



CITY OF STEINBACH
OFFICIAL COMMUNITY PLAN
BY-LAW NO. 2099

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SUMMARY

The City of Steinbach Official Community Plan is a visionary document developed through open consultation between the City of Steinbach Mayor and Council and the City's residents and businesses. It is a plan to further the growth of the community while fostering its image as a safe, affordable, friendly, prosperous community. The Official Community Plan will act as a policy guide to Council for short and long-term land use and development decision making, including associated social, economic, environmental and physical development.

The Official Community Plan vision for Steinbach recognizes the importance of planning for economic diversity, parks and green space, efficient land use, cost-effective infrastructure and sustainable population growth. The vision is rooted in dialogue with the community.

THE VISION

To maintain and promote a safe, affordable, environmentally-responsible community that prides itself on sustainable growth, a diverse economy and being an inclusive, generous community.

PART 1.0 INTRODUCTION

In PART I you will find background information on the City of Steinbach, the purpose of the Official Community Plan, a guide to using the Official Community Plan, and a description of other documents, by-laws, and references that are used to implement the Official Community Plan policies.

1.1 GEOGRAPHY

The City of Steinbach is located 47 kilometers southeast of Winnipeg and is accessed via PTH 12 and PTH 52. The city is surrounded by the Rural Municipality of Hanover (on three sides) and is adjacent to the Rural Municipalities of La Broquerie and Ste. Anne. The three surrounding rural municipalities form part of the trade base for the City of Steinbach’s major commercial and retail outlets.

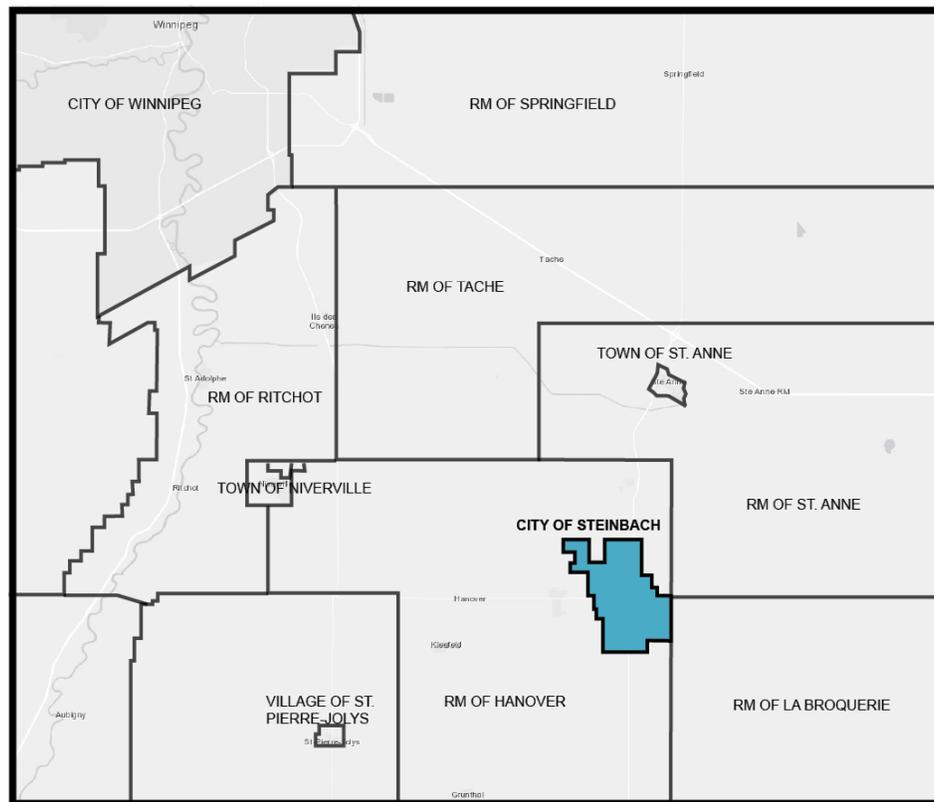


Figure 1: City of Steinbach Regional Setting

1.2 BACKGROUND ANALYSIS

As part of the Official Community Plan review, an analysis of the City of Steinbach was conducted to review the current context and identify future changes that are likely to occur. The background analysis included a review of Steinbach’s population, demographics and other relevant statistical

data collected during the 2016 Census of Canada. Section 1.2.1 to 1.2.4 highlight some of the key findings from this analysis.

POPULATION

Steinbach continues to experience rapid growth and remains one of the fastest growing municipalities in Manitoba. Between 2011 and 2016, the population of Steinbach increased by 17% or an average of 3.2% per year (see Figure 1). This growth rate is slightly less than the previous census period in which Steinbach grew 22.2%, but still significantly higher than the Manitoba average of 5.8%.

This represents the addition of 2,305 residents bringing Steinbach’s total population to 15,829 and maintaining its rank as the third largest city in the Province. With increases in population, density also increased from 528.9 persons per square kilometer in 2011, to 618.6 in 2016.

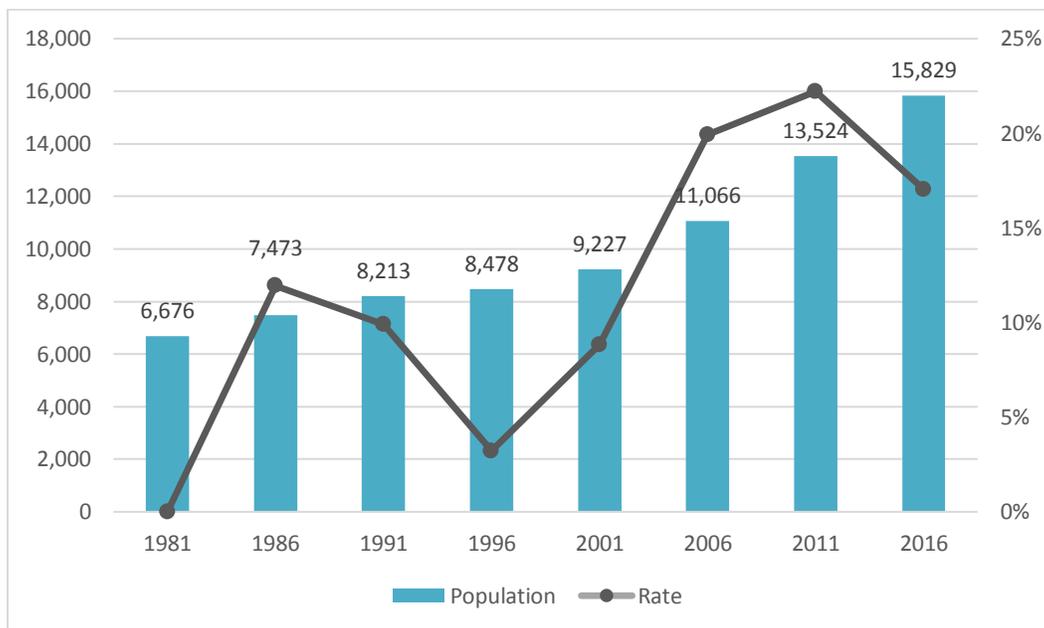


Figure 2: Steinbach Population 1981 – 2016

GROWTH PROJECTIONS

Since 1981, the population of Steinbach has increased every census year, and in the past 30 years, the population of Steinbach has more than doubled. To help plan for the needs of future population growth, a population projection was undertaken (see Figure 2). Using Statistics Canada’s 2016 population as the base, low (2.4%), medium (4.2%), and high (5.5%) growth rates were used to project the population for the next 25 years.

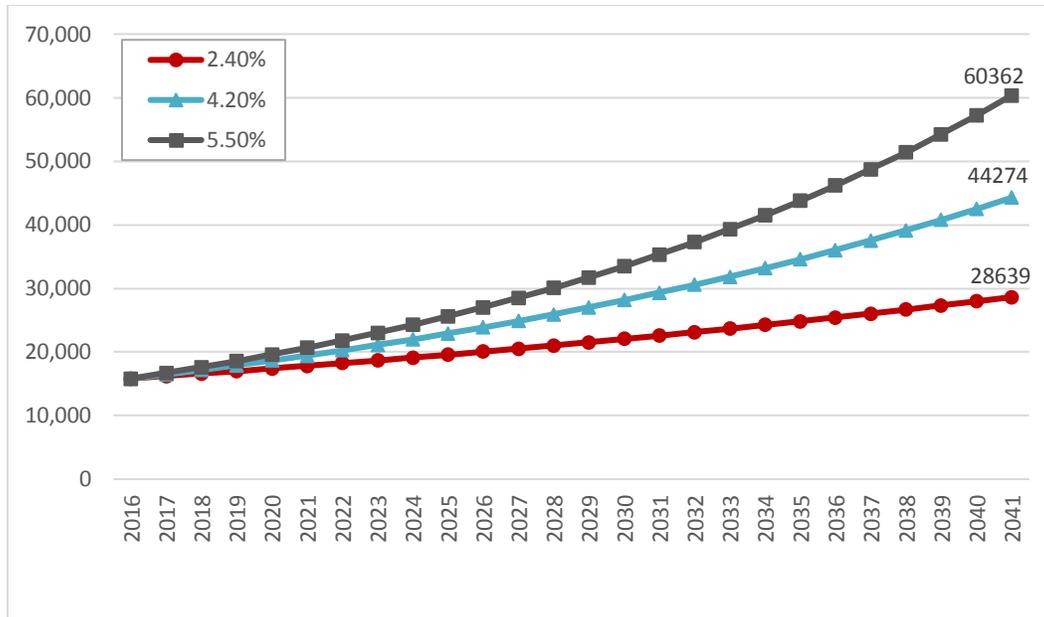


Figure 3: 25 Year Population Growth Projections

Based on the moderate population projection growth rate of 4.2% and a base population of 15,829 in 2016, Steinbach’s population is projected to grow by 8,056 people over the next 10 years and a further 20,389 in the following 15 years. Therefore, with an average household size of 2.6 people, 3,098 new dwelling units will be required by 2026, and 7,841 new dwelling units by 2041.

DEMOGRAPHICS

Steinbach’s age structure, seen below, shows well-established age cohorts and few anomalies. The municipality is also home to a substantial number of 0 to 4 and 5 to 9 year olds. Steady population growth within the cohorts of young adults who will soon be entering the workforce and starting families is a healthy sign for a community, as long as there are adequate employment opportunities, housing, schools, services and amenities to retain them over time. Overall, Figure 3 indicates a positive outlook for Steinbach, as the municipality is home to a range of age demographics that all contribute to the vitality of the community.

