary.

24. The establishment of new livestock operations along the Little Saskatchewan River Corridor, including Minnedosa Lake, shall generally be discouraged within a distance of 1,000 ft. of the shoreline. Existing livestock operations in this area may be expanded, provided that expanded facilities are not located within 330 ft. of the shoreline. It is noted that most of this 1,000 ft. area is located in the bottom of the valley, and is relatively inaccessible, due to the lack of year-round roadway access. Portions of this area are also subject to flooding.

PROVINCIAL REQUIREMENTS REGARDING LIVESTOCK

25. The establishment or expansion of livestock operations shall conform to the regulations of other levels of government, including regulations under *The Environment Act* and *The Water Protection Act*.

26. Livestock operations shall not be allowed within any area that has been designated as subject to flooding, based on information provided by Manitoba Sustainable Development.

27. Within areas that have been identified as “groundwater sensitivity areas” (see reference maps from 2004 background study) livestock operations shall be allowed as a permitted use up to 150 animal units in size. Any proposal for a livestock operation larger than 150 animal units shall be considered as a conditional use under the municipal zoning by-law.

28. New livestock operations should not be permitted on soils determined by detailed soil survey, with a scale of 1: 50,000 or better, to have an agricultural capability equivalent to Class 6, 7 or unimproved organic soils as described under the Canada Land Inventory. If detailed soil survey information is not available for the area in which a new or expanded livestock operation is proposed, the applicant may be required to provide a detailed soil survey for the site at a scale of 1:50,000 or better.

29. All livestock operations 300 animal units in size or larger, accumulative across species, shall be subject to review by the Provincial Technical Review Committee to receive provincial recommendations at the required public hearing, and all operators of livestock operations of 300 plus animal units shall be required by provincial regulations to prepare a manure management plan.

PART 4

NATURAL RESOURCES & RECREATIONAL DEVELOPMENT

Many of the significant natural resources in the Tanner's Crossing Planning District are associated with the Little Saskatchewan River Valley, including Minnedosa Lake. Most recreational developments and activities in the Planning District are directly related to its natural resources, and therefore it is appropriate to include policies regarding recreational issues in this PART of the Development Plan.

The surface water in the river system provides an important resource for domestic consumption by downstream users (including the Cities of Brandon and Portage la Prairie). The surface water is also very important for recreational use in Minnedosa Lake and Rapid City Lake, and for local fish and wildlife populations. The river system in the Planning District also represents some significant safety concerns for nearby developments, as periodic flooding events may expose structures to significant damage. The most recent flooding event occurred in 2001.

Groundwater is an important resource as it is used as the municipal water supply for both the Town of Minnedosa and the Town of Rapid City, and for the rural water distribution system in the southern portion of the Planning District. In the northern areas, private wells into groundwater formations provide water for household and agricultural use.

Natural areas along the river system are important in the Tanner's Crossing Planning District. The tree-covered slopes along the valley provide a pleasant natural contrast to the general agricultural landscape. They provide an attractive setting for daily life, and for a variety of recreational purposes, including aquatic activities on Minnedosa Lake and the Rapid City Lake, the lakeshore music festival site, and skiing at the local downhill ski resort (Ski Valley). These natural areas also provide high quality wildlife habitat for a variety of animals and birds. Some of these may use the valley as a migration route to Riding Mountain National Park, approximately 30 miles (50 kilometres) to the north. The numerous pothole sloughs in other portions of the Planning District also provide important waterfowl habitat, as well as cover for other animals, such as deer.

Minnedosa Lake is recognized as the centrepiece for recreational activity in the Tanner's Crossing Planning District. The lake, which is partially within the Town of Minnedosa and partially within the rural municipality is fairly small, which results in some concerns for use of the lake, as there are occasions when boat traffic on the lake becomes somewhat congested. On some occasions, boating activity is curtailed to make the lake available for rowing or paddling events, such as the past Canada Summer Games. The obvious physical attraction of the lake has also resulted in rural residential trends along the shoreline areas. Although the lake is fairly small, there will undoubtedly be continued pressure for future development in shoreline areas in future years, particularly in the Municipality of Minto-Odanah.

Aggregate resources, primarily gravel deposits, are important natural resources in the area for future use by local construction industry and for use on municipal roads. Gravel resources become more expensive based on the distance between the source and the end user. It is therefore important to preserve and efficiently use the gravel resources that are close at hand.

A. NATURAL RESOURCE & RURAL RECREATION OBJECTIVES

1. To promote the protection and sustainable use of natural resources, for the continued well-being of area residents.

2. To maintain the water quality of the local rivers and streams (Little Saskatchewan River and Whitemud River systems), along with local groundwater resources, at as high a standard as possible, to maximize the health benefits for all downstream users.

3. To encourage the preservation and enhancement of existing natural areas, including the tree covered slopes of the Little Saskatchewan River Valley, as important scenic elements of the landscape, and for a variety of recreational and wildlife benefits.

4. To provide for rural recreational development and activities in a manner that is sustainable manner, and which is compatible with other land uses in the designated Rural Area.

5. To provide for future development of the area surrounding Minnedosa Lake in a manner that preserves the various physical attributes of the lake.

6. To minimize the exposure of future development to natural hazards, such as flooding along the Little Saskatchewan River, and other waterways.

7. To identify and protect important mineral resources, such as gravel deposits, for future recovery and use.

B. NATURAL RESOURCE & RURAL RECREATION STRATEGY

Water Quality: It is recognized that water management is largely a provincial responsibility. However, the quality of water within the river system is significantly influenced by the use (or abuse) of adjacent land surfaces. Runoff from adjacent lands may contribute unacceptable amounts of contaminants or sediments to the river system, thereby creating problems for downstream users. The management and control of these adjacent land areas is largely the responsibility of individual landowners and local governments. The extension and education programs of the provincial government (Manitoba Sustainable Development and Manitoba Agriculture) along with the Little Saskatchewan River and Whitemud Conservation Districts, should be utilized wherever possible to promote a high standard of water quality in the river system and local aquifers.

The local planning program should also contain some provisions to provide a measure of control over development and land use near the river system, by means of separation distances, in order to provide a measure of water quality protection. In areas where there is some risk of groundwater contamination, certain types of development proposals, such as those that may present a risk of groundwater contamination, should be subject to special review and approval processes in the planning program.

Minnedosa Lake and Environs: The Lake should be considered in terms of two aspects: the various aquatic activities on the lake itself, and development along shoreline areas. If problems should emerge with regard to the allocation of space or time on the lake for

various aquatic activities, local authorities may have to pursue a more comprehensive program to manage aquatic activities on the lake.

The lakeshore area is partially developed at the present time. Some concerns have been identified with regard to the impact that some of the existing unserviced development areas are having on the lake, particularly with regard to the disposal of wastewater, which has a detrimental effect on the lake. Some improvement could be made by extending piped sewer and water services into these areas, thereby providing a more suitable alternative for wastewater disposal.

In order to provide for the highest possible quality of water in the lake, it is proposed that no new development areas should be established in lakeshore areas until such time as there is a program to extend piped services to accommodate the development. As the potential development areas are located outside of the Town boundary, the extension of services should also be subject to an arrangement between the Town and Municipality of Minto-Odanah with regard to revenue and cost sharing.

This Development Plan generally provides for the continuation of the existing status quo in the lakeshore areas for the immediate future, with some minor infilling in existing developed areas. When new development proposals arise in undeveloped lakeshore areas, a special review of each proposal should be undertaken to evaluate its compatibility with the lakeshore environment, and the potential impacts that it might have on the lake. This would then provide a basis for an amendment to this Development Plan to provide for the proposed development.

Other Rural Recreational Development: The aesthetic qualities of the local landscape provide an obvious attraction for recreational development. Proposals to develop new recreational development facilities should be considered in the context of other objectives and policies of this Development Plan. For example, such facilities should be developed in a manner that is compatible with the natural resources of the area, and will not result in excessive degradation of any particular resource. In addition, such facilities should be developed at a location that would be compatible with agricultural activities in the nearby area, and not in the immediate vicinity of livestock confinement facilities. Other considerations would include the capability of establishing access roads and other infrastructure to service the development.

Hazardous Conditions: The planning program should also contain some measures to control development in areas where hazards are apparent. The most obvious hazard is the risk of flooding, and the most obvious precaution is to strictly control the type of development that is allowed to occur in flood risk areas. Ideally, such areas should be left in a natural condition, or used for appropriate uses, such as pasture or hay land, where the risk of flood damage would be minimal. The other hazard that should be considered is the risk of damage to structures that may be built on or near the steep slopes of the valley. Development or construction activities in these areas, including the removal of protective vegetation or excavations in the slope, creates conditions that may destabilize the slope, resulting in minor landslide movements. Development should generally be discouraged in such areas, but if it is deemed desirable, should only occur if a more detailed engineering evaluation is provided with a view to minimizing the risk.

Slope and Woodland Areas: The tree-covered slopes of the Little Saskatchewan River valley are important natural resources and wildlife habitat. As these slopes have very little

capability for agricultural use, it would be important to implement programs and measures to encourage the continued protection of these slopes as important natural features of the planning district. Excessive land clearing or tree removal in these areas would have the potential to create serious erosion problems, and blockage of downstream drainage systems. Any other activity that results in significant clearing of sensitive hillside areas, including any expansion of the ski resort, should be carefully undertaken.

There is some scope for small-scale forestry operations within the Planning District. Such activities should be accommodated if they arise, due to the economic benefits derived from such activities. However, as indicated above, some caution must be exercised when forestry operations are being considered in sensitive areas, such as on the steep valley slopes of the area, or immediately adjacent to waterways. Within these areas, forestry operations should be controlled so that environmental impacts can be minimized.

Wildlife Habitat: In addition to the river valley areas, there is an abundance of sloughs and potholes in the rural area, which have significant wildlife benefits, for a variety of animals and waterfowl. The importance of these benefits is acknowledged and supported, but at the same time, there is growing concern related to the conversion of extensive areas of agricultural land into wildlife habitat. When wildlife enhancement projects are being considered, it is important that wildlife interests should be reasonably balanced with agricultural interests, in order to sustain the agricultural economy of the local area.

Mineral Resources: The basic strategy with regard to mineral resources such as gravel deposits would be to exercise a fairly high level of control over development at locations where these resources are known to exist. It is obvious that if buildings are constructed on top of land that contains a gravel deposit, that the deposit will no longer be available for use. In addition to excluding development over known gravel deposits, a protective buffer area should be considered in the surrounding area. This would minimize the occurrence of future residents complaining about noise, dust, or truck traffic when gravel operations are being undertaken.

Gravel mining areas also represent a safety hazard and an aesthetic eyesore after the gravel has been removed. Once the gravel extraction operations have been completed, these areas should be rehabilitated to a more natural condition. This typically would involve some earthwork to establish more natural land contours, and the re-establishment of native vegetation. The existing programs of the provincial Mines Branch could be utilized for this purpose.

C. NATURAL RESOURCE POLICIES

SURFACE WATER AND GROUNDWATER

The following policies are relevant to surface water and groundwater issues:

1. Development will be encouraged in a manner that provides a high level of protection for waterways, waterbodies, shore land areas and groundwater resources.

2. The preservation and reintroduction of native vegetation will be encouraged in sensitive environmental areas, such as along the shorelines of lakes, rivers, creeks and streams in order to stabilize the banks, to filter run-off and to maintain the quality

of water in these waterways. Agricultural land cultivation and the application of livestock manure and agricultural chemicals should be discouraged within a specified distance of these waterways.

3. Development in the vicinity of local waterways (the Little Saskatchewan River and Whitemud River systems, including their tributary drainage systems) should be carefully controlled. Those types of development which represent a risk to water quality, such as livestock confinement operations and agricultural chemical storage, shall be set back an appropriate distance from these waterways.

4. The use of private sewage disposal systems shall be discouraged in the vicinity of Minnedosa Lake. Existing cottage owners and homeowners should be prevented from practices such as the disposal of wastewater directly into the lake.

5. Where new areas along the Lake Minnedosa shore are being considered for subdivision and development, the following criteria shall apply.

   (a) A special environmental and engineering evaluation shall be undertaken by the proponent to evaluate environmental issues, and to provide recommendations for mitigation measures to be incorporated into the development, with a view to minimizing impact on water quality in the lake;

   (b) The extension of municipal sewage collection and water supply systems into the area may be required, subject to an inter-municipal servicing agreement along with cost and revenue sharing;

   (c) A public reserve area, at least 50 feet in width, may be required along the shoreline, along with a suitable means of public access. Special measures to control the proliferation of boat docks and other structures along the shoreline should also be established; and

   (d) Lot sizes and densities should generally not exceed three dwelling units per acre in areas within 500 feet of the shoreline. Special tree planting and maintenance requirements shall be required within these areas.

6. Certain types of developments or activities that may cause pollution, either under normal operating conditions or by accident, will generally be directed away from groundwater sensitivity areas. Where this is not feasible or practical, developments or activities that could cause pollution may be considered in groundwater sensitivity areas provided:

   (a) It can be proven by adequate engineering or hydro-geological investigation that the proposed activity will not cause pollution of the groundwater; or

   (b) Appropriate precautionary measures have been or will be taken to mitigate the risk of endangering the quality of the water for domestic potable water supply purposes.

   Major groundwater sensitivity areas are generally represented on reference maps. However, it must be understood that the boundaries of these areas are approximate, based on existing data at the time of compilation of this map. Defined areas indicate

that the potential for ground water pollution from sources at or near surface exists, regardless of how local or extensive the aquifer may be. The following criteria were used to prepare the map:

- Areas underlain by known unconfined aquifers (i.e. unconfined aquifers shown on aquifer maps),
- Aquifers covered by less than 6 metres of glacial till, clay, clayey shale or other low permeability materials, and
- Surface sand and gravel areas (i.e. potential unconfined aquifer areas)

The information used in preparing the map consisted of aquifer maps, geological maps, soils maps and water well and groundwater test hole records. While observations made during various hydrogeological field investigations were used to interpret the available information, no fieldwork was carried out for the purpose of preparing the pollution hazard map.

Therefore, it must be understood that there may also be other areas within the Planning District where a possibility of groundwater contamination exists that have not been identified on the map due to a lack of available data at the time of compilation. As well, there may be locations within the designated areas on the map that, upon more detailed information, may be found to be of lesser risk than implied by the map.

In situations where the risk of pollution is high, site specific investigations, such as test drilling, should be required to provide a more accurate assessment of the risk, irrespective of location.

7. Any development proposal that requires water use, except for domestic purposes, requires a licence under *The Water Rights Act*. Proponents should contact the Drainage and Water Licensing Branch to determine the licensing requirements for their development proposal. For the purposes of this policy, domestic purposes includes household use, agricultural use, and commercial uses such as restaurants and motels, where the consumption is less than 25,000 litres per day.

DEVELOPMENT HAZARDS

The following policies are relevant to development hazards:

8. Development will generally not be allowed within any of the following hazardous areas:

   (a) Any land which would be flooded by the 200 year flood;

   (b) Any riverbank area which would be eroded or become unstable due to the action of water contained in an adjacent waterway within the next 50 years; or

   (c) Any land subject to other hazards such as instability, landslides or subsidence particularly where the actual effects of such hazards have occurred or have been predicted.

9. Notwithstanding any other provision of this Development Plan, the District Board or Council may prohibit development of land for any use if the land is considered to be subject to flooding, erosion, subsidence, or is low-lying, marshy, or unstable, or otherwise unsuitable of hazardous for the proposed use by virtue of its soil, topography or unique conditions. These areas should generally be retained and protected from excessive or incompatible use as open areas in a natural condition. However, in some rural situations, low intensity uses such as cropping, grazing, forestry or open space recreational activities may be considered as being acceptable within these areas. Manure storage structures and livestock confinement structures should not be located in such areas. In the Town of Minnedosa, development proposals may be considered within flood risk areas, subject to the provisions of PART 16 of this Development Plan.

10. Where a proposed building or structure is to be constructed on steeply sloping land, or immediately adjacent to such land, the proponent shall provide an engineering study, which evaluates the risk and provides recommendations for construction, which would serve to avoid the risk or reduce the risk to an acceptable level.

NATURAL AREAS AND WILDLIFE RESOURCES

The following policies are relevant to natural areas and wildlife resources:

11. Existing tree and vegetation cover should generally be preserved on steeply sloping hillsides to reduce erosion and maintain slope stability.

12. Land clearing activities or construction activities that alter existing slopes and may accelerate or promote erosion or slope instability should generally be discouraged. Where such activities are essential for the development, such as the ski resort area, appropriate mitigation measures should be taken to minimize the potential of such erosion or slope instability.

13. Where a proposed development or activity, including small-scale forestry operations, involves the clearing of significant areas of tree cover on steeply sloping land or immediately adjacent to a waterway, such development or activity may be subject to special review and approval by the municipal Council, as a conditional use.

14. Natural areas and habitats should be protected from incompatible or potentially incompatible uses where:

    (a) rare or endangered flora and fauna have received provincial designation and protection under *The Endangered Species Act*;

    (b) lands have received provincial designation and protection under the Protected Area Initiative;

    (c) lands have been identified as Wildlife Management Areas; and

    (d) lands have been voluntarily protected by landowners under *The Conservation Agreements Act*.

15. The identification and protection of wildlife and fisheries habitats will be encouraged, provided that a reasonable balance is provided between wildlife interests and the potential for agricultural utilization of the land.

16. Public access to natural areas and wildlife and fisheries habitat will be encouraged to foster appreciation for and enjoyment of nature, provided such access will not lead to levels of activity that will exceed the capability of the area to sustain the environment, and subject to the approval of any affected private landowner(s).

RECREATIONAL AREAS AND FACILITIES

The following policies are relevant to recreational areas and facilities.

17. Existing outdoor recreational facilities, such as the ski resort, should be protected from incompatible or potentially incompatible land uses in nearby areas, which may threaten their integrity or operation.

18. Proposed recreational developments will be encouraged to match the nature and intensity of the activity to the capability of the land and its ability to sustain the use over an extended period.

19. Proposals to develop or expand recreational facilities in the designated Rural Area shall be considered as a conditional use, so that issues such as compatibility with other land uses and facilities (such as highways) can be considered, along with the capability of providing municipal services to the proposal.

MINERAL RESOURCES

The following policies are relevant to mineral resources:

20. Areas designated by the Mines Branch as being of high aggregate or mineral potential should be protected from incompatible and potentially incompatible land uses that would restrict future exploration and development. Acceptable uses would include general non-intensive agricultural activities that do not require the construction of buildings or structures other than fences.

21. In areas designated as having medium aggregate or mineral potential by the Mines Branch, incompatible and potentially incompatible land uses may be permitted following review and approval by the Mines Branch.

22. Aggregate operations should be protected from incompatible and potentially incompatible land uses. New residences and other habitable buildings should be suitably separated from such operations and from identified deposits with future utilization potential.

23. The exploration, development, production and termination of all aggregate or mineral resources should be undertaken in a manner that is environmentally safe, stable and compatible with adjoining lands; rehabilitation of exhausted aggregate pits or mines is expected and encouraged.

PART 5

RURAL HERITAGE RESOURCES

Heritage resources are generally considered to be sites that have historical significance, due to their association with an historically significant person or event. Historic resources also include buildings or artifacts left by previous inhabitants of an area. Such artifacts may include archaeological items or buildings with unique architectural features.

The most significant heritage resources in the Tanner's Crossing Planning District are found within the Town of Minnedosa, and are more fully discussed in PART 17. Within the rural area, there are a variety of heritage sites of local significance. This includes several former rural school sites (some of which are now commemorated by cairns), several cemeteries and century farms, and several routes dating back to the late 1800's. The name of the district is derived from location where The Carlton Trail trading route crosses the Little Saskatchewan River. The major concern is that any heritage sites or structures may not be well known, and may deteriorate or be inadvertently destroyed. It is considered important that the area's cultural and historical base be preserved for the benefit of future generations.

A. RURAL HERITAGE RESOURCE OBJECTIVE

1. To preserve and enhance significant historic, architectural and archaeological resources as important features of the area's history, and for future educational and cultural benefits.

B. RURAL HERITAGE RESOURCE STRATEGY

The first element of any strategy is to identify any important heritage sites in the area. Interest groups, such as historical societies, should be encouraged in any endeavours to identify such sites. Once such sites are identified, appropriate measures should be taken to either protect or recover the resource, utilizing any incentive programs that may be available from senior levels of government. Development review and approval processes should also be utilized to protect the resource.

C. RURAL HERITAGE RESOURCE POLICIES

1. Heritage resources should be protected from incompatible or potentially incompatible land uses that may threaten their integrity or existence.

2. Heritage resources should be protected where:

   (a) buildings or landscapes have received municipal or provincial heritage designation;

   (b) buildings or landscapes are in the process of receiving or are being considered for municipal or provincial heritage designation; and,

(c) buildings or landscapes have been developed and operate as heritage sites.

3. Development in an area with high potential for having a heritage resource may require a heritage resource impact assessment in accordance with *The Heritage Resources Act*.

4. The development, designation and preservation of heritage resources should be co-ordinated with other heritage and recreational resources in the region, existing and proposed, to maximize interpretive and tourism potential.

5. Sites and groupings of sites with heritage potential should be considered for designation as municipal heritage sites under *The Heritage Resources Act*, or as municipal heritage conservation zones under *The Planning Act*.

PART 6

RURAL COMMUNITIES

There are three small rural communities in the Tanner's Crossing Planning District. These are the communities of Moore Park, located approximately 14 miles south of Minnedosa, Clanwilliam located approximately 7 miles north of Minnedosa and Bethany, located approximately 6 miles north-east of Minnedosa. Individual landowners in these communities have to rely upon private wells and sewage disposal systems, as these communities do not have central sewage treatment or water supply systems. Each of these communities contains a small number of single-family dwellings, approximately 25 in Clanwilliam and approximately 12 in Bethany and less than 10 in Moore Park. Clanwilliam and Bethany each have a church and a community hall & curling rink. There are several business operations in these communities, basically providing machinery repair and welding services to the surrounding farming area. In addition, there is some small-scale agricultural grain storage in Bethany. Note that an empty grain elevator in Clanwilliam was removed in 2018. The Rural Municipality of Minto-Odanah maintenance shed is also located in Clanwilliam.

