



CITY OF STEINBACH

Official Community Plan

2024

City of Steinbach

By-law No. XX

BEING a By-law of the City of Steinbach to adopt an Official Community Plan (Development Plan).

WHEREAS Section 40(2) of The Planning Act directs a municipality to prepare a Development Plan for the municipality;

AND WHEREAS Section 45 of the Act requires a council to adopt a Development Plan;

AND WHEREAS pursuant to Section 51 of the Act the Minister approved the City of Steinbach Official Community Plan;

AND WHEREAS it is deemed necessary and expedient to adopt a new Development Plan for the City of Steinbach;

NOW THEREFORE the council of the City of Steinbach, in meeting duly assembled, enacts as follows:

The Development Plan, attached hereto and forming part of this By-law is hereby adopted;

This By-law shall be known as the City of Steinbach Official Community Plan;

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

That the City of Steinbach By-law No. 2099 be repealed.

DONE AND PASSED this _____ day of _____, 2024 A.D.

Chairperson

Secretary – Treasurer

Read a First Time this _____ day of _____, 2024 A.D.

Read a Second Time this _____ day of _____, 2024 A.D.

Read a Third Time this _____ day of _____, 2024 A.D.

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1 INTRODUCTION

1.1 PURPOSE AND INTENT

An official community plan is a statutory planning tool used by the public, the development community, elected officials, and the provincial government. It defines an overarching vision for where, how, and when development should occur within a municipality. An official community plan sets goals, objectives, and policies to achieve this vision, and is the cornerstone from which planning and development decisions are made.

The core purpose of an official community plan is to guide decision making respecting land use, essential services, the provision of infrastructure, and environmental stewardship, in accordance with the established goals of a community. The official community plan promotes development practices which are compatible with the land base and with each other.

The City of Steinbach Official Community Plan (the Official Community Plan) contains policies on land use, transportation, municipal services and utilities, and the natural environment, as they relate to growth and development. It is intended as both a short- and long-range planning tool that provides direction and manages change in the municipality. The Official Community Plan enables a framework within which the detailed regulation of land use and development can be dealt with through regulatory tools, such as a zoning by-law, or through specific decisions made by Council related to subdivision, development agreements, conditional use orders and variations.

1.2 ENABLING LEGISLATION

Municipal land use planning has its basis in *The Planning Act* of Manitoba, which requires the council of a municipality to prepare and adopt an official community plan (referred to as a development plan in *The Planning Act*). All development plans adopted in Manitoba must be generally consistent with the Provincial Land Use Policies contained within the Provincial Planning Regulation.

The Provincial Planning Regulation reflects the provincial government's interest in land and resource use and sustainable development, and provides policy direction for a comprehensive, integrated, and coordinated approach to land use planning. To be adopted, a development plan must be generally consistent with the Provincial Land Use Policies (PLUPs) contained within the Regulation. There are nine policy areas contained in the PLUPs, including:

1. General Development;
2. Settlement Areas;
3. Agriculture;
4. Renewable Resources, Heritage, and Recreation;
5. Water;
6. Infrastructure;
7. Transportation;



- 8. Mineral Resources; and
- 9. Capital Region.

The overall hierarchy of planning policy in Manitoba can be found in Figure 1-1 below. For every municipality, subsequent planning policy, including any secondary plans and zoning by-laws, must be generally consistent with the development plan.



Figure 1-1. Manitoba Planning Hierarchy

Any amendments to the Official Community Plan are subject to the provisions of *The Planning Act* and the Provincial Planning Regulation.

1.3 LOCAL PLANNING CONTEXT

The City spans approximately 37.56 square kilometres (14.5 square miles) (2021 Census) and is located in the southeast region of the Province (Figure 1-2). It is surrounded by the RM of Hanover (on north, west, and south) and the RM of La Broquerie and the RM of Ste. Anne to the east.

The City increased in land area in 2018 when approximately 2,800 acres of land were annexed from the RM of Hanover. The lands that were annexed are still predominantly used for agricultural purposes. However, in annexing the land the City is preparing and planning to accommodate the expected rapid population growth for the next 25 to 50 years.

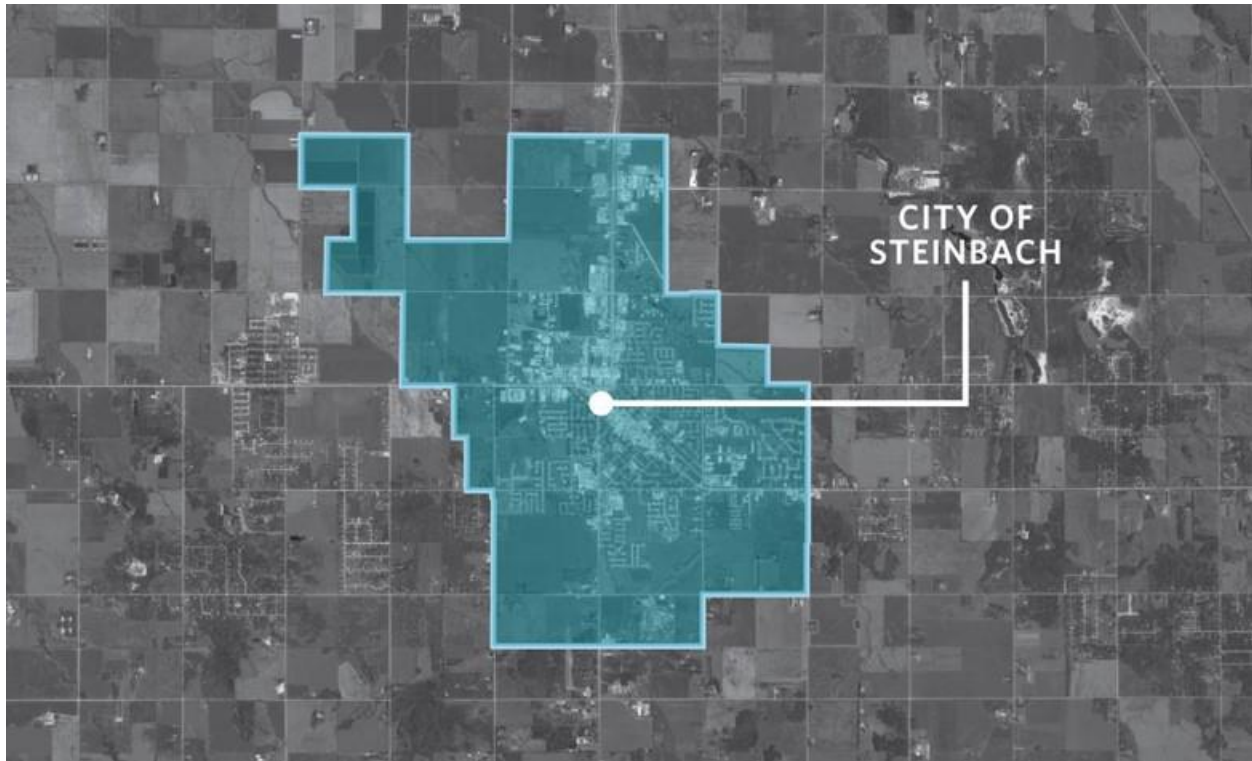


Figure 1-2. City of Steinbach

1.3.1 HISTORICAL CONTEXT

Southeastern Manitoba, where Steinbach is located, is the traditional territory of the Cree, Anishiniimowin (Oji-Cree), Anishinabewaki (Ojibway), Michif Piyii (Métis), and the Očhéthi Šakówinj (Sioux). Steinbach was founded in 1874 by Russian Mennonite families who arrived from the Borosenko colony in present-day Ukraine. Steinbach was initially settled by two Mennonite groups in the East Reserve area, and the first settler families arrived in the summer of 1874.