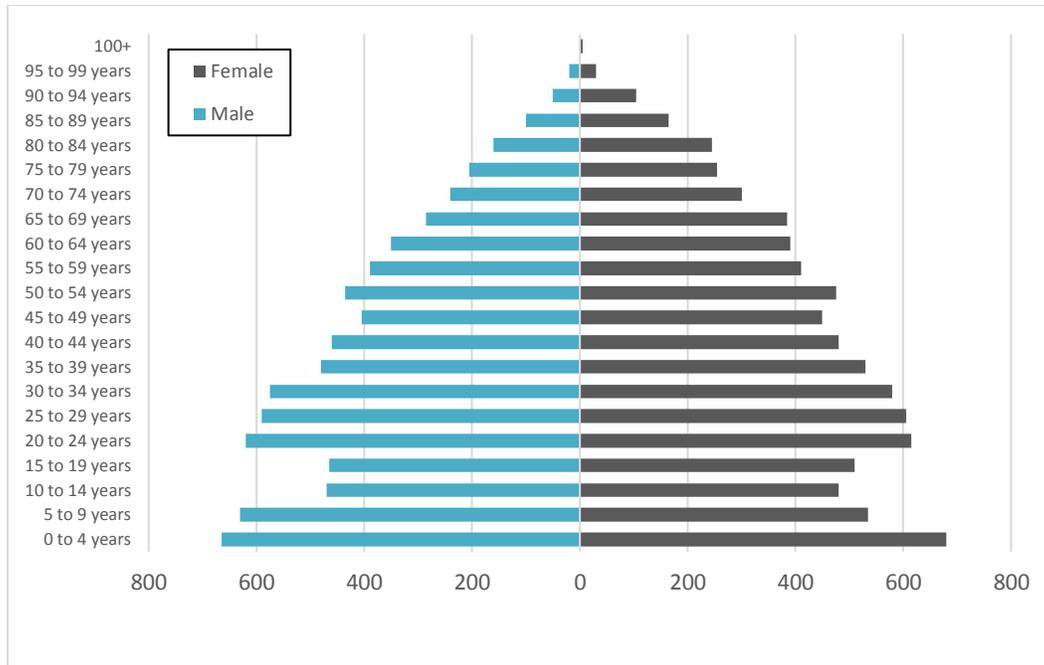


Figure 4: Population Age Structure

DWELLINGS

During the previous census period, Steinbach added nearly 1,000 new dwellings from 5,243 in 2011, to 6,305 in 2016. The dwelling type with the largest increase was apartment buildings less than five storeys in height, which saw 415 new units during the census period. Single-detached dwellings also increased by 305 units.

Table 1: Dwelling Type and Number of Dwellings

DWELLING TYPE	# OF DWELLINGS (2016)	# OF DWELLINGS (2011)	% CHANGE
Single-detached house	3,355	3,050	10.0%
Apartment (five or more storeys)	255	260	-1.9%
Semi-detached	565	420	34.5%
Row house	225	230	-2.2%
Duplex	240	210	14.3%
Apartment (less than five storeys)	1,205	790	51.6%
Other dwellings	10	5	100%
Moveable dwelling	165	135	22.2%

1.3 AUTHORITY

Section 40 (2) of *The Planning Act* requires the council of a municipality to prepare an official community plan for the municipality. Section 45 requires that the municipal council adopt the plan.

The statements of objectives and policies within PARTS TWO and THREE, and the land use map in PART FOUR represent the legal content of this Official Community Plan. The various dimensional requirements (distance and area) contained within this Official Community Plan are intended to serve as guidelines only. Certain situations may necessitate a degree of flexibility in the application of the guidelines, provided that they comply with the general intent of the Official Community Plan.

1.4 PURPOSE OF THE OFFICIAL COMMUNITY PLAN

Section 42 (1) of *The Planning Act* establishes the requirements of an official community plan. An official community plan must:

- a. Set out the plans and policies of the planning district or municipality respecting its purposes and its physical, social, environmental and economic objectives;
- b. Through maps and statements of objectives, direct sustainable land use and development in the planning district or municipality;
- c. Set out measures for implementing the plan; and
- d. Include such other matters as the minister or the board or council consider advisable.
- e. Have been prepared in accordance with Part 4 of the Provincial Planning Regulation by a qualified planner.

1.5 STRUCTURE

This plan is separated into five PARTS. Each PART contains Sections which cover specific topics. Each Section outlines objectives and includes specific policies designed to assist in meeting those objectives. The policy sections of the plan include:

<i>PART Number</i>	<i>CONTENT</i>
I	Introduction
II	Land Use Policies
III	General Development Policies
IV	Land Use Maps
V	Reference Maps

A land use map is included in PART FOUR, which designates general land use categories. This map forms part of the legal content of the plan and may only be revised through the formal procedure outlined in *The Planning Act*.

Reference maps are included in PART FIVE and provide supplementary information. These maps are for information only and are subject to change through a resolution of Council.

A Definitions section is included for reference at the back of the Plan.

1.6 HOW TO USE THIS PLAN

The Official Community Plan is a combination of policy statements contained within the text of the document and the land use map, which must be read together and in context. Although some Policy Areas, such as Residential Areas, are illustrated with land use mapping, others, such as Historic Resources, apply to all areas of Steinbach.

The following is a general guide describing how to use this Plan in relation to a particular proposed development item or proposal, or relevant topic:

- Review the Land Use Map(s) in PART FOUR to determine the designation of the land;
- Review the land use policies in PART TWO, focusing on the current designation of the land (e.g., Residential, Commercial, etc.) and/or the proposed designation of the land;
- Review the general policies in PART THREE in the context of the proposed item or proposal; and
- Conduct a general assessment based on all of the relevant policies as to whether a project is appropriately conceived and developed.

Where policies appear to conflict, the interpretation of the Official Community Plan is at the discretion of Council and/or its designate.



1.7 CHANGES TO THE PLAN

In accordance with the provisions of *The Planning Act*, a review of the Official Community Plan is required every five years. This allows the Official Community Plan to anticipate or respond to changing conditions within the City of Steinbach.

While the Official Community Plan is intended to direct future development to appropriate locations and to provide standards and guidelines for development, it is recognized that there may be cases where the Plan does not accommodate a proposed development that the community may wish to consider. In such cases, an amendment to the text of the Plan or to the Land Use Map will be required in order to accommodate the proposed development.

An amendment to the Official Community Plan should be thoughtfully considered since it may represent a change to the accepted direction and vision of the community. Location criteria for land use amendments for decision-making are found in PART THREE.

1.8 OTHER DOCUMENTS



Figure 5: Planning Hierarchy

The Official Community Plan serves as a guide in making day-to-day decisions on planning matters; however, it does not in itself provide a complete planning tool. Rather, it must be used in conjunction with other planning controls and Provincial policies, regulations, guidelines, and licensing requirements available to the municipality under *The Planning Act* and other legislation. Actual enforcement of the Official Community Plan’s policies and programs is carried out by using the following planning controls:

SECONDARY PLANS

Section 63 of *The Planning Act* provides Council the authority to establish secondary plans to deal with objectives and issues within its scope of authority in a part of the municipality.

Cross Reference: Section 3.1.4

ZONING BY-LAW

A Zoning By-law is the principal regulatory tool to control land use. It establishes various land use districts, determines both permitted uses and conditional uses, and prescribes relevant development standards and requirements that are applicable in each land use district. The Official Community Plan is used as a guide in preparing or amending the Zoning By-law. For example, in considering an application for re-zoning, Council shall base its decision on the objectives, goals, policies and land use proposals laid down in the Official Community Plan.

SUBDIVISION

The Planning Act contains detailed provisions and regulations governing the form and approval of subdivision applications. PART 8 of *The Planning Act* provides that a subdivision of land shall

not be approved unless the council of the municipality in which the land proposed for subdivision is located, has by resolution given its approval, with or without conditions. The Council of the City of Steinbach shall approve a subdivision plan only when the objectives and policies of the Official Community Plan and also other relevant laws and by-laws are complied with.

BUILDING BY-LAWS

Land development and land use proposals for individual building projects are also subject to the provisions of other municipal by-laws, such as building by-laws, lot grading by-laws, building safety and property standards by-laws, licensing by-laws, and the Manitoba Building Code. These by-laws and regulations not only complement the Zoning By-law, but set out the terms, conditions and procedures upon which building permits may be issued. Through the building by-laws and regulations, the Council can establish the minimum standards of construction, maintenance and occupancy which new and renovated buildings have to meet in order to protect the safety and health of the public. The standards required in these by-laws and regulations also affect the physical appearance and environmental quality of a development.

The Manitoba Building Code, which governs certain types of buildings and structures and has effect throughout the Province of Manitoba, has been adopted by the City of Steinbach. The City cannot delete code requirements but may add requirements as needed.

CAPITAL EXPENDITURES

The capital expenditure program is among the most crucial considerations for giving effect to the programs and policies outlined in the Official Community Plan. Allocation of funds under this program for improvement, expansion or initiation of capital works establishes the community's commitment to a prioritized program of development. After the Official Community Plan has been adopted, subsequent capital expenditure programs of the City of Steinbach shall be consistent with the provisions of the Plan.

DEVELOPMENT AGREEMENTS

Section 135 (3) and Section 150 of *The Planning Act* provide Council an opportunity to implement a development agreement as a condition of a subdivision approval amending a zoning by-law, making a variance order, or approving a conditional use. Section 135 (3) and Section 150 of *The Planning Act* identify areas that may be addressed in a development agreement.

LAND ACQUISITION

Section 66 of *The Planning Act* states that a municipality may acquire land by gift, purchase or expropriation (under *The Expropriation Act*), in order to implement any part of an official community plan by-law or secondary plan by-law. The land may be sold, leased or otherwise disposed of by the municipality if it is no longer required.

PART 2.0 LAND USE POLICIES

In this PART you will find eight Sections – Residential, Commercial, Central Business District, Industrial, Institutional, Parks and Recreation, and Development Reserve I and II. These Sections refer to specific land use designations that are identified on the Land Use Map in PART FOUR.

Each Section contains objectives and policies relating to the topic. Cross-references to other sections within this Official Community Plan and to other documents are provided.

The applicable Section should be reviewed based on the existing and/or proposed land use designation.



2.1 RESIDENTIAL POLICIES



2.2 COMMERCIAL POLICIES



2.3 CENTRAL BUSINESS DISTRICT POLICIES



2.4 INDUSTRIAL POLICIES



2.5 INSTITUTIONAL POLICIES



2.6 PARKS, RECREATION AND OPEN SPACE POLICIES



2.7 DEVELOPMENT RESERVE I POLICIES



2.8 DEVELOPMENT RESERVE II POLICIES



2.1 RESIDENTIAL POLICIES

The City of Steinbach includes a wide variety of housing types including single-family houses on large estate lots, smaller lot single-family neighbourhoods, medium-density multi-family, and apartments. The Official Community Plan identifies appropriate areas for residential development at a variety of locations throughout the city in order to provide a range of housing opportunities for residents. The Plan also ensures that residential areas are located within the context of the necessary *municipal services* and transportation systems.

OBJECTIVES

- a. To maintain and enhance existing neighbourhood stability and quality;
- b. To ensure there is an adequate supply of residentially-designated land that allows for a mix of housing types and densities; and
- c. To ensure the provision and maintenance of services that are supportive of residential development such as schools, recreation facilities and neighbourhood commercial uses.

The following policies are established for residential development:

INFILL DEVELOPMENT

Intent: To promote and support the maintenance and protection of existing built-up neighbourhoods by building on vacant lots or undeveloped parcels within already developed areas and to give consideration to the needs and concerns of the existing neighbourhood when evaluating proposed *infill* development.

- 2.1.1 The infill of new housing on vacant residential lands shall be encouraged.
- 2.1.2 The subdivision of existing lots to permit an increase in residential densification will be considered.
- 2.1.3 Infill development shall be generally compatible and consistent with the existing neighbourhood in terms of setback, height and character.

NEW DEVELOPMENT AREAS

Intent: To ensure the logical and orderly expansion of new residential areas because of the time required for proper planning and the orderly installation of *municipal services*.

- 2.1.4 New residential expansion should occur in a generally contiguous manner.
- 2.1.5 A suitable stock of serviced land should be available to satisfy housing demands as they arise.
- 2.1.6 Priority should be given to the development of lands already serviced with trunk services.

- 2.1.7 Where large residential land developments are proposed, Council may request information such as a landscape plan, traffic impact study, active transportation network plan and building design information in order to ensure a high-quality development.
- 2.1.8 The City will not support development that would result in piecemeal, lot-by-lot development or leap-frog development that would result in the isolation of existing residential uses and inefficient utilization of municipal services.
- 2.1.9 Medium-density and high-density residential land uses and those which demonstrate affordability will be encouraged by the City.