There are a few recently constructed buildings in some of these communities. Most of the buildings have been in existence for a considerable number of years, and some may appear to be unattractive or abandoned. Abandoned buildings along with outside storage of old machinery and other items may be of some concern for community residents, as they may harbour wild animals, which presents concerns related to animal-borne diseases.

A. RURAL COMMUNITIES OBJECTIVES

1. To accommodate the growth and development of new residential development in the small settlement centres of Bethany, Clanwilliam and Moore Park.

2. To provide for certain types of non-residential development in these communities, in a manner which is compatible with existing development.

B. RURAL COMMUNITIES STRATEGY

As these communities are very limited in terms of the services available, and largely depend upon supportive facilities such as commercial, health care and educational services provided elsewhere, the prospects for significant community growth are fairly low. However, they do offer low-cost housing options and provide an alternative lifestyle to larger communities. This may be of some importance for Moore Park, which is closest to Brandon, and may experience some interest from employees at new industrial facilities, such as the hog processing plants in Brandon and Neepawa.

Zoning Strategy: In communities of this size, it is not customary to provide separate zoning and development areas (such as residential, commercial, industrial areas). The basic strategy would be to accommodate residential development as a permitted use, or basic right of every landowner in the community. Additional residential development could take many different forms, such as new housing construction or moved-in houses or mobile homes.

Aesthetic Issues: In order to promote more housing development in these communities, it would be helpful if some of the deterrents to new housing development could be removed. This would include the removal of abandoned, derelict buildings, along with the removal of accumulations of old machinery and other aesthetic concerns in these communities. Some of the older houses that are in need of repair might also be renovated to make these communities more attractive for development, however, it should be understood that these efforts would have to be undertaken as an initiative of the individual homeowners.

Municipal Services: If additional development in these communities is being contemplated, some consideration might be given to extending municipal water supply systems into the community. This has particular relevance for Moore Park, which is now serviced by the existing rural water supply line. The rural municipality has recently created several new lots in Moore Park, in order to facilitate the development of new residences in the community. In terms of the other communities, it would appear that there are sufficient vacant lots to accommodate new residences, should the need arise.

Non-Residential Development: Prospective non-residential developments in these communities should be considered on the basis of environmental factors, such as potential risks to groundwater and concerns for nearby landowners (such as noise, smoke, or dust), and general compatibility with nearby development. Since homeowners in these communities depend upon groundwater for domestic use, the need for careful scrutiny of proposals that may threaten groundwater is particularly important. The conditional use process under *The Planning Act* would enable the municipal council to consider all proposals for non-residential development in these communities, and to evaluate their potential impact before construction is allowed to proceed. Wherever possible, non-residential developments should be clustered together in these communities, in order to provide a small-scale commercial focal point in the community and to minimize impacts on residences.

C. RURAL COMMUNITIES POLICIES

1. Encourage Development: The growth and development of the existing small communities of Bethany, Clanwilliam and Moore Park shall be encouraged. These communities are designated as GENERAL DEVELOPMENT AREAS on MAP 1, in order to accommodate future growth and development of these communities. Priority shall be given to infilling existing vacant lots in these communities.

2. Where there are no suitable vacant lots available for an intended use, a subdivision of land in the peripheral area of the community may be considered, provided that the new lot(s) are adjacent to the community, and comply with other policies of this Development Plan. Such development will require Council approval and should be directed away from prime agricultural land wherever possible.

3. Residential Development: Additional housing in these communities should be allowed as a permitted use; modular and mobile homes may be intermingled with other housing in the community. Alternative design dwellings will be considered for approval, such as straw houses and modified shipping containers.

4. Non-Residential Development: The establishment or expansion of business enterprises and other non-residential uses should be clustered into one area of the community, wherever possible, and considered as a conditional use. Some types of home based businesses, particularly those that may present nuisance or environmental concerns for neighbours, may be also be considered as a conditional use.

5. Conditions of Approval: Special consideration and conditions of approval for non-residential development may be appropriate to deal with matters such as:

   (a) Hazardous materials storage (chemicals or fuels);

   (b) Nuisance factors (such as noise, dust or odours);

   (c) Aesthetic factors (such as outside storage of equipment or materials);

   (d) Potential risks to groundwater; and/or

   (e) Access and parking requirements for vehicles and equipment.

6. Environmental Considerations: Developments that represent a significant risk to the local environment and health of nearby residents should be encouraged to consider alternative sites, such as a more remote area of the community or the designated Rural Area. This would be particularly important in Bethany, due to the groundwater sensitivity conditions at this location.

7. Building Service: The size of development sites and positioning of buildings shall take into consideration the need for private on-site sewage disposal systems and water supply wells and/or other options such trucking of potable water.

8. Building Location: Due to the lack of piped water systems for fire fighting, and the travel distance for the volunteer fire department, buildings within these communities should be adequately separated to provide an additional measure of fire protection. Additional separation of dwelling could be achieved by requiring larger than usual side yard requirements in the municipal zoning by-law.

PART 7

RURAL RESIDENTIAL DEVELOPMENT

During the past several decades, there has been a pronounced trend of rural residential development in many areas of North America. Due to the relative ease of modern automobile travel, various individuals and families have chosen to reside in rural areas. There have been a variety of motives for this, such as the desire for a different lifestyle, an attraction to a physical feature in rural areas (such as a lake or a hilltop vista), or the need for a larger area of land for certain types of occupations or hobbies.

Rural residential development may occur either as a multi-lot development or on a single lot basis:

(a) There are areas of land that have either been planned or have evolved as a cluster of rural residential lots. In the Tanner's Crossing Planning District, this has occurred along the eastern and western shorelines of Minnedosa Lake, north of Minnedosa, where clusters of rural residential lots have occurred along the lakeshore and the adjacent roadways. The obvious attraction of the lake, combined with the proximity of a variety of facilities and services in the nearby Town of Minnedosa would appear to have been the primary reasons for this type of development at these locations.

(b) Single-lot rural residential sites have developed on a more random basis, scattered throughout the rural areas of the District. In these instances, there often may not be any particular reason for the selection of the site for development, other than it may have once been a farmyard that was no longer required for farm operations due to farmland consolidation.

A. RURAL RESIDENTIAL OBJECTIVES

1. To accommodate rural residential development in a manner that minimizes adverse affects on agricultural development.

2. To ensure that rural residential development occurs at locations that will not interfere with the development of natural resources, that are not subject to hazardous conditions, and that can be readily serviced with infrastructure appropriate to the area.

B. RURAL RESIDENTIAL DEVELOPMENT STRATEGY

It is generally recognized that some accommodation should be made for individuals and families wishing to pursue a rural residential lifestyle. However, this accommodation should be balanced with other community planning and land use planning objectives and policies. In particular, it must be remembered that agriculture is very important for a number of families in the Planning District, for the local economy and for the regional economy. The development of additional rural residences in the designated Rural Area

should therefore take a secondary position to agricultural priorities, and should be undertaken in a way that minimizes impacts on the agricultural land base and farming operations.

In addition, the supply of rural residential lots should be balanced with the anticipated demand for such lots, and the supply of residential lots in Minnedosa. The number of such lots should not be allowed to proliferate in the area surrounding Minnedosa, to the point where they undermine the prospects for residential growth within the town.

The existing rural residential area east of Minnedosa Lake contains several larger parcels of land, which range from 4 to 6 acres in size. As this area has very limited potential for agricultural use, and has already been generally committed to rural residential development, it would be appropriate to designate the area for rural residential development, with a minimum parcel size of 2 acres. This would accommodate some rural residential infilling in this area - perhaps as many as 5 to 10 lots. The existing pattern of landholdings in this area will establish some constraints for infilling at this density.

New clusters of rural residential lots should only be considered in situations where there is some compelling feature that would suggest that the location would be a desirable development site, such as an attractive vista, or an area that has good tree cover, making it a pleasant place to live. As an example, hilltop locations along the top of the Little Saskatchewan River Valley would have some obvious attraction. Other important considerations would include the relative ease with which it can be linked to the existing municipal road system, and the hydro and telecommunications service networks.

Proposals for single-lot rural residential sites may be considered more widely throughout the designated Rural Area. However, the same considerations as outlined above should continue to be borne in mind, and individual lots should not be allowed to proliferate in any given area to the point where they create more difficult conditions for agricultural operations in the surrounding area.

C. RURAL RESIDENTIAL DEVELOPMENT POLICIES

1. Existing Multi-Lot Rural Residential Developments: The existing multi-lot rural residential developments in the vicinity of Minnedosa Lake are designated as a RURAL RESIDENTIAL AREA on MAP 1 of this Development Plan. This will accommodate the development of residential uses as a permitted use in this area, subject to the following criteria:

    (a) The minimum parcel size for each lot shall generally be 2 acres, in order to retain the semi-rural character of the area, and to accommodate the operation of private septic disposal fields and wells. Smaller lots and higher densities will not be allowed, unless Town of Minnedosa water supply and sewage disposal systems have been extended into the area, and arrangements satisfactory to the Town for the use of such services and tax revenue sharing have been established;

    (b) Infill lots within this designated area may be accommodated but only to the point where the minimum size of each lot is 2 acres. Where such lots are

being considered, suitable arrangements must be made for the proper disposal of household sewage and wastewater, and for access onto adjacent roadways; and

(c) In order to minimize nuisance factors within the development, and to minimize the risk of surface water contamination in Minnedosa Lake, there shall be no keeping of livestock within a specified distance of the lake within this designated Rural Residential Area.

2. New Multi-Lot Rural Residential Areas: From time to time, the designation of new areas for multi-lot rural residential development of three lots or more may be considered, subject to all of the following criteria:

(a) The proposed development is in an area where there will be minimal loss of productive agricultural land and minimal impact on existing agricultural activities in the surrounding area. Such development should be directed towards sites with low potential for agriculture due to adverse topography, adverse soil conditions, or other physical constraint, or where there is extensive fragmentation of farmland to the point where it can no longer be used for any viable agricultural activity;

(b) The development must be located a suitable distance (separation distances to be specified in the municipal zoning by-law) from any livestock operation, and new development must meet the established separation distances, unless a variation is approved by Council;

(c) The proposed location will not interfere with gravel extraction or any other rural resource based activity, and will not adversely impact any designated wildlife protection area;

(d) The proposed location is not in close proximity to major transportation corridors, including the Canadian Pacific Railway, the Trans Canada Pipeline and PTH 10 and PTH 16;

(e) The development shall not be located in an area where there is any risk of flooding, slope failure or other hazard or nuisance (including a minimum distance of at least 1/4 mile from a municipal waste disposal site as recommended by the province);

(f) The proposed development should not have a major detrimental impact on future residential development in the Town of Minnedosa; urban and rural lots serve a similar purpose, but support a different lifestyle.

(g) The development shall be located with access to an all-weather road in order to provide for convenient access of resident, visitor, service and emergency vehicles, and where the road is a Provincial Road or Provincial Trunk Highway, access shall be subject to the approval of the highway authority;

(h) The development should be located in an area where an adequate supply of potable water can be provided, and where soil conditions are suitable for

private sewage disposal systems;

(i) Individual lots shall generally be no larger than 5 acres in size; unless physical features like sloughs would require larger sites to fulfill the buyer's needs;

(j) The keeping of animals or livestock within such areas should be limited, and livestock shall generally not be allowed within any individual lot that is less than 5 acres in size, or within 500 feet of Minnedosa Lake;

(k) Where the area is to be developed in stages, an overall concept plan shall be provided at the initial stage, indicating the arrangement of residential lots, access roads, drainage systems, and required utility systems such as hydro and telecommunications services; and

(l) In the case of areas in the vicinity of Minnedosa Lake, the Policies C. 4 and 5 of PART 4 would also be applicable.

3. New residences may be developed as a permitted use in designated RURAL AREA including dwellings that are stick-built on-site or ready-to-move (RTMs); plus modular homes or mobile homes that may be subject to building age restrictions and new development may be required to preserve significant areas of natural tree cover, where appropriate, as part of municipal approval.

4. Single-Lot Rural Residential Development: The subdivision of land for non-farm rural residential development may be considered as a conditional use in the designated RURAL AREA under any of the following situations:

(a) For an existing farm yard which is no longer required as part of the farm;

(b) Where the proposed parcel is an area of land which has low potential for agricultural use due to adverse topography, poor soil conditions or other physical constraint;

(c) Where the proposed parcel is a small area of land which is physically isolated from other farmland in the area due to man-made features such as roads, or topographic features such as creeks, streams or sloughs; or

(d) Where the proposed parcel is at the top of the Little Saskatchewan River valley, and has excellent visual characteristics for development.

(e) That a second non-farm dwelling parcel may be created from an existing non-farm dwelling parcel subject to the following:

i. That the second parcel is contained wholly within the existing non-farm dwelling parcel boundaries;
ii. That both non-farm dwelling parcels are at least 2 acres in size;
iii. That access to both parcels may be achieved directly from the municipal road;

iv. That the requirements for onsite waste water management and the required setbacks between the properties can be maintained; and
v. That the dwellings may be subject to a minimum separation distance set by Council in the municipal zoning by-law.

5. Development Criteria: Where a rural residential parcel is being considered in accordance with the conditions described in Policy C.4 above as well as Policy C.6 of PART 3 , it shall be subject to all of the following criteria:

(a) It shall not be located in an area where it might interfere with agricultural operations or where it might be significantly affected by livestock odours, in accordance with distance factors to be specified in the municipal zoning by-law, except for residential sites which are directly associated with the agricultural operation;

(b) It shall not be located in an area which is used for or has the potential for aggregate (gravel) operations;

(c) It shall have access to an all-weather road in order to provide for convenient access of resident, visitor, service and emergency vehicles, and where the road is a Provincial Trunk Highway or Provincial Road, access shall be subject to the approval of the highway authority; and where it is a municipal road, Council shall approve access;

(d) It shall not be located in an area where there is any risk of flooding, slope failure or any other hazard or nuisance, including a separation of at least 1/4 mile from any municipal waste disposal site;

(e) The minimum size of the parcel shall be 2 acres, and it shall generally not be wasteful of agricultural land ; and

(f) In order to minimize impacts on agricultural activities in the area, there shall be no more than two subdivisions per quarter section, except in the case of a second non-farm parcel being created within an existing non-farm dwelling parcel as per policy C.4.(e) above or where the existing non-farm parcel was created prior to the adoption of this Development Plan By-law.

6. Special Studies: Where circumstances warrant, Council may require the applicant to provide further analysis by qualified professionals including an evaluation of any environmental or servicing implications, in connection with a proposal to create either a single- or multi-lot rural residential development.

PART 8

RURAL COMMERCIAL AND INDUSTRIAL DEVELOPMENT

In addition to the trend of rural residential development outside of established communities, there has also been a trend of rural commercial and industrial developments located outside of communities during the past several decades. In the case of commercial developments, certain types of businesses have been located at strategic locations adjacent to major highways in order to provide services to traffic along the highway system. Near Minnedosa, this has taken the form of a small commercial cluster at the intersection of the southern approach to the community (PTH 16A) with PTH 16, which includes a restaurant.

There has also been a small amount of industrial development outside of the community. The most obvious example of this is the auto-wrecking establishment located near the intersection of PTH 10 and PTH 16. There are also several small trucking businesses located in the rural area. While there has not been much rural industrial development in this Planning District, the prospects of future proposals should be anticipated, with a view to establishing a basic policy framework to respond to such development proposals.

A. RURAL COMMERCIAL AND INDUSTRIAL DEVELOPMENT OBJECTIVES

1. To accommodate proposals in rural areas for commercial and industrial development in circumstances where a location in a designated rural community or in the Town of Minnedosa would not be appropriate.

B. RURAL COMMERCIAL AND INDUSTRIAL DEVELOPMENT STRATEGY

Traffic Implications: In considering proposals for new commercial and industrial development, one of the major concerns is traffic safety. Such developments create additional traffic turning movements on the adjacent road system. This additional activity results in slower traffic speeds, and increased traffic safety concerns. It would seem that the best opportunity for new highway commercial development in the Planning District could be provided at the southern entrance to Minnedosa. The existing highway intersection at this location features turning lanes, lighting and other features. These enhancements can more easily accommodate higher traffic volumes in a safe and efficient manner than an intersection without any improvements.

Rural Commercial Development: Proposals for additional rural commercial development should be directed to the designated Rural Commercial Area along the north side of the PTH 16 at this location, so that existing infrastructure can be utilized, rather than duplicating it elsewhere. It is also important to understand that the establishment of additional businesses in this area may create additional traffic and business for those establishments already located in this area. Access to this area shall be via the Minnedosa access road (PTH 16A). Encouraging highway commercial development to occur at this location will also serve to minimize the potential impacts on agricultural operations throughout the remaining areas of the Planning District. It is recognized that there is a traffic control circle (1,000 ft. radius) at this intersection under the jurisdiction of the province. Development within this traffic control circle will be subject to review and approval by Manitoba Infrastructure.

Unique Rural Businesses: In future years, there may be an interest in developing a rural business that capitalizes on the particular amenities of a specific location, such as an attractive vista. This might include a business such as a recreational retreat, hunting lodge, or health spa. It is recognized that an urban location may not be suitable for such facilities, and that some accommodation should be made for them in the rural area. It is intended that these type of businesses be integrated into the rural area in a manner that minimizes impacts on agricultural operations, natural resources, and the provincial highways system.

Rural Industrial Development: In considering proposals for new industrial development, the most obvious types of industrial development that might be accommodated in the designated Rural Area are those that are linked to agriculture and provide important services to the farming community, such as grain terminals, feed mills, chemical supply facilities, and grain trucking businesses. Other types of industrial development that might be accommodated in the Rural Area include those that are directly linked to a rural resource (such as a mineral deposit) or those that are associated with significant environmental or health risks, to the extent that they should not be located in communities. Otherwise, proposals for industrial development should be directed to the designated industrial area in Minnedosa, in order to fortify the industrial base of the town.

When proposals for rural industrial development are being considered, important factors include the impact on existing developments and resources in the area. Rural infrastructure systems should also be considered, as industrial truck traffic with heavy loads can lead to rapid deterioration of rural roads, which are not designed to handle this type of traffic. Traffic impacts should also be considered with regard to the provincial highways system.

Home Based Businesses: Home based businesses are also forms of commercial and industrial development in rural areas, which may feature a retailing aspect (such as craft shops) or an industrial aspect (such as machine shops, etc.). Usually these are secondary to a primary residential use and are usually modest in scale and investment. It is generally accepted that home based businesses should be accommodated in all rural areas, in order to provide opportunities for more diversified family income. For certain types of businesses, a home based setting may be appropriate when first starting up. As the business grows and level of commercial activity increases, it may be more appropriate to relocate to a commercial area. This would facilitate a future sale of the business to interests outside of the rural family. In considering proposals for home based businesses, the major consideration should be the increase in local traffic and the creation of traffic safety concerns on adjacent roadways. Where a residence is in close proximity to another residence, some consideration should be given to any nuisance factors (such as noise or outside storage) and the potential impact on a neighbouring residence.

C. RURAL COMMERCIAL AND INDUSTRIAL DEVELOPMENT POLICIES

1. Rural Commercial Developments: Proposals for businesses which serve the travelling public on the provincial highway system or customers in the local and regional markets, as well as larger-scale commercial developments shall be directed to designated RURAL COMMERCIAL AREAS as shown on MAP 1. Development within these areas should occur in a manner that provides for safe access to new commercial sites, in accordance with Policies C. 1 to 9 of PART 9.

2. Rural Commercial Development Criteria: Development, including highway commercial uses, within any designated RURAL COMMERCIAL AREA, shall occur in accordance with the following criteria:

   (a) An overall concept plan for the area shall be prepared for the area, illustrating proposed roadways, building lots and other major features of the proposed development, in accordance with Policy C.15 of PART 9;

   (b) All proposed roadways and vehicular access locations to property shall be subject to review and if required, specific approval, of the provincial highway authority;

   (c) Lots shall be sufficiently large to provide adequate on-site areas to accommodate all parking, loading, and service requirements, so that the adjacent roadways or highways will not be utilized for parking, loading or service purposes; and

   (d) Accessory structures and signage shall be developed in a manner that will not create traffic hazards, such as obscuring the visibility of traffic in the area.

3. Unique Rural Businesses: Certain recreational/commercial business opportunities which require the amenities of a rural location, such as recreational retreats, health spas, and similar types of business, may be considered in the designated RURAL AREA. The approval process for such developments may be as a conditional use as set out in the zoning by-law. These types of developments will take place in accordance with and subject to the following considerations as approved by the Board:

   (a) There will be sufficient amenity to provide a benefit for the business, such as an attractive vista, or an abundance of attractive vegetation;

   (b) The development may be approved on sites with a low potential for agricultural production due to poor soil conditions (i.e. Soil Capability Class 4, 5, 6, or 7), adverse topography, or other physical constraint where the land cannot be reasonably used for any agricultural activity, and directed away from prime agricultural lands wherever possible;

   (c) The development will not be located in an area where it might interfere with agricultural operations or where it might be significantly affected by livestock odours, in accordance with separation distances to be specified in the municipal zoning by-laws;

   (d) Impacts on other resource activities (such as gravel extraction operations) can be minimized; and

   (e) There will not be a negative impact to the safe and efficient operation of the provincial highway system due to increased traffic flows.

4. Rural Industrial Development: Industrial development proposals may be accommodated in the designated RURAL AREA as a conditional use under the following circumstances:

   (a) The proposed industry is directly related to farming activities in the area, such as agricultural processing or shipping, and no suitable site exists in the urban area or rural community;

   (b) The proposed industry is directly related to the recovery or processing of any other rural resource (such as forestry or minerals); or

   (c) In situations where an industry is a small to medium scale operation, or has characteristics that, for health or environmental reasons, would not be suitable for a location in Minnedosa or a rural community.