Over the years, Steinbach experienced significant growth and development. In 1875, a school was built, and the main street of Steinbach was cleared of poplar bush. By 1882, the village had grown to 28 families with a population of 128 people. In 1901, the population had increased to 366, and the majority of the community spoke Plautdietsch, with only a few speaking English. By 1910, the Strassendorf system, a system of land distribution, came to an end. The village was surveyed, and land was redistributed.

Steinbach continued to evolve in the early 20th century. In 1912, J.R. Friesen opened the first Ford dealership in Western Canada in Steinbach. By 1915 the population had grown to 463, and the first bank in the community was established. In 1946, Steinbach was officially incorporated as a town, with Klaas Barkman serving as the first mayor. Leonard Barkman, a member of the Barkman family, was later elected as mayor in 1958, serving until 1970. He also became the first Mennonite elected to the Manitoba Legislature, holding office from 1962 to 1973. In 1972, Jake Epp, a local high school teacher, became the first Mennonite elected to Parliament.

Steinbach was incorporated as a City in 1997 and is currently the third-largest city in Manitoba.



1.3.2 LAND COVER

Most of the land area in the City is developed or prepared for development. Moving towards the fringe, large areas are still utilized for agriculture and pasture. Some forested areas are found along the western edge and the southeast corner of the City.

1.3.3 ECONOMY

The highest labour force industries (for residents aged 15 and over) in the Municipality in 2021 were Manufacturing (1,245), Health Care and Social Assistance (1,210), Retail Trade (1,065), Construction (1,060), Transportation and Warehousing (645), and Educational Services (615). These labour forces have remained primary areas of employment for residents dating back to the 2016 census.

The industries that have seen the most significant changes are Wholesale trade with a 44% decrease in its labour force; Mining, quarrying, and oil and gas extraction with a 50% increase in its labour force; and Professional, scientific, and technical services with a 45% increase in its labour force since 2016.

1.3.4 PROJECTIONS

For the population and dwelling projections, WSP calculated the average annual growth between 2001 and 2021, and every five-year interval to determine the low, medium and high-growth scenarios. Additional information about the population and housing projections is in the Background Study.

1.3.4.1 POPULATION PROJECTIONS

WSP has undertaken a population projection using the Manitoba Planning Resource Guide: Calculating Supply and Demand for Residential Lands and information from Statistics Canada. Table 1-1 illustrates the forecasted population growth for the City using a medium-growth scenario (3.3% annual growth rate). In 2021, the City's overall population was 17,806. In a medium-growth scenario, the City is forecasted to grow to a population of 34,085 residents by 2041.

Table 1-1. City of Steinbach Population Forecast (2021 – 2041)

MUNICIPALITY	POPULATION 2021	POPULATION 2041 MEDIUM GROWTH
Steinbach	17,806	34,085

1.3.4.2 HOUSING PROJECTIONS

Population forecasts also play a key role in planning for future housing demand. Figure 1-3 Uses the medium-growth scenario (3.3% annual growth rate) to calculate future housing demand in the City. It is estimated that the City of Steinbach will require 6,484 new dwelling units by 2041.



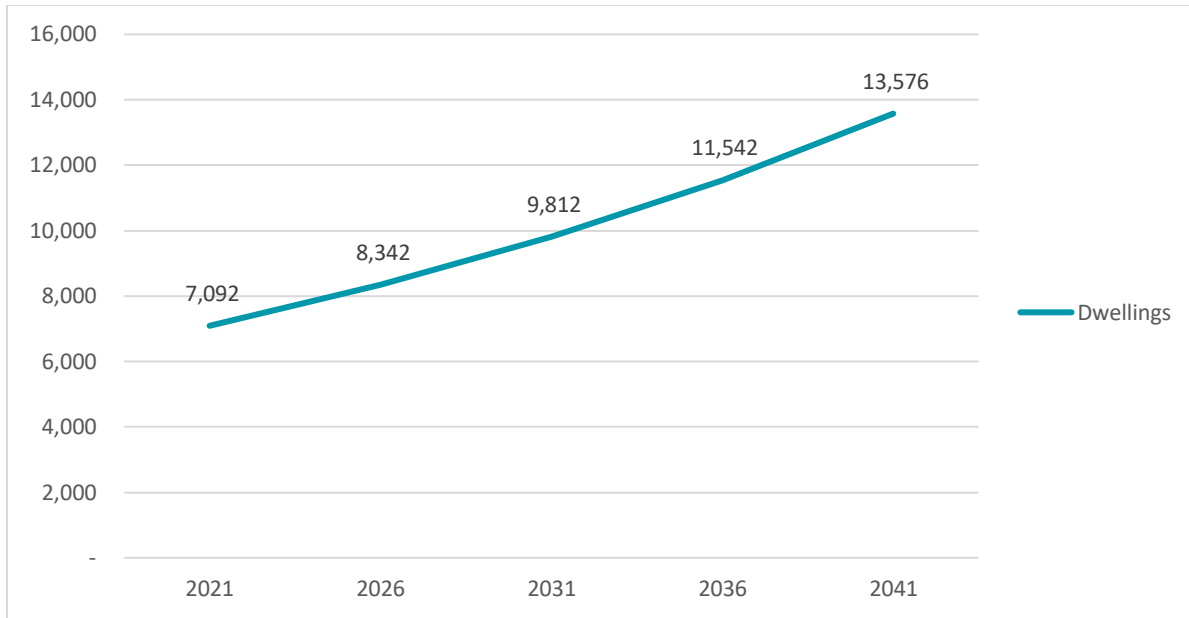


Figure 1-3. Projected Total Dwellings (2021 – 2041)

1.3.5 RESIDENTIAL LAND SUPPLY AND DEMAND

Table 1-2 shows the projected demand (in acres) for each dwelling type, followed by the available supply of land. These projections are based on the current housing mix. Although it is anticipated that multi-unit dwellings, for example, will occupy a larger portion of the housing mix moving forward, that is not reflected in the projections.

It is estimated that Steinbach will have 3,182 acres of land remaining for residential development in 2041 (including lands designated as Residential Policy Area, Development Reserve I Policy Area, and Development Reserve II Policy Area). Further information on the methodology for these projections can be found in the Background Study.

Table 1-2. Supply of Residential Land versus Demand

DEMAND (in acres)	YEAR			
	2026	2031	2036	2041
Single-Unit	83.4	98.2	115.6	135.8
Semi-Detached	8.3	9.8	11.6	13.6
Multi-Unit	19.8	23.3	27.4	32.3
Other	2.3	2.7	3.2	3.8
TOTAL DEMAND	114.0	134.0	157.8	185.5
SUPPLY (in acres)	YEAR			
	2026	2031	2036	2041
TOTAL SUPPLY	3,659	3,525	3,367	3,182

2 PLAN STRUCTURE AND INTERPRETATION

2.1 COMPANION DOCUMENTS

There are two companion documents to this Development Plan:

- City of Steinbach Official Community Plan Review Background Study: A report providing information on the municipality and highlighting key considerations for the new Official Community Plan; and
 - Community Input and Visioning Summary Report: A report summarizing the key stakeholder and public engagement feedback that was used to draft the Community Vision and prepare the Planning Principles that provide overall policy direction for this Official Community Plan.
-

2.2 PLAN STRUCTURE

The Official Community Plan sets the policy direction for land within the City using text and maps. The Official Community Plan is comprised of seven interrelated sections.

Each section covers specific administrative or development related topics. A description of each part contained within the Official Community Plan is as follows:

PART ONE: The **Introduction** provides introductory information on the Official Community Plan and its context.

PART TWO: The **Plan Structure and Interpretation** section provides information on the rules of interpretation and the overall structure of the Official Community Plan.

PART THREE: The **Planning Vision and Principles** section provides the overarching vision and planning principles of the Official Community Plan.