Cross Reference: Section 3.1.3

HOUSING MIX

Intent: To provide for a mix of housing types that accommodate a variety of housing needs.

- 2.1.10 Provision should be made for a wide variety of housing types that include single-family, duplex, townhouse, apartment and other multi-family developments.

DENSITY

Intent: To provide Council with criteria for determining appropriate locations for a variety of housing densities within the *Residential Policy Areas*.

- 2.1.11 **Low-Density:** The conventional form of low-density residential development consists of single-family detached or semi-detached houses. Where new low-density residential areas are proposed, Council may request a broader *concept plan* in order to ensure high-quality development. Such broader plans are intended to help establish the relationship between the proposed housing development and other community elements such as *parks* and schools, and help determine a hierarchy of streets.
- 2.1.12 **Medium-Density:** Medium-density housing includes townhouses, tri-plexes, four-plexes, two or three storey walk-up apartment blocks, and residential/commercial *mixed-use*. Medium-density developments serve as a transition between low-density and higher density housing, commercial or light industrial uses. Location criteria should be on the periphery of low-density residential areas, along major streets, or within or adjacent to the *Central Business District*.
- 2.1.13 **High-Density:** High-density housing refers to multiple-family housing, such as apartment blocks. Preferably, locations should be on the periphery of low-density residential areas, along major streets, or within or adjacent to the *Central Business District*. Developing high-density housing along major arterial streets and collector streets reduces potential traffic volumes through low-density areas with proper zoning.
- 2.1.14 Where higher density development is proposed, the City may request that the developer submit a report which addresses issues of potential conflict, such as traffic impact, when applying for the appropriate land use zoning classification.

HOUSING TO MEET COMMUNITY NEEDS

Intent: To provide for housing that meets the needs of various community members. These may include senior's housing, nursing homes, group homes, and residential care facilities.

- 2.1.15 Housing may be provided for in any of the residential areas or the *Central Business District*, subject to meeting the residential zoning requirements.

LARGE-LOT RESIDENTIAL

Intent: To restrict the development of large-lot (unserved or partially unserved) to existing zoned areas.

- 2.1.16 Existing, currently zoned, large-lot residential areas will be allowed to develop. Re-zonings, new developments or expansions of existing large-lot residential areas shall not be permitted.

HOME OCCUPATIONS

Intent: To provide flexible employment opportunities within the home that have a *low impact* on the surrounding neighbourhood and community.

- 2.1.17 Home occupations will be accommodated, subject to the appropriate zoning approvals, provided they are compatible with the adjacent residential neighbourhood and the residential character of the property is maintained.

NEIGHBOURHOOD COMMERCIAL

Intent: To provide for neighbourhood commercial uses within designated residential areas. Neighbourhood commercial uses provide for the day-to-day retail and personal service needs of the residents in a local neighbourhood. Examples of neighbourhood commercial uses include convenience stores, hairdressers, etc.

- 2.1.18 Neighbourhood commercial uses may be located within residential policy areas provided that they are developed in a manner considered compatible with existing and proposed residential development.

MIXED-USE RESIDENTIAL

Intent: To provide for development that combines appropriate complementary uses within a single structure to help create a visually interesting streetscape and to encourage economic diversity (e.g., a high-density, multi-storey residential development building with ground floor commercial or service-based industries).

- 2.1.19 *Mixed-use* residential uses may be located within residential policy areas, subject to appropriate zoning, provided that they are developed in a manner that is compatible with existing and proposed residential development.



2.2 COMMERCIAL POLICIES

The Official Community Plan identifies commercial development areas to provide residents with the necessary services and employment opportunities. A diverse range of commercial types are accommodated in the plan including local neighbourhood commercial uses, highway commercial uses, large-format retail uses and uses appropriate in the *Central Business District* (CBD).

OBJECTIVES

- a. To ensure the continued role of the City as a regional commercial centre;
- b. To ensure that there is an adequate and appropriately located supply of commercial land to meet the varied needs of the community; and
- c. To maximize the potential for commercial growth in the city.

The following policies are established for commercial development.

NEIGHBOURHOOD COMMERCIAL

Intent: To provide for neighbourhood commercial uses within designated residential areas. Neighbourhood commercial uses provide for the day-to-day retail and personal service needs of the residents in a local neighbourhood. Examples of neighbourhood commercial uses include convenience stores, hairdressers, etc.

- 2.2.1 Neighbourhood commercial uses may be located within residential policy areas subject to appropriate zoning provided that they are developed in a manner considered compatible with existing and proposed residential development.

MIXED-USE COMMERCIAL

Intent: To provide for development that combines appropriate complementary uses within a single structure to help create a visually interesting streetscape and to encourage economic diversity (e.g., a high-density, multi-storey office development building with commercial, cultural or service-based industries).

- 2.2.2 *Mixed-use* commercial uses will be encouraged within all commercial policy areas subject to appropriate zoning provided that they are developed in a manner considered compatible with existing and proposed commercial development.

Cross Reference: Section 2.1.19

GENERAL COMMERCIAL

Intent: To provide for the merchandizing of goods and services of a general nature outside of the CBD.

2.2.3 General commercial areas should be located along major streets and at nodes as a transition between the CBD and highway commercial areas.

HIGHWAY COMMERCIAL

Intent: To provide for highway commercial areas primarily focused on convenience to the traveling public or regional transportation.

2.2.4 Highway commercial sites should be located adjacent to arterial streets and highways, primarily on the outer limits of urban development. Highway commercial areas should be developed in a manner that balances safe, convenient access and the maintenance of traffic flows along the arterial streets and highways.

LARGE FORMAT RETAIL

Intent: To provide for high-quality, large-building format retail sites at appropriate locations in the city.

2.2.5 Where large-building format retail uses are proposed, Council may request information such as a landscape plan, *traffic impact study*, signage plans and building design information in order to ensure high-quality development.

RESIDENTIAL USES

Intent: To provide for *mixed-use* development and compatible residential uses in commercial areas.

2.2.6 Residential uses may be allowed within designated commercial areas provided the type and scale of the development is compatible with adjacent uses and that appropriate measures are in place to mitigate any potential incompatibility between the uses.

DEVELOPMENT STANDARDS

Intent: To ensure high-quality for all commercial developments that incorporate appropriate building design and landscaping features.

2.2.7 Proposed commercial developments may be required to submit plans for approval by the City including, circulation, landscaping, lighting, fencing, and exterior elevations.



2.3 CENTRAL BUSINESS DISTRICT POLICIES

The *Central Business District* (CBD) is the symbolic heart of the City of Steinbach and identifies the city as a regional centre. The CBD is distinguished from other commercial areas because of its unique characteristics. The Plan encourages a range of uses in the CBD including new general and specialty retail outlets, office buildings and administrative services.

OBJECTIVES

- a. To ensure that Steinbach retains its role as a regional centre for commercial, cultural and social activities;
- b. To provide a central focus for the commercial, civic and community activities of the City; and
- c. To encourage a mix of uses at appropriate locations and at appropriate densities throughout the CBD.

The following policies are established for development in the CBD:

RESIDENTIAL USES

Intent: To provide for a mix of residential uses within the CBD that encourages a core population in the area.

2.3.1 Residential uses will be encouraged within the CBD that increase density, particularly medium-and-high density uses. These uses may include *mixed-use* residential and commercial structures as described in Sections 2.1.19 and 2.2.2.

Cross References: Sections 2.1.19 and 2.2.2

COMMERCIAL

Intent: To maintain and enhance the focus of the CBD as the main mixed retail area of the City.

2.3.2 Commercial uses shall include general and specialized retail, offices, financial institutions, and uses that serve the regional population.

INSTITUTIONAL

Intent: To provide for a variety of institutional uses that reinforces the role of the CBD as the focus for city-wide and regional activities.

2.3.3 A variety of institutional uses will be encouraged to locate within the CBD. These may include government offices and institutional buildings, and major social, cultural and recreation facilities.

TRANSITIONAL DISTRICT

Intent: To provide for an area of transition between the CBD and adjacent lower density residential uses. This *transitional district* may include a variety of *low impact* commercial and/or higher density residential uses that complement the existing residential area.

2.3.4 *Low impact* commercial and/or higher density residential uses may be accommodated within the *transitional district* subject to appropriate zoning.

LANDSCAPING AND URBAN DESIGN

Intent: To ensure an aesthetically pleasing environment that promotes the image of an attractive CBD.

- 2.3.5 Landscaped boulevards and medians, treed sidewalk areas, and small passive *parks* should be maintained along Main Street and other areas where pedestrian traffic is most concentrated within the CBD;
- 2.3.6 Maintain a beautification program to give the CBD a pleasant and attractive appearance through streetscape improvements, the *rehabilitation* of buildings and upgrading existing building facades; and
- 2.3.7 Building design and signage should reflect the character of the area.

REVITALIZATION AND BUILDING RE-USE

Intent: To promote the re-use of historical and architecturally significant buildings.

- 2.3.8 The re-use of historically important and architecturally significant buildings shall be encouraged.

PEDESTRIAN AMENITIES

Intent: To ensure a safe and convenient pedestrian environment that encourages *active transportation*.

- 2.3.9 An appropriate sidewalk system should be maintained to ensure that the CBD is accessible to all users.
- 2.3.10 Encourage a lively street life, including flower, fruit, and craft peddlers, and street musicians and artists.
- 2.3.11 Promote all-weather environments, expanding gallerias, connected stores, covered plazas, utilizing more windbreaks and planning to make the best use of sunshine for outdoor areas.

CBD APPEARANCE AND VITALITY

Intent: To enhance the CBD's appearance and vitality.

- 2.3.12 Encourage architecture that represents timeless quality.
- 2.3.13 Recognize the importance of larger outdoor spaces for social purposes. Support the provision of "people watching" and spontaneous meeting spaces.
- 2.3.14 Encourage 24-hour retail and service nodes.
- 2.3.15 Provide informational directories at locations within retailing areas to assist shoppers to find the type of store and merchandise desired.
- 2.3.16 Promote and conduct street festivals, parades, and other special events promoting the CBD's unique environment.

CBD DEVELOPMENT

Intent: To encourage growth and development in the CBD.

- 2.3.17 Encourage increases in the residential base of the CBD.

- 2.3.18 Encourage government offices to remain and locate in downtown.
- 2.3.19 Encourage new construction near the CBD, and promote an increase in restaurants and other entertainment in and near this area.



2.4 INDUSTRIAL POLICIES

Industrial development plays a significant role in Steinbach's economy. Providing land for adequate development at appropriate locations ensures the city's ability to support ongoing development in the industrial sector. In addition, ensuring that industrial uses are compatible with neighbouring commercial and residential uses is central to the Plan's policies.

OBJECTIVES

- a. To ensure an adequate supply of fully serviced land in an economically sound manner in appropriate locations to meet the ongoing needs of the city for various types of industry.
- b. To minimize or eliminate conflicts between industry and other land uses.
- c. To develop efficient, attractive and well-planned industrial areas serving the interests of industry, the city and the region.

The following policies are established for industrial development:

LIGHT INDUSTRIAL

Intent: To provide for light industrial uses that are compatible with less intense uses such as commercial and residential and that have limited objectionable influences and impacts that can be mitigated.

- 2.4.1 Industrial areas that are intended to accommodate light manufacturing and warehousing shall be permitted in appropriate areas as a transitional use between more intensive industrial uses or highways and other land uses such as residential. Appropriate features such as buffering and landscaping shall be encouraged.