5. Rural Industrial Development Criteria: Where a proposal to establish a rural industry is being considered in accordance with policy C.4, the development of the industry shall be subject to all of the following criteria:

   (a) Wherever possible, the development site should be located on land which has a relatively low capability for agricultural production, or in the case of prime agricultural land should minimize the land that will be withdrawn from agricultural production, and the development of the industry should not otherwise impact agricultural operations in the surrounding area;

   (b) A site should be selected where there will be no unacceptable risks to the environment, particularly groundwater or surface water systems;

   (c) A site should be selected which would not have an adverse effect on any nearby residence, any community or cottage area;

   (d) The site shall not be located in an area with significant aggregate potential, shall not be subject to flooding, slope failure, or other natural hazard, and should not have any adverse effects on any designated wildlife area; and

   (e) A site should be selected where truck access (and if appropriate, railway access) can be provided in a safe and efficient manner, in accordance with the policies of PART 9. In situations where the site may have some traffic impacts on a provincial highway, the highway traffic authority shall be consulted prior to approval.

6. Special Studies: Where appropriate, the District Board or Council may require the proponent to undertake special studies that fully evaluate possible risk factors, or to provide recommendations for mitigation measures to reduce the level of risk or nuisance to more acceptable levels.

7. Services: Suitable provisions shall be made for water supply, sewage disposal, and garbage disposal in an environmentally acceptable manner.

8. Extension of Town Services: Where a rural commercial or industrial development requires service by extensions of the Town of Minnedosa water supply or sewage

treatment systems, an inter-municipal servicing and tax revenue sharing agreement shall be established to deal with cost of servicing and revenue sharing.

9. Designated Areas: Where a large-scale operation, or development that includes three or more industrial sites in a cluster, are proposed in the rural area, a RURAL INDUSTRIAL AREA shall be re-designated for the development, in order to provide for a more comprehensive review of the proposal by area residents and provincial authorities. Policy C.4 shall be taken into consideration in the designation of such an area, and the policy C.2 shall also apply to future development in the designated area.

10. Home Based Businesses: Home based businesses shall be accommodated in all designated RURAL AREAS, including rural communities, provided that they are secondary to residential occupancy of the property, and do not create any significant nuisance factors for nearby landowners, or traffic hazards on nearby roadways. Where a proposal might have a potential impact on a highway under provincial jurisdiction, a review and recommendation should be obtained from the highway authority regarding the proposed home based business.

11. Landscaping Features: Special landscaping features, such as buffering, tree planting, fencing or other suitable measures may be required by Council to enhance the appearance of the development and minimize adverse impacts on nearby properties; such requirements shall be included in the municipal zoning by-law.

PART 9

RURAL INFRASTRUCTURE

The rural infrastructure system consists of several components, including the road network (provincial highways and municipal roads), and the hydroelectric distribution system and telecommunications network. Major roadways in the provincial highway system consist of PTH 10 and PTH 16, which provide for the movement of large volumes of passenger vehicles and truck traffic to various destinations in Manitoba, other provinces and the United States. PTH 16A provides for a highway access from the Town of Minnedosa. Provincial Roads 262 and 355 provide for access to smaller communities in the region. The municipal road system is of vital importance to rural residents, as it provides for the daily movements of rural residents to schools, workplaces, business establishments and recreational facilities, as well as the seasonal movements of farm equipment and supplies.

Rural electrical service provides energy for a variety of agricultural and household appliances, thereby enhancing the quality of life in rural areas. In the southern portion of the Planning District, there is also an extensive distribution network of water supply pipelines, which convey treated water from Minnedosa to a number of residences in the rural area. This is important for rural residents, as there is very little suitable groundwater in this area for domestic or agricultural consumption.

Other notable infrastructure systems in the rural area include the Canadian Pacific Railway and the Trans Canada Pipeline, both of which are significant transportation elements in the national transportation systems.

The establishment of new development sites often has implications for rural infrastructure. In most instances, some basic levels of infrastructure are necessary in order to provide access and service to new developments. It is also recognized that in some instances, new development can have a detrimental impact on existing infrastructure if it is not properly planned or located. For example, a development that generates high volumes of heavy truck traffic can lead to rapid deterioration of rural roads, or a development that is located too close to a highway or railway may result in traffic hazards or other risks for travellers or occupants of the development. As existing infrastructure systems represent significant levels of investment by provincial and municipal levels of government, as well as other transportation and utility companies, it is important to provide some level of protection for existing systems.

A. RURAL INFRASTRUCTURE OBJECTIVES

1. To provide for safe and efficient roadways to accommodate the movement of people, motor vehicles, and farm equipment in rural areas of the Planning District.

2. To provide appropriate standards of protection for all existing transportation systems and utility systems in rural areas of the Planning District.

3. To co-operate with provincial highway authorities and utility corporations in the protection of existing infrastructure systems and in undertaking future expansion initiatives in an economical manner.

B. RURAL INFRASTRUCTURE STRATEGY

Provincial Highways: The major highways in this Planning District are considered to be in very good condition and provide a high level of service for all types of vehicular traffic. The absence of seasonal weight restrictions on PTH 10 and PTH 16 provides a high level of flexibility for future development in the area. It is recognized that the responsibility for developing and maintaining the highways systems lies with Manitoba Infrastructure. One of the major interests of this department is to ensure that future development does not create unacceptable conditions for traffic safety along the highway system. It is recognized that there are specific provincial regulations and traffic control areas in the vicinity of the provincial highway system, which are intended to protect the safety and efficiency of traffic flow on the highways, and to protect lands for possible highway improvements or widening at a future date. These include:

- Control areas have been established along PTH and PR highways in Manitoba and are set at a width of 125 feet or 250 feet dependent on the highway designation.
- Control circles with a radius of 1,000 ft. from the centrelines of intersections of provincial highways, including the Minnedosa approaches to these highways (except Ninth Avenue South).
- A general provincial policy suggests that all significant development proposals within 1,000 ft. of a major highway should be submitted to Manitoba Infrastructure for a review with respect to matters such as potential traffic impacts on the highway system.

In accordance with provincial regulations, development within the control areas and control circles is subject to review and approval by provincial highway authorities.

Municipal Roads: An extensive network of all-weather gravel surfaced municipal roads has been provided throughout most of the rural area, generally within the grid pattern established by government road allowances. This road network is not fully developed in the vicinity of the Little Saskatchewan River north of Minnedosa, as the steeply sloping terrain of the valley creates significant difficulties for the establishment of an all-weather road system. The river also creates a significant barrier, which cannot be overcome without significant investment in bridge structures.

In order to minimize expenditures for road construction and maintenance, new development in the rural area should be encouraged to locate in close proximity to existing all-weather roads wherever possible. Locations where access cannot be reasonably provided, such as the bottom of the river valley, should not be considered for new development sites, due to the major technical problems and expense associated with providing an access road suitable for use by the owners, visitors, service vehicles and emergency vehicles on a year-round basis.

It is also important for municipalities to provide for a level of protection of the municipal road network, for reasons of traffic safety and efficient operation. Municipal approval of the location of access driveways and other structures along the roadway will generally be required, in order that safety factors can be taken into consideration. Setback requirements in the municipal zoning by-law should also be applied to buildings, structures and shelterbelts in the vicinity of municipal roads, in order to minimize snow-drifting problems along the roadways and to provide a measure of buffering from other roadway nuisances, such as noise and dust.

Rural Water Distribution System: The rural water distribution system that has been established in recent years has provided an important benefit to a number of rural residents in the southern portion of the Planning District. The system is not yet fully developed, and could be extended to provide a water supply to additional households in the area. While the system has sufficient capacity to supply additional households, it does have some limitations for providing service to larger users. In many locations, this system is probably not capable of supplying enough treated water to meet the needs of large-scale livestock operations (large-scale corporate barns) or certain types of industrial users with high water use requirements.

Other Infrastructure: Other infrastructure in the Planning District is more or less static at this time. However, rural hydro distribution systems and telephone systems may be extended when the demand arises. Major infrastructure systems such as the Canadian Pacific Railway and the Trans Canada Pipeline are well established and not expected to change, although additional capacity has been added to the pipeline system over time. In the case of these major systems, there is significant concern that they be buffered from new development, for reasons of safety of the occupants of the development.

Solid Waste Management: In 2001, the former RM of Minto had a small solid waste site that was built on silty soils and posed a groundwater contamination concern. The former RM of Odanah did not have a site for solid waste and relied on the Town of Minnedosa garbage dump.

A group of partnering municipalities, including Minto and Odanah, plus the Towns of Neepawa, Minnedosa, and Carberry, made the decision to develop a regional integrated solid waste disposal facility and formed Evergreen Environmental Technologies. In March of 2004, that organization began operation of a Class 1 Solid Waste Management Site located in the former RM of Odanah adjacent to the former RM of Langford boundary, a new site that was located off the Assiniboine Delta Aquifer, which supplies potable water to many communities and farms.

The garbage dump in Minto was closed and repurposed as a municipal storage yard. The Minnedosa site was closed and repurposed as a composting facility.

The regional landfill site operated by Evergreen Environmental Technologies located in the amalgamated municipality of Minto-Odanah is a sophisticated operation supported by modern equipment and technology with a long life expectancy and capacity to match. A recent announcement unveiled a new gasification project which will be used to reduce the volume of waste going into the landfill and further extend the useful life of the site.

C. RURAL INFRASTRUCTURE POLICIES

PROVINCIAL HIGHWAYS AND ROADS

The following policies are relevant to development proposals in the vicinity of provincial highways and provincial roads:

1. Development that would have a detrimental impact on the safe and efficient operation of the highway, or development that would be negatively affected by an adjacent highway, shall not be allowed to locate near a provincial highway, unless mitigative measures suitable to the highway authority are incorporated into the development.

2. Commercial uses that primarily serve the travelling public shall be required to locate in designated RURAL COMMERCIAL AREA where there is suitable access available from major roadways. Access to Provincial Trunk Highways and Provincial Roads will only be permitted if the safe and efficient operation of the provincial highway will not be jeopardized.

3. Direct access to the provincial highway system shall be discouraged, and access to provincial highways should be via the municipal road system.

4. Development that contributes to the evolution of a row of lots, each relying on direct access to the highway, shall not be permitted.

5. Subdivision or development will not be allowed in areas designated for highway widening or expansion, unless provisions suitable to the highway authority are made to accommodate future widening or expansion.

6. All development proposals within 1,000 feet of a Provincial Trunk Highways shall be submitted to Manitoba Infrastructure, Highway Planning and Design Branch, for review, with the exception of accessory agricultural buildings within an established farmyard.

7. Any development that is to occur within the control areas of provincial roads and provincial trunk highways under provincial authority will be subject to prior approval by Manitoba Infrastructure.

8. The location and construction of an access to a Provincial Trunk Highway or a Provincial Road will be subject to approval by Manitoba Infrastructure.

9. Where an area of development is bordered on one side by a major highway, new development should, where appropriate, be directed to the same side to avoid the need for local traffic to cross the highway

GOVERNMENT ROAD ALLOWANCES AND RURAL MUNICIPAL ROADS

10. The following policies are relevant to government road allowances and development in the vicinity of rural municipal roads:

11. Government road allowances should be reserved for present and future municipal transportation networks. In some instances, terrain conditions will dictate that the road allowances should remain undeveloped. Any clearing, cultivation or cropping of unimproved road allowances should only be undertaken with the approval of the municipality. The construction of buildings or structures on unimproved road allowances shall not be permitted.

12. Where there are existing or anticipated high volumes of truck traffic, the municipality may designate certain roadways as truck routes, in order to limit deterioration of the local road system and to minimize safety problems and nuisance factors within communities.

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

14. New development shall occur in close proximity to an existing all-weather road of sufficient standard and capacity to accommodate anticipate additional traffic requirements, unless the proponent makes an agreement with the municipality to upgrade an existing road or develop new road access to a standard agreed upon by the municipality. The proponent may be responsible for part or all of the costs of this roadway construction.

15. Development proposals or land uses that generate significant amounts of regional vehicular traffic or significant truck traffic should be encouraged to locate in proximity to major roadways, which are capable of accommodating the traffic generated by the development. The municipal road system shall also be used to provide transitional access from new development to the provincial highway system, but only at locations where no unacceptable risks would be created at the highway.

16. Where areas of land are being subdivided and developed for multi-lot developments, a concept plan for the area shall be prepared to illustrate a suitable roadway system. The design of the roadway system, in terms of the general arrangement and slope of the proposed roadways, should conform to generally accepted engineering standards (including the regulations established under *The Planning Act*), and should provide sufficient space for anticipated roadway, drainage and infrastructure requirements. Gradients in excess of 7 percent should be avoided, wherever possible.

17. Appropriate setback requirements shall be established in municipal zoning by-laws for the development of buildings, structures and shelterbelts in close proximity to rural roadways in order to provide for a measure of safety, to minimize snowdrift blockage of roadways, and to provide buffering from roadway noise and dust.

18. New vehicular approaches to municipal roads shall be subject to the approval of the municipality, to ensure that the driveway is constructed at a location that will not create unacceptable traffic hazards, and to ensure that appropriate drainage features are incorporated into the approach.

19. Rural Water Distribution: The establishment of new farm residences and other developments shall be encouraged to locate in close proximity to the existing rural

water distribution system, wherever possible, in order to minimize the need for future system extensions. Major non-agricultural water users shall generally be subject to an inter-municipal service and revenue sharing agreement, to be established prior to the service connections.

20. Railway Buffering: Proposed developments in the rural area that may be adversely affected by potential hazards posed by railway traffic, such as potential derailments, or by other nuisance factors, such as noise and vibration should be adequately set back from the railway line to minimize the hazard or nuisance to an acceptable level. Such rural area setbacks will be considered in the local zoning by-laws and should give consideration to guidelines for new development in proximity to railway operations, as prepared for the Federation of Canadian Municipalities and the Railway Association of Canada.

21. Railway Crossings: Buildings, structures and major landscaping elements such as trees shall be adequately set back from railway crossings to provide for good visibility conditions at the crossings and an improved measure of traffic safety.

22. Pipeline Buffering: Proposed developments in the rural area that may be adversely affected by risks posed by major petroleum pipelines shall be adequately set back from the pipeline to minimize accidental damage to the pipeline during any excavation or construction processes, and to provide a measure of safety in the event of a leak in the pipeline or any other pipeline-related incident.

23. Private Airfields: Private airfields should be developed in a manner that minimizes unacceptable nuisance factors, such as noise, for residents in the nearby area.

24. Flight Approaches: The aerial flight approaches to airfields should be protected from developments that may adversely affect aircraft safety, such as tall structures and developments that attract birds (such as waste disposal sites).

25. Utilities: Essential public services provided by government and public or private utilities should be allowed in any land use designation, subject to the requirements in a municipal zoning by-law. Such uses should be located and developed in a manner that will minimize any incompatibility with neighbouring land uses, and in addition

    (a) Hydro transmission lines and telecommunications towers should be located where they will not create unacceptable levels of electrical interference with nearby residences; and

    (b) In order to minimize interference with agricultural operations, the distribution networks for hydro and telecommunication systems should generally follow the rural road allowance grid.

26. Co-operation will be encouraged with Manitoba Hydro, Centra Gas, Bell/MTS and other service providers to ensure that public services are delivered in an economical and efficient manner.

27. Existing utilities and public services should be protected from incompatible or potentially incompatible land uses that may threaten or adversely affect their operation.

28. Waste Disposal Sites: A protective buffer area should be specified around waste disposal sites, in order to control the development of residences or other habitable buildings in close proximity to the site.

29. Abandoned waste disposal sites, and the areas immediately surrounding such sites, should not be utilized as a site for any future building, unless it has been determined through geophysical investigation that there is no unacceptable level of methane gas from decaying waste material, and the conditions are suitable to support a building without excessive settlement.

30. Where new important public facilities such as waste disposal sites are being established, it is often very difficult to select a suitable site that meets with public acceptance. Wherever possible, the following factors should be taken into account in selecting a new waste disposal site:

    (a) A location that is environmentally acceptable, and does not present any unacceptable risk of groundwater or surface water contamination;

    (b) A location that is well separated from residences and other habitable structures, in order to minimize nuisance complaints related to matters such as odours, insects and other factors;

    (c) A location that is reasonably accessible to truck traffic;

    (d) A location that does not compromise the safety of any airfield facilities in the surrounding area (due to the presence of birds at the disposal site); and

    (e) A location that does not occupy an excessive amount of agricultural land, or otherwise interfere with agricultural activities in the area.

    Due to the difficulties in establishing new waste disposal sites, it is recognized however, that some compromise may have to be made with regard to agricultural land preservation policies.

PART 10

URBAN OVERVIEW

Minnedosa

The Town of Minnedosa is located in the valley of the Little Saskatchewan River in western Manitoba. It is recognized as being one of the most picturesque communities in Manitoba. The tree covered valley slopes in the northern and eastern portion of the community provide a beautiful natural backdrop to the developed area of the community. The river provides an attractive natural corridor through the centre of the community, and is a linear focus for many recreational facilities and activities.

A dam has been constructed across the valley in the north-eastern portion of the community, to create a lake which is approximately 1.6 miles (2.5 kilometres) long and 1/4 mile (0.4 kilometre) wide. This lake provides a variety of recreational opportunities for residents of the community and surrounding area. As the lake is fairly small, and well sheltered, it has been used for important aquatic events, including the Pan American games rowing events in 1999.

Many local residents have a high appreciation of these natural features of the community, and take pride in the scenic qualities of Minnedosa. The preservation and enhancement of the valley slopes are viewed as being essential to preserving the natural beauty of the community. Many of the sloping areas are generally considered to be too steep for urban development, due to the limitations that steep slopes represent for roadway construction and the installation of sewer and water services.

The river corridor through the community is viewed as an important asset with opportunity for further development of recreational facilities in the community. As an example, a walkway system, extending from the lake at the north-eastern corner of the community to the golf course in the western portion of the community could become an important recreational asset for community residents.

Minnedosa's prospects for future growth are fairly good. In addition to the physical beauty of the community, it also possesses a diversified commercial and industrial sector, along with a strong nucleus of educational, health care, and recreational facilities, which should be viewed as important community assets for attracting growth.

Unlike other prairie communities, which have opportunities for growth and expansion in many directions, the local terrain conditions at Minnedosa prevent growth in several directions. Within the southern portion of the community, the land slopes more gently to the general prairie level surrounding the community, and development has already extended up the slopes to the general prairie level. The southern portions of the community are therefore considered to be the most suitable areas for expansion of serviced development areas in the community. It is important that the remaining options be carefully considered and utilized, in order that the community might achieve the most favourable results from its limited development options.

Census information reveals that Minnedosa’s population at 2449 people has declined by a few people over the last census period and the population has grown older like a lot of rural

towns in Manitoba. A loss of population seems like an unlikely outcome for Minnedosa which has a lot of amenities and attractions as well as a strong local economy.

The aging population dynamic suggests that more services and newer types of housing for seniors may be needed in the future; housing co-ops, condominiums, and senior's apartments, with advanced home care and nursing services added to additional supply of suites and communal dining, could be the response to the population changes.

A. OVERALL URBAN DEVELOPMENT OBJECTIVES

The following objectives will be generally applicable to all future development in the urban area of Minnedosa:

1. To promote efficient, attractive and well-planned residential, commercial, industrial, cultural, institutional, recreational other developments and to provide for a reasonable supply of appropriately designated land to accommodate these developments.

2. To encourage the construction of new buildings and other development at appropriate locations in a manner which will be compatible with existing and anticipated developments, transportation systems, and the general environment in nearby areas.

3. To preserve and enhance important aesthetic features of the community.

4. To encourage the repair, renewal, or replacement of existing buildings in order to maintain the attractive character of the community.

5. To protect people and property from injury or damages which may be due to flooding, slope failure, or other hazards.

6. To allow for the expansion of the downtown commercial area to accommodate new development and land uses.

7. To allow for aging in place projects including seniors housing in the downtown commercial and residential areas of town.

B. OVERALL URBAN DEVELOPMENT POLICIES

The following policies will be generally applicable to all future development in the urban area of Minnedosa;

1. Infilling: Infilling and revitalization of existing built-up areas should be recognized as the most economical means of accommodating development, provided that areas do not become overcrowded.

2. Contiguous Development: New development should locate adjacent to built-up areas as an extension of these areas, where public services, including roads, water and sewer services, power lines and other services can be efficiently and

economically expanded. An exception to this might be made in the case of some types of industrial development, where a more isolated location might be appropriate.

3. Concept Plans: Where large undeveloped areas or partially developed areas are being proposed for development, a concept plan shall be prepared prior to development, in order to ensure that the development will be integrated with existing natural features and man-made features in the area, and to provide for the logical planning and development of other supportive infrastructure. The concept plan should illustrate the following:

   (e) Schematic layout of future roadways, with provision for suitable connections to other existing and planned roadways in the area;

   (f) Schematic arrangement of building lots and open spaces, with lot sizes which are appropriate for the nature of the anticipated development;

   (g) Sufficiently detailed contour information to evaluate slope and drainage conditions; and

   (h) Schematic design of the various utility and service systems anticipated within the development area, such as water and sewer piping, storm drainage, hydro, natural gas and telecommunication service.

4. Staged Development: In areas where multi-lot developments are being proposed, a staging program may be required for the development of the area, including a staging program for the installation of the various utilities and services, in order to minimize costs of installing, operating and maintaining these services. Such a staging program should be determined by the most logical and economic route of extending the various utilities and services into the development area.

5. Incompatible Uses: Existing developments should be protected from the intrusion of uses which would be incompatible. Furthermore, areas which are designated for various types of future development should be protected from the intrusion of uses which would be incompatible with the anticipated development in the area. In particular, proposals for non-residential development in designated residential areas shall be carefully considered in terms of various impacts on residential areas, and in some instances, special or unique conditions of approval may be required in order to minimize future adverse impacts (for example, specialized agricultural uses in areas which are intended for future residential development).