PART FOUR: The **General Policies** section applies to all areas of the City and include policies related to land development; transportation; municipal services and utilities; groundwater, drainage, hazard lands, and environment; and historic resources.

PART FIVE: The **Land Use Designations** section contains policies specific to the various land use designations in effect, including the Residential, Commercial, Central Business District and Transitional District, Industrial, Institutional, Parks and Open Space, Development Reserve I, and Development Reserve II Policy Areas.

PART SIX: The **Implementation** section provides information on implementing the Official Community Plan, information relating to other by-laws, regulations, and tools, and how they interact with the Official Community Plan.

PART SEVEN: The **Maps** section provides the maps which illustrate the land use designations for the City of Steinbach and are as follows:

Land Use Designation

Reference Map 1: Road Classification

Reference Map 2: Municipal Services



Reference Map 3: Active Transportation Network & Community Facilities

The maps should not be used as a means of accurately locating boundaries but be considered primarily for serving the purpose of providing a general spatial relationship among the various land use designations. Resolution of exact boundary limits will occur at a more detailed planning level, such as through secondary plans, zoning by-laws, and subdivision design.

2.3 PLAN INTERPRETATION

Individual policies of the Official Community Plan should be interpreted within the overall spirit and intent of all other objectives and policies of the Official Community Plan. Examples of general land use classifications in the land use policy area of the Official Community Plan are used for explanatory purposes and to guide the preparation of a zoning by-law. Specific permitted and conditional use regulations shall be established in the zoning by-law.

The policies contained within this plan contain various degrees of compliance, which will be interpreted as follows:

- **Encourage / Consider:** When used in policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.
- **Should / May:** When used in policy, the intent is that the policy is to be complied with. However, the policy may be deviated from to address unique circumstances that will otherwise render compliance impracticable or to introduce an acceptable alternate means to achieve the general intent of the policy.
- **Shall / Will / Must:** When used in policy, the policy is mandatory.

Unless the context clearly indicates the contrary, where a policy in the Official Community Plan involves two or more items, conditions, provisions or events connected by the conjunctions and, or, or either-or, the conjunctions shall be interpreted as follows:

- **And:** Indicates that all the connected items, conditions, provisions or events shall apply;
- **Or:** Indicates that all connected items, conditions, provisions or events may apply singly or in combination; and
- **Either-or:** Indicates that the connected items, conditions, provisions or events shall apply singly but not in combination.

3 PLANNING VISION AND PRINCIPLES

3.1 COMMUNITY VISION

A vision statement captures what the community members most value about their community, and the shared image of what they want their community to become. In support of the Official Community Plan, the City completed a visioning process in October 2023. The following statement was refined throughout the planning process and is based on feedback from council, administration, and residents and key stakeholders within the community:

Steinbach is a vibrant community where residents can live, work, and play, characterized by inviting streetscapes and thriving local businesses. The economic landscape fosters innovation, ensuring residents have access to diverse employment opportunities, amenities, and services. Residents benefit from a diverse housing landscape that caters to various needs, promoting affordability, a strong sense of community, and sustainability.

3.2 PLANNING PRINCIPLES

The following planning principles are also a result of the Official Community Plan process and were derived from engagement with the community. They expand on the community vision and provide direction and guidance for the objectives and policies of this plan.

Planning for Economic Development

Steinbach must continue to take advantage of its position as an excellent place to do business – expanding existing businesses and encouraging new types of uses will provide and retain more local jobs so that a greater number of residents can live and work in the community. The unique place-based assets of the City – such as nearby agricultural uses, natural features that provide outdoor recreation opportunities and the historic downtown – should be recognized and promoted as economic assets.

Planning for Growth

A substantial increase in population is projected over the next several decades, which will result in significant development pressure. Ensuring adequate land is designated for all types of uses, and that premature conversion of reserve lands is not undertaken, is a priority. Population growth can improve the vitality and vibrancy of the City as the increased population density will support existing amenities and services, such as shops, health services, libraries, community centres, and schools, as well as justify improvements or expansions of those amenities and services. Concentrated and incremental growth also makes investing in active transportation and investigating various public transportation models more viable for the community and supports demand for a wider range of housing options. As such, as much growth as possible should be directed to existing developed areas with existing infrastructure.



Planning for Housing

Providing flexibility to accommodate a wider range of housing options and tenures will increase opportunities for housing and allow for residents to age in place. Promoting intensification and infill will make better use of the land and reduce dependency on greenfield developments to accommodate population growth. This will minimize outward expansion, reduce strain on infrastructure, and support sustainable urban growth.

Planning for Active Transportation and Recreation

Transportation and connectivity affect economic development, quality of life, public health, and ecological sustainability. As such, they are important considerations for the Official Community Plan. Improving active transportation infrastructure – the connectivity of sidewalks and off-street multi-use paths, for example – will assist with improving accessibility throughout the community and contribute to a healthier and more sustainable urban environment. Improving walking and cycling infrastructure is associated with better physical and mental well-being among users and reduced greenhouse gas emissions. Linking existing multi-use pathways with destination areas can increase the efficient and safe flow of people.

Planning for the Environment

Environmentally sensitive lands and natural assets in the City must be protected, while also integrating nature into the urban fabric wherever possible. The Official Community Plan is an opportunity to improve the resiliency of the City to climate change and environmental impacts. Parks and open spaces improve the quality of a community and provide opportunities for passive and active recreation. Focusing on improving the active transportation network promotes reduction of road congestion. Maintaining forested areas and improving walkability are efforts to improve local air quality and human health and well-being.

Planning for Downtown

The Official Community Plan recognizes the uniqueness and importance of the Central Business District (CBD) and includes strategies to strengthen its role as the focus for commercial, civic, and community activities in the City. Encouraging mixed-use and infill development, the adaptive reuse of existing buildings, and increasing the residential population will contribute to a lively and economically thriving downtown. Downtown development must be consistent with the existing built character, and transition appropriately into the surrounding (primarily residential) neighbourhoods.

Planning for Collaboration

Establishing clear policies for collaboration with neighbouring municipalities ensures that shared concerns are addressed, fostering regional strength and resilience.

Planning for Community

Steinbach's people and sense of community make the City special. Planning and designing public spaces, transportation systems, and growth in such a way that allows reasonable access and opportunity to all residents regardless of age, income, or ability will foster this sense of community. Creating spaces for gathering within neighbourhoods, outdoor recreation, and community amenities, as well as increasing housing options are ways this can be accomplished.



4 GENERAL POLICIES

This section of the Official Community Plan outlines the overarching goals, objectives and policies respecting all land use within the City. In addition to the policies that apply to specific land use areas, the policies herein should be reviewed with respect to all proposed development.

4.1 LAND DEVELOPMENT

The policies of this section are intended to provide direction to all land uses and development in general, and to ensure that the City has the tools to make informed decisions about development. Policies related to supply and demand, application requirements, evaluation criteria and processes, and affordable housing are included in this section.