HEAVY INDUSTRIAL

Intent: To provide for industrial areas that are intended to accommodate a wide range of heavy industrial uses, which may, in the normal course of operation, create certain objectionable influences or impacts which must be accepted as characteristics of the uses.

- 2.4.2 Heavy industrial areas should be adequately separated from residential areas to minimize any potential detrimental or nuisance factors.

MIXED-USE INDUSTRIAL

Intent: To provide for compatible commercial and institutional uses within industrial developments.

- 2.4.3 Commercial and institutional uses may be allowed within designated industrial areas provided the type and scale of the development is compatible with adjacent uses and that appropriate measures are in place to mitigate any potential incompatibility between the uses.

MUNICIPAL SERVICES

Intent: To ensure that adequate services are provided for industrial uses.

- 2.4.4 New industry, or significant expansion of existing industries, shall be evaluated prior to development approval to ensure that there is adequate capacity within the City's water and sewer systems. Development of industrial lands should be staged, taking into consideration the availability of trunk services.

Cross Reference: Section 3.1.3

CONCEPT PLANS

Intent: To ensure the orderly development of industrial lands and prevent piecemeal land fragmentation in new areas.

- 2.4.5 An overall *concept plan* shall be prepared before a major industrial *subdivision* is permitted.

Cross Reference: Section 3.1.3

BUFFERS

Intent: To provide appropriate separation between industrial and other uses such as residential, recreational, and natural areas.

- 2.4.6 Where appropriate, *buffer strips* should be incorporated with new industrial development to separate industrial land uses from residential, recreational and natural areas.

INDUSTRY RELOCATION

Intent: To promote the appropriate location of industrial uses.

- 2.4.7 Industrial uses that are currently located in non-industrial areas will be encouraged to relocate to an appropriate industrial area. Should relocation of existing industry be impractical, steps should be taken to minimize negative impact on adjoining properties.

LAND ADJACENT TO AIRPORTS

Intent: To ensure development adjacent to airports is compatible.

- 2.4.8 Development that could be hazardous to the occupants of land around existing airports due to airport operations, or could negatively impact airport operations, will generally not be permitted. Uses which may be compatible under certain circumstances will be identified in the Zoning By-law as *conditional uses*. This policy pertains to the municipal airport in Section 11-7-6E and the private airport located in Section 22-6-6E.



2.5 INSTITUTIONAL POLICIES

Institutional uses are those uses which provide a public or semi-public service and may include large institutions such as medical, educational or religious facilities; social and cultural establishments such as libraries and civic buildings; or personal community services such as day care centres and senior citizen centres. Since the scale of such uses may have a significant impact on local services and transportation networks, appropriate development standards such as landscaping, building design, and transportation studies may be necessary prior to approval of such uses.

OBJECTIVES

- a. To assure availability of adequate land in appropriate locations to meet the institutional needs of the City and the region.
- b. To ensure that institutional uses are developed in a manner harmonious to the environment and in keeping with the character of the area.
- c. To guide development of institutional uses in order to promote developments whose location and character will maximize their positive visual impact upon the community and the general public.

The following policies are established for institutional development:

LOCATION

Intent: To provide for institutional uses at appropriate locations in the city.

- 2.5.1 Neighbourhood-oriented institutional facilities such as schools, churches, day care facilities and the like, will be encouraged to locate within the neighbourhood area they serve. More regional social and cultural institutions will be encouraged to locate in areas so that these facilities are easily accessible and create fewer negative impacts within residential neighbourhoods. The City will ensure that consultation occurs with the Public Schools Finance Board and local school divisions regarding the locations of future school sites.

DEVELOPMENT CRITERIA

Intent: To ensure that institutional buildings and uses are compatible with adjacent uses.

- 2.5.2 The City may request an impact analysis to determine the impact on *municipal services*, traffic flows and surrounding land uses, particularly near residential areas, before development is permitted. The design of institutional buildings should be in keeping with the character of the area.

Cross Reference: Section 3.1.3

2.6 PARKS, RECREATION, OPEN SPACE AND ACTIVE TRANSPORTATION POLICIES

A wide range of *parks*, recreation, *open spaces* and *active transportation* networks are necessary to weave the fabric of the community together. These uses range from *open spaces* that provide natural areas for wildlife, to passive and active *parks*, to large-scale recreational facilities. The Plan identifies policies for each of the uses and strives to establish connectivity between the various *parks* and *open spaces* areas.

OBJECTIVES

- a. To provide for a hierarchy of *parks* and *open spaces* that accommodate a variety of uses;
- b. To preserve and enhance natural local environments that have aesthetic value and scenic and environmental characteristics;
- c. To provide for an interconnected system of natural areas throughout the city;
- d. To ensure adequate recreational opportunities for the city and the region;
- e. To utilize open space and landscaped *buffer* areas as a means of separating incompatible land uses, thereby protecting each use from potential adverse and undesirable effects; and
- f. To promote *active transportation* networks that include all forms of human- powered transport such as walking, running, cycling, roller blading and wheelchair use.

The following policies are established for *parks*, recreation, open space, and *active transportation* development.

CLASSIFICATION OF PARKS AND OPEN SPACE

Intent: To provide for a classification system for *parks* and *open spaces* that serve various community needs.

- 2.6.1 **Sub-neighbourhood:** These spaces are especially important in higher density areas where they provide aesthetic qualities and space for informal activities of an active or passive nature, such as children’s play and family activity. The spaces may be included as an element of larger neighbourhood and community open space. They should be easily accessible and designed to be as flexible as possible. Typical examples of sub-neighbourhood open space would be development of vacant *infill* lots, boulevards, green belts, walkways, trails, playgrounds and tot lots;
- 2.6.2 **Neighbourhood:** These spaces should accommodate neighbourhood interest preferences and may include areas for sporting activity as well as scheduled and informal passive activities. Ideally, this space would be associated with a school. Typical examples of neighbourhood open space would be neighbourhood *parks*, park-school combinations, playfields for baseball, soccer and football, adventure playgrounds, wading pools and neighbourhood centres. Within Steinbach, this would include K.R. Barkman Park, L.A. Barkman Park and various school playgrounds;
- 2.6.3 **Community:** This type of space should accommodate social, cultural, educational and physical activities of particular interest to the community as a whole; multi-purpose year round, day/night activities; and competitive sports with limited spectator space. In addition,

it may be used to accommodate the preservation of unique historical, cultural or natural areas within the community. Community open space could be associated with a school, and is intended to serve all residents of Steinbach. Typical examples of community open space would include community *parks* or park-school combinations, facilities for recreation centres, libraries, track and field areas, sports fields, arena and swimming pools, beaches, trails, picnic areas, fairgrounds, civic centres and major sports facilities such as the Steinbach Arena, Aquatic Centre and A.D. Penner Park;

2.6.4 **Regional:** These are specialized areas for the conservation and preservation of resources and for activities such as picnics and family camping. This type of space may be utilized by more than one municipality, and serve a population beyond the City of Steinbach boundary. Typical examples of regional open space would be botanical gardens, regional *parks*, zoos, museums and scenic drives. The Mennonite Heritage Village Museum and the Steinbach Golf Course are considered regional *parks*.

DEVELOPMENT CRITERIA FOR PARKS, OPEN SPACE AND ACTIVE TRANSPORTATION NETWORKS

Intent: To provide for general development criteria for *parks*, *open spaces*, and *active transportation* networks.

2.6.5 The following table outlines the development criteria for *parks*, *open spaces* and *active transportation* networks.

<i>Type of Space</i>	<i>Approx. Total Acres Required per 1,000 Population</i>	<i>Service Radius</i>	<i>For Individual Parks</i>
Sub- Neighbourhood	¼ – ½ acre	Within ¼ mile	500 sq.ft. – 2 acres
Neighbourhood	1 – 2 acres	Within ½ mile	10,000 sq.ft. – 20 acres
Community	2 – 3 acres	Within 2 miles	4 – 100 acres
Regional	4 – 10 acres	Beyond City of Steinbach boundary	Up to 500 acres

CONCEPT PLANS

Intent: To ensure that *parks* and *active transportation* networks are designed within the context of a larger area.

2.6.6 In future development areas, space allocations for park areas and *active transportation* networks should be based on an overall *concept plan* which would be designed using the criteria in Section 2.6.5 as a guide. A design for development for each park site should be prepared before any development is undertaken.

Cross References: Section 2.6.5 and Section 3.1.3

PARK LAND ACQUISITION

Intent: To ensure the efficient use of land resources when developing park space.

2.6.7 Development and/or re-development of existing *parks* will be given priority over the acquisition of additional *parks*. Acquisition of sites in new development areas would be made through the *dedication of land* requirements under *The Planning Act*.

NATURAL WATERWAYS

Intent: To protect, improve and *buffer* areas adjacent to the *natural creek system* including Keating Drain and Manning Canal (Golf Course Drain) from the negative impacts of urban development.

2.6.8 The City will establish a maximum 150 feet *buffer* adjacent to either side of Steinbach's *natural creek system*.

2.6.9 New development within the *buffer* zone will not be supported.

2.6.10 *Active transportation* networks and connections will be encouraged within the *buffer*.

2.6.11 Planting of indigenous species from the local area within the *buffer* will be encouraged.

2.6.12 Where possible, title to the *buffer* area is to be dedicated to the City of Steinbach for public purposes as condition of a *subdivision* or *development agreement* process. In areas where this is part of a larger land holding developed for urban or rural purposes, the transfer will be encouraged.

REGIONAL ACTIVE TRANSPORT NETWORK

Intent: To develop a regional *active transportation* network that provides a long-term vision for the area in accordance with Reference Map 5.

2.6.13 The City will protect these areas from development and develop the pathways when deemed necessary by the City. Any development of land in and around the *active transportation* network will generally need to conform to the long-term plan.

Cross Reference: Reference Map 5

PRIVATE RECREATION FACILITIES

Intent: To provide for a wide variety of recreation facilities within the city, including facilities operated by the private sector, that complement programs normally provided by the community.

2.6.14 The development and operation of recreation facilities by the private sector shall be encouraged.

BUFFERS

Intent: To provide for a visually appealing *transitional district* between potentially incompatible uses in order to protect each use from the potential adverse effects of the other.

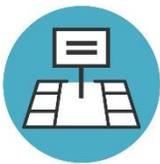
2.6.15 Open space strips of land separating incompatible land uses should be incorporated in future developments. In existing areas, attempts will be made to designate such *buffer* strips, where needed, as opportunities arise. The size and design will be established as part of the development review process.

LANDSCAPING

Intent: To ensure that all *parks* and open space areas contribute to the enhancement of the environment and quality of life for Steinbach residents and visitors.

2.6.16 Landscaping programs for all these areas will be encouraged. The landscaping program should be based on a detailed design for each site.

Cross Reference: Section 2.6.6



2.7 DEVELOPMENT RESERVE I

The Steinbach Official Community Plan sets out policies to guide the use of lands within the immediately foreseeable future. The *Development Reserve I* designation is intended to apply to mostly undeveloped or unserviced parcels of land which may be proposed for development during the life of this plan, but where a detailed land use pattern has not been established. Until such time as the lands are re-designated to an appropriate designation for development, a restrictive approach to lot creation and development will be employed.

OBJECTIVES

- a. To provide for an orderly, staged and economic conversion of undeveloped land to urban land uses.
- b. To prevent premature and random fragmentation of existing land.
- c. To encourage the growth of the city in an economic manner that has a minimum adverse impact on future development.
- d. To allow existing uses to continue until such time they are required or available for development.