6. Aesthetic Factors: A high standard of design, site development and property maintenance will be encouraged. Development should occur in a fashion which enhances the aesthetic appeal of the development site and surrounding area

   (a) Within each type of development area, there should be consistency in building setbacks in order to create a planned, and visually harmonious appearance along the roadways;

(b) The utilization of natural vegetation and other decorative landscape features will be encouraged as a natural complement to man-made features of the development, particularly for commercial and industrial development;

(c) Parking, loading, service and storage areas should be properly integrated into the proposed development;

(d) Features such as signs and exterior lighting should be appropriate to the nature and scale of the development and should be arranged in a fashion to minimize unattractive views and or excessive glare at nearby residential properties;

(e) Owners or tenants of all property will be encouraged to provide a high level of maintenance of buildings, structures, landscape features and exterior spaces used for parking, display, storage and service.

7. Separation of Buildings: Appropriate standards should govern the separation of buildings on adjoining properties, in order to allow natural light and air to penetrate windows, to provide for general pedestrian circulation around the building for purposes of maintenance of exterior surfaces, and to provide a measure of fire safety between buildings. In some cases, separation distances may be eliminated, provided that adequate fire control measures are incorporated into the construction of the buildings. Such is the case in the CENTRAL COMMERCIAL AREA, where development has occurred at a relatively high density. Amenity areas also allow for increased privacy and security measures.

8. Innovative buildings: The development of innovative buildings should be encouraged in order to promote energy efficiency or the conservation of other resources, or to increase the availability of acceptable housing to disadvantaged groups. Special review and approval processes may be required, along with development or performance agreements dealing with matters such as the design and siting of the building, site landscaping, integration of the development into the surrounding area, provision of services, or any other matter that the circumstances might require.

9. Physically Challenged Persons: Suitable provisions for access to and utilization of various buildings and facilities by physically challenged persons should be incorporated into new or expanded structures, where appropriate, including the provision of oversized parking spaces in off-street parking lots.

10. Aging in Place: allow for people of various ages to continue to live in a welcoming community by providing for a variety of housing types with innovative designs.

PART 11

RESIDENTIAL DEVELOPMENT

Housing is an important feature in every community. It provides for a basic human need - the need for shelter, and provides a setting for individual and family life. The presence of various amenities within residential neighbourhoods and communities can greatly enhance the quality of life for individuals and families. On the other hand, the lack of amenities or certain types of inappropriate development in the area, can have an adverse effect on quality of life.

Several types of residential development exist in Minnedosa:

Single-Dwelling Housing: The predominant type of housing is single-dwelling residences, which occupy most of the land within the developed area of the community. There are approximately 990 single-dwelling residences in the community at the present time. The central portions of the community typically feature older houses, some of which are approximately 100 years old, with the more outlying areas containing newer houses.

During the 1990 to 2000 period, there were a total of 51 new homes built in the community, which represents an average of 5 new homes per year. The time period from 2006-2015 saw on average 7 new dwelling units per year including both single and multiple unit structures. Based on this rate of construction, it is estimated that there are not any serviced vacant lots in the community to accommodate new housing construction for the foreseeable future. Currently there are no lots for sale in Minnedosa and only one listed on MLS for a site south of town.

Duplexes: A small number of duplexes are also scattered throughout the residential areas of the community. Some of these include structures that are specifically designed to accommodate two families, and others are larger single-family structures that have been modified to provide separate units for two families. Due to the relatively low number of these structures presently in existence, and the lack of development enquiries related to this type of structure, it is anticipated that the demand for this type of structure has been quite low.

Mobile Homes: There are two areas in Minnedosa which have been developed exclusively for mobile homes. There is a mobile home park containing approximately 35 mobile home rental sites located in the south-western portion of the community, and a mobile home subdivision area containing 11 mobile home lots south of the river in the western portion of the community. Mobile home subdivisions are generally considered to be a more desirable type of development than mobile home parks, as the occupants of a subdivision area usually have ownership of the mobile home lot. With ownership comes a higher degree of investment and maintenance, resulting in a more attractive development. The existing mobile home areas are fully occupied, and there is a need to consider additional areas for mobile home development. Although there is a third area zoned for mobile home development in the north-western portion of the community, the proximity of the railway may be a deterrent to the development of this area for mobile homes.

Multiple-Dwelling Housing: There are also several apartment complexes within the community, most of which are located in close proximity to the central commercial area. Some of these consist of special needs housing, such as senior citizens homes. In recent

years, there have been several proposals to establish small-scale apartment accommodations, such as fourplexes. At this scale, such facilities are considered to be reasonably compatible with single-family residential development.

Seasonal Residences (Cottages): Over the years, several areas of seasonal housing development, or cottage development, have occurred in proximity to the lake. The most significant development is the cottage area on Town owned land east of the lake. To a large extent, this area has been modeled on the small lot - high density cottage development area at Clear Lake. The small cottage lots in this area have led to overcrowding problems, as various cottage owners have created additions onto their cottages. In addition to the crowding issues, there are some aesthetic issues, due to the lower construction standards of some of these structures (some of which are trailers with lean-to additions), and perhaps some functional problems arising from the slope upon which most of this development is located. The problems of this area are generally recognized and understood by community leaders, and efforts are being undertaken to improve the situation in this area.

There is a smaller cottage development area along the western shore of the lake, at the northern boundary of the Town. The problems of this area are not nearly as pronounced as the area to the east of the lake. This cottage area has been developed on privately owned land, and it is anticipated that over time, these seasonal cottages will be transformed into permanent housing, as an extension of the adjacent residential area in the community. While such a trend represents logical residential growth of the community, it also represents some challenges, in terms of retrofitting the area with piped sewer and water services, public streets and other public services. Some of these cottages are located in the adjacent rural municipality, which creates some additional jurisdictional issues related to development and servicing of this area.

New cottage development was limited in recent years. In 2006 – 2015, on average only two cottages per year were constructed in the urban and rural area adjacent to Minnedosa. It should be noted that the community of Minnedosa has about 10,000 visitors each year to participate in community events and make use of the recreational resources and services, including campgrounds. The seasonal cottages in Brandosa (45 units) and Minnedosa Beach (117 units) helped bring that number of visitors to the community at least on a temporary basis.

There are also several other types of development which are beginning to occur in Manitoba towns. It is considered important to anticipate developments such as these, and to accommodate them in the community's planning program. These are briefly described as follows:

Condominium Housing: During the past decade, condominium housing developments have been introduced into several rural communities. Typically this type of housing consists of duplexes or row housing units on small lots, which are owned as individual units by persons occupying the complex. The roadways and common open space areas in the development are owned and maintained by the private condominium corporation, which charges a monthly maintenance fee to occupants. Typically, the condominium corporation also provides exterior maintenance for individual condominium units, which makes them somewhat attractive for retirees and seniors. Although this type of development does not yet exist in Minnedosa, there has been at least one expression of interest in developing a condominium project in the community.

Modular Homes: These are factory built homes which are transported to a site and typically installed on grade beam - crawlspace foundation systems. They are built to a different standard than the building code, which governs traditional residential construction, and may be considered as something of a hybrid between a mobile home and a conventional residential structure. In those communities where they are occurring, they are usually accommodated within areas which are designated for mobile home development, or in areas specifically designated for modular homes.

Municipal Issues: Residential development issues are important to local government for a number of reasons. Factors such as housing density, standard of construction and physical appearance directly affect the visual appearance and quality of life within the community and are therefore of interest to local government. Local government is also responsible for providing a broad array of services to housing, ranging from physical services such as access roads and urban waterworks systems, to other services such as emergency and protective services (firefighting and policing). Factors such as the location and density of housing development have a significant effect on a variety of service expenditures, and ultimately upon the Town's annual budget.

Types of housing are another municipal issue; tiny homes, monster homes, alternative design buildings (such as straw houses and modified shipping containers) are all being discussed in various parts of the province and country. The traditional bungalow is not everybody's choice today.

Tiny homes, for example, are being designed with 300 – 600 square feet of usable space and being built on a trailer so as to be movable from site to site. Zoning by-laws have typically required houses to be at least 620 square feet in size and on a fixed foundation or pad. Tiny homes require some thought about where the municipality should allow them to be located and any special requirements such as how anchor the dwelling to the ground.

The other recent issue which has caused some rethinking involves secondary suites in both rural and urban areas. As an approach to deal with affordable housing, secondary suites are an obvious choice for some communities and they can be provided in existing buildings or new construction. They can be allowed in commercial buildings, large houses, basements, additions, lofts above garages, or in separate building on the same lot as a lane house or garage house. Secondary suites are not new to the housing world but they are now under active consideration by lots of people and communities.

Anticipated Housing Demand: It is expected that there will be a demand for eight dwelling units per year, based on the recent construction trends in the community. However, the expansion of the pork processing facility in Neepawa and Maple Leaf operations in Brandon may create a demand for additional housing in Minnedosa and other smaller communities within commuting distance of those plants. It is possible that some of the new employees at those plants may look to communities smaller than Brandon as being desirable places to establish a residence. Although there may be some interest in communities such as Minnedosa, there may be some issues with affordable housing. Due to the presence of significant health care facilities and other amenities in the community, it is also possible that Minnedosa might become a more attractive retirement community in the region, which would stimulate more demand for senior's housing facilities.

The Town of Minnedosa essentially has no lots for sale at the end of 2017 and the Multiple Listing Service (MLS) for real estate agents working in the Brandon centered region,

including Minnedosa, showed only one rural residential lot for sale south of Minnedosa in the rural municipality. There may be other lots for sale, but not listed with MLS.

The Town has recognized the lack of an individual or company doing the work of a developer was a major impediment to creating new lots for sale. There are builders who will construct a new house for you but no one is producing the lots on which to build that new building.

Council had discussions with an urban-based developer working in Manitoba who was initially interested in working in Minnedosa but eventually declined to participate. The reason for declining the Town's offer surely had something to do with the amount of work undertaken in other parts of the province but one reason given had to do with the relatively slow pace of lot sales (8 per year) being experienced in Minnedosa in recent years.

The Town of Minnedosa will have significant difficulty in achieving any population growth if the community, with many assets, attributes, and attractions, cannot attract a local person, people, or company to step up to the job of spending their own time and money creating lots and houses for sale.

A. RESIDENTIAL DEVELOPMENT OBJECTIVES

1. To provide for the future development of a variety of housing types at appropriate locations within Minnedosa in order to accommodate desired population growth.

2. To encourage development in residential areas which is healthy, safe, attractive and of acceptable quality in order to promote the well-being of all residents of the community.

3. To ensure that residential areas are planned and developed in an orderly cost-effective manner.

4. To protect residential growth areas from development which might be premature, or which might compromise the future development of these areas.

5. To promote the efficient use of existing municipal infrastructure.

6. To provide the ability for residents to "age in place".

B. RESIDENTIAL DEVELOPMENT STRATEGY

Infilling & Revitalization: From a cost-benefit point of view, the most economical means of accommodating new residential development in Minnedosa is through infilling vacant spaces and redevelopment of older housing within existing residential areas wherever possible and appropriate. When development occurs in this fashion, it is usually not necessary to extend sewer and water services or to develop new roadways. However, infilling should not occur to an extent that it results in overcrowding of residential structures, particularly in seasonal cottage areas, where such overgrowing problems are already significant. Revitalization or replacement of older existing housing stock also promotes the maintenance of attractive neighbourhoods. From an economic perspective,

infilling reduces the need for expansion into new development areas, thereby deferring development and servicing costs associated with long-term development areas. Opportunities for some infilling are apparent in most sectors of the community. However, the proximity of the railway may deter the development of additional housing in the north-western area.

Overall Growth Trends: In the past several decades, residential growth in Minnedosa has extended outward primarily in southerly, south-westerly and north-easterly directions. Residential expansion to the north-west has largely been constrained by the location of the C.P Railway, as well as the industries located in this area. Expansion in northerly and easterly directions has been prevented by the steep slopes of the valley.

Southern Growth Strategy: It is anticipated that Minnedosa will continue to experience demand for residential land, as the community continues to attract new residents. Due to the limitations imposed by the landscape features in the community, it is apparent that the most appropriate areas for long-term residential growth will be to the south. A high level of development control would be appropriate for these areas, to ensure that the land is not prematurely subdivided, and to prevent inappropriate development which would detract from future residential use.

Development Scenarios: Three possible development scenarios can be considered in Minnedosa:

1. The Town could act as a developer, by purchasing a large parcel of land (20 to 40 acres) from the current landowner, and developing and marketing the lots as a Town venture.

2. Alternately, the landowners may develop the lots, subject to cooperation with the Town in terms of extending roadways, and water and sewer services into these areas. Cost-sharing arrangements might be considered in the latter instance.

3. The Town could work with interested people in forming a development company, partners could be local contractors, bankers, trades people, suppliers, and the Town. This company would function as a developer in creating lots and houses for sale in Minnedosa and area; and as a company it could pay people to do work for it.

Western growth strategy: The opportunities for westerly expansion of the community are significantly constrained by two factors. The location of the sewage lagoon in the western portion of the community represents a limitation, as the provincially recommended guideline for separation distance between a sewage lagoon and a residential area is 1,500 ft. This separation area generally coincides with the area which has recently been acquired for expansion of the community's golf course. The location of the expanded golf course will also serve as a barrier to westerly residential expansion. However, there is a remaining area of land (between the existing housing area and the golf course expansion) which could accommodate approximately 120 housing units in the westerly portion of the community.

Hilltop Areas: Some interest has been expressed in developing residential areas along the top of the valley slopes in the northern and eastern portions of the community. The impressive vistas provided by these locations would certainly provide a compelling reason to establish residential development. However, the technical difficulties and expense of

providing piped services and access roads into these areas would seem to preclude these areas from consideration for residential development at conventional housing densities in the foreseeable future. Eventually, some consideration might be given to accommodating acreage or estate type lots in these areas, provided that these building sites can be developed in a manner which minimizes risks associated with the slopes. Furthermore, they should be developed in a manner such that suitable access can be provided, and satisfactory on-site water supply and sewage disposal systems can be developed.

A development agreement between the Town and the developer of such lots might be appropriate, confirming that the Town will not at any future date be responsible for providing piped water or sewer services to such lots, and that individual access driveways will not be maintained by the Town, unless otherwise approved by Council. If this type of development should emerge, it would also be important to have some guidelines or restrictions requiring that a certain number of trees or proportion of the lots be retained under tree cover, to preserve the natural appearance of these areas from the community below. Until such proposals are more fully developed, it would be appropriate to designate these areas as limited agricultural areas or open space areas.

Seasonal Residences (Cottages): As there are no remaining areas within the Town which are considered to be suitable for new cottage development areas, such areas might be considered in the lakeshore areas to the north, in the rural municipality. When cottage developments are being developed in proximity to any community, they tend to evolve into areas of permanent residential use. In view of this, such areas should more appropriately be designed and serviced as conventional residential subdivisions, rather than as cottage areas. This would have certain implications for the size of cottage lots and the extent of piped services to be provided. These areas should be serviced by extensions of Town sewer and water services, subject to an inter-municipal service and revenue sharing agreement for such developments. In addition, the design of such developments should incorporate measures to provide for shoreline access for all occupants of the development, and other measures to minimize environmental impact on the lake, as more specifically described in Policy C.5 of PART 4.

Pre-Planning for Development: When areas are being considered for long-term residential development, it is important to establish an overall conceptual plan for the subdivision and development of these areas, as indicated in Policy B.3 of PART 10. Wherever possible, it would be desirable to establish major landscaping elements (tree planting areas) well in advance of residential development. The presence of semi-mature trees will provide an incentive for early development in the area.

C. RESIDENTIAL DEVELOPMENT POLICIES

1. Location Requirements: New residential development in Minnedosa shall occur only within areas that have been designated as RESIDENTIAL AREA on MAP 2, and URBAN AGRICULTURAL AREA lands that are appropriately zoned for the type of residential development, unless otherwise provided for by other policies of this Development Plan and the Minnedosa Zoning By-law.

2. Infill and Revitalization: Infilling development of existing residential lots and the revitalization of existing housing stock shall be encouraged to the fullest practical extent.

3. Supply of Lots: A reasonable supply of serviced lots, in relation to anticipated demand, should be available within designated residential areas. At least 10 single-family residential lots and 5 mobile home lots should be available within Minnedosa at all times.

4. Housing Mix: A variety of housing types shall be accommodated within areas that have been designated as RESIDENTIAL AREA on MAP 2 and RURAL RESIDENTIAL AREA on MAP 1 of this Development Plan. These areas will typically be zoned to provide for single-family housing as a permitted use and duplexes as a conditional use. Other types of residential development should also be accommodated in the designated area, such as clusters of mobile homes, modular homes, or condominium developments, subject to an appropriate zoning classification.

5. Single-Detached Housing: Single-detached dwellings will account for the majority of the urban housing demand and associated land requirements. Single-detached dwellings will be encouraged on single lots or smaller infill development sites and as a substantial component of any new residential development areas.

6. Multiple-Family Dwellings: Multiple-family dwellings including triplexes and fourplexes may be integrated into residential neighbourhoods in designated RESIDENTIAL AREA as shown on MAP 2, provided that an appropriate zoning classification is provided in the applicable zoning by-law. The following factors should be taken into consideration with regard to proposals to establish larger projects of 5 units or more:

   (a) The development should be established in proximity to other development of a similar nature or in close proximity to the CENTRAL COMMERCIAL AREAS, wherever possible;

   (b) The development should be established at a location that has access from a major street, wherever possible;

   (c) The design and siting of multiple-family units should be in character with the surrounding neighbourhood; and

   (d) The development shall include adequate provisions for off-street parking, pedestrian access, and appropriate landscaping and/or buffering.

7. Mobile Homes & Modular Homes: In Minnedosa mobile homes and modular homes shall only be allowed in developments specifically designed and zoned for these types of residence, in consideration of their unique structural characteristics and servicing requirements. These types of development shall be serviced with municipal water and sewer, have access from a major street, and include siting and design provisions for adequate vehicle and pedestrian circulation as well as open space amenities and landscaping features.

8. Seasonal Residential (Cottage) Development: Seasonal residential developments primarily include private cottages that are not utilized as a primary residence or on a year-round basis. The Minnedosa Zoning By-law shall establish a specific zoning district for seasonal residential development. In general, seasonal

residential developments will be properly planned and adequately serviced to ensure that aesthetic and environmental considerations are addressed in accordance with the following criteria:

(a) Seasonal residential developments should be serviced with municipal water and sewer where feasible; otherwise private systems shall meet provincial guidelines and standards;

(b) Adequate road access should be provided;

(c) That lot sizes should be adequate to maintain and enhance the character of the surrounding area; and

(d) Such developments should promote public access to shoreline areas, where applicable.

9. Special needs Housing: Special needs housing includes such uses as elderly persons residences, nursing homes, and group homes, and should be located and sited in a manner compatible with surrounding developments and be reasonably accessible to complementary medical and commercial services, wherever possible. Personal care homes and assisted living apartments are currently favoured options to consider.

10. Concept Plan: All new residential developments necessitating the extension of municipal roads and piped services will require the preparation of detailed concept plans in accordance with Policy B.3 of PART 10. Such plans should include provisions for future recreational or institutional uses where the need for such uses is apparent, along with adequate buffering to mitigate against existing or potential land use conflicts.

11. Home Based Businesses: In order to provide residents with an opportunity to diversify family income and create flexible employment opportunities, home based businesses will generally be accommodated. Home-based business may be acceptable within residential areas if they are modest in scale, if they do not detract from the residential character of the property and do not impact negatively on the adjacent residential neighbourhood. The municipal zoning by-laws will establish specific rules for home occupations.

12. Adaptive Re-use: Certain types of non-residential uses may be allowed within existing residential structures, particularly if they will support the restoration and revitalization of buildings with architectural or heritage significance. Such functions will be established as conditional uses in the Minnedosa Zoning By-law and be subject to provisions to ensure any proposals will be in harmony with the character of the adjacent development. A residential use of a portion of the structure should be maintained, and there should be sufficient parking provided to accommodate the anticipated needs of the non-residential use.

13. Non-Residential Development: Within designated RESIDENTIAL AREAS, certain non-residential uses may be allowed subject to the policies contained in this Development Plan. Specifically, certain neighbourhood commercial uses and public institutional uses may be allowed as conditional uses.

14. Protection of Future Development Areas: Areas that are designated URBAN AGRICULTURAL AREA on MAP 2 will be protected for urban development. This implies that no incompatible development, such as industrial developments or intensive agricultural development, will be permitted within these designated areas. However, some agricultural uses may be allowed in an agricultural zone in accordance with the policies of PART 18, and limited numbers of residential uses may be approved in an urban hold zone.

15. Secondary Suites: municipal zoning by-laws may contain provisions to allow for secondary suites in areas zoned for residential uses. Approval of secondary suites may be as a permitted or conditional use and Council should consider establishing zone requirements dealing with the following:

    (a) Maximum floor area

    (b) Minimum setbacks and separation distances

    (c) Amenity space

    (d) Parking.

PART 12

COMMERCIAL DEVELOPMENT

Minnedosa is considered to be the commercial service centre for the surrounding farming area. Its trade area is fairly limited to the east and south, due to the presence of other large communities (Neepawa and Brandon) in these areas. However, the trade area extends farther to the north and west, as there are no large communities in these areas.

Tourism facilities and special events, such as the mid-summer music festival, attract people to Minnedosa for recreational pursuits. This tourist traffic creates economic benefits for local businesses. Initiatives to develop and promote increased tourism in the community should continue to result in increased business activity in the community.

The north-south Main Street of Minnedosa is the traditional commercial centre of the community. Businesses located in this area provide a variety of goods and services to residents of the community and surrounding area. This includes clothing, hardware, and grocery stores, along with a variety of restaurants and other business establishments. The Heritage Co-op has recently completed construction of a large grocery store in this area, which will serve as a major commercial anchor in the downtown area.