4.1.1 OBJECTIVES

- a. To provide for an appropriate supply and type of developable land within the City.
 - b. To ensure that adequate and specific information is provided with new development proposals.
 - c. To ensure that new developments are appropriately located.
 - d. To ensure that new developments are compatible with existing adjacent uses.
 - e. To increase housing opportunities for community residents and their families.
-

4.1.2 POLICIES

1. Council will ensure an adequate supply of appropriately designated and serviceable land to accommodate demand for various land use types, with consideration to the availability of land for development.
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.
3. Where large undeveloped areas or partially developed areas are being proposed for development, a concept plan may be required prior to development.
4. Concept plans shall be submitted to the City for approval and provide the following information:
 - a. Schematic layout of future roadways (including a hierarchy of streets), 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, and other community amenities;
 - 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 and/or climate.
- 5.** Lands affected by natural hazards, climate impacts, potential for groundwater or surface water pollution, or general risk to health, the environment, and property may not be developed unless adequate mitigative measures identified by engineering or other professional studies are adhered to.
- 6.** Applicants may be required to undertake and submit special studies or plans as part of the approval process for certain development proposals, if deemed necessary by the Designated Officer or Council. Examples of studies or plans that the City may require include:
- a. Infrastructure capacity assessments;
 - b. Geotechnical analysis, environmental assessment and impact analysis;
 - c. Transportation assessments and impact analysis;
 - d. Landscape and drainage plans;
 - e. Active transportation network plans and sidewalks; and
 - f. Building and site design information.
- 7.** A development proponent shall be responsible for the proper planning and design of their proposed development. The proponent will also be responsible for all costs associated with developing an overall plan for their site.
- 8.** All new developments shall be evaluated based on:
- a. Compatibility with adjacent land uses and proposed future uses and the potential impact on adjacent lands and the environment;
 - b. The suitability of the land for the purpose intended and in particular, that the soil and drainage conditions are adequate for the proposed development;
 - c. The cost of new infrastructure to support the proposed development;

- d. The capacity of existing and planned roadways to safely and efficiently accommodate traffic expected to be generated by the proposed development.
9. New development is encouraged to be contiguous with existing development to ensure the logical and cost-efficient extension of municipal water and wastewater services, municipal roads, and active transportation corridors.
10. Infill development is encouraged.
11. New development shall be buffered from incompatible land uses. The size and structure of the buffer area shall be determined based on the characteristics of the land and existing vegetation, and its ability to perform the following functions: visual screening; noise reduction; and minimization of blow down. Buffers may include open space, constructed berms, fencing, and landscaping if deemed necessary and appropriate to perform the required functions.
12. Parking lots shall be required to incorporate lighting, landscaping, fencing, and other treatments in order to provide a suitable buffer and improve the overall safety and appearance of the parking lot and streetscape.
13. To ensure the continued delivery of safe, reliable, and low-cost energy, the City encourages developers and industry to transition to green or renewable energy sources for their developments.
14. The City encourages energy efficient new buildings in existing and new development areas, as well as energy efficient retrofits of existing buildings.
15. Public participation in the process of government policy formation and decision-making is considered essential and is encouraged. The appropriate degree to which the public becomes involved in decision-making processes will depend on the specific situation. This policy is intended to complement, not replace, the formal public hearing processes described in *The Planning Act*.
16. With respect to major subdivisions (generally subdivisions of 4 or more lots or those that require a new public road), concept plans, and secondary plans, the City shall consult with the local school division to determine if new or expanded public education facilities are required. Council and/or the approving authority may require the owner of land that is subject to a proposed subdivision to provide land for school purposes or pay money in lieu of land in accordance with *The Planning Act* and any associated regulations.
17. The City should adopt tools and programs to maximize the creation and retention of a wide range of housing, and the retention and creation of rental units.
18. The City should consider strategies to promote the creation and retention of affordable housing, including but not limited to:
 - a. Increasing the allowable density (number of units) and height for residential development;
 - b. Encouraging mixed-use and high-density residential development as-of-right in proximity to the Central Business District and along main arterial and collector roads;
 - c. Making municipally owned lands available for housing through strategies such as disposition, acquisition, and/or pre-development;



- d. Increasing process efficiency by implementing new technologies or software to speed up development approvals;
- e. Prioritizing the development approval process for rental and affordable housing;
- f. Reviewing development charges and fee schedules with consideration for waiving or reducing fees for affordable housing developments;
- g. Reducing or eliminating parking requirements to increase project viability, density and reduce carbon footprint;
- h. Eliminating restrictions related to height, setbacks, building floor area and others to allow a greater variety in housing types, including accessory dwelling units;
- i. Developing affordable housing community improvement plans or strategies/plans for the rapid deployment of affordable housing;
- j. Designing and implementing guidelines or pre-approved building plans for missing middle housing or specific accessory dwelling unit types such as laneway housing or garden suites; and
- k. Developing grant programs encouraging the development of mid- to high-density housing, purpose-built rental housing, and/or new/innovative construction techniques (modular, pre-fab, mass timber construction, etc.).

4.2 TRANSPORTATION

Transportation and connectivity affect economic development, quality of life, public health, and ecological sustainability. As such, transportation and connectivity are important considerations for planning in the City of Steinbach. 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.

There are two roadways under provincial authority in the City: Provincial Trunk Highways (PTH) 12 and 52. All other roadways are under the jurisdiction of the City.

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. Manitoba Transportation and Infrastructure is responsible for access and structure setbacks for the remainder of PTH 12 and PTH 52 within the boundaries of the City of Steinbach, as shown on Reference Map 1.

Functional classification of provincial highways in the City of Steinbach is provided in the 2018 Roadway Inventory from Manitoba Transportation and Infrastructure. PTH 12 is an Expressway north of PTH 52 and a Primary Arterial south of PTH 52; and PTH 52 is a Secondary Arterial. PTH 12 and PTH 52 are also RTAC (Roads and Transportation Association of Canada) roads that can be used for heavy trucks (up to 62,500 kg on PTH 52 and up to 63,500 kg on PTH 12).

4.2.1 OBJECTIVES

- a. To relate the transportation system within the City to the provincial system.



- a. To identify a street classification system including design standards.
- b. To establish safe, efficient, integrated, and high functioning transportation facilities for all modes of transportation, including roads and multi-use pathways (cycling and pedestrian), including consideration of a future public transportation system throughout the City that meets the needs of all users.
- c. To ensure the City of Steinbach has the capacity to safely accommodate increasing traffic volumes on Provincial Trunk Highways (PTH 52 and PTH 12).
- d. To preserve safety and traffic service efficiency on collector and arterial streets as well as on PTH 12 and PTH 52, which should be preserved as major highway corridors.
- e. To promote active transportation networks that include all forms of human- powered transport such as walking, running, cycling, rollerblading, and wheelchair use.
- f. To develop an active transportation network that provides a long-term vision for the area in accordance with Reference Map 3.
- g. To coordinate transportation planning with land use planning.

4.2.2 POLICIES

1. Roadways will be classified (as shown in Reference Map 1: Road Classification) according to the following levels of service:
 - a. **Local streets and roads** provide 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 or expressways should be avoided.
 - b. **Collector streets and roads** 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.
 - c. **Arterial streets and roads** are intended to function as major through-routes. 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. Primary Arterials provide inter-provincial and international connections and connect to large population centres. Secondary arterials connect other important regional centres.
 - d. **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 crossroads may require grade-separated interchanges.
2. The size and standard of development for public streets and utility rights-of-way, easements, walkways, and other incidental open spaces which may or may not be publicly owned, will be determined at the design stage and must comply with the City of Steinbach Standard Design and Construction Specifications. This includes



determining if landscaping is appropriate or if the area needs to remain unobstructed.