The following policies are established for *Development Reserve I* lands:

FRAGMENTATION

Intent: To ensure that large parcels of land are available for future urban expansion.

2.7.1 The City will ensure that *Development Reserve I* parcels remain in large holdings by limiting the *subdivision* of land prior to urban development.

CONCEPT PLANS

Intent: To ensure that future development within the *Development Reserve I* designation is designed within the context of a larger area.

2.7.2 In future development areas, the design and allocation of land uses should be based on an overall concept plan which would be designed using the appropriate criteria, as provided in Section 3.1.3. Prior to development being undertaken, a concept plan must be submitted to the City for review. Additionally, future development in the Development Reserve I designation adjacent to PTH 52 should include plans for an internal road system that complies with the approved Highway Access Management and Transportation Plan, PTH 12 & PTH 52 (2018) and the Highway Access Management and Transportation PTH 12 Through the City of Steinbach (2013).

Cross Reference: Section 3.1.3

OTHER USES

Intent: To provide for non-agricultural uses within the *Development Reserve I* designation.

2.7.3 A variety of non-agricultural uses such as sand and gravel operations; aircraft landing facilities; and public garage and sewage disposal sites; may be accommodated as *conditional uses*.

FUTURE USES

Intent: To identify and facilitate the conversion of lands that are available for future development.

2.7.4 Uses within lands designated *Development Reserve I* will be allowed to continue until such time they are required for future development. An Official Community Plan amendment will be required to re-designate lands to the appropriate new land use category prior to rezoning and development.



2.8 DEVELOPMENT RESERVE II

The City of Steinbach includes some rural areas that continue to operate in a traditional agricultural capacity. The Plan ensures that these rural areas will remain viable and in large holdings until such time as they are required for development in the future.

OBJECTIVES

- a. To preserve prime agricultural land until such time it is required for urban expansion.
- b. To minimize potential conflicts between agricultural uses and non-farm uses.
- c. To prohibit the expansion or establishment of livestock operations within the boundaries of the City of Steinbach.

The following policies are established for *Development Reserve II* lands:

AGRICULTURE

Intent: To provide for agricultural activities as the dominant land use with a focus on limiting potential land use conflict with non-agricultural areas until such time as land is required for expansion of the urban centre.

- 2.8.1 Land designated as *Development Reserve II* will be retained in large parcels to provide maximum protection and flexibility for agricultural activities.
- 2.8.2 Specialized agricultural operations such as nurseries, horticulture, market gardening, etc., may be permitted subject to the requirements of the Zoning By-law.

LIVESTOCK OPERATIONS AND KEEPING OF ANIMALS

Intent: To prohibit the expansion or establishment of *livestock operations* and allow limited keeping of animals.

- 2.8.3 New *livestock operations* will not be allowed to establish within the area designated *Development Reserve II*.
- 2.8.4 Existing *livestock operations* will be allowed to continue but not be allowed to expand within the area designated *Development Reserve II*.
- 2.8.5 The keeping of animals will be allowed within areas designated *Development Reserve II* to a maximum of one (1) *animal unit* per acre but no more than 10 *animal units* and subject to the requirements of the Zoning By-law.

PART 3.0 GENERAL DEVELOPMENT POLICIES

In this PART you will find four sections: General Planning Policies, Transportation Policies, Municipal Services and Utilities Policies, and Historic Resources Policies.

Each Section contains Objectives and Policies for development in addition to the specific objectives and policies related to the land use designation.

All of these sections should be reviewed in the context of a proposed development.



3.1 GENERAL PLANNING POLICIES



3.2 TRANSPORTATION POLICIES



3.3 MUNICIPAL SERVICES & UTILITIES POLICIES



3.4 HISTORIC RESOURCES POLICIES



3.1 GENERAL PLANNING POLICIES

An adequate supply of developable land is necessary to accommodate a variety of development types in the city. Proposed developments should be considered with respect to a range of planning considerations including *municipal services* transportation networks, and the provision of greenspace.

OBJECTIVES

- a. To provide for an appropriate supply and type of developable land within the city;
- b. To ensure that adequate, specific information is provided with new development proposals;
- c. To ensure that new developments are appropriately located; and
- d. To ensure that new developments are compatible with existing adjacent uses.

The following policies will apply to land development:

SUPPLY OF LOTS

Intent: To help ensure an approximate five-year supply of appropriately zoned and serviced land, as well as a twenty-year supply of residentially designated land at appropriate locations in order to accommodate a variety of new developments. Caution should be exercised with regard to an oversupply of vacant lots, in order to retain *infrastructure* development and operating costs at a reasonable level, and to avoid the appearance of unattractive semi-vacant areas.

- 3.1.1 Council will ensure an approximate five-year supply of appropriately zoned and serviced land, as well as a twenty-year supply of residentially designated land at appropriate locations in order to accommodate a variety of new developments.
- 3.1.2 Prior to the rezoning of new areas for development, Council may require a developer to demonstrate that there will be a sufficient demand for proposed lots, based on economic and demographic data.

CONCEPT PLANS

Intent: To help ensure that large developments will be integrated with existing natural features and manufactured features in the area, and to provide for the logical planning and development of other supportive *infrastructure*.

- 3.1.3 Where large undeveloped areas or partially developed areas are being proposed for development, a *concept plan* may be required to be prepared prior to development in addition to an Official Community Plan amendment (if required). These plans will be submitted to the City for approval, and should provide information with regard to the following:

- a. Schematic layout of future roadways, with provisions for integration in a safe and efficient manner with other existing and anticipated roadways in the area, and in conformance with accepted engineering standards;
- b. Schematic arrangement of building lots, with lot sizes that are appropriate for the nature of the anticipated development;
- c. Conceptual layout of buildings and landscaping;
- d. Location and size of proposed *buffers, parks and open spaces*;
- e. Conceptual location of any active transportation pathways, with provisions for integration in a safe and efficient manner with other existing and anticipated pathways in the area;
- f. Sufficiently detailed contour information to evaluate slope and drainage conditions;
- g. Schematic design of the various utility and service systems anticipated within the development area, such as hydro, natural gas, telecommunication, storm drainage, water supply and wastewater systems;
- h. Where applicable, an engineering review of the impact of the proposed development on existing services (including water supply, wastewater collection, storm water drainage, and transportation systems), and a general evaluation of the capacity of these services to accommodate the proposed development; and
- i. Where appropriate, an assessment of the impact of the proposed development on the environment.

SECONDARY PLANS

Intent: To provide for *secondary plans* that address the details of specific local issues.

- 3.1.4 Council may adopt, by by-law, a *secondary plan* for an area that addresses issues such as building design and layout, future land uses, proposed road patterns, *municipal services*, heritage resources, sensitive lands, and other social factors such as economic development.

Cross Reference: Section 1.8 – Secondary Plans

LAND USE REDESIGNATION CRITERIA

Intent: To help ensure new development will be compatible with existing and proposed uses.

- 3.1.5 The designation of new areas for development on the Land Use Map (by amendments to the Official Community Plan) may be considered from time to time, based on the following criteria:
 - i. *Infrastructure* and services appropriate for the development can be economically provided to the satisfaction of the municipality;
 - ii. Sufficient demand and a need for an additional supply of lots or designated land should be demonstrated; and
 - iii. Compatibility with the adjacent transportation system.

PUBLIC PARTICIPATION

Intent: To help ensure opportunities are created early in the planning process to allow local residents to participate in public affairs, and to contribute in a positive and constructive way to the future of the district. Opportunities for public engagement that exceed the requirements of *The Planning Act* provide opportunities for meaningful public input. There is a wide range of

approaches to consultation, including public information, public consultation, public participation, and public empowerment. The appropriate degree to which the public becomes involved in decision-making processes will depend on the specific situation.

- 3.1.6 Public participation in the process of government policy formation and decision-making is considered to be essential and will be encouraged. However, this policy is intended to complement, not replace, the formal public hearing processes described in *The Planning Act*.

INCOMPATIBLE USES

Intent: To protect existing development from the intrusion of uses that would be incompatible and to protect areas that are designated for various types of future development from the intrusion of uses which would be incompatible with the anticipated development in the area.

- 3.1.7 Proposed uses should be examined in the context of the existing adjacent uses, and the proposed future uses for the area to ensure adjacent uses are compatible.



3.2 TRANSPORTATION POLICIES

Establishing safe and efficient transportation systems for a variety of transportation modes is critical to the overall development of a community. The Plan provides policies that guide the development of the transportation system for different modes of transportation including walking, cycling, passenger vehicles, and commercial vehicles. Transportation policies apply to all land use designations and developments.

OBJECTIVES

- a. To relate the transportation system within the city to the provincial system.
- b. To identify a street classification system including design standards.
- c. To encourage a variety of transportation modes including *active transportation* opportunities.
- d. To ensure the city of Steinbach has the capacity to safely accommodate increasing traffic volumes on Provincial Trunk Highways (PTH 52 and PTH 12) as outlined in the Highway Access Management and Transportation Plan, PTH 12 & PTH 52 (2018) and the Highway Access Management and Transportation PTH 12 Through the City of Steinbach (2013).

The following policies are established for the development of transportation systems:

STREET CLASSIFICATIONS

Intent: To encourage an orderly and efficient development of the street system; set out roadway design parameters; and provide for existing and future development.

- 3.2.1 **Local Streets:** The local street system provides direct access to property and connections to the collector street system. Local streets in residential areas are generally designed to carry Average Daily Traffic (ADT) volumes of up to 1,000 vehicles. Direct connections between new local streets and arterial streets should be avoided.
- 3.2.2 **Collector Streets:** Collector streets provide connections between local streets and the arterial street system. Private access (e.g., driveway approaches) to collector streets should be restricted where possible. Two-lane collector streets are generally designed to carry ADT volumes of 1,000 – 4,000 vehicles.
- 3.2.3 **Arterial Streets:** An arterial street is intended to function as a major through-route. Direct access to arterial streets should be limited to collector streets and other arterials where traffic control devices can be used. Arterial streets are generally designed to carry ADT volumes in excess of 4,000 vehicles with appropriate roadway cross-sections based on anticipated volumes.
- 3.2.4 **Expressways:** Expressways are multi-lane divided highways that carry large traffic volumes at high speeds under close to free-flow conditions. In order to maintain the flow and safety of through traffic, direct property access should be limited to service roads. Important cross roads may require grade-separated interchanges.

RIGHTS-OF-WAY

Intent: To ensure that appropriate rights-of-way are identified in the planning process including areas such as public streets and utility rights-of-way, easements, walkways and other incidental *open spaces*, which may or may not be publicly owned.

- 3.2.5 The size and standard of development for each of these areas will be determined at design stage. This will include determining if landscaping is appropriate or if the area needs to remain unobstructed.

STREET CONSTRUCTION AND IMPROVEMENT PROGRAM

Intent: To maintain a street construction and improvement program.

- 3.2.6 An on-going street construction and improvement program should be continued as finances permit, based on their relative importance of each street to the overall network. For those streets under the jurisdiction of the City, priority should be given to arterial streets, followed by collectors and local streets.

MANITOBA INFRASTRUCTURE JURISDICTION

Intent: To ensure coordination between Manitoba and the City of Steinbach.

- 3.2.7 Portions of PTH 12 and PTH 52 are designated “highways” that Manitoba Infrastructure is primarily responsible for in terms of construction and maintenance. The City of Steinbach is responsible for access and structure *setbacks* for PTH 12 south from Loewen Boulevard to McKenzie Avenue and PTH 52 from the quarter section line of 34-6-6E to Hespeler Street. The remainder of PTH 12 and PTH 52 within the boundaries of the City of Steinbach are declared highways where jurisdiction for access and structure *setbacks* is the responsibility of the Highway Traffic Board or Manitoba Infrastructure.