Over the past 50 years, commercial land use along Main Street in Minnedosa has experienced modest growth and has expanded by 3 acres, from 12 to 15 acres. This has been supplemented by the development of several commercial facilities in the peripheral areas of the community. While major growth in Minnedosa's central commercial area is not anticipated in the immediate future, it is nonetheless important to anticipate the possibility of future commercial development, and to the extent that it is possible, to provide opportunities for such development to occur.

Several businesses have also developed along the major roads leading into the community from the nearby highway system. Typically these have been businesses catering to vehicular traffic (such as service stations) or which require large land areas for the storage and/or display of merchandise (such as agro-commercial services). There could be some future demand for additional highway commercial lots along these access roads. In the past, there was some interest in developing a new hotel complex at one of the entrance points to the community.

Prospective commercial development should be considered on the basis of environmental factors, such as potential risks to groundwater and impacts on nearby landowners (such as noise, smoke, or dust), and general compatibility with nearby development. The conditional use process under *The Planning Act* would enable the municipal council to consider all proposals for commercial development and to evaluate their potential impact before construction is allowed to proceed.

A. COMMERCIAL DEVELOPMENT OBJECTIVES

1. To provide opportunities for a diversity of commercial development in the urban areas, and specifically in the designated CENTRAL COMMERCIAL AREA of Minnedosa.

2. To provide opportunities for commercial development (such as highway commercial and agro-commercial uses) at appropriate designated locations along the access roads into the community.

3. To promote the development and expansion of attractive commercial areas in Minnedosa, in support of the community's initiatives to promote itself as a tourism destination.

B. COMMERCIAL DEVELOPMENT STRATEGY

Business Retention: Efforts should be made to promote as much local shopping in the community as possible, with a view to minimizing "economic leakage" to other communities in the region. The business sector and the entire community will benefit by retaining as many consumer dollars as possible in the community.

Focus on Central Commercial Area: One of the underlying principles of promoting successful central commercial areas (downtown areas) is to direct as much new business development as possible into these areas. Central commercial areas act as a collective focus for commercial activity, and each business establishment benefits from casual walk-in trade from people who may be attracted to the area by another business. In order to maintain and enhance economic activity in the Central Commercial area, new retail businesses, offices and other facilities which attract people to the area should be encouraged to locate within the central commercial area wherever possible.

Expansion Strategy: There are opportunities for expanding the existing central commercial area. Perhaps the most apparent opportunity for the development of new businesses would be the use of vacant land or the conversion of residential properties along the northern segment of Main Street. This area is already a mixed commercial-residential area, and further commercial development in the area would serve to strengthen the businesses that are already located there. A secondary opportunity for expansion of the central commercial business area would be along the secondary streets to the east of the existing commercial area, south of the river. These expansion areas are designated as CENTRAL COMMERCIAL AREAS on MAP 2, in recognition of their long-term potential for commercial development.

Highway and Agro Commercial Opportunities: Opportunities for highway commercial development should be provided along the major approaches to the community from the provincial highway system. The presence of industrial development along one of these approaches, Sixth Avenue North, would suggest that some types of business, such as hotels, would not be appropriate at this location. However, various agro-commercial businesses would be an appropriate type of development in this area. Tourism facilities, such as motels, service stations and restaurants could be located along other access roads to the community. Consideration should also be given to providing opportunities for additional tourism-related commercial development near the beach area at the lake.

Non-Commercial Uses: It is recognized that various types of non-commercial development can contribute to increased economic activity in the central commercial area. For example, indoor recreational facilities, social facilities such as community halls, and cultural facilities such as libraries and museums, attract people for a variety of activities. New facilities such

as these should be located either within, or in close proximity to the central commercial area, wherever possible.

Aesthetic Importance: An important aspect of any planning strategy for the community should be to create visually attractive commercial areas. Attractive and well-maintained commercial areas are good for business, and are also good for the image of the community. People living outside Minnedosa tend to form some of their impressions of the community from the character of its commercial areas, and the character of development adjacent to its major roadways. If these commercial areas should turn into a state of neglect or decay, they will leave an unfavourable impression of the whole community. On the other hand, if these areas continue to be visually attractive and well maintained, they will leave a favourable impression of the community and will continue to contribute to business activity.

Commercial Parking: Within the central commercial area, most customer parking usually occurs along the curbs of public streets. This is typical of most towns in Manitoba. As some parking congestion is periodically experienced, new small businesses should be encouraged to provide on-site parking for employees at the rear of the business. In the case of larger businesses which attract significant numbers of customers, the provision of on-site parking facilities should be encouraged in a manner which minimizes safety concerns for pedestrians in the area. Agro-commercial and highway commercial uses along major streets should provide sufficient on-site parking to accommodate all employees and expected customers.

Commercial Loading: Within the central commercial area, commercial loading and service should be discouraged from public streets, in order to minimize traffic congestion. If there is not enough on-site space available, commercial loading and service should be provided from public lanes within the area. When expansion of commercial development in the central commercial area is being considered, particular attention should be given to commercial loading facilities, particularly in those areas where no public lanes exist.

C. COMMERCIAL DEVELOPMENT POLICIES

1. New Businesses: In order to diversify the local economy and to promote population growth in the area, efforts to attract and support the development of new commercial businesses at appropriate locations on both rural and urban areas in the Tanner's Crossing Planning District shall be given a high priority.

2. Infill Development: Wherever practical and appropriate, infill development of existing commercial areas shall be encouraged in order to strengthen the function of these areas as a collective focus for business activity.

3. Revitalization and Aesthetic Improvement: The rehabilitation and revitalization of existing commercial buildings shall be encouraged as a means of prolonging the commercial use of these buildings, and to enhance the overall aesthetic appeal of commercial areas in the community. In the Central Commercial Area, a landscaping program and other measures should be considered to enhance the pedestrian environment of this area.

4. Central Commercial Areas: Wherever possible, new retail businesses, offices, and similar uses shall be required to locate within the designated CENTRAL

COMMERCIAL AREA as shown on MAP 2. Development within this area will be subject to the following criteria:

(a) Central commercial uses should be sited and designed to provide a safe and pleasant pedestrian-oriented environment with direct access from public sidewalks where appropriate; and

(b) In order to foster a high level of activity within the central commercial area, a high density of development shall be encouraged, with minimal building setbacks.

(c) New commercial uses wishing to locate on the periphery of the central commercial area may be considered for approval by rezoning.

5. Highway Commercial Areas: Certain lands along the approaches to the community from the Provincial Highways shall be designated as HIGHWAY COMMERCIAL AREA to accommodate developments that serve the travelling public, such as hotels, motels, gas stations, convenience stores and other tourism-related uses. These areas should also accommodate businesses requiring large site areas for exterior display of merchandise. A HIGHWAY COMMERCIAL AREA shall also be established near Minnedosa Beach in order to accommodate tourism-related development near this facility.

6. Agro-Commercial Areas: Agro-commercial uses such as farm equipment sales and service establishments, agricultural supply businesses and similar uses shall be encouraged to locate within the designated AGRO-COMMERCIAL AREA along the north side of Sixth Avenue North, west of the railway crossing. For those types of development that involve the storage of significant volumes of hazardous materials, such as farm chemicals, these shall be considered as an industrial use, in accordance with the policies of PART 13 and PART 16 of this Development Plan.

7. Highway and Agro Commercial Criteria: Lands designated HIGHWAY COMMERCIAL AREA and AGRO COMMERCIAL AREA shall be planned and developed in accordance with the following criteria:

(a) All commercial developments will be required to connect with piped municipal services for water and wastewater, wherever possible and practical;

(b) Access to such developments should be from existing major streets, so as to minimize direct connections with the provincial highway by-pass system;

(c) An overall concept plan should be developed for lands requiring the development of internal road systems and/or the extension of piped municipal services;

(d) Setback requirements for buildings shall be established to accommodate the display of merchandise and/or customer parking on the front portions of the commercial property; and

(e) The provision of attractive landscape features such as trees and shrubbery will be encouraged.

8. Complementary Facilities: Wherever possible and appropriate, various social, cultural and recreational facilities shall be developed within or in close proximity to the Central Commercial area in order to generate spin-off business activity.

9. Multi-Tenant Structures: In order to maintain and strengthen the level of business activity within the Central Commercial Area, any proposals for a multi-tenant commercial structure, such as a strip mall, shall be encouraged to locate within this area. In considering the development of such a facility, particular attention should be given to matters such as connections to existing pedestrian sidewalks in the area, vehicular access and parking, and service and loading areas.

10. Existing Residences: Existing residences located within the designated Central Commercial Area may be enlarged, modified or renovated in order to maintain the residential use of the property. However, at such time as they are removed from the property, it is preferable that the property should subsequently be used for retail development, or other types of development provided for in the Central Commercial Area. Where such property is expected to remain vacant for a period of time, it may be utilized for parking purposes, if considered appropriate, or landscaped with grass cover and maintained in a reasonably attractive condition, as a reserve area for future commercial use. Reconstruction of existing residences may be allowed only where the District Board and Council are satisfied that this would be the most appropriate long-term use of the property.

11. Residential Suites: Residential suites may be allowed within the designated Central Commercial Area as follows:

    (a) Within the second or third stories of any building in the designated Central Commercial Area, as a permitted accessory use;

    (b) Where the main floor of a commercial building remains unoccupied for a specified period of time, Council may allow the development of residential suites on the main floor, as a conditional use; and

    (c) Multiple-family buildings may be accommodated in the peripheral portions of the designated Central Commercial Area, subject to a zoning classification as a Multiple-Family Residential Zone by the Town of Minnedosa Zoning By-law.

12. Parking and Loading: New or expanding businesses should be required to establish off-street parking facilities for employees and loading facilities appropriate for the business. In the Highway Commercial and Agro Commercial Areas, there shall also be sufficient off-street parking provided for customers.

13. Buffers for Residential Areas: Where a designated HIGHWAY COMMERCIAL AREA is located in close proximity to a designated RESIDENTIAL AREA, a landscaped buffer area consisting of dense tree planting, shall be provided between the two types of development. Where a commercial development is a type which can be developed in an attractive landscaped setting, the requirement for a buffer maybe waived by Council.

PART 13

INDUSTRIAL DEVELOPMENT

Industrial development is of major importance for the Tanner's Crossing Planning District, and in particular for the Town of Minnedosa. Industrial development diversifies and strengthens the local economy and provides employment opportunities for residents of the area. It also broadens the tax base, thereby contributing to the maintenance and improvement of a variety of public facilities and services in the community.

In recent decades, the industrial areas in Minnedosa have been in transition. The older industrial area in the west central portion of the community, which is approximately 15 acres in size, has been largely vacated, and the newer industrial area farther to the west has experienced several significant industrial developments, larger in scale than the older industrial development area.

The vacancies in the older area have largely occurred as a result in changes in railway maintenance operations and grain shipping facilities. However, the older area also has several features which serve to make it less than ideal for heavy industrial development; factors such as proximity to the school complex, and difficulties in directing large trucks into the area. These features will likely deter any development of large scale industries in this area in future years.

A newer industrial area, approximately 60 acres in size, exists between the Little Saskatchewan River and Sixth Avenue NW in the western portion of the community. During the past several decades, there have been several large industries, primarily those which have direct linkages to the agricultural economy, developed in this area. This industrial area is pretty much taken and existing industrial uses include:

- the distillery owned by Husky Oil Co., which produces ethanol from cereal crops as an additive for automotive fuels,
- a specialized agricultural equipment manufacturer, Morris Industries Ltd. which produces several items of agricultural equipment, and
- a large grain terminal currently owned by Richardson-Pioneer which provides a shipping point for cereal crops grown in the surrounding rural area.

Due to characteristics such as heavy equipment and storage facilities, public works compounds and similar developments are also considered to be industrial developments, for planning purposes. As an example, the maintenance compound for the highways maintenance equipment owned by Manitoba Infrastructure is properly located in the western industrial area of Minnedosa.

There are a variety of smaller scale businesses in the area which might be considered as "industries", such as auto body repair shops, building contractors, etc. At least one industry, a local auto wrecker, is located in the rural area adjacent to PTH 16 just south of Minnedosa.

Recently, Councils and the Planning District Board have considered a local site for a soybean processing planted being courted by a working group focused on the Southwest Region of the province and local people favour a new industrial site at an old railway siding

(known locally as Ameer or Largs Siding) where 80 acres is available for industrial development.

A. INDUSTRIAL DEVELOPMENT OBJECTIVES

1. To provide opportunities for a diversity of industrial development at appropriate locations in Minnedosa as well as in the rural municipality, in order to provide for additional growth and employment in the community.

2. To encourage industrial development which will be compatible with other development in the community, and will not create any unacceptable health or environmental risks.

B. INDUSTRIAL DEVELOPMENT STRATEGY

Older Industrial Area: The recommended strategy for development of industrial land in the older industrial area in the west central portion of the community should be to accommodate those types of small scale industrial development which would be reasonably compatible with existing development in this area, particularly the school complex. Future industries in this area should also be of a type that will not generate large truck traffic, due to the inherent difficulties in providing vehicular access to this area. These types of industry would be most appropriate immediately south of the C.P Railway spur, in order to provide a buffer between the railway and other developments in the area.

Some consideration could also be given to providing for expansion of the school site in this area, depending upon the location of specific parcels of land, and their relationship to the school complex. Recreational facilities might also be considered in proximity to the school complex.

Newer Industrial Areas: The newer industrial area to the west, located south of Sixth Avenue NW is substantially occupied, with little opportunity for infilling with new industries. However, should infilling opportunities arise, they should be carefully considered in terms of the anticipated land requirements of existing industries in the area, the manner in which truck access will be provided, and the risk of flooding from the nearby river. Truck access in this area may be problematic, due to the location of the grain terminal, and its need to utilize a large number of railway cars along the railway siding (which would tend to interfere with access to the area).

Development Potential: Minnedosa has significant amount of land located north of Sixth Avenue NW which could potentially be developed for industrial use. A large area of land located to the north of Sixth Avenue NW has been zoned for future industrial development. This is a gently sloping area of land which has good potential for additional industrial development. This area is now serviced by town water and sewer. Depending upon the type of industry that might be developed, additional capacity might be required in either the water supply or sewage treatment systems.

The Town of Minnedosa did own approximately 40 acres of this industrially zoned land, consisting of 11 subdivided lots in the eastern portion of this area. By acquiring this land, the Town took a major positive step towards attracting industry to the community. The

relative abundance of industrially zoned land, which is under Town ownership and which can be readily serviced, puts Minnedosa in an excellent position to quickly respond to any industrial development opportunities that might arise. This in itself would appear to give Minnedosa a definite advantage over other communities that might be competing for industrial development. However, there is a limited supply of land available for industrial development in Minnedosa in 2017.

Railway Access: In considering industrial development proposals for this 150 acre industrial area, some determination would have to be made to determine whether or not any future industry would require railway access. If such access is needed, the construction of a spur line would probably be required, as the railway gradient in this area would not appear to be favourable for the construction of sidings with direct connections to the main line. If the sale of any of the lots in this area is contemplated, the Town may be well advised to retain an easement across a portion of these lots as a contingency arrangement for any spur line that might be needed to service either this area, or the area to the west. Canadian Pacific Railway should be consulted in the near future to further develop the concept of a contingency plan for future railway service in this area.

Health & Environmental Issues: During the past several decades, there has been an increasing level of general public awareness about health and environmental issues. In terms of developing new industries, this means that great care must be taken in developing new industries, particularly those that involve potentially harmful emissions into the environment. While the overall strategy should be to promote and accommodate industrial development, such development must occur without creating unreasonable risks to the health and safety of the local population and the environment.

Perhaps the major concern that might be considered with regard to existing and potential development within this industrial area is the matter of airborne emissions. The local topography of the area, being within the valley of the Little Saskatchewan River, tends to channel the flow of air through the community, rather than allowing it to disperse to other directions. When industrial development is being considered for this area, it would be important to consider to what extent (if any) such development will generate airborne emissions which would be carried by prevailing winds into the community.

C. INDUSTRIAL DEVELOPMENT POLICIES

1. New Industries: In order to diversify the local economy and to promote population growth in the area, efforts to attract and support the development of new industries at appropriate locations in the Tanner's Crossing Planning District shall be given a high priority.

2. Location Requirement: The development of new industrial facilities shall be encouraged only in those areas of Minnedosa which are designated as LIGHT INDUSTRIAL AREA or HEAVY INDUSTRIAL AREA on MAP 2. Industrial development is generally considered to be incompatible with other types of community development, and will therefore not be allowed in other areas, unless otherwise provided for in this Development Plan (such as small scale home based businesses).

3. Two Designated Areas: Two different industrial development designations are provided for on MAP 2:

   (a) The traditional industrial area, in the central portion of the community, is designated as a LIGHT INDUSTRIAL AREA, due to its proximity to the school complex, and other non-industrial developments. This Light Industrial area will accommodate smaller scale industries of a type which would be more compatible with other community development.

   (b) The more remote industrial area of the community, including the land north of Sixth Avenue North, is designated as a HEAVY INDUSTRIAL AREA. Those industries which require large site areas for operations, which involve significant volumes of truck or railway traffic, or which have characteristics which would make them somewhat incompatible with other development shall be directed to this designated Heavy Industrial area.

4. Compatible Development: Designated industrial areas shall preserved for industrial development, or certain types of commercial use which would be compatible with industrial development. The north frontage of Sixth Avenue NW may also accommodate agricultural supply and service businesses, such as farm implement dealerships, and bulk fuel supply businesses, and is designated as AGRO COMMERCIAL AREA.

5. Industrial Development Criteria: Designated Industrial areas shall be planned and developed in accordance with the following criteria:

   (a) New or expanding industries should be required to establish off-street parking facilities for employees and customers, and loading facilities appropriate for the industry;

   (b) Setback requirements for buildings shall be established to accommodate outside processing or storage operations, parking areas and other related features; and

   (c) The provision of attractive landscape features such as trees and shrubbery will be encouraged.

6. Buffers for Residential Areas: Where a designated industrial area is located in close proximity to a designated residential area, a landscaped buffer area consisting of dense tree planting, shall be provided between the two types of development. Where an industry is a type which can be developed in an attractive landscaped setting, the requirement for a buffer maybe waived by Council.

7. Service Connections: Future developments in the designated Industrial Areas will generally be required to connect to municipal water supply and sewage collection services. Where appropriate, on-site pre-treatment facilities for unique industrial waste may be required by Council. In special circumstances, Council may authorize a proposed development in this area to be serviced by private water supply or sewage systems, provided that such systems are approved by provincial authorities.

8. Impact Studies: For industrial development proposals which represent a severe threat to the environment or to the health of nearby residents, such as processing or storage of hazardous materials, special impact studies may be required in order to accurately determine the extent of the risk. In addition, the developer may be required to take any mitigative measures that Council deems appropriate in connection with any development proposal.

9. Rural Location: If it can be determined that a proposed industrial development represents an unacceptable risk to the environment or to public health, in the opinion of Council, then such development will not be permitted within the Town of Minnedosa. The alternative would be the selection of a rural site, subject to other policies of this Development Plan dealing with resource issues such as agricultural land, groundwater sensitivity areas, and transportation issues.

10. Concept Plans: Where a new area is being considered for a multi-lot industrial development, an overall concept plan shall be prepared for the area to establish an appropriate arrangement of industrial lots, access roads, railway spurs, service systems, perimeter buffering, and any other mitigation measures required to reduce environmental impacts or adjacent land use conflicts.

11. Home Based Businesses: Home based businesses which involve industrial processes, such as machining, fabricating, assembly shall be carefully considered in community residential areas, with a view to ensuring that nearby landowners are not unreasonably inconvenienced by the establishment of such businesses.

12. Aesthetics: In support of the community's efforts to promote Minnedosa and area as a tourist destination, a high standard of appearance and maintenance for all new industrial developments and re-development in the industrial area shall be encouraged.

PART 14

INSTITUTIONS & CULTURAL FACILITIES

A diversified and well-maintained system of institutions and cultural facilities is important in order to retain current levels of population and to encourage more people to move to Minnedosa.

Institutions such as schools provide opportunities for education and personal development, and institutions such as hospitals and personal care homes provide for health care needs of residents of the community and surrounding area. Other institutions in the community, such as churches, provide a setting for spiritual life. Cultural facilities such as libraries, museums and community halls fulfill various cultural needs of the community and the surrounding area. Collectively, these institutions and facilities also provide opportunities for social interaction, thereby strengthening the social bonds of the community.

Minnedosa

Minnedosa's educational complex consists of Tanner's Crossing Elementary School and Minnedosa Collegiate, which occupy a 17.5 acre site located 2 blocks west of Main Street in the central portion of the community. The Rolling River School Division is responsible for education assets in the Planning District, including both the Elementary School and high school Collegiate in Minnedosa. The Board of this Division has prepared a student enrollment forecast for the period 2015 through 2024. That forecasting exercise suggests that both schools in Minnedosa will see a slight decline in student population with a dozen fewer students by 2024. The District's Secretary Treasurer indicated that no school expansions or building replacements are expected in 2017 to 2022.

The central location of these facilities in the community is beneficial for most residents of the community, as the schools are within relatively easy walking distance of most households. However, there are some access concerns posed by the nearby railway and river. Two pedestrian bridges across the river have been provided to overcome access problems associated with the river. The presence of the railway represents a concern in terms of the risks presented by the transport of hazardous materials on the railway line.

A new hospital complex has been constructed north of Ninth Avenue in the southern portion of the community in recent years. It is anticipated that this facility will fulfill the health care needs of the community for the foreseeable future. However, it would still be desirable to retain vacant land in proximity to this facility for potential long-term expansion needs.

Other institutions in the community include the various offices of all levels of government. The municipal offices of the Town of Minnedosa and the Rural Municipality of Minto-Odanah are located in the commercial area along Main Street, and the administrative offices of several provincial departments, Manitoba Infrastructure, Manitoba Agriculture, and the Municipal Assessment Branch are located west of Main Street near the school complex. An older court house is located in the south-western sector of the community. The federal presence in the community consists of the post office, located one block east of Main Street and the Royal Canadian Mounted Police, located adjacent to the southern approach to the

Town. There are a number of churches in the community which provide places of worship for a variety of denominations.