3. An on-going street construction and improvement program should be continued as finances permit, based on the 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. Opportunities to add or improve active transportation facilities are considered part of this program.
4. Portions of PTH 12 and PTH 52 are designated “highways” that Manitoba Transportation and 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 Manitoba Transportation and Infrastructure, as illustrated on Reference Map 1.
5. Development that may adversely impact the operation of the provincial highway network should not be permitted unless appropriate mitigative measures are incorporated in the development to the satisfaction of Manitoba Transportation and Infrastructure.
6. Any development proposed adjacent to PTH 12 or PTH 52 or within highway controlled areas (as defined by the Province) that, in the opinion of the City, may generate traffic in an amount or of a type that would unduly impair the present and potential capability of the transportation network to carry traffic safely and efficiently shall be referred to Manitoba Transportation and Infrastructure for review and comment prior to a decision by the City.
7. Strip development, or development that contributes to the evolution of a row of lots that fronts on these highways, should utilize existing approaches.
8. Development that would generate traffic in an amount (generally over 100 vehicle trips to/from the site during the roadway's peak hour) or of a type that, in the opinion of the City, may 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 Transportation and Infrastructure. For development adjacent to PTH 12 or PTH 52, the traffic impact study shall be referred to Manitoba Transportation and Infrastructure for review and comment. The cost of any road improvements deemed necessary shall be the responsibility of the developer.
9. 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.
10. Land shall be protected for future municipal roads and road improvements and any future highway system enhancements, such as interchanges, highway realignments, or new corridors, as well as for future highway upgrading, widening, and/or intersection improvements of the existing provincial highway system. Subdivision and/or development will not be allowed in these areas unless suitable arrangements between the landowner and the province, and/or the City, can be made. Areas subject to this policy include (but are not limited to) the following:



- a. 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 or updated.
 - b. Potential future intersection realignments as shown on Reference Map 1. This includes the intersection of PTH 52 with Bush Farm Road / Keating Road.
 - c. Future roads as generally shown on Reference Map 1, with consideration given to alternative alignments.
- 11.** Where uses include the storage facilities of potentially hazardous materials, tanks and storage containers should not be located closer than 91.4 metres (300 feet) from the edge of the public street right-of-way.
 - 12.** The City encourages the installation of electric vehicle charging infrastructure within the community.
 - 13.** The City may consider the future development of a public transportation system by:
 - a. Encouraging feasibility studies of a public transportation system, including consideration of flexible systems such as demand-responsive models or ridesharing programs;
 - b. Considering the design capacity of collector and arterial streets to accommodate future public transportation operations; and
 - c. Intensifying land uses at major intersections (such as PTH 12 and PTH 52), and along main arterial and collector roads (e.g. Loewen Boulevard, McKenzie Avenue, and Hespeler Street)..

ACTIVE TRANSPORTATION

- 14.** The City shall develop an active transportation plan to guide future development of infrastructure in the City.
- 15.** Areas identified as part of the regional active transportation network on Reference Map 3, and any other areas deemed necessary by the City for active transportation infrastructure shall be protected from development. Any development of land in and around the active transportation network will generally need to conform to the long-term plan.
- 16.** The City will maintain an inventory of active transportation facilities to identify gaps in connectivity and opportunities for creating effective networks / connecting destinations, and for tracking maintenance requirements. In particular, connectivity to the community facilities identified on Reference Map 3 should be prioritized, and connectivity to the CBD.
- 17.** Active transportation facilities should be planned and designed in accordance with appropriate Transportation Association of Canada (TAC) guidelines.
- 18.** The City should improve the existing active transportation network and its infrastructure such as multi-use paths and sidewalks, including provision of signalized pedestrian crosswalks where appropriate.



19. New developments shall incorporate active transportation facilities and connections to existing multi-use pathways where appropriate and in compliance with City requirements.

4.3 MUNICIPAL SERVICES AND UTILITIES

The municipal services considered in this section include the wastewater collection systems, water supply systems, solid waste management, as well as emergency services. 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. Protection of the environment and the health of residents is of primary importance in this Plan.

4.3.1 OBJECTIVES

- a. To ensure that new developments are serviced with an appropriate level of municipal services and utilities.
 - b. To provide and maintain a high level of municipal services to ensure healthy, safe, and cost-effective development.
 - c. To maximize the use of the existing municipal infrastructure prior to extending the system.
 - d. To maintain capacity in the municipal services system to readily accommodate new development.
 - e. To protect municipal services and infrastructure from extreme weather events and changing weather patterns.
-

4.3.2 POLICIES

1. All new developments shall connect to municipal water and wastewater systems. If the municipal water and wastewater systems are not available, then City-approved water and wastewater systems shall be installed and maintained as part of the development.
2. Buildings that are connected to, or have the potential to connect to, the municipal water system shall not be serviced by private wells.
3. New development will follow the logical extension of municipal water and wastewater services. Leap-frog development will be discouraged.
4. Infill development is encouraged to maximize the use of the existing municipal infrastructure.
5. No new or redevelopment of an existing onsite wastewater management system will be permitted within the City of Steinbach, except for repair or replacement of an existing onsite wastewater management system within the Development Reserve II designation. If the municipal wastewater system is not available, then a City-approved onsite wastewater management system shall be utilized until such time as the municipal wastewater system is available.

6. The water supply system shall be planned, developed, operated, and maintained in accordance with City of Steinbach standards and provincial guidelines and license requirements.
7. The City shall ensure that municipal water and wastewater infrastructure have sufficient capacity to meet the demand of the various forms of proposed development, future growth, and engineering and environmental standards.
8. 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.
9. The City will support the reduction of individual water consumption and wastewater loads through public education and initiatives.
10. Infrastructure in developing areas shall be designed to withstand extreme weather events and with consideration for changing weather patterns and emergency services provision (e.g., adequate street lighting levels, fire hydrant spacing, water storage reserve, water pressure etc.).
11. The solid waste management program shall be planned, developed, operated, and maintained in accordance with provincial regulations and license requirements. The City will continue to promote recycling services to lengthen the lifespan of the landfill.
12. The City shall maintain appropriate levels of police and fire protection services and ensure that emergency services plans are updated as new development occurs.
13. Utility service designs shall be coordinated and approved to ensure that new developments are adequately serviced and that public rights-of-way are developed in a safe and orderly manner.
14. The City shall develop and/or update studies and plans aimed at addressing and minimizing the impact of extreme weather events and changing weather patterns, including (but not necessarily limited to) the following:
 - a. Climate exposure and risk assessment;
 - b. Flood prevention and response strategies;
 - c. Emergency plan; and
 - d. Climate action plan.
15. New residential development shall not be located in the vicinity of the City's wastewater treatment pond (lagoon), with setback requirements to be determined with consideration to provincial guidelines.
16. When reviewing development proposals, the City shall consider proximity to the City's waste management facility (landfill) and associated impacts on proposed development, particularly for residential uses. Setbacks outlined in the Province of Manitoba's Waste Management Facilities Regulation 111/2016 may be used as a reference.



4.4 GROUNDWATER, DRAINAGE, HAZARD LANDS, AND ENVIRONMENT

Groundwater is the major source of water supply for the City – currently five groundwater wells draw water from the same carbonate aquifer which is part of the Red River Formation.

The City is surrounded by an active farming community and drains were developed to manage surface water. The Manning Canal is under provincial jurisdiction and has three tributaries that transect the City – the Elmdale, Keating, and Bush Farm Drains.

Protection of groundwater and ensuring sustainable drainage and stormwater management practices are increasingly important as the City continues to rapidly develop.

4.4.1 OBJECTIVES

- a. To protect the existing groundwater supply.
- b. To ensure sustainable drainage and stormwater management practices.
- c. To protect and minimize impacts of development on water bodies.
- d. To protect new and existing development from hazards associated with land drainage, groundwater, flooding and erosion adjacent to waterbodies, and other human-made hazards.
- e. To preserve natural vegetation.

4.4.2 POLICIES

1. 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.
2. Any new development must control its post-development run off so that its contribution to the City's land drainage system is not greater than its pre-development condition, as verified by a drainage plan completed by a professional engineer.
3. Surface runoff from developed properties shall be managed in accordance with the latest City of Steinbach storm water management guidelines and policies, including By-Law 1674 regarding sump pumps. Landowners shall not drain water onto neighbouring properties, lanes or streets, sidewalks, or boulevards.
4. The City encourages on-site water management programs and approaches designed to slow stormwater runoff, use sump pit water, and increase local water infiltration.
5. Drainage plans for undeveloped areas shall be required prior to development and shall be completed by a qualified engineer licensed to practice in Manitoba. Where development may increase storm flows into the provincial highway drainage system, the applicable provincial authority will be consulted. Permission from Manitoba Transportation and Infrastructure is required to drain any water into the highway



drainage system. The cost of any required drainage improvements shall be the responsibility of the developer.