Cross Reference: Reference Map 3

STRATEGIC INTERSECTIONS

Intent: To preserve safety and traffic service efficiency on collector and arterial streets as well as on PTH 12 or PTH 52 through Steinbach as a major highway corridor.

3.2.8 Reference Map 1 identifies strategic and signalized intersections in Steinbach. Any major development proposed within 328 feet of the strategic or signalized intersections that would generate traffic in an amount or of a type that would unduly impair the present and potential capability of the adjoining highway to carry traffic safely and efficiently shall be referred to Manitoba Infrastructure for review and comment prior to a decision by the City.

Cross Reference: Policy 3.2.10

BUFFERS

Intent: To provide adequate buffering between residential development and commercial / industrial development along both PTH 12 and PTH 52.

3.2.9 Both new commercial and new residential developments shall provide adequate buffering to ensure compatibility between the uses. Buffering may consist of *setbacks* and/or landscaped areas.

STRIP DEVELOPMENT

Intent: To minimize access points to adjacent highways.

3.2.10 *Strip development* along the highway should utilize existing approaches and shall be in accordance with Section 3.2.7.

Cross Reference: Section 3.2.7

TRAFFIC IMPACT STUDY

Intent: To maintain the safe and efficient functioning of major transportation routes.

3.2.11 Development that would generate traffic in an amount or of a type that would unduly impair the present and potential capability of the adjoining highway or street system shall require a *traffic impact study* identifying issues and solutions based on guidelines as set out by Manitoba Infrastructure.

3.2.12 Where the development is adjacent to PTH 12 or PTH 52, the study shall also be referred to Manitoba Infrastructure for review and comment.

NEW DEVELOPMENTS

Intent: To ensure that new developments are compatible with existing and future development.

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

- 3.2.14 Proposed development along PTH 52 or PTH 12 shall be subject to the recommendations and functional designs outlined in the Highway Access Management and Transportation Plan, PTH 12 & PTH 52, and the Highway Access Management and Transportation PTH 12 Through the City of Steinbach, as amended.

Cross References: Section 3.1.3, 3.1.5, and Reference Map 3

CLUSTERING

Intent: To encourage *clustering* of commercial uses that cater to the agricultural community and require large areas of land, such as implement dealerships.

- 3.2.15 Commercial uses requiring large areas which cater to the agricultural community should be located in a cluster fashion with public access properly connected to the overall transportation system. Where uses include the storage facilities of potentially hazardous materials, tanks and storage containers should not be located closer than 300 feet from the edge of the right-of-way.

PARKING

Intent: To ensure an adequate and appropriate supply of parking, particularly in the CBD.

- 3.2.16 A review of parking availability in all developed areas, particularly in the CBD, should be carried out from time to time to ensure that supply is in balance with demand.



3.3 MUNICIPAL SERVICES AND UTILITIES POLICIES

The *municipal services* considered in this section include the *wastewater collection systems*, water supply systems, land drainage and solid waste management. Policies to provide and maintain a high level of *municipal services* are required to protect the health of residents and to ensure orderly development in an economic manner. The protection of the health of the residents of Steinbach is of primary importance in this Plan.

OBJECTIVES

- a. To identify minimum standards for *municipal services*.
- b. To maintain *infrastructure* services in good repair.
- c. Consideration should be given to maximizing the use of the existing municipal *infrastructure* prior to extending the system, by encouraging *infill* development or utilizing excess public service areas such as brownfield sites.
- d. The *municipal services* system should be maintained at a capacity which can readily accommodate new development.

The following policies are established for the development of *infrastructure* systems:

WASTEWATER COLLECTION SYSTEMS

Intent: To prevent untreated wastewater from being discharged into the environment.

- 3.3.1 All new developments shall require connection to the City *wastewater collection system*. If the collection system is not available, then a City-approved wastewater collection system shall be installed and maintained as part of the development.
- 3.3.2 No new or redevelopment of an existing onsite wastewater management system will be permitted within the City of Steinbach, except as provided for in Section 3.3.3. If the City *wastewater collection system* is not available, then a City-approved onsite wastewater management system shall be utilized until such time as the City *wastewater collection system* is available.
- 3.3.3 Repair or replacement of an existing onsite wastewater management system will be allowed within the *Development Reserve II* designation, subject to provincial regulations.

WATER SUPPLY SYSTEM

Intent: To ensure that a safe and abundant water supply system is available for all urban developments.

- 3.3.4 Plan, develop, operate and maintain the water supply system in accordance with City of Steinbach Standards and Provincial Guidelines and License requirements.

GROUNDWATER PROTECTION

Intent: To protect the existing groundwater supply.

- 3.3.5 Activities that may cause pollution under normal operating conditions or that pose a high risk of accidental contamination shall not be permitted within the City limits unless it can be demonstrated by adequate field investigation and analysis that the proposed activities will not cause pollution of existing or potential groundwater supply in the area.

LAND DRAINAGE SEPARATION AND RUNOFF MANAGEMENT

Intent: To minimize extraneous flows to the *wastewater collection system* and manage the rate of runoff from developed properties.

- 3.3.6 The current practice of separating the land drainage and wastewater sewer systems in all developed portions of the City will be continued in all new developments. Surface runoff from developed properties shall be managed in accordance with the latest City of Steinbach Storm water Management guidelines and policies.

SOLID WASTE MANAGEMENT

Intent: To ensure that effective solid waste management and recycling programs are in place for all city residents.

- 3.3.7 Plan, develop, operate and maintain a solid waste management program in accordance with Provincial regulations and License requirements. The City will continue to promote recycling services to lengthen the lifespan of the landfill.

Cross Reference: Reference Map 2

PUBLIC SAFETY ASSURANCE

Intent: To ensure that appropriate Public Safety is provided for the residents and properties within the city.

- 3.3.8 Maintain appropriate levels of police and fire protection services within the city. Ensure that emergency services plans are updated as new development occurs to ensure the public is protected. Make certain appropriate infrastructure is included in the planning of newly developed areas and ensure infrastructure is designed with changing weather patterns to withstand extreme weather events to allow the Police and Fire services to properly carry out their services (e.g., adequate street lighting levels, fire hydrant spacing, water storage reserve, water pressure etc.).

UTILITIES

Intent: To ensure that all public and private utility services are provided to new developments in safe, economical and efficient manner.

- 3.3.9 Coordinate and approve utility service designs to ensure that new developments are adequately serviced and that the public right-of-way are developed in a safe and orderly manner.



3.4 HISTORIC RESOURCES POLICIES

The protection of historic and significant resources adds to a community's sense of history and culture. The Plan balances the interests of development with the need to protect these resources for future generations. These resources may include buildings with unique architectural features, archaeological remains, or simply physical locations that played a significant historical role in the community's development.

OBJECTIVES

- a. To identify sites and structures having historic, architectural and archaeological significance.
- b. To protect historic, archaeological and architectural resources from uses or activities that would endanger or destroy them.
- c. To recognize the importance of historical resources as a sustainable source of economic growth, particularly through strategies that increase employment and tourism.

The following policies are established for historic resources:

PROTECTION OF SITES

Intent: To protect significant sites, buildings and other structures of historic, architectural or archaeological significance.

- 3.4.1 No development of land shall be permitted that will endanger any site, building or other structure of historic, architectural or archaeological significance as designated by the Manitoba Historic Resources Branch.

APPROVAL OF DEVELOPMENT

Intent: To ensure that development will not endanger or destroy sites, buildings and other structures of significant historic, architectural or archaeological significance.

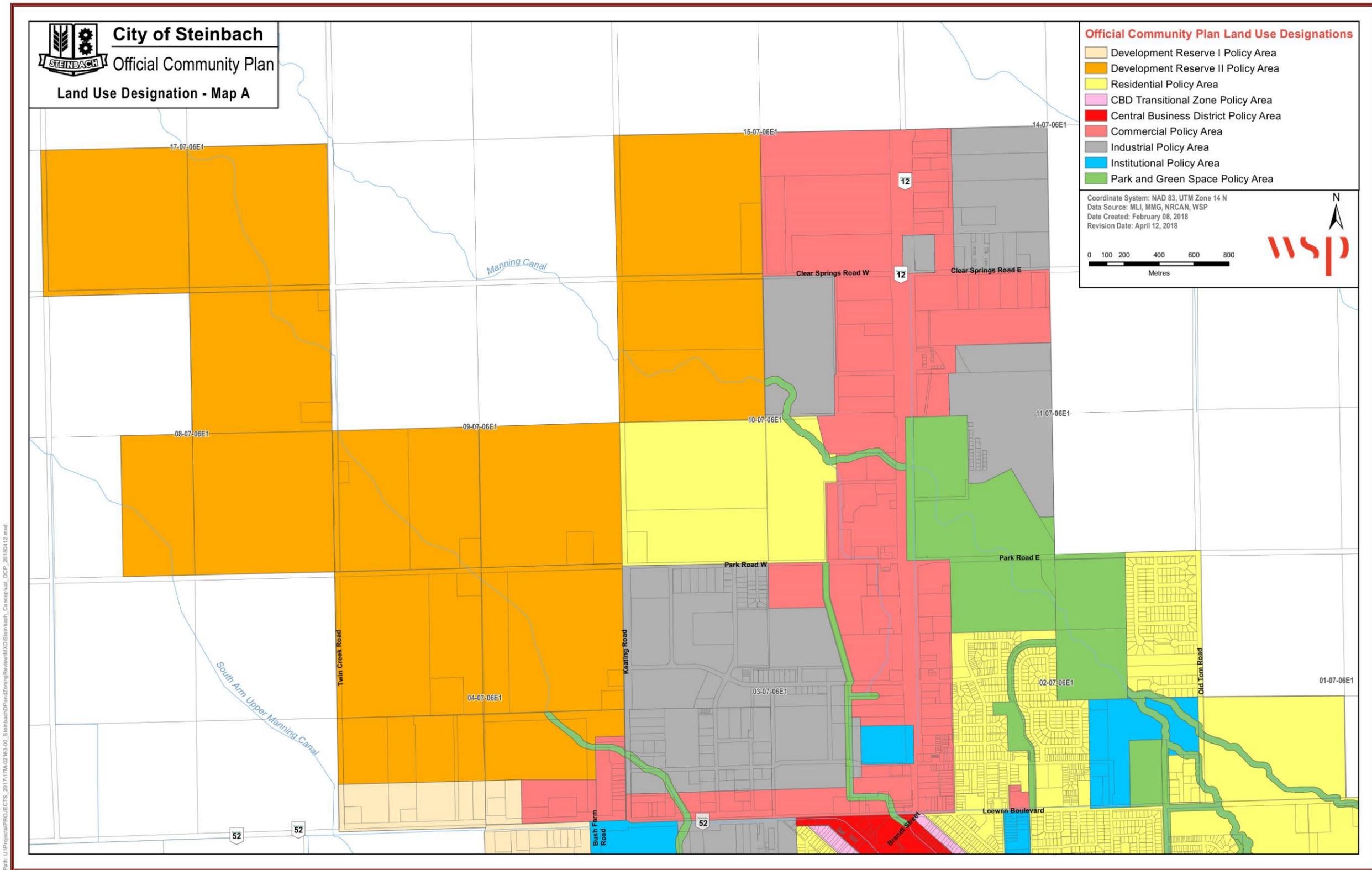
- 3.4.2 As a condition for the approval of a *subdivision* or the issuance of a development permit, Council may require the applicant to show that a historically, architecturally or archaeologically significant site or structure is not being endangered.