A large community hall has recently been constructed along the west side of Main Street, at the intersection of Second Avenue North. This facility hosts a number of events, such as conferences, dances, and special occasions such as wedding receptions and community celebrations. There are also several smaller halls in the community, such as the Ukrainian Hall, which also provide social gathering places.

A significant expansion of the community's library, located just east of Main Street and south of the railway, was recently completed. A heritage village has been established adjacent to the dam in the north-eastern portion of the community, as part of the community's tourism strategy.

The importance of these various institutions and cultural facilities is apparent in several ways. Most importantly, they provide for a high quality of community life. From an economic perspective, they attract potential customers to the community from the surrounding region. In addition, they provide a significant level of employment for the community and surrounding area, which translates into a significant amount of purchasing power for goods and services within the community.

A. INSTITUTIONAL AND CULTURAL OBJECTIVES

1. To encourage the growth, development and improvement of various institutions and cultural facilities at strategic locations to service the needs of the community and surrounding region.

B. INSTITUTIONAL AND CULTURAL FACILITIES DEVELOPMENT STRATEGY

Minnedosa

In general, the Town of Minnedosa has a broad array of institutions and cultural facilities, and many of these are generally considered to be in very good condition. At the present time, the community completed a major expansion of the library. The need to expand other facilities does not appear to be required in the near future. The expansion of the heritage village is being contemplated as a commemorative asset for the community and as a component of the community's tourism strategy. Expansion of this facility should be cognizant of the flood risk in this area.

Although there would appear to be no imminent need to expand or reconstruct any of the community's major institutions or community facilities in the immediate future, the collegiate is approximately 40 years old and some concerns are beginning to be expressed about structural problems. If it becomes necessary to replace this structure, then some consideration would have to be given to the site of the new facility. If additional land can be assembled in the surrounding area, then it might be rebuilt in proximity to the existing facilities, thereby retaining its central location in the community (but also its proximity to railway traffic). The other option would be to consider a large parcel of land in the community expansion areas, south of Ninth Avenue South.

It is possible that institutions such as churches may see a need to expand or construct new facilities within the community. In towns such as Minnedosa, the preferred locations for institutions such as churches, community halls, and similar uses is in proximity to the Central Commercial area. Activities at these facilities will help to bring customer traffic into the commercial area. However, facilities such as churches are generally accepted within residential neighbourhoods. Although they can generate significant traffic and parking impacts, these are not usually frequent and generally occur during off-peak hours, when local streets can accommodate parking needs. However, it might be prudent to provide for some of the anticipated parking needs with an on-site parking lot.

C. INSTITUTIONAL AND CULTURAL FACILITIES DEVELOPMENT POLICIES

1. Expansion of existing institutions and cultural facilities will be encouraged at existing locations, wherever practical and appropriate.

2. Major institutional facilities in Minnedosa, such as the school complex and the medical complex, will be designated as an INSTITUTIONAL AREA on MAP 2 of this Development Plan, and zoned in a similar manner in the Minnedosa Zoning By-law.

3. The eventual expansion of the Minnedosa school site area will be accommodated, as existing houses and industries are removed from the adjacent area to the north.

4. Smaller scale institutions and cultural facilities will be encouraged to locate within or in proximity to the designated CENTRAL COMMERCIAL AREA in Minnedosa.

5. Smaller scale institutions and cultural facilities may also be allowed in a designated RESIDENTIAL AREA as a conditional use, provided that the facility can be developed in a compatible manner with residential uses (particularly in terms of building height and setbacks from property boundaries), and a reasonable amount of on-site parking should be provided. A site in the designated URBAN AGRICULTURAL AREA might also be considered for such uses, as a conditional use, provided that an acceptable level of services (especially sewer and water service) can be provided.

6. Facilities such as personal care homes and assisted living apartments should be developed in close proximity to the medical complex. Such facilities may be considered in a designated RESIDENTIAL AREA as a conditional use, provided that the facility can be developed in a compatible manner with residential uses (particularly in terms of building height and setbacks from property boundaries), and a reasonable amount of on-site parking should be provided.

PART 15

PARKS, RECREATION, AND OPEN SPACE DEVELOPMENT

The quality of life within any community is significantly dependent upon the availability and quality of parks, recreational facilities and open spaces within the community and surrounding area. Such facilities accommodate an active lifestyle, thereby promoting the health and well-being of community residents.

Minnedosa offers a wide variety of recreational services and facilities. These are important assets for attracting tourists and new residents to the community. Recreational facilities can be considered in terms of several major categories.

Active Outdoor Recreational Facilities: Existing facilities in Minnedosa include the golf course, and various sports fields (baseball, football, soccer, etc.). The existing 9 hole golf course is located south of the Little Saskatchewan River in the western portion of the community and property was acquired for the southerly expansion of this facility to the vicinity of Ninth Avenue to provide golfers with 18 holes of play. The expanded golf course should accommodate the future needs of residents of the community, as well as providing an important tourist attraction for the region. Sports fields are located at the school complex in the central portion of the community, the fairgrounds in the northern portion of the community, and along the east shore of Minnedosa Lake. Several tot lots (children's playgrounds) have been provided in various sectors of the community.

Aquatic Facilities: Minnedosa Lake accommodates a variety of aquatic activities, including boating, swimming, fishing, waterskiing, and rowing. An attractive beach and recreational area have been developed along the eastern shoreline of this lake, to accommodate local recreational needs, and as a tourist attraction for the community. Due to the high degree of wind protection provided by the adjacent hillsides, and the relatively small size of the lake, it is ideal for a variety of specialized aquatic events. However, the small size of the lake provides some limitations for motorized boat traffic.

Passive Recreational Facilities: As indicated in PART 10, Minnedosa has important open space features, primarily the Little Saskatchewan River corridor and the slopes of the valley, which provide important natural and aesthetic components to the urban area. These features provide the setting for community parks and recreation areas, such as the beach area and campground east of the lake, the buffalo compound and hiking trails below the dam, the small park by the bridge at Main Street, and the school yard and golf course. Some of these areas are also utilized for winter recreational activities, such as cross country skiing or snowmobile trails.

Cottage Areas: PART 11 of this Development Plan describes cottage areas in the vicinity of the lake, in Minnedosa, and includes provisions regarding future cottage area developments.

A. PARKS, RECREATION AND OPEN SPACE OBJECTIVES

1. To develop and maintain a broad array of parks, recreational facilities and open space areas at appropriate locations to enhance the lifestyle of community residents and to provide important tourism assets for Minnedosa and area.

B. PARKS, RECREATION AND OPEN SPACE POLICIES

1. River Corridor: The Lake Minnedosa and Little Saskatchewan River corridor through the communities and shall continue to serve as the preferred location for park and recreational development. These areas are designated as PARKS, RECREATION AND OPEN SPACE AREA on MAP 2. Within the western portion of the Minnedosa, ancillary facilities for existing industries in the area, such as water supply systems, etc. may be allowed within the designated area.

2. Recreational Buildings: Where recreational buildings are being proposed in proximity to the river, they shall be developed on land which is not subject to flooding, unless appropriate mitigative measures can be taken, in accordance with the policies of PART 16.

3. Hillside Areas: Hillside areas shall be preserved in a natural condition wherever possible. If development of hillside areas is deemed appropriate (such as new residences), the development should be at a low density in order to preserve as much natural vegetation as possible, and proposals to develop such areas should be accompanied by special studies which evaluate soil conditions, slope stability, and feasibility of servicing. Special restrictions might be considered to retain as much tree cover on these hillside areas as possible. Important hillside areas are designated as PARKS, RECREATION AND OPEN SPACE areas on MAP 2.

4. New Development Areas: Where new areas are being considered for development, open space and recreational areas should be provided in accordance with the following:

   (a) Small parks and playgrounds should be required at strategic locations in residential areas, and land for these facilities shall be dedicated to the community as public reserve;

   (b) The dedication of land for buffers may be required at locations where new residential areas will be in close proximity to a major roadway, railway, or designated commercial or industrial area;

   (c) The dedication of land for public reserve shall be required along any natural drainage channels, in order to protect existing drainage systems, and to provide for natural elements in the development; and

   (d) Where land being subdivided for development contains land which is deemed unsuitable for development, due to slope conditions, low-lying terrain or other unsuitable characteristic, these areas may be dedicated as public reserve in accordance with the provisions of *The Planning Act*.

PART 16

HAZARDOUS CONDITIONS

The landscape features which provide an attractive setting for the community also represent hazards to personal safety of the local residents.

One significant hazard is the risk of flooding in areas adjacent to the Little Saskatchewan River. For the most part, existing development has occurred in areas which are not flood prone. During the most recent incidence of flooding in the spring of 2001, flood waters came very close to a few mobile homes in the western portion of Minnedosa, but none experienced damage.

Minnedosa also has a very unique and extreme risk of flooding. The dam located in the north-eastern portion of the community retains a significant volume of water in Minnedosa Lake. The dam at this location experienced a failure in 1948, with the result that a surge of water flowed through the community, at a level several feet above the floor level of businesses in the downtown area. The dam was rebuilt a few years later and was stabilized in 2017.

The other hazard that should be recognized is the risk of slope failure. The potential for this type of problem is created when excavations are made on steeply sloping land, which tend to undermine the support for the areas at uphill locations.

Certain types of industry can also represent risks for a community, particularly those where there is a risk of explosion or other catastrophic event. Industries or storage facilities which have the potential to generate airborne hazards such as harmful odours or vapours represent a risk to residents of the community, and should be carefully considered.

A. HAZARDOUS CONDITIONS OBJECTIVES

1. To safeguard human life, health and investments in buildings and property.

2. To minimize public expenditures for protection or disaster assistance in areas subject to natural hazards.

3. To protect residents of Minnedosa and area from health and safety risks associated with certain types of industrial development or chemical storage.

4. To preserve the natural capability of the Little Saskatchewan River to convey floodwater.

B. HAZARDOUS CONDITIONS STRATEGY

Flood Risk: The most obvious strategy for protection from natural hazards is prevention. Where areas are known to be at risk from flooding, any development proposals that expose people or buildings to significant risk, should be directed to more suitable locations. In terms of flood risk due to the potential rupture of the dam at Lake Minnedosa, the possibility of this

event occurring is considered to be very remote. As much of the central area of Minnedosa is exposed to this potential risk, it is not practical to totally restrict development within the risk area. However, it would seem appropriate to take some precautions, such as restricting certain aspects of development proposals, particularly development which encourages people to occupy basements of buildings in the central portion of the community.

Slope Failure: While evidence indicates that the soil conditions within the slopes of Minnedosa are fairly stable, it would be prudent to take some precautions to ensure that when sloping areas are being excavated, that such excavations will not weaken the slopes, leading to minor landslide events. It would also be prudent to ensure that natural vegetation is maintained on the slopes, as the root systems help to hold the soil in place, helping to prevent erosion of the hillside (and resulting clogging of downstream drainage systems).

Industrial Development: When industries or developments that represent a significant risk to the residents of the community are being considered, some care should be taken to ensure that such developments are located at a suitable distance from residential areas. Suitable distance factors will allow for some dilution of risk factors to more acceptable levels. However, in some instances, it might be more appropriate to direct certain types of development to a more isolated rural location.

New Concerns: An issue found in the news in recent years has an impact locally. The focus has been on railway traffic which includes the transportation of hazardous materials such as crude oil on its way from oil producing areas to processors in other provinces. One response has been to have Emergency Measure Organizations prepare community emergency plans which identify emergency responses to unplanned events. Petroleum products moving by rail or trucks are of concern since the hazardous material is already being transported in and through communities with little attention paid locally to the risks involved. Identifying truck routes for hazardous materials may be helpful; moving railway tracks may be impossible.

C. HAZARDOUS CONDITIONS POLICIES

1. Flood Risk Areas: Within areas which are subject to flooding, development should be limited to natural use areas, public open space and recreation areas. Buildings or structures which could be damaged by flooding, or which could impede the flow of flood water, should not be allowed within these areas. Certain types of public works structures, such as bridges over the river may be allowed, provided that they are designed by a professional engineer, and appropriate precautions to deal with the risk are incorporated into the design. If it is considered necessary to provide for development in flood risk areas, the following criteria should be observed:

    (a) The proposal must be submitted to the Manitoba Water Branch for review and recommendations;

    (b) The depth of flooding by the 200 year flood shall be less than 1 metre;

    (c) All permanent structures shall be located on land which has been raised by fill to an elevation approved by Manitoba Infrastructure, Water Management and Planning Branch, above the 200 year flood level;

(d) The development will not impair the capacity of the area to convey water flow to downstream areas; and

(e) All structures and services shall be protected against damage and shall be functional under hazard conditions.

2. Special Restrictions on Basement Accommodation: Residential suites in basements or partial basements should not be allowed in portions of Minnedosa where the ground elevation is within an area that would be inundated in the remote event of a failure of the dam at the Lake.

3. Steep Slopes: Steeply sloping hillside areas in the eastern and northern portions of Minnedosa shall generally remain as natural open space areas. Where development is proposed in these areas, Council shall require the proponent to provide an engineering evaluation of any proposed excavation, earthworks, or retaining wall system.

4. Hazardous Materials Processing or Storage: Special building restrictions and separation distances should be applied in the areas surrounding facilities associated with the processing or storage of hazardous materials.

5. Air Quality: Developments which may have a detrimental effect on air quality, due to emissions such as smoke, dust, harmful vapours or particles, will be encouraged to control missions to the greatest extent possible, and should be developed at locations which minimize human exposure to these emissions. If a suitable location in an urban area cannot be utilized, then the proponent shall be encouraged to select a rural location in the Planning District.

6. Special Studies: Where it is deemed necessary, a development proposal for an area subject to hazards will be accompanied by an evaluation prepared by a qualified engineer. This report will include an analysis of hazardous conditions on the site, expected impacts of the proposed development, and recommendations for flood protection, erosion control, slope stabilization, special setback requirements and any other measures that may be necessary to reduce all hazardous conditions to an acceptable level.

PART 17

URBAN HERITAGE SITES

There are several important heritage sites in Minnedosa which have played an important role in the cultural history of the community. One of these is a heritage site at Tanner's Crossing, a river crossing south of the present dam along the Carlton Trail settlement route to the west. In terms of buildings, there are several significant heritage buildings in the community - these being the Town of Minnedosa municipal office with its distinctive clock tower, the court house adjacent to the southern approach to the community, and the railroad station located in the centre of the community. In addition, there are several fine old homes and commercial buildings which have significant architectural character. One of these homes, "the Castle", has been converted into a bed and breakfast establishment.

A. URBAN HERITAGE OBJECTIVES

1. To identify, preserve and enhance significant heritage resources within the Town of Minnedosa.

B. URBAN HERITAGE STRATEGY

There are several strategies which are important in perpetuating the existence of heritage buildings. Perhaps the most important strategy is to encourage the building to be used for some purpose which will support its existence, and generate revenue to pay for expenses such as utilities, property taxes and general upkeep. When heritage buildings are not used for any purpose, the owners look at ways of reducing expenses, and are inclined to turn off utilities such as heat, which leads to deterioration of building components. Fortunately, the Town's municipal office and the courthouse are used for government functions, which will serve to perpetuate their existence in the foreseeable future.

In the near future, it would be desirable to establish a use (or uses) for the Minnedosa railway station which would provide a stronger justification for preserving the building. The building is located close enough to Main Street that it is included in the designated Central Commercial area, thereby providing a high degree of flexibility for commercial use of the structure. In considering a potential use for this structure, matters such as customer parking, building renovations and other matters should also be considered. In terms of other heritage buildings in the community, such as older residences, some consideration could be given to allowing certain types of non-residential uses in these structures, as a means of supporting continued use of the entire structure.

Another strategy to encourage the preservation of heritage buildings is to designate the structure as a heritage building, by municipal by-law. Such a designation would enable the owner to receive provincial funding assistance for restoration of building components, but only in a manner consistent with the original style and construction of the building. In addition, *The Municipal Act* has been amended in order to allow for some property tax advantages to be provided to the owners of designated heritage buildings.

Municipal heritage conservation zones may also be established under *The Planning Act*.

C. URBAN HERITAGE POLICIES

1. The heritage designation of significant historic, archaeological and architectural sites shall be encouraged, as a means of recognizing these facilities, and securing funding assistance for restoration.

2. Small-scale non-residential uses of designated residential buildings may be allowed as a conditional use, in order to provide owners with revenue opportunities which would support the preservation of the structure. However, such uses should be established in a manner which would not significantly diminish the heritage character of the property.

3. No commercial exploitation, development, land use, or demolition with the potential to endanger a site or structure of identified historical, architectural, or archeological significance will be permitted without review and approval.

4. As a condition of the approval of a subdivision, demolition permit, building permit, or the issuance of a development permit, the District Board or Council may require the applicant to show that a historical, architectural, or archeological significant site or structure is not being endangered or demolished or that appropriate mitigation measures are being proposed.

5. Sites and grouping of sites with heritage potential will be considered for designation as municipal heritage sites under *The Heritage Resources Act* and/or municipal conservation zones pursuant to *The Planning Act*.

6. The District Board will encourage the formation and operation of a Municipal Heritage Committee in order to identify, commemorate, and protect heritage resources and to provide a local source of advice on heritage issues.

7. The Board or municipal Council may refer any proposed building, subdivision, change in land use, demolition, or similar activity which may affect an identified heritage building or site to the local Municipal Heritage Committee and Manitoba Historic Resources Branch for review and comment.

PART 18

URBAN AGRICULTURAL AREAS

The Town of Minnedosa contains 5.75 square miles of land (23 quarter sections) within its boundaries. Approximately 40 percent of this land is presently used for agricultural purposes. There are approximately 6 farm residences located within this area. While agriculture is generally considered to be an acceptable use of these lands, it is generally recognized that some limitations need to be placed upon agricultural operations. These are primarily intended to deal with the size of livestock operations, and the conditions under which they operate, in order to minimize future problems for community residents with regard to issues such as livestock odours.

Existing agricultural areas in the southern portion of Minnedosa are considered to be important reserve areas for the future residential expansion of the community. Similarly, agricultural areas in the north-western portion of Minnedosa are considered to be important reserve areas for future industrial development. Particular care and attention must be paid to the types of development that are allowed to occur in these areas, and the way in which land is subdivided, so that it does not compromise the limited options for future growth.

A. URBAN AGRICULTURAL OBJECTIVES

1. To allow for continued agricultural enterprise on existing farmland in Minnedosa in a manner that is compatible with existing and anticipated development in the communities.

2. To protect existing agricultural lands as a reserve area for future urban growth.

B. URBAN AGRICULTURAL AREAS STRATEGY

The areas of most strategic importance for the residential growth of Minnedosa are located south of Ninth Avenue South and the area of most importance for future industrial development is north of Sixth Avenue North. Other areas of the community are not as well suited for long term growth due to limitations presented by the terrain conditions. Development options in the area south of Ninth Avenue South have already been somewhat compromised by the location of the Manitoba Hydro substation in the south-eastern portion of the community. It is important to ensure that future developments in this strategically important area will not create additional limitations for future growth and development.

The agricultural area west of PTH 10 and PTH 16 is not as strategically important for the growth of the community in the foreseeable future. This would suggest that more flexibility could be considered for agricultural land uses and developments in this area, and that it should be treated in a similar fashion to lands in the adjacent rural municipality, with the exception of livestock operations.

C. URBAN AGRICULTURAL AREAS POLICIES

1. The provisions of PART 3 to 9 shall generally apply to designated URBAN AGRICULTURAL AREAS in the communities as shown on MAP 2 unless otherwise provided herein.

2. Existing agricultural areas which are deemed suitable for future residential and industrial development are designated as RESIDENTIAL AREA and INDUSTRIAL AREA on MAP 2, and shall also be subject to the provisions of this PART of the Development Plan, which will govern the agricultural use of the land until such time as it is considered for urban development.

3. Most conventional agricultural activities will be permitted on existing farms within the Town of Minnedosa. Livestock operations and facilities will be considered as a conditional use, subject to size and separation distance limitations to be established in the zoning by-law in accordance with policy C.30 of PART 3 of this Development Plan, and with an upper size limit of 100 animal units. The upper limit is considered appropriate due to the proximity of residential and cottage developments, the topographic conditions in the Minnedosa area, and the concerns that might arise from nuisance factors associated with larger operations.

4. Existing agricultural parcels of land within the designated Urban Agricultural Area, as well as the designated Residential and Industrial areas, shall be preserved in large parcels, in order to facilitate future land assembly and development proposals, as the community expands into the agricultural area. Subdivision of agricultural parcels into smaller land parcels less than 80 acres in size will generally not be permitted, until such time as the area has been designated for another type of development, and zoned accordingly.

5. A maximum of 2 non-farm parcels may be subdivided within each agricultural quarter section contained within the boundaries of Minnedosa, with the exception of areas designated as RESIDENTIAL AREA or INDUSTRIAL AREA on MAP 2.

PART 19

URBAN TRANSPORTATION SYSTEMS

The town of Minnedosa is approximately a 25 minute drive from Brandon on PTH 10 and 20 minutes from Neepawa on PTH 16.

Provincial Highways: Minnedosa is located adjacent to two of Manitoba's major highways, PTH 10 which is the major north-south highway in western Manitoba, and PTH 16, the Yellowhead Highway which links the major centres of Winnipeg, Saskatoon, Edmonton and Vancouver. These highway facilities, and the linkages they provide to other centres, are important considerations for new businesses or industries seeking to develop in the community. It is also important to consider the potential impacts that future development in the community might have on the highway system.

Local Streets: Most of the streets in Minnedosa are paved. However, several of the streets, such as those in newly developing areas, are still gravel surfaced. It is anticipated that these streets will eventually be paved, when the areas become fully developed. This practice allows for excavations for sewer and water service connections to be made without destroying new pavement. Some concern exists with regard to truck traffic on town streets, and the deterioration of street surfaces caused by heavy traffic. Truck traffic also represents some noise and safety concerns in some areas of the community.