6. The City will establish a maximum 45.72 metre (150 ft.) buffer adjacent to water bodies and the natural creek system, as specified in the zoning by-law.
 - a. New development within the buffer zone will not be supported.
 - b. Active transportation networks and connections should be located within the buffer zone where feasible.
 - c. Preservation of natural tree and vegetative cover is encouraged within the buffer zone.
 - d. Where possible, title to the buffer area is to be dedicated to the City of Steinbach for public purposes as a condition of a subdivision or development agreement process, as allowed for in *The Planning Act*. In areas where this is part of a larger land holding developed for urban or rural purposes, the transfer is encouraged.
7. Where land is subject to flooding all permanent structures must be located on building sites which have been raised with clean, impervious fill to a minimum of 2 feet (0.67 metres) above the design flood level (equal to a 200-year flood level or a recorded flood exceeding the 100-year flood level).
8. Where a parcel of land is being subdivided for development, and contains, in the opinion of Council, land unsuitable for development by reason of hazards, an area shall be required to be dedicated as Public Reserve in accordance with the provisions of *The Planning Act*.
9. Retention of native vegetation and contiguous woodlands is encouraged on all public and private lands.
10. Drought tolerant and native plant and tree species should be used in all landscape designs.

4.5 HISTORIC RESOURCES

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.

4.5.1 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.



4.5.2 POLICIES

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 applicable provincial authority.
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.
3. The City encourages the promotion, protection, investment and maintenance of historic, archaeological and architectural resources through community involvement and education.

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5 LAND USE DESIGNATIONS

This section of the Development Plan sets out the objectives and policies for the land use designations within the City. The land use designations are accompanied by the Land Use Designation Maps found in Section 7.0. The land use designations within the City are as follows:

- 5.1 **Residential Policy Area**
- 5.2 **Commercial Policy Area**
- 5.3 **Central Business District and Transitional District Policy Area**
- 5.4 **Industrial Policy Area**
- 5.5 **Institutional Policy Area**
- 5.6 **Parks and Open Space Policy Area**
- 5.7 **Development Reserve I Policy Area**
- 5.8 **Development Reserve II Policy Area**

Each section contains objectives and policies related to the specific land use designation. Each of the following sections should be read in conjunction with the objectives and policies in Section 4.0, which apply throughout the City.

5.1 RESIDENTIAL POLICY AREAS

The City of Steinbach includes a wide variety of housing types including single-detached houses on large estate lots, smaller lot low-density neighbourhoods, medium-density multi-unit, and apartments. The Official Community Plan identifies appropriate areas for residential development at a variety of locations throughout the City 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.

The objectives and policies below should be read in conjunction with those described in Section 4.0, which apply throughout the City.

5.1.1 OBJECTIVES

- a. To ensure the logical and orderly expansion of new residential areas, providing an adequate supply of residentially designated land.
- b. To maintain and enhance existing neighbourhood quality through promoting compatible infill development.
- c. To ensure affordability and encourage an array of housing types to accommodate people of varying demographics, socio-economic backgrounds, and life stages.
- d. To ensure the provision and maintenance of services that are supportive of residential development such as schools, recreation facilities, and neighbourhood commercial uses.



5.1.2 POLICIES

1. A range of housing types and densities are permitted in the Residential Policy Area from single-detached dwellings to multi-unit dwellings (including apartment buildings).
2. New residential development shall be contiguous with existing development. The City will not support proposals for 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.
3. The subdivision of existing lots to permit an increase in residential densification is encouraged, provided that each resultant lot meets the minimum site requirements specified in the zoning by-law.
4. Infill housing on vacant lots and/or the redevelopment of lots to increase density in the Residential Policy Area shall be prioritized.
5. Infill development shall be generally compatible and consistent with the existing neighbourhood in terms of setback, height, and character.
6. Priority should be given to the development of lands already serviced with trunk services.
7. Existing, unserviced or partially serviced residentially-zoned areas will be allowed to develop. Expansion of existing unserviced or partially serviced residentially-zoned areas shall not be permitted.
8. Building(s) containing three or more dwelling units in the Residential Policy Area are encouraged to locate on the periphery of lower-density residential areas and/or along collector or arterial streets.
9. The following uses may be permitted in Residential Policy Areas, subject to the requirements of the Zoning By-law, and provided they are developed and operated in a manner considered compatible with existing and proposed residential uses:
 - a. Secondary suites;
 - b. Housing to meet the needs of various community members such as assisted living facilities, neighbourhood rehabilitation homes, group homes, and dormitories;
 - c. Neighbourhood commercial uses that provide for the day-to-day retail and personal service needs of the residents in a local neighbourhood;
 - d. Mixed-use buildings containing commercial and residential uses;
 - e. Home-based businesses;
 - f. Smaller scale institutional uses, subject to applicable Institutional Policy Area policies; and
 - g. Smaller scale parks and open spaces such as neighbourhood parks, playgrounds, athletic fields, and natural areas, subject to applicable Parks and Open Space Policy Area policies.

5.2 COMMERCIAL POLICY AREAS

The Official Community Plan identifies Commercial Policy Areas to provide residents with necessary services and employment opportunities. A diverse range of commercial types are accommodated in the plan including local neighbourhood commercial uses, highway commercial uses, and large-format retail uses.

The objectives and policies below should be read in conjunction with those described in Section 4.0, which apply throughout the City.

5.2.1 OBJECTIVES

- a. To allow for a variety of commercial uses to diversify the City's economy, serve the needs of local residents, and 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.
 - c. To maximize flexibility and the potential for commercial growth in the City.
 - d. To allow for uses that are compatible and supportive of commercial development where appropriate.
-

5.2.2 POLICIES

1. Commercial uses shall be appropriately located as per the following:
 - a. General commercial areas that provide for the merchandizing of goods and services of a general nature should be located along major streets and key intersections. General commercial uses can also serve as a transition between the Central Business District and highway commercial areas.
 - b. Highway commercial sites, shall primarily be located adjacent to PTH 12 and PTH 52, providing convenience to the traveling public. 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.
2. Residential and other non-commercial uses (particularly mixed-use and higher-density residential development) may be allowed within the Commercial Policy Area, subject to requirements of the zoning by-law, 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.
3. Mixed-use commercial development is encouraged, and shall be developed in a manner considered compatible with surrounding uses.
4. Commercial uses requiring large areas, including those which cater to the agricultural community, should be directed to locations where similar uses are established with access from an internal road system.
5. Business attraction and retention is encouraged through the provision of appropriately zoned and serviced land in a quantity that meets demand.



6. The City shall support the creation of an appropriate range of lot sizes to accommodate a wide range of commercial uses.

5.3 CENTRAL BUSINESS DISTRICT AND TRANSITIONAL DISTRICT POLICY AREAS

The Central Business District (CBD) is the symbolic heart of the City of Steinbach. 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. This designation is intended to enhance and strengthen the historic nature of this area by providing pedestrian-oriented public spaces and places for living, working, shopping, and entertainment in a built environment that is dense, attractive, well-designed, and walkable.

Transitional District Policy Areas are located adjacent to the CBD and are intended to provide a transition and buffer between the varied uses and densities located in the CBD and the adjacent lower-density residential neighbourhoods.

The objectives and policies below should be read in conjunction with those described in Section 4.0, which apply throughout the City.

5.3.1 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.
- c. To encourage a mix and variety of uses, including residential, at appropriate locations and at appropriate densities throughout the CBD.
- d. To create a unique built environment with vibrant public spaces that attract residents and businesses.
- e. To create an active streetscape with active transportation corridor connections to adjacent neighbourhoods and amenities, and support businesses by increasing pedestrian traffic.
- f. To provide for an area of transition between the CBD and adjacent lower-density residential uses.