RECOGNITION OF IMPORTANCE

Intent: To recognize the importance of historical resources.

- 3.4.3 The City will encourage the promotion, protection, investment and maintenance of historic, archaeological and architectural resources through community involvement and education.

PART 4.0 LAND USE POLICY MAPS



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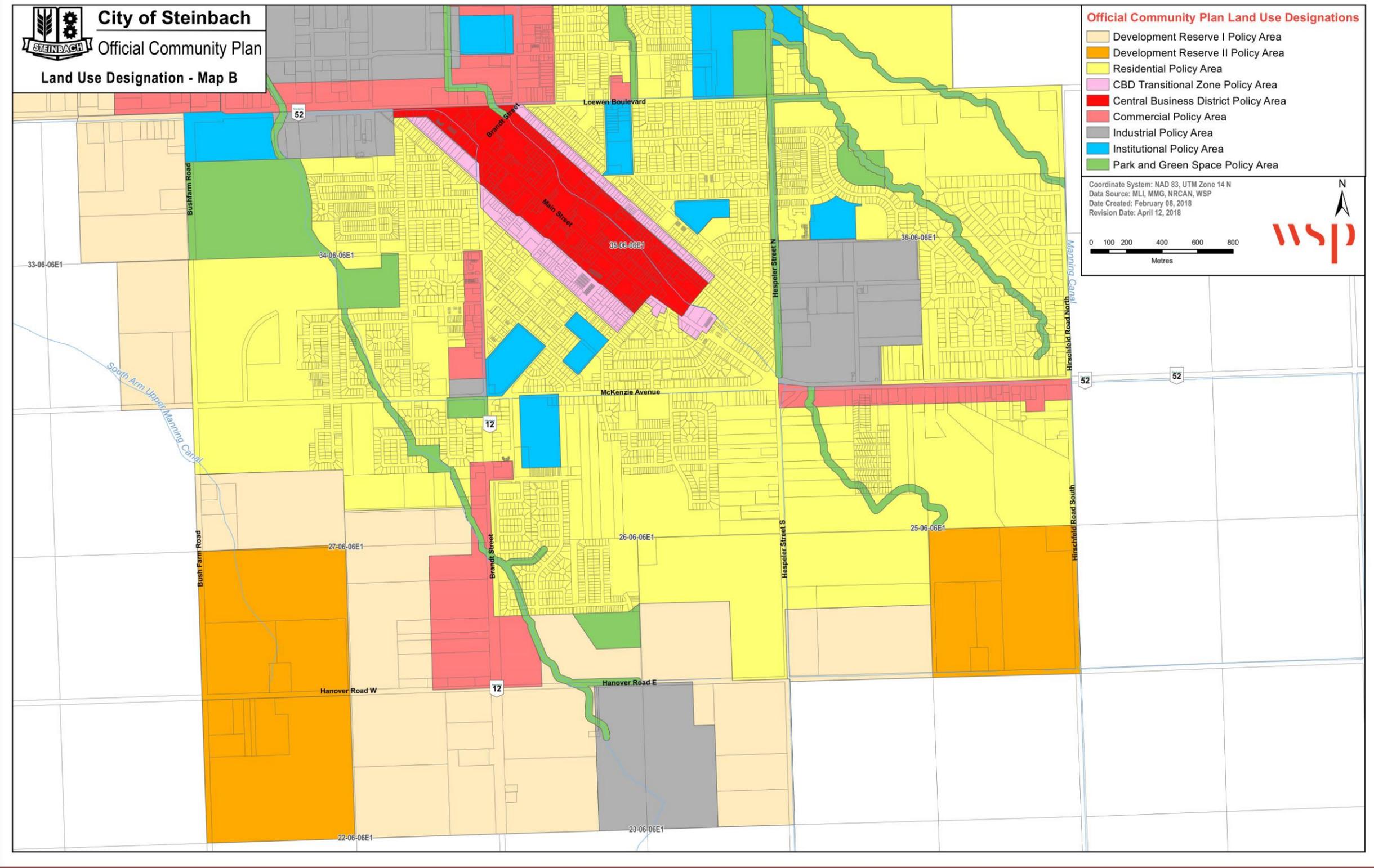
City of Steinbach
Official Community Plan
Land Use Designation - Map B

Official Community Plan Land Use Designations

- Development Reserve I Policy Area
- Development Reserve II Policy Area
- Residential Policy Area
- CBD Transitional Zone Policy Area
- Central Business District Policy Area
- Commercial Policy Area
- Industrial Policy Area
- Institutional Policy Area
- Park and Green Space Policy Area

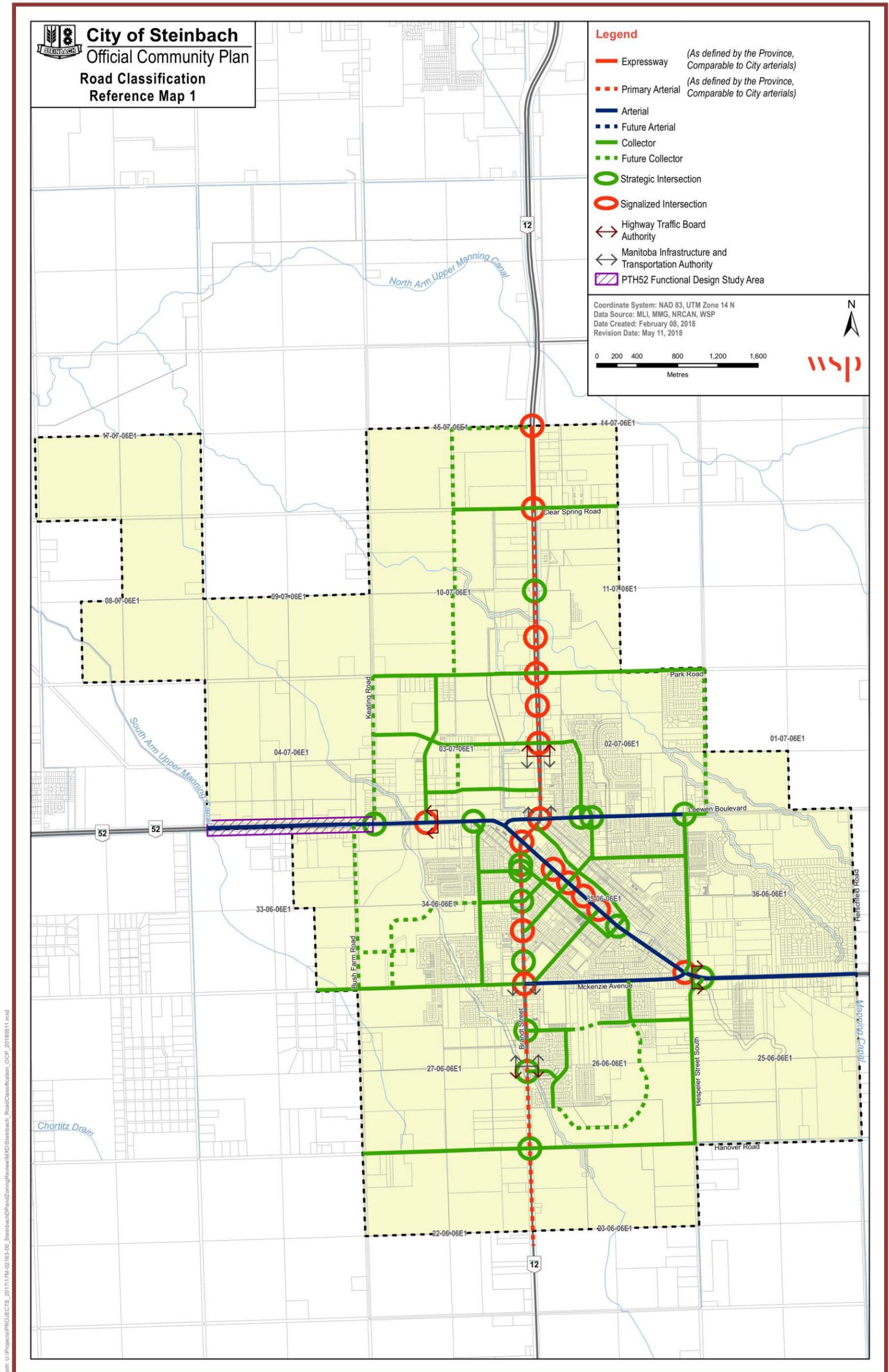
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 Revision Date: April 12, 2018

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PART 5.0 REFERENCE MAPS



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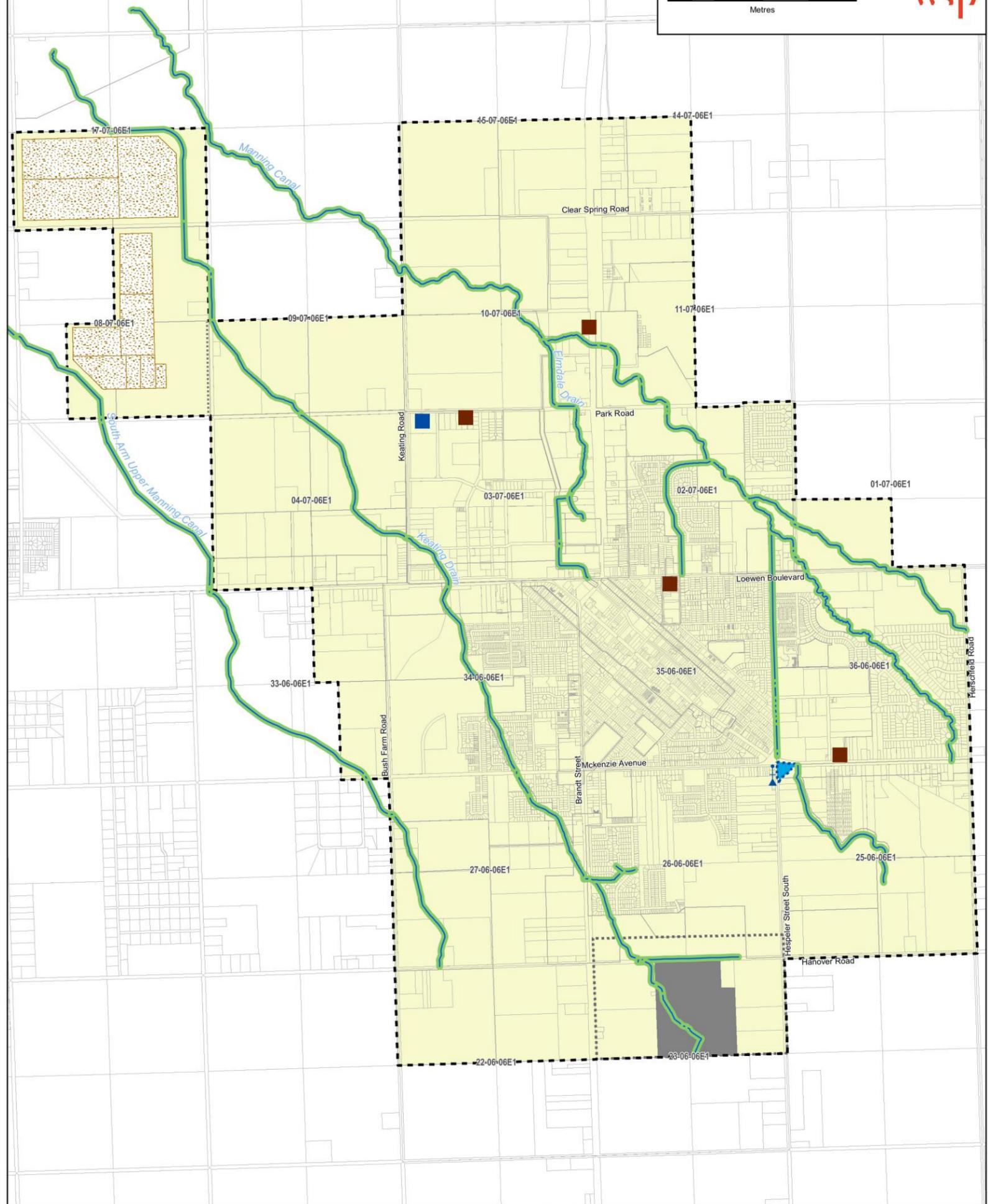
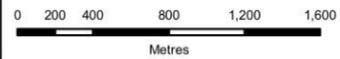