Effective planning of town streets, and the areas adjacent to them, is essential to ensure the safe, efficient and convenient movement of people, goods and services within the community. As roadway systems represent a substantial public investment, by both provincial and municipal levels of government, it is also important to safeguard this investment by adopting various measures intended to protect these facilities.

Canadian Pacific Railway: Minnedosa is also served by a major railway line in the Canadian Pacific network, which provides important infrastructure for large-scale industries associated with large volumes of raw materials or processed products. The location of the railway is of some concern, in that slow moving trains pass through the centre of the community, causing traffic delays on Main Street. Such delays are of particular concern for emergency vehicles, where a quick response is important. However, there is no convenient alternate railway crossing due to the configuration of the local streets and the nearby river. The other concern is the potential for derailments and damage to nearby property, along with the environmental and health risks associated with hazardous materials being transported.

Transportation systems involve the movement of people, vehicles and freight. The inherent danger in any system with moving components is the danger of collision, with resultant damage to property and injuries to people. Safety considerations are therefore important in any planning processes or projects involving transportation systems.

A. URBAN TRANSPORTATION OBJECTIVES

1. To provide for transportation systems which move people and goods safely and efficiently within Minnedosa.

2. To provide for developments in the vicinity of Provincial Trunk Highways which will not adversely affect the safe and efficient movement of highway traffic.

3. To provide appropriate measures of protection for certain types of transportation systems, including major highways and railways.

4. To encourage the provision of an adequate supply of parking to be provided for new and expanding developments.

5. To encourage and promote energy efficiency in all modes of transportation, and to develop and encourage the use of active transportation systems.

6. To encourage a high degree of aesthetic development along all tourist routes.

B. URBAN TRANSPORTATION STRATEGY

Development in vicinity of Provincial Highways: PTH 10 and PTH 16 provide a high level of service in the Minnedosa area. Traffic is allowed to flow the area at a high rate of speed (generally 100 km per hour) with a high degree of safety. This function of the highway system should be preserved by exercising careful control over development adjacent to the major highways. This would suggest that developments in the vicinity of these highways should be carefully planned to ensure that access is provided in a manner which least interferes with the existing highway system. New development should occur in a manner such that existing highway intersections could be utilized, rather than creating new access points. The existing approaches to the community could be utilized to access new development, and where required, service roads could be developed to connect to these approaches.

Provincial Requirements: It is recognized that there are specific provincial regulations and traffic control areas in the vicinity of the provincial highway system, which are intended to protect the safety and efficiency of traffic flow on the highways, and to protect lands for possible highway improvements or widening at a future date. These include:

- Control areas have been established along PTH and PR highways in Manitoba and are set at a width of 125 feet or 250 feet dependent on the highway designation.
- Control circles with a radius of 1,000 ft. from the centrelines of intersections of provincial highways, including the Minnedosa approaches to these highways (except Ninth Avenue South).
- A general provincial policy suggests that all significant development proposals within 1,000 ft. of a major highway should be submitted to Manitoba Infrastructure for a review with respect to matters such as potential traffic impacts on the highway system.

In accordance with provincial regulations, development within the control areas and control circles is subject to review and approval by provincial highway authorities.

Development Locations: In Minnedosa wherever development proposals are being considered in the vicinity of the major provincial highways, they shall occur on the same side of the highway as the community of Minnedosa, in order to avoid cross traffic at the highway intersections, unless otherwise approved by Manitoba Infrastructure. This would also serve to leave one side of the highway in an open and undeveloped condition, which could accommodate any future highway improvements that might be needed, such as the conversion to a divided highway system.

Intersection Improvements: It is anticipated that as Minnedosa continues to develop, some additional improvements may be needed to the major intersections of the highway system, such as longer turning lanes, etc. This is particularly important for the intersection at Ninth Avenue. If commercial development is anticipated near the vicinity of this intersection, discussions with highways authorities would be important in order to review traffic requirements and the need for turning lanes or other improvements at this location.

Community Approaches: The approaches to Minnedosa from the provincial highway system experience significant volumes of traffic. Residential development should be buffered from traffic along these roadways wherever possible, particularly the southern approach to Minnedosa. In order to maintain a high level of traffic flow along these approach roads, the number and location of intersecting streets and access driveways should be carefully controlled.

Street Improvements: The major strategy for the town streets would be to upgrade and improve existing streets as the circumstances and financial resources would allow. The Town should strive to pave all streets when adjacent lands are fully developed. At the time the streets are paved, particular attention should be given to the local surface drainage systems, in order that the street development program can also best accommodate drainage systems in the area. Programs to pave or refurbish streets should be co-ordinated with underground infrastructure requirements (piping systems, etc.) in order to minimize subsequent excavations in refurbished streets.

Street Gradients: Due to the slope conditions in Minnedosa, some of the existing streets in the community have very steep gradients. This presents significant problems for traffic movement and traffic safety, particularly when road surfaces are snow or ice covered. In order to avoid a repetition of these problems, it is important that when new areas are being developed, that particular attention should be given to establishing streets with acceptable gradients (generally less than 7 percent slope, or 7 ft. vertical in every 100 ft. horizontal).

Street Patterns: The northern portion of Minnedosa is somewhat inefficiently developed. The small blocks in this area are surrounded by the grid pattern of wide streets, which results in a proportion of approximately 45 percent of the land being contained within public streets. Where new areas are being subdivided, the objective should be to have approximately 20 to 25 percent of the land in streets as a maximum. A bay style of subdivision typically provides this type of density. In addition, new street intersections should be arranged to avoid the offset problems that have been created in other portions of the community.

Street Widths: The design of new streets should provide sufficient space for the types of traffic that are anticipated. For major streets or industrial roadways, a right-of-way width of 80 feet should be considered as a minimum, whereas residential streets can have a narrower right-of-way, but not less than 60 feet. In establishing new street systems, the location of various utilities and services (water supply, sewage, hydro, telephone, natural gas, etc.) should also be considered, to ensure that there is sufficient space provided in the right-of-way to accommodate all of these services, in addition to the traffic requirements and winter time snow storage needs.

Residential Rear Lanes: Approximately half of the residentially developed blocks in Minnedosa have public lanes at the rear of the property, and the other half does not have public lanes. Such lanes have some benefit for the community, as they allow for area drainage and some types of service to be provided along the rear lane network. In the case of aerial hydro service, this keeps the clutter of the hydro poles and overhead wires away from the streets in the community, and thus serves an aesthetic purpose. Such lanes also have some benefit for property owners, as they provide a means of access to the rear of the property for yard maintenance, garbage pickup, and parking of recreational vehicles on the rear of the property. This serves to keep the front yards of residential properties fairly open and uncluttered. On the other hand, public lanes result in additional maintenance issues and costs for the Town, and may also represent some security issues for adjacent landowners. As a general strategy, public lanes should be provided in new residential areas where topographic conditions are favourable.

Commercial Rear Lanes: Rear lanes are of particular importance in the central commercial area of Minnedosa, as they provide for commercial service and loading at downtown businesses, thereby diverting these activities from downtown streets, where they would create significant traffic congestion.

Parking: Parking issues are associated with transportation issues in the community, as they represent storage areas for vehicles. Parked vehicles along roadways generally represent significant traffic risks. Movements of vehicles out of on-street parking spaces increases the risk of collisions. Parked vehicles along roadways tend to obscure the vision of motorists, which is of particular concern in residential areas (where small children may be present) or in proximity to intersections. Vehicles parked along roadways also represent some maintenance concerns, particularly for winter snow clearing operations.

In order to provide the highest possible level of traffic safety, on-street parking should be minimized wherever possible. As most of the streets in the community are residential streets, if on-street parking can be minimized in these areas, this will provide a higher level of traffic safety throughout most of the community. Residential developments should therefore provide enough on-site parking space so that adjacent streets (or lanes) will not be utilized as long-term parking space. Similarly, sufficient on-site parking space should be provided for other types of development, including commercial, industrial, institutional, and recreational uses, wherever possible and practical.

Commercial Parking: It is recognized, however, that on-street parking must be accommodated in the central commercial area of Minnedosa, as there is not sufficient off-street parking space in the area to accommodate the high parking demand. This is due to the high density of development that has historically occurred in the downtown area (which is similar to most other communities). It has been observed that the on-street parking in Minnedosa can become very congested, leading to visibility problems at intersections, etc.

As a long-term strategy in the central commercial area, the Town should consider the prospect of establishing additional off-street parking capacity in the area, so that parking in the vicinity of some of the intersections might be restricted in order to improve traffic safety.

Visual Obstructions: Vehicular traffic represents one of the most significant safety hazards to residents of any community. Visibility along streets can be significantly impaired by the presence of parked vehicles on the street or by buildings, structures or vegetation located too close to roadways. It is important to exercise some control over matters such as the setback of structures and vegetation, and the location of access driveways, in order to promote a high degree of visibility and traffic safety along local streets.

Aesthetic Factors: The roadway system provides a network of visual corridors within the Planning District. The visual image of the area, both for residents and visitors, is determined by the visual impressions which are created by the various buildings, structures and landscaping features along the roadways. A high standard of development along roadways, particularly the major tourist routes, is important in order to achieve an image of a vibrant and attractive community.

Active Transportation Systems: Pedestrian and bicycle transportation systems in the urban areas are inexpensive alternatives to vehicular transportation, which in addition to financial advantages, also have advantages in terms of personal health and the environment. Such systems also reduce traffic and parking congestion in the community. Due to the relatively close proximity of most facilities in the urban community, pedestrian and bicycle systems should be encouraged as an alternative means of transportation wherever possible. Infrastructure should be provided to accommodate these modes of transport. This would suggest that roadways should be sufficiently wide to accommodate bicycle traffic in the outside lanes, and that parking devices for bicycles at strategic locations would be beneficial.

Although pedestrians can use roadways in the community, the provision of sidewalks, which serve to separate pedestrian and vehicular traffic, should be encouraged wherever possible, along busy streets. Where sidewalks are being established along one side of residential streets, preference should be given to the side of the street with the greatest amount of solar exposure.

In recent years, Minnedosa has significantly expanded the network of walking paths in the vicinity of the lake. It would be desirable to find ways and means of extending this network farther into the rest of the community, particularly in a westerly direction along the river corridor. The following matters should be considered with regard to the expansion of the walkway system:

(a) Aesthetic factors should be an important consideration in selecting the route of walkways and bicycle paths, in order to encourage a high level of use.

(b) Safety and security factors should also be considered. Wherever possible, sidewalks and walkways should be adequately separated from moving traffic areas, with appropriate provisions for illumination and visual surveillance by other persons or motorists in the area.

Railway Issues: Although the railway system presents some concerns for traffic flow in Minnedosa, it is unlikely that this situation will be improved in the foreseeable future. In

order to promote traffic safety at existing railway crossings in the community, development of structures and landscaping features such as trees and shrubs in the vicinity of railway crossings should not be allowed to unreasonably obscure visibility at the crossings. This would suggest that some special restrictions on such features in the vicinity of railway crossings might be appropriate.

Railway traffic also presents some concerns in terms of safety, levels of noise, and vibrations. Train derailments do occur, although very infrequently, which represents a hazard to structures and persons in the vicinity of any railway. Ideally, an open space area should be provided along both sides of railway lines, in order to provide a measure of protection from derailments. Structures in the vicinity of railways are also exposed to vibrations generated by train traffic. Open space areas which may be provided also serve to reduce the severity of the vibrations. However, there are certain types of structures which require a location immediately adjacent to railway lines for loading purposes, and this should be accommodated wherever appropriate.

C. URBAN TRANSPORTATION POLICIES

1. Town Streets: The Town should continue to develop a system of roadways which provides safe and efficient access to all areas of the community, and minimizes the exposure of residential areas to unacceptable hazards and nuisances. Existing streets should be maintained, upgraded, replaced or expanded as deemed appropriate by Council, subject to the availability of fiscal resources.

2. Development Impacts: Developments that have the potential to generate significant vehicular traffic should be encouraged to locate away from residential areas where the traffic would generate unacceptable levels of noise and vibration in addition to potential safety issues.

3. Provincial Highways: Development in the vicinity of Provincial Highways shall be subject to the policies of C.1 to C.9 of PART 9 of this Development Plan, and shall be subject to all approvals as may be required by provincial highway authorities.

4. Development near Highways: Developments which primarily serve the travelling public should be sited at planned locations with access to major roadways and provincial highways where appropriate, subject to the following considerations:

    (a) Direct access to the provincial highway system should be discouraged, and access to provincial highways should be via the municipal road system;

    (b) Development that contributes to the evolution of a row of lots, each relying on direct access to the highway, shall not be permitted;

    (c) Subdivision or development will not be allowed in areas designated for highway widening or expansion, unless provisions suitable to the highway authority are incorporated into the development; and

    (d) Development that would have a detrimental impact on the safe and efficient operation of the highway, or development that would be negatively affected by an adjacent highway, shall not be allowed to locate near a provincial

highway, unless mitigative measures suitable to the highway authority are incorporated into the development.

(e) Developments adjacent to provincial roads and highways shall be subject to setbacks and control areas and control circles at intersections in accordance with provincial regulations.

5. Compatibility with Highway: Developments that have potential to generate significant truck traffic should be sited at planned locations with access to major roadways in the community. Direct access to PTH 10 and PTH 16 should be discouraged, and access to these Provincial Trunk Highways should be via the municipal road system or Provincial Roads. Developments that generate significant truck traffic may not be appropriate for locations adjacent to the provincial highway system unless mitigative measures suitable to the Province of Manitoba are incorporated into the development.

6. Design of Roadways: Where areas of land are being subdivided and developed, a concept plan for the area shall be prepared to illustrate a suitable roadway system. The design of the roadway system in terms of the general arrangement and slope of the proposed roadways, should conform to generally accepted engineering standards, and should provide sufficient space for anticipated roadway, drainage and underground infrastructure requirements. Gradients in excess of 7 percent should be avoided. Rear lanes shall generally be required for new developments where topographic conditions are favourable.

7. Development of Roadways: The development of all roadways within any developing area, including local streets and collector streets, along with related structures such as street lights and traffic control signs will generally be subject to a development agreement between Minnedosa, and the developer, or landowner, which may include provisions for cost sharing of infrastructure.

8. Co-ordination of Improvements: The design and construction of roadways should be co-ordinated with other public utilities and services, including water supply, wastewater collection, storm drainage, hydro, telephone and natural gas distribution in order to make the most efficient use of available space, and to minimize alterations that may be needed to accommodate future installations.

9. Truck Routes: A system of truck routes shall be established in Minnedosa in order to channel heavy truck traffic onto roadways which are designed to accommodate this type of traffic, and to minimize hazards and nuisances resulting from truck traffic in residential areas.

10. Access Limitations: In order to provide for a high level of safety and efficiency along the approaches to the community from the highway system, the number and location of commercial driveway connections shall be carefully controlled.

11. Parking and Loading: New or expanding development shall be encouraged to provide sufficient on-site parking and loading facilities to accommodate anticipated needs of residents, tenants, visitors, customers, and staff. Within the central

commercial area, on-street parking will continue to be allowed to accommodate local parking needs.

12. Paved Parking Areas: Wherever possible and practical, parking areas should be paved or hard surfaced in order to be more attractive, more functional under all weather conditions and to minimize excessive amounts of airborne dust, silt and sediment to the storm drainage system. This is most important in the central commercial area.

13. Building Setbacks: Uniform setback requirements for buildings and structures should be provided in each zoning area in order to provide for a higher level of traffic safety, and to create a more orderly and attractive appearance for development in the community. Special controls may also be required for large fences, hedges and similar features which could potentially obstruct visibility in the vicinity of roadways.

14. Physically Challenged Persons: In order to provide for barrier-free access to as many areas and facilities within the community as possible, pedestrian circulation systems and public parking areas should be designed and constructed to provide for the independent movement of physically challenged persons. Public parking areas should provide several designated oversized parking spaces at a location in close proximity to the building entrance.

15. Railway Safety: Suitable setback standards should be established for new urban development in the vicinity of railways. In order to provide for enhanced visibility and safety at railway crossings, restrictions should also be applied to trees and shrubbery in the vicinity of railway crossings. The requirements for setback of new residential development from the railway right-of-way, as recommended by the Federation of Canadian Municipalities, should be considered when establishing any setback requirements in the local zoning by-laws.

PART 20

URBAN UTILITIES AND SERVICES

Many aspects of modern daily life depend upon highly developed systems of utilities and services. A well-developed system of utilities and services is also important in order to enhance economic development opportunities, particularly the development and expansion of business and industry.

Minnedosa has developed systems of underground piping and specialized treatment plants provide for the distribution of safe water for domestic, industrial and emergency purposes, as well as the collection, treatment and disposal of sewage. There is also an extensive underground piping system which provides natural gas as an energy source within Minnedosa. These systems are supplemented by the networks of hydro electric energy distribution and telecommunication services.

When new areas are being considered for development, it is important to ensure that suitable provisions are made for new utilities and services. It is particularly important to ensure that ample rights-of-way or easements are provided at appropriate locations.

These highly developed systems of utilities and services represent a significant financial investment in terms of installation costs, along with significant operating and maintenance expenditures. It is therefore important to ensure that these investments are safeguarded, and that operating expenditures are manageable. Planning programs and decisions have implications for the delivery of utilities and services, which in turn have implications for public expenditures. Therefore it is important that these factors be considered in the community planning strategy.

A. UTILITIES AND SERVICES OBJECTIVES

1. To provide appropriate levels of utilities and services for the health and well-being of residents of Minnedosa and surrounding area.

2. To ensure that the provision of various utilities and services conforms to acceptable health and environmental standards, and to ensure that the operating facilities of the various facilities and services are compatible with nearby development.

3. To ensure that the establishment of utility and service systems occurs in a co-ordinated and economically sound manner.

4. To provide sufficient operating space for the various networks and operating plants of the utilities and services in order to adequately meet present and future needs.

5. To provide appropriate measures of protection for the various components of the utilities and service networks in order to safeguard the extensive public investment in these facilities.

6. To provide appropriate levels of protection for persons and property within Minnedosa and surrounding area.

B. UTILITIES AND SERVICES STRATEGY

Water Supply: The provision of piped water supply services is one of the most important services provided by the Town of Minnedosa. The municipal water supply in Minnedosa serves the needs of the town, and also serves a fairly extensive rural pipeline system extending into the Municipality of Minto-Odanah and other neighbouring municipalities. As the local aquifer is the source of the community's water supply, it is very important to preserve the quality of water in this aquifer at as high a standard as possible.

The expansion of any water distribution system is generally determined by the following factors.

(a) Ability of the source to meet anticipated demand;

(b) Capacity of the water treatment plant;

(c) Location and capacity of storage reservoirs for treated water;

(d) Location and capacity of pumping systems which pressurize the lines;

(e) Size (diameter) of trunk piping systems;

(f) Topographic conditions, as increases in elevation result in reduction in water pressure in the supply pipes; and

(g) Number of existing consumers along the piping system (which determines the reductions in flow and pressure along the system).

At the present time, there is sufficient capacity in Minnedosa's water supply and treatment system to accommodate substantial growth. However, there are some system limitations in terms of storage and pumping capacity.

Sewage Systems: Sewer lines generally operate under gravity flow conditions. In order to ensure efficient operations, the piping must be laid with a slight slope to provide for effective drainage of sewage. The relative ease or difficulty of extending sewage collection systems into a new area is usually determined by several factors:

(a) The natural topography of the area to be developed. Slightly sloping lands at a higher elevation than the existing sewer collection system can be serviced relatively easily, whereas lower lying areas below the elevation of an existing sewage collection system are difficult and costly to service;

(b) The capacity of existing piping system (including pumping stations) to accommodate additional sewage flows generated by new developments; and

(c) The capacity of the sewage treatment facility.

At the present time, a significant amount of development can be accommodated by Minnedosa's existing sewage treatment system. Significant infill development would require that existing lift stations be upgraded where they do not presently meet current design standards. Major industrial developments may require the upgrading of the existing sewage treatment facility. The existing sewage treatment lagoon is located immediately east of the highway, in the western portion of the community. Sufficient vacant land exists adjacent to this facility to accommodate any required long-term increase in capacity. In anticipation of future expansion of this facility, it would be prudent to start planning for this eventuality. The community should endeavour to secure land adjacent to the facility for expansion needs when the opportunity arises.

Storm Drainage: Minnedosa's stormwater drainage systems are important in order to convey large volumes of rainwater or meltwater away from built-up areas during heavy rainstorms and the spring thaw. In order to minimize damage to buildings and other structures, it is important that this water be removed from the developed area as quickly as reasonably possible. Additional stormwater from newly developed areas should be managed so that it does not excessively overload drainage systems located in downstream areas in the communities. Small stormwater detention areas may be required in upstream areas in order to temporarily hold back the flow of stormwater. In considering the long-term southerly expansion of Minnedosa, proper attention will have to be given to the storm drainage system.

A storm drainage study of the communities should be undertaken with a view to improving existing storm water management. Drainage improvements should be undertaken on a sectoral basis, with a view to dealing with the most problematic areas on a priority basis. Lot grading and weeping tile by-laws should be adopted to minimize storm water impacts on the sanitary sewer system.

Primary Growth Areas: To a large extent, Minnedosa's long-term growth strategy is influenced by the feasibility of extending sewer and water services (and roadways) into outlying areas. An engineering analysis of existing systems has determined that economical development areas for an extension of the municipal water system are located in the north-west, south-west, and south-east quadrants of Minnedosa. The growth area in the north-west quadrant is being designated for future industrial and agro-commercial development. The southern area would therefore be considered as the primary long-term residential expansion area within the Town boundary.

Secondary Growth Areas: As the areas along the shoreline of Lake Minnedosa continue to evolve into permanent residential use, these areas could be considered as secondary long-term residential growth areas. The extension of piped municipal water and wastewater services along both the east and west lakeshore areas is technically feasible and could be undertaken on the basis of a number of scenarios, based on costs and desired level of service. The extent of development in this secondary area will be limited by servicing and municipal jurisdiction issues. Due to the inherent difficulties in extending services into existing developed areas, new development should not be allowed in the lakeshore areas until a detailed servicing plan has been prepared and approved by the District Board. As the Town of Minnedosa operates the water supply and sewage treatment systems, it would

be appropriate for an inter-municipal servicing and revenue sharing agreement to be established prior to any further development in this area.