5.3.2 POLICIES

1. Residential uses shall be permitted within the CBD as part of mixed-use residential and commercial structures.
2. Commercial uses in the CBD shall include general and specialized retail, offices, financial institutions, and other commercial uses that serve the regional population.
3. The CBD will continue to provide appropriate locations for restaurants, entertainment venues, government offices, cultural facilities, and recreation facilities.



4. New or infill development in the CBD should respond to established physical characteristics.
5. The City shall promote activity in the CBD through:
 - a. Recognizing the importance of larger outdoor spaces for social purposes.
 - b. Support the provision of “people watching” and spontaneous meeting spaces.
 - c. Promoting and conducting street festivals, parades, and other special events.
6. An appropriate sidewalk system shall be maintained to ensure that the CBD is accessible to all users, and development in the CBD shall incorporate pedestrian friendly design through:
 - a. Provision of street furniture and lighting;
 - b. Provision of landscaped boulevards and medians, treed sidewalk areas, and small passive parks;
 - c. Provision of bike racks near building entrances, in a highly visible location;
 - d. Establishing a consistent streetscape that is complimentary to the historic appearance and character of the area;
 - e. Promoting all-weather environments, expanding gallerias, connected stores, covered plazas, utilizing more windbreaks, and considering sunshine in the design of outdoor areas; and
 - f. Enlivening the public realm with attractive amenities such as water bottle filling stations, wayfinding, informational directories, and public art as a means to contribute to an overall sense of place.
7. The City should 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.
8. Adaptive reuse of existing buildings, particularly those that are considered historically important and/or architecturally significant, is encouraged to provide a new, contemporary, and compatible use.
9. The City encourages flexibility for parking requirements in the CBD.
10. Surface parking lots are discouraged in the CBD. Where deemed necessary, surface parking shall be designed to prioritize the pedestrian environment and with the following considerations:
 - a. New surface parking lots fronting Main Street shall not be permitted. New surface parking lots shall be located to the rear or side of the building and screened from view.
 - b. New approaches to parking lots shall be restricted and accesses crossing public sidewalks shall be minimized.
 - c. Existing parking lots fronting Main Street shall be screened from view with landscaping, fencing or other suitable materials.

TRANSITIONAL DISTRICT POLICY AREA

11. Low impact commercial and/or higher density residential uses are permitted within the Transitional District Policy Area subject to compliance with the Zoning By-law.
12. New or infill development in the Transitional District Policy Area should consider the physical character of existing development.

5.4 INDUSTRIAL POLICY AREAS

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.

The objectives and policies below should be read in conjunction with those described in Section 4.0, which apply throughout the City.

5.4.1 OBJECTIVES

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

5.4.2 POLICIES

1. 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 wastewater systems. The development proponent shall be responsible for provision of any additional capacity that is required, subject to approval by the City.
2. Development of industrial lands shall be contiguous with existing development and allow for the efficient and economical extension of municipal water and wastewater services. Industrial uses requiring large areas, including those which cater to the agricultural community, should be located in a cluster fashion with access from an internal road system.
3. Light or general industrial uses intended to accommodate light manufacturing and warehousing (e.g. industrial uses that have limited objectionable influences and impacts that can be mitigated) shall be permitted.
4. Light or general industrial uses are permitted as a transitional use between more intensive industrial uses or highways and other land uses such as residential. Appropriate features such as fencing and landscape buffering shall be required as necessary.
5. Heavy industrial uses which may result in nuisances (e.g. odour, noise, dust) shall be adequately separated from residential areas to minimize any potential detrimental or nuisance factors.



6. Developments with heavy industrial uses shall be located near Roads and Transportation Association of Canada (RTAC) roads (i.e. PTH 12 and PTH 52). Industrial uses shall be buffered from residential, recreational, and natural areas through fencing, landscape buffering, or other suitable materials.
7. Commercial and institutional uses may be allowed within the Industrial Policy Area 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.
8. Industrial uses that are currently located in non-industrial areas are encouraged to relocate to an appropriate industrial area. If the relocation of existing industry is impractical, steps should be taken to minimize the negative impact on adjoining properties.
9. 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.

5.5 INSTITUTIONAL POLICY AREAS

Institutional uses are those uses which provide a public or semi-public service and include large institutions such as medical, educational, or religious facilities; smaller 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 can vary widely and 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.

The objectives and policies below should be read in conjunction with those described in Section 4.0, which apply throughout the City.

5.5.1 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 to promote developments whose location and character will maximize their positive visual impact upon the community and the general public.

5.5.2 POLICIES

1. Neighbourhood-oriented institutional facilities such as schools, churches, day care facilities and the like, are encouraged to locate within the neighbourhood area they



serve. These types of uses may not necessarily be located within the Institutional Policy Area.

2. More regional social and cultural institutions shall be located on the periphery or outside of residential areas and along major streets, with consideration for potential impacts on residential neighbourhoods.
3. The City will consult with local school divisions with respect to school location.
4. Commercial or non-commercial uses that support the function of institutional uses on the same site may be considered as accessory uses.
5. The design of institutional buildings should be in keeping with the character of the area.

5.6 PARKS AND OPEN SPACE POLICY AREAS

A wide range of parks and open spaces 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. The goal of this designation is to provide parks and open spaces protected from development for the enjoyment of residents and visitors to the region.

The objectives and policies below should be read in conjunction with those described in Section 4.0, which apply throughout the City.

5.6.1 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 and cultural 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.

5.6.2 POLICIES

1. The following land uses may be permitted within Parks and Open Space Policy Areas:
 - a. Parks;
 - b. Natural areas;
 - c. Community gardens;
 - d. Sports facilities including arenas, golf courses, swimming pools, and curling rinks;



- e. Cultural facilities including libraries, art galleries and museums; and
 - f. Restaurants and office uses that are accessory to the primary recreational or cultural facility.
2. Parks and open spaces will be classified according to the following system:
- a. **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;
 - b. **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;
 - c. **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;
 - d. **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 regional parks.

3. The following table outlines the development criteria for parks and open spaces:

TYPE OF SPACE	APPROX. TOTAL AREA REQUIRED PER 1,000 POPULATION	SERVICE RADIUS	FOR INDIVIDUAL PARKS
SUB-NEIGHBOURHOOD	0.1 – 0.2 hectares (¼ - ½ acre)	Within 400 m (¼ mile)	46 sq. m – 0.8 hectares (500 sq. ft. – 2 acres)
NEIGHBOURHOOD	0.4 - 0.8 hectares (1-2 acres)	Within 800 m (½ mile)	0.09 - 8.1 hectares (10,000 sq. ft. – 20 acres)
COMMUNITY	0.8 - 1.2 hectares (2-3 acres)	Within 3.2 km (2 miles)	1.6 – 40.5 hectares (4-100 acres)
REGIONAL	1.6 – 4.0 hectares (4-10 acres)	Beyond City of Steinbach boundary	Up to 202 hectares (500 acres)

4. In future development areas, space allocations for parks and open spaces shall be based on an overall concept plan designed using the criteria in Policy 5.6.2.3 (the above table) as a guide. An overall design for each park site should be prepared before any development is undertaken.
5. Landscaping programs for parks and open space areas are encouraged. The landscaping program should be based on a detailed design for each site.
6. Park design shall ensure universal accessibility for all ages and abilities.
7. Public spaces and amenities shall be designed to withstand extreme weather events and minimize heat exposure.
8. Parks may be designed to accommodate year-round activity, such as skating, cross-country skiing, and other winter activities.
9. The City encourages communities and schools to establish community gardens to generate a culture of local and healthy food.
10. Sub-neighbourhood and neighbourhood parks and open spaces may not necessarily be located within a Parks and Open Space Policy Area but are subject to the applicable policies of this section.
11. Development and/or re-development of existing parks will be given priority over the acquisition of additional parks, provided Policies 5.6.2.3 and 5.6.2.4 of this Section are complied with.
12. In addition to the establishment of public reserve lands, the development and operation of recreation facilities by the private sector is encouraged.