City of Steinbach
 Official Community Plan
 Municipal Services
 Reference Map 2

Legend

- Wastewater**
 - Lift Station
 - Sewage Treatment Pond
- Water**
 - Water Tower
 - Future Water Treatment Plant
- Drainage**
 - Major Drain
- Waste**
 - Buffer
 - Landfill
 - Underground Reservoir

Coordinate System: NAD 83, UTM Zone 14 N
 Data Source: MLI, MMG, NRCAN, WSP
 Date Created: February 08, 2018
 Revision Date: May 11, 2018



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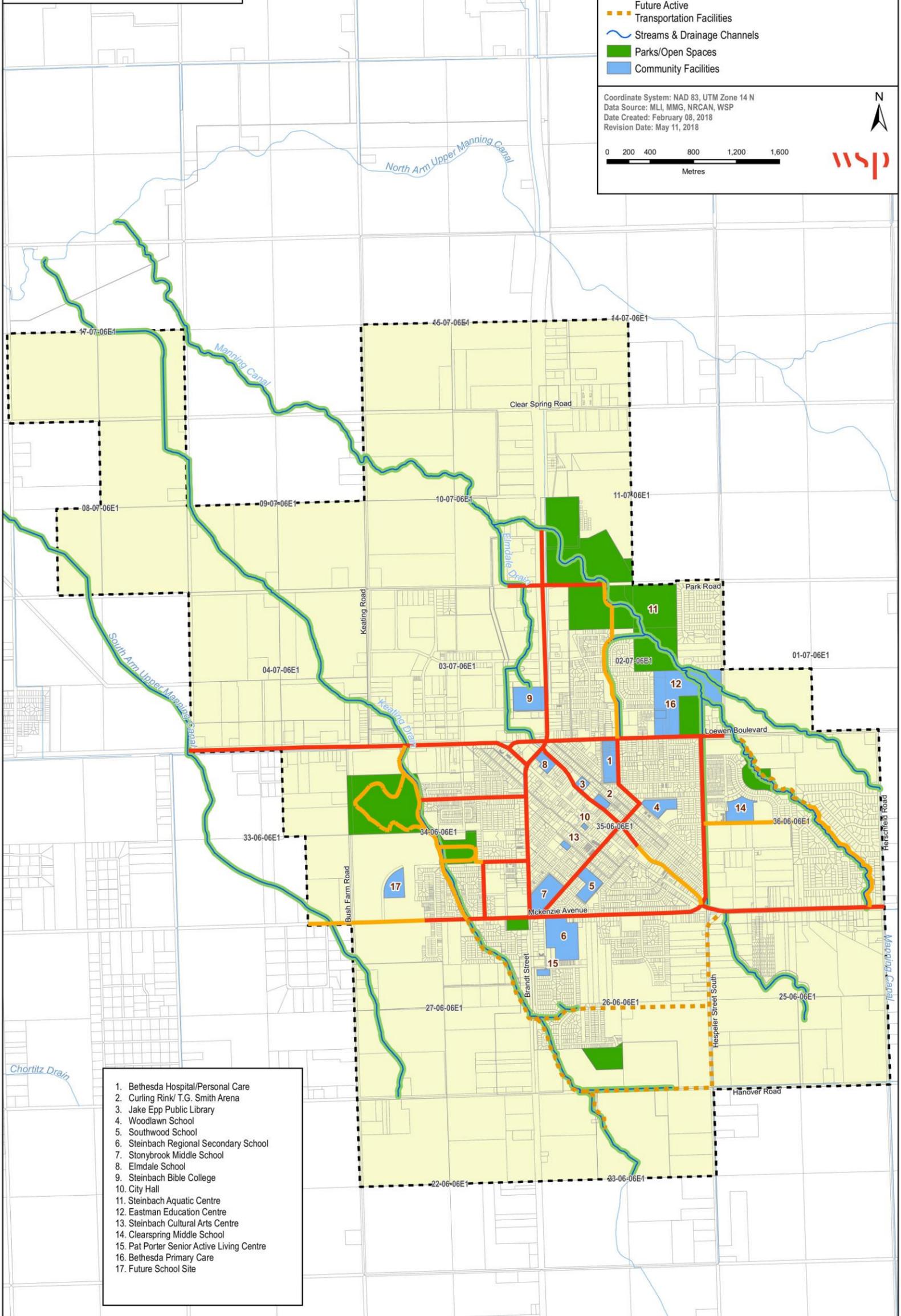
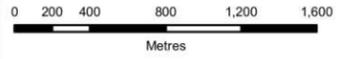


City of Steinbach
Official Community Plan
Active Transportation Network
& Community Facilities
Reference Map 3

Legend

- Active Transportation Facilities within Road Allowances
- Dedicated Active Transportation Facilities (Open Space Areas)
- Future Active Transportation Facilities
- Streams & Drainage Channels
- Parks/Open Spaces
- Community Facilities

Coordinate System: NAD 83, UTM Zone 14 N
 Data Source: MLI, MMG, NRCAN, WSP
 Date Created: February 08, 2018
 Revision Date: May 11, 2018



1. Bethesda Hospital/Personal Care
2. Curling Rink/ T.G. Smith Arena
3. Jake Epp Public Library
4. Woodlawn School
5. Southwood School
6. Steinbach Regional Secondary School
7. Stonybrook Middle School
8. Elmdale School
9. Steinbach Bible College
10. City Hall
11. Steinbach Aquatic Centre
12. Eastman Education Centre
13. Steinbach Cultural Arts Centre
14. Clearspring Middle School
15. Pat Porter Senior Active Living Centre
16. Bethesda Primary Care
17. Future School Site

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PART 6.0 DEFINITIONS

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

Active Transportation means any human-powered mode of transportation including, but not limited to cycling, walking, skiing, and skateboarding. While the main emphasis is on travel for a specific purpose, it does not exclude recreational travel.

Animal Unit means the number of animals required to produce 73 kilograms of nitrogen annually.

Buffer means an area of land that is intended to provide a means of separating two types of development that are generally incompatible. Typically buffers consist of tree planted areas which provide a visual barrier between two types of development, and which also serve as a measure of controlling the movement of other nuisances, such as dust.

Central Business District (CBD) is a designated area in the downtown that is designed to enhance the character and function by accommodating growth and less rigid requirements. The CBD is intended to encourage compact, pedestrian friendly and *mixed-use* development.

Concept Plan means a conceptual design for a particular area or sector of a municipality and which illustrates the general arrangement of roadways, building sites, buffers and other features which are planned for future development.

Clustering means a number of similar lots that are grouped closely together in order to provide for more economical services and to minimize the impact of the development on other resources.

Conditional Use means a use of land which, because of its unique characteristics and/or the potential impact it may have on nearby premises, will be subject to a special review and approval process by Council, including the notification of nearby landowners, and may include special conditions of approval to alleviate any anticipated adverse effects of the proposed development. Details regarding the conditional use process are outlined in *The Planning Act*.

Dedication of Land means the transfer of ownership of an area of land to a public body, such as a municipality or school division, without financial payment, for purposes related to a development proposal, such as *parks*, playgrounds, school site or roadways.

Development Agreement is an agreement relating to a proposed development, which runs with the land referred to in the agreement and registered in the Land Titles Office. Planning legislation authorizes planning authorities to enter into a development agreement with a proponent as a condition of making certain planning decisions, such as a re-zoning or a *subdivision*.

Infill means redeveloping a particular area by developing vacant lots or spaces between buildings in an area that is already serviced. It may also be used to describe the development of undeveloped parcels of land within the existing City boundaries that are adjacent to built-up areas.

Infrastructure means the various networks of utilities and services, such as water supply pipes, wastewater pipes, storm sewers, roadways, electrical, telephone and cable distribution lines, and/or gas distribution lines that may be necessary to provide various services to development.

Livestock Operation means a permanent or semi-permanent facility or non-grazing area where 10 or more animal units of livestock are kept or raised either indoors or outdoors, and includes all associated manure collection facilities, but does not include an auction mart.

Low Impact means minimizing the effect that a development or use will have on the quality of the surrounding environment.

Mixed-Use is a development or single building that blends a combination of residential, commercial, cultural, institutional, or industrial uses, and where those functions are physically and functionally integrated and that provides pedestrian connections.

Municipal Services refers to the basic services that are provided to the residents by the city government in exchange for the taxes in which the citizens pay. Basic city services include, but are not limited to sewer and water, streets etc.

Natural Creek System are streams and drainage channels that are identified in the Land Use Policy Areas Map.

Official Community Plan the Official Community Plan sets out the goals, policies and guidelines intended to direct all physical, social, environmental and economic development in the city now and into the future. All other plans and council decisions must conform to it. In Manitoba, *The Planning Act* requires all municipalities to prepare an official community plan. Official community plans are also known as development plans, comprehensive plans or general plans.

Open Spaces are areas of a defined size, shape, location or physical characteristics are such that their primary use is restricted to passive activities or visual effects. These include environmental areas, buffer strips separating and providing visual barriers between conflicting land uses, and other incidental amenity areas. Open spaces may be appropriately landscaped or left in a “natural” state.

Parks are those open spaces, which are primarily used for accommodating a variety of recreational activities and may include some passive recreational pursuits.

Rehabilitation means the restoration of a building to a condition which previously existed (such as the replacement of deteriorated building components) or the restoration of an area of land to a condition which allows it to be used for another purpose (such as earthwork which would allow a former gravel pit to be utilized for an industrial area).

Secondary Plan means a plan providing such objectives and actions as Council considers necessary or advisable to address, in a neighbourhood, district, or area of the city, any matter within a sphere of authority of the City of Steinbach, including, without limitation, any matter dealt with in Steinbach Official Community Plan or pertaining to economic development of the enhancement of special protection of heritage resources or sensitive lands.

Setback means the distance at which a building is separated from a property boundary.

Strip Development means a single depth row of development along a roadway, with each lot having direct access to the highway.

Subdivision refers to the subdivision of land described on a certificate of title. A subdivision can occur when a single land title is split into two or more parts, property boundaries are rearranged, or a lease, mortgage or other instrument is registered that has the effect of subdividing the parcel.

Traffic Impact Study an analysis which assesses the effects that a particular development's traffic will have on the transportation network in the city. The study can vary in their range of detail and complexity depending on the type, size and location of the development.

Transitional District the Transitional District is designed to provide transition between commercial concentrations and predominantly residential areas, where residential and low impact commercial activities can co-exist. Development within this area is to retain current built forms and lot configurations, and is encouraged to create mixed-use redevelopment

Wastewater Collection System means a series of pipes and structures that collects wastewater from domestic and industrial properties and then transport this wastewater to licensed treatment facilities