Infrastructure Plan: The various utility and service systems require periodic upgrading and replacement, to respond to changing public needs, increased demand, improved technology, and deterioration of materials. Long-term replacement and upgrading programs are important for the continued provision of these utilities and services in future years. Fiscal programs are also important to finance these projects. In order to provide for an effective moderate-range planning program for various services in the community, it would be desirable to establish a 5 year program for the improvement of the existing water supply and sewage disposal systems, as well as the streets in the community. This will assist the community in allocating resources for important infrastructure needs. In support of this, accurate records should be maintained for both the domestic water and wastewater systems in order to evaluate existing system performance and to accurately assess any future demands.

Servicing New Development Areas: In planning and development of new areas, it is important to ensure that various utilities and services can be provided as effectively and economically as possible. The following strategies should be considered when new areas are being planned and developed:

(a) An overall concept plan should be prepared, based on topographic information for the area to be developed. This will enable the sewer, water and storm drainage systems to be planned in a cost effective manner. The concept plan should also integrate other utilities, such as natural gas, hydro and telecommunication systems into the design.

(b) To a large extent, the cost of developing streets and waterworks systems is generally proportional to the length of the streets and service lines. It is therefore important to plan new development so that the length of streets and service lines is kept to a reasonable minimum.

(c) Service lines should be established in a manner that allows development to occur along both sides of the line. If only one-sided development occurs, the line will only be operating at half of its potential.

(d) Density of development should be such that excessive unused or vacant frontages along service lines are avoided.

(e) It is also important to plan new development in a staged fashion, rather than allowing it to occur at random. In this way, streets and services can be provided to each stage of the development (such as one block at a time). This is the most cost effective means of providing services, as it minimizes the amount of vacant land that would be serviced at any one time.

Establishment of Service Corridors: The various utilities and services require a network of corridors for the variety of pipes and/or wires which provide the services. In order to minimize impacts on existing and anticipated patterns of land use and development, new service and utility corridors should be located in accordance with the following criteria:

(a) Within roadway rights-of-way wherever possible,

(b) Immediately adjacent to and parallel with roadway rights-of-way,

(c) Along property lines in situations where a roadway location is not practical,

(d) Where expansion of existing utility or service corridors is necessary, the expanded systems should occur within or adjacent to existing corridors wherever possible, and

(e) In the case of major trunk lines, special route selection studies should be prepared in order to determine a route which least interferes with established and anticipated patterns of land use and development. The council and the District Board should be consulted during the route selection process.

Co-ordination of Installation: A co-ordinated approach should be taken with regard to the design and installation of various utilities, services and roadways, in order to minimize interference with or disruption of existing services or systems. In order to minimize the consumption of land, the use of common right-of-way should be encouraged, wherever possible.

Major Buildings: Where major building developments are being proposed, a special review and approval process of the utility and servicing requirements should be undertaken prior to the issuance of a development permit. The various utility and service requirements should be identified by a qualified engineer retained by the developer. The plans for the proposed building should also identify proposed fire protection systems, including provisions for emergency access to all areas of the building by firefighting equipment. This policy should apply to building groups (such as condominiums developed along private roadway systems) and to large non-agricultural buildings.

Aesthetic Considerations: The installation of utilities and services should be undertaken in a manner which promotes a high level of visual appeal, particularly within high visibility areas, such as residential, commercial and recreational areas in Minnedosa. The following considerations will help to promote a high standard of development:

(a) Within these areas, buildings and structures associated with the operation of any utility or service should be of a comparable quality as the surrounding development, particularly in terms of exterior finishes, setbacks from property boundaries, etc. and

(b) The use of underground hydro and telephone service within residential, and commercial areas should be encouraged. Where this is not practical, rear lanes should be utilized for the provision of aerial service.

Protection of facilities: Where service corridors are established, it is important to ensure that future development does not occur in a manner which compromises future operation of the systems. For example, buildings or structures should not be placed on top of or in close proximity to service corridors, so that future maintenance or replacement of the service line can be undertaken.

Buffering of Sewage Lagoons: Minnedosa's sewage treatment lagoons is located in the western portions of the community. The lagoon provides an essential service for the community and represents a significant capital investment. Facilities such as this generate, at times, unpleasant odours which are a by-product of the treatment process. It is important that facilities such as this are buffered from development which might be incompatible. For example, residential or commercial development should not be allowed to occur in close proximity to such facilities, as future owners may experience unpleasant conditions and pressure the council to relocate the facility to a more remote location, which would be quite expensive. The general guideline for a separation distance is 1,500 ft. as recommended by the province.

Solid Waste Management: The former Minnedosa waste disposal site is located north of PR 355, approximately 3/4 mile west of the PTH 10 intersection. This site was closed and repurposed as a waste composting site in 2004 when the regional landfill site opened in the former RM of Odanah serving a number of partnering municipalities including Minnedosa and the Municipality of Minto-Odanah.

This Class 1 solid waste management site is operated by Evergreen Environmental Technologies which operates the regional landfill for waste disposal plus promotes initiatives which increased composting, reduction, reuse, recycling and recovery of material that would otherwise be discarded. This operation has a long life expectancy and the site is large enough to accommodate operational expansion long into the future as an integrated solid waste disposal site.

Conservation: The use of innovative technology and development practices which promote the conservation of precious energy and water resources should be encouraged. For example, the use of geothermal heating systems provides a means of heating (and cooling) buildings without combustion of fuels. This is a method which should be encouraged, provided that it does not present any unacceptable risks to local groundwater, or interfere with underground utility systems in the community.

Protective services: Protective services in Minnedosa, Rapid City, and the surrounding area are provided by the Royal Canadian Mounted Police and local volunteer fire departments. While the firehall in Minnedosa was recently expanded, there is no foreseeable need to increase the size of the other facilities that are occupied by protective services.

C. UTILITIES AND SERVICES POLICIES

1. Provision of Services: The Town of Minnedosa has a responsibility to provide municipal systems of water supply, sewage disposal, solid waste disposal, and storm water management within the community. Existing services should be maintained, upgraded, replaced, or extended as deemed appropriate by Council, subject to the availability of fiscal resources.

2. Servicing Standards: Servicing standards for municipal roads, drainage, water and sewage systems could be adopted in order to provide guidelines for infrastructure renewal and development. Currently, Councils sets those servicing requirements on a case-by-case basis.

3. Location of Developments: Wherever possible, new developments should be located on an infill basis, or in areas which are partially developed and adjacent to existing utilities and services. If this is not possible, then new development should be directed to a location which can be readily serviced by the various utilities and services required by the future occupants of the development.

4. Service Connections: Where municipally operated wastewater and/or water systems are provided within any developed area, new developments should be required to connect to these services at the time of development. Where new sewage and/or water services are provided within previously unserviced areas, existing developments should be required to connect to these systems within time frames established by Council.

5. Pre-Treatment Facilities: Where a business, industry or other development generates sewage which contains substantial volumes of material which may create problems for the community's water treatment system, the proponent may be required to install specialized pre-treatment facilities to remove some or all of the material from the sewage stream before it enters the municipal system.

6. Concept Plans: Where the extension of roadways and other services into an undeveloped area is anticipated, proposed locations of all utilities and services should be identified on a conceptual plan for the area.

7. Staging of Services: In areas where multi-lot developments are being proposed, there should be a staging program for the installation of services and development of the area. At least 75 percent of the properties should be developed within any particular stage of development before another stage is serviced for development.

8. Rural Extension of Service: Town of Minnedosa sewer and water services may be extended into nearby rural areas to service non-agricultural development, provided that there is an inter-municipal service extension agreement which includes provisions for the sharing of servicing costs and annual property tax revenue generated by the development.

9. Development Agreements: Multi-lot subdivision proposals or major commercial or industrial developments, should be subject to a development agreement between the developer and the Town of Minnedosa dealing with all aspects of servicing the development. The developer may be required to pay a portion of the servicing costs, unless otherwise determined by Council.

10. Protection of Service Corridors: No buildings or major structures should be located or developed within existing utility or service corridors, unless specific approval has been granted by the affected utility corporation or service department. Where major risks are apparent, such as major gas pipelines, special setback requirements may be necessary.

11. Private Services: The use of private water supply and sewage disposal systems in Minnedosa will only be allowed if it is not practical to connect the development to existing services, and provided that the services are installed in accordance with provincial requirements and do not create an unacceptable health or environmental

problem. Owners may be charged tipping fees for disposal of sewage or septage in a municipal lagoon.

12. Restricted Development Area: No habitable buildings shall be constructed within 1,500 feet of the Town of Minnedosa's wastewater treatment lagoon, unless that provincially recommended setback is specifically reduced by Council through a variation order.

PART 21

IMPLEMENTATION

The statements of objectives and policies provided within this Development Plan are intended to be central to all land use and development programs, and decisions. The implementation strategy should include the following:

1. Adoption of the Development Plan**:** The adoption of this Development Plan by by-law will give the objectives and policies the force of law. This will provide an effective legal foundation for more detailed municipal by-laws and guidelines pertaining to specific development matters, as well as providing overall guidance for specific development decisions and conditions of approval. This development plan can be amended on an as-required basis or after periodic review, provided the amendments are in conformance with the balance of the development plan document, reflect sound land use planning practices, and do not contravene any of the Provincial land Use Policies. The Development Plan also represents a general agreement among the two municipal corporations, and the Province of Manitoba about the future land use and development program for The Planning District.

2. Municipal Zoning By-laws: The municipal zoning by-laws are required to be consistent with the Development Plan. These by-laws will establish various zones within the municipalities for specific types of land use, provide for permitted and conditional uses in each zone, and provide development standards, such as parcel sizes and building setbacks. Areas zoned for various types of land use and development shall generally conform to the land use designations illustrated on the maps of this Development Plan. The municipal zoning by-laws should also provide for the continuance of existing uses which do not conform to this Development Plan, until such time as it is appropriate to rezone the area, in which case, the zoning change shall be in accordance with the long-term land designations indicated on MAP 1 and MAP 2 of this Development Plan, unless otherwise provided for in this document.

3. Other By-laws: Development proposals for individual development projects are also subject to the provisions of other municipal building by-laws, including:

    (a) Municipal building by-laws, which incorporate the Manitoba Building Code and establish minimum standards for most aspects of new building construction, to deal with quality of construction, health and safety issues (other than accessory farm buildings);

    (b) Building safety and property standards by-laws, which establish minimum standards of repair and upkeep of existing buildings and property - to prevent excessive neglect or abuse of existing buildings or properties, to the point where they become unsanitary, unsafe, or otherwise unfit for human occupancy, and

    (c) Other municipal by-laws can be implemented to deal with matters such as lot grading and drainage or unsightly premises, to ensure that unacceptable problems are not created for adjacent properties,

The policies of the Development Plan can be used in support of more specific requirements of other development-related by-laws.

4. Development Permits: The issuance of development permits represents an approval process for individual land use or building development projects. This provides an opportunity for proposals to be evaluated in terms of municipal zoning, as well as the provisions of this Development Plan. The objectives and policies within this Development Plan shall be administered through the development permit process. Administrative aids such as policy checklists and composite mapping of development constraints are recommended.

5. Subdivision Approval: The process of subdividing land for individual or multiple lot development also involves a review and approval process by the Council and District Board. This provides an opportunity for development proposals to be evaluated in accordance with the provisions of this Development Plan. Subdivision proposals shall be reviewed and approved or denied on the basis of the provisions of this Development Plan. Certain conditions of approval may be established through the subdivision approval process in order to achieve the objectives of this Development Plan.

6. Development Agreements: Agreements between individual developers and municipal corporations can also be utilized as a means of achieving the objectives of this Development Plan. The agreements may contain provisions with respect to matters such as:

   (a) The provision of infrastructure, such as roadways, wastewater facilities, water supply facilities and energy services, and amenities such as parks and open space areas;

   (b) Special conditions of approval;

   (c) Special features to be incorporated into any specific development, such as pre-treatment systems for industrial wastewater;

   (d) Other related matters, such as construction standards for infrastructure, time frame for installation, and financial arrangements for any proposed public feature associated with the development proposal; and

   (e) Other matters as authorized by *The Planning Act*.

   Development agreements may be required by Council as a condition of approving a subdivision application, or rezoning an area of land in accordance with the provisions of *The Planning Act*.

7. Special Studies: Where the District Board or Council considers it appropriate, based on the provisions of this Development Plan, a developer may be required to submit special technical, engineering or planning studies prior to the approval of certain types of development, or where there are apparent development limitations at specific locations.

8. Capital Works Program: Through their capital works programs, the various municipalities in the planning district influence the location of future development. It is important that decisions made with regard to the capital works programs should be consistent with the overall objectives for the Planning District, as outlined in this Development Plan. In addition, the Councils are encouraged to pursue a long-term fiscal planning program, utilizing reserve funds, for the installation and/or replacement of major public facilities and services.

9. Consultation with Government: Local land use, land development and resource management programs also involve the interests and jurisdiction of provincial and federal levels of government. The programs of these levels of government are typically administered through a variety of special purpose departments, dealing with issues such as agriculture, environment, natural resources, highways, and various utilities. It is important to maintain a process of consultation and co-ordination of various programs, projects and policies with these other levels of government. In this way, the expertise and fiscal resources of all levels of government can be more effectively utilized.

10. Special Purpose Programs: Special purpose programs are important to achieve an improved quality of life for area residents, additional prospects for economic activity, and enhancement of the rural and urban landscapes. These programs typically involve participation by interested residents, businessmen and representatives of local government on administrative committees or boards. Other levels of government often support these programs by providing funding assistance and expertise. Continued participation and support for these programs should be provided. In addition, there should be a high level of communication between municipal authorities and other administrative groups, to provide for a higher level of understanding and support for the objectives, policies and programs of each group (including the provisions of this Development Plan).

11. Recognition Programs: Ultimately, the quality of development within the Planning District will depend upon the initiative and activities of individuals. High standards of building design, construction, landscape improvement and property maintenance shall be encouraged. Recognition programs, such as annual awards to homeowners, business owners and contractors, should be considered as a cost-effective way of promoting a high standard of development within the Planning District. Such programs will also demonstrate a partnership between local government and individual owners in promoting and developing a better community.

12. Monitoring and Review: The various land use, resource, and development objectives, policies and programs outlined in this Development Plan shall be periodically reviewed and revised as necessary, in order to anticipate or respond to changing conditions within the Planning District. The review shall be commenced within 10 years after the date of adoption of the Development Plan.

13. Policy Maps**:** Land use and development areas reflected in the preceding text in this Development Plan are presented geographically on two policy maps as follows:

- Development Plan Map 1: RM of Minto-Odanah (rural land use area)
- Development Plan Map 2: Town of Minnedosa (urban land use area)

14. List of Reference Maps: The following list of fifteen reference maps is attached for information purposes only and the reference maps do not form part of this Development Plan. These maps are found in the 2017 Background Study document which was prepared in conjunction with this Development Plan By-law. This reference information may be updated at any time when improved information becomes available.

2017 Background Study Reference Maps

Map 1	District Location
Map 1A	Infrastructure
Map 2	Soil Capability for Agriculture
Map 2A	Soil Capability for Agriculture, Minnedosa
Map 3	Land Capability for Recreation
Map 3A	Land Capability for Recreation, Minnedosa
Map 4	Surface Water and Aquifer Coverage
Map 5	Crown Lands, Wildlife Refuges, and Aggregate Resources
Map 6	Dwelling Distribution

2004 Background Study Reference Maps

Reference Map 3 Livestock Production Operations
Reference Map 4 Groundwater Availability
Reference Map 5 Groundwater Sensitivity Areas
Reference Map 6 Surface Drainage Systems
Reference Map 7 Rural Transportation and Utilities
Reference Map 8 Rural Water Pipelines

POLICY MAPS

DEVELOPMENT PLAN MAP 1: RM OF MINTO-ODANAH (Rural Land Use Areas)

Tanner's Crossing Development Plan

Rural Municipality Of Minto-Odanah

By-Law No. 1-2018

DEVELOPMENT PLAN MAP 1

RURAL AREA

GENERAL DEVELOPMENT AREA

CLANWILLIAM

RURAL AREA

GENERAL DEVELOPMENT AREA

BETHANY

RURAL RESIDENTIAL AREA

LIMITED LIVESTOCK AREA

RURAL COMMERCIAL AREA

SEE MAP 2

Town of Minnedosa

LIMITED LIVESTOCK AREA

LIMITED LIVESTOCK AREA

RURAL COMMERCIAL AREA

RURAL AREA

GENERAL DEVELOPMENT AREA

MOORE PARK

RURAL AREA

Rge 18W

Rge 17W

Twp 16

Twp 15

Twp 14

Twp 13

Manitoba 10

Manitoba 16

Manitoba 262

Manitoba 265

Manitoba 471

Manitoba 466

Manitoba 465

Legend:

Designations

- Rural Area
- Limited Livestock Area
- Rural Residential Area
- General Development Area
- Rural Commercial Area

- Minnedosa Municipal Boundary
- Tanners Crossing Planning District Boundary

Feet: 0, 4,000, 8,000

Meters: 0, 750, 1,500, 3,000

N

Manitoba

Municipal Relations
Community & Regional Planning

Date: January, 2019

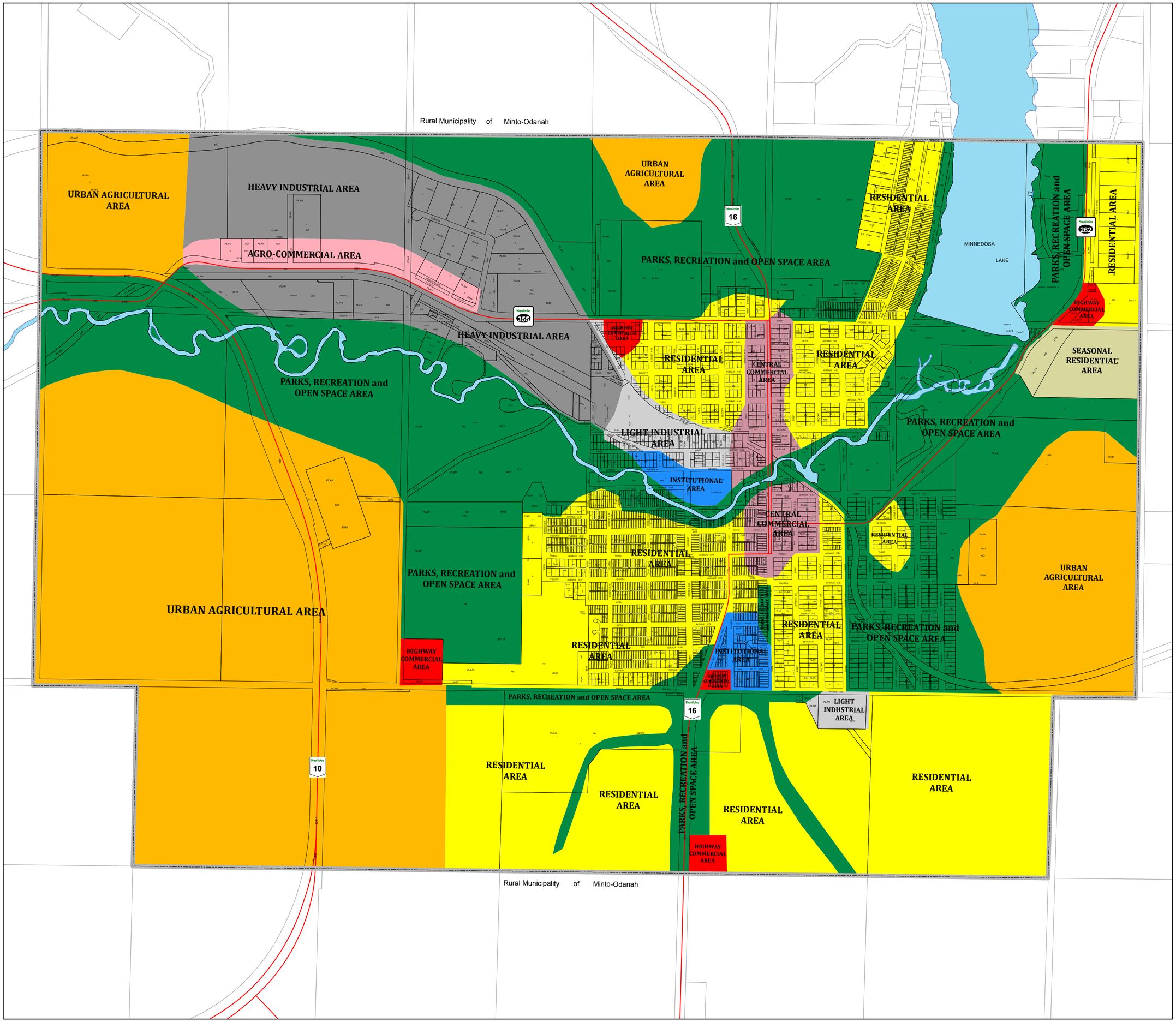
DEVELOPMENT PLAN MAP 2: TOWN OF MINNEDOSA (Urban Land Use Areas)

Tanner's Crossing Development Plan

Town Of Minnedosa

By-Law No. 1-2018

DEVELOPMENT PLAN MAP 2



Legend:

Designations

- Agro-Commercial Area
- Central Commercial Area
- Highway Commercial Area
- Light Industrial Area
- Heavy Industrial Area
- Institutional Area
- Urban Agricultural Area
- Residential Area
- Seasonal Residential Area
- Parks, Recreation and Open Space Area

Minnedosa Municipal Boundary

Feet
0 600 1,200
0 200 400
Meters

N

Manitoba

Municipal Relations
Community & Regional Planning

Date: January, 2018