5.7 DEVELOPMENT RESERVE I POLICY AREAS

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.

The objectives and policies below should be read in conjunction with those described in Section 4.0, which apply throughout the City.

5.7.1 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 efficient and 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.
-

5.7.2 POLICIES

1. The City shall preserve large parcel sizes within the Development Reserve I Area by limiting the subdivision of land prior to urban development.
 2. In the Development Reserve I Area, the design and allocation of land uses shall be based on an overall concept plan designed using the criteria provided in Section 4.1. Prior to development being undertaken, the concept plan must be submitted to the City for review and approval.
 3. Future development in the Development Reserve I designation adjacent to PTH 12 and PTH 52 shall include plans for an internal road system that complies with the approved Highway Access Management and Transportation Plan, PTH 12 & PTH 52 (as amended).
 4. Agricultural uses (except livestock operations); low-density residential uses; and commercial and industrial uses that require large sites and are deemed appropriate in rural areas, such as sand and gravel operations, aircraft landing facilities, and public garage and sewage disposal sites; may be accommodated as conditional uses.
 5. Existing 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 land use category prior to rezoning and development.
-

5.8 DEVELOPMENT RESERVE II POLICY AREAS

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.

The objectives and policies below should be read in conjunction with those described in Section 4.0, which apply throughout the City.



5.8.1 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.
-

5.8.2 POLICIES

1. Land designated as Development Reserve II will be retained in large parcels to provide maximum protection and flexibility for agricultural activities.
2. Redesignation of Development Reserve II lands to allow for more intensive development is not intended until this plan is repealed or a comprehensive review has taken place, although there may be exceptional circumstances where redesignation may be considered. If additional land is required to accommodate anticipated development in the City, priority should be given to redesignating Development Reserve I lands.
3. Specialized agricultural operations such as nurseries, horticulture, market gardening, etc., may be permitted subject to the requirements of the Zoning By-law.
4. New livestock operations will not be permitted to establish within the area designated Development Reserve II.
5. Existing livestock operations will be permitted to continue but are not allowed to expand within the area designated Development Reserve II.
6. The keeping of animals will be permitted 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.

6 IMPLEMENTATION

6.1 ADOPTION, REVIEW AND AMENDMENTS

Adoption of the Official Community Plan by City Council will give it the force of law. Once adopted, no development or land use shall be carried out within the area affected by the Official Community Plan that is inconsistent with the policies and attached maps set forth herein.

Council should continually monitor the Official Community Plan to ensure it is effective in guiding the orderly and cost-efficient development of the City. Council must complete a detailed review of its Official Community Plan within five years of its adoption.

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 development that the community may wish to consider. In such cases, an amendment to the text of the Official Community Plan, and/or to any of the maps, will be required to accommodate the proposed development. A change to the Official Community Plan should be thoughtfully considered since it represents a change to the accepted direction and vision for the community.

6.2 SECONDARY PLANS

Council may adopt, by by-law, a Secondary Plan to provide more specific guidance on development related issues. A Secondary Plan can address objectives and issues in any part of the municipality, without limitation, on matters regarding:

- Any part of the Official Community Plan;
- Subdivision design, road patterns, building standards, site servicing or other land use and development matters; or
- Heritage resources, sensitive lands, and other social factors such as economic development.

The City currently has one secondary plan that applies to the Millbrook Market lands, a 20-acre site located west of PTH 12 and north of Acres Drive.

6.3 ZONING BY-LAW

The objectives and policies contained herein are generally implemented through the zoning by-law. The zoning by-laws sets out specific requirements for land use and development, identifies zoning districts for certain types of uses, and outlines permitted and conditional uses and development standards for each land use zone. The zoning by-law must be generally consistent with the Official Community Plan.

Amendments to the zoning by-law must be reviewed in accordance with the objectives and policies of this Official Community Plan.



6.4 SUBDIVISION APPROVAL

Proposals involving the subdivision of land for single or multiple lot development will be subject to a review by the provincial planning authority, Council, and certain provincial government departments and agencies. This process provides an opportunity for development proposals to be evaluated in accordance with the provisions of the Official Community Plan. A subdivision proposal cannot proceed without the approval of Council and the provincial approving authority. Council and the provincial approving authority may attach conditions to a subdivision approval in accordance with *The Planning Act*.

6.5 CONDITIONAL USE APPROVAL

Within zoning by-laws, there are provisions for the approval of various types of development as conditional uses. The conditional use approval process provides Council with the authority to review specific development proposals, to receive public input from nearby landowners, and to make decisions either approving or denying the proposals. In addition, this process provides Council with the opportunity to establish conditions of approval, which could include requiring the applicant to enter into a development agreement with the municipality. In utilizing the conditional use process, Council will have an opportunity to influence the location of certain types of development, and to implement measures to ensure that development occurs in a manner that is acceptable to the community.

6.6 VARIANCE APPROVAL

The Planning Act enables Council to issue variance orders for the purpose of varying or altering the application of the zoning by-law. Council may attach conditions of approval to a variance order, which could include requiring the applicant to enter into a development agreement with the municipality to maintain the intent and purpose of the Official Community Plan or zoning by-law.

6.7 DEVELOPMENT AGREEMENTS

Approval of subdivisions, zoning amendments, conditional uses or variances can be conditional on the applicant/owner entering into a development agreement with the municipality that protects the interests of both parties. A development agreement typically deals with the responsibilities of the applicant and the municipality in providing services to the land in question, the use of the land, the siting of buildings, the installation of water and wastewater services, and/or the provision of open space or park land.

6.8 ADOPTION OF OTHER BY-LAWS

Land development and land use proposals 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 applicable zoning by-law, but set out the terms, conditions, and procedures upon which building permits are issued. Through building by-laws and regulations, Council can establish minimum standards of construction,



maintenance, and occupancy which new and renovated buildings must meet to protect the safety and health of the public.

6.9 SPECIAL STUDIES AND CONCEPT PLANS

Applicants may be required to undertake and submit special studies or concept plans as part of the approval process for certain development proposals, as outlined in Section 4.

6.10 PUBLIC WORKS

Capital works and public improvements undertaken by the City of Steinbach should generally conform to the policies set out in the Official Community Plan. This is an important implementation tool since a municipality may influence the rate and direction of growth through the provision of municipal services to land.

6.11 CAPITAL EXPENDITURES

All levels of government, school boards, health authorities and all other agencies and stakeholders with a vested interest in the development of the City should consult and ensure consistency with this Official Community Plan when revising capital expenditure programs. Where reasonably possible, expenditures to service land, build roads, upgrade facilities, or otherwise provide for growth and development, should be identified in the long-term capital expenditure program. Other agencies and governments are encouraged to align and coordinate their resources with the objectives and policies of this Official Community Plan.

6.12 CAPITAL DEVELOPMENT FEES (COST-CHARGES)

Capital Development Fees, also called Development Cost Charges, are a form of infrastructure charge that seeks to recover the cost of growth-related infrastructure from growth itself. Revenue from the levy must be specifically dedicated and used solely for the purpose of providing growth-related infrastructure. In this way, it can help the municipality provide the infrastructure that will support new development. The City uses this tool in accordance with provisions in *The Planning Act*.

6.13 ACQUISITION AND DISPOSAL OF LAND

A municipality or community development organization may purchase, sell, or lease land for the purpose of implementing the policies of this Official Community Plan.



7 MAPS

Land Use Designation

Reference Map 1: Road Classification

Reference Map 2: Municipal Services

Reference Map 3: Active Transportation Network & Community Facilities

DRAFT



City of Steinbach Community Plan - Land Use Designations

****DRAFT****

Land Use Designations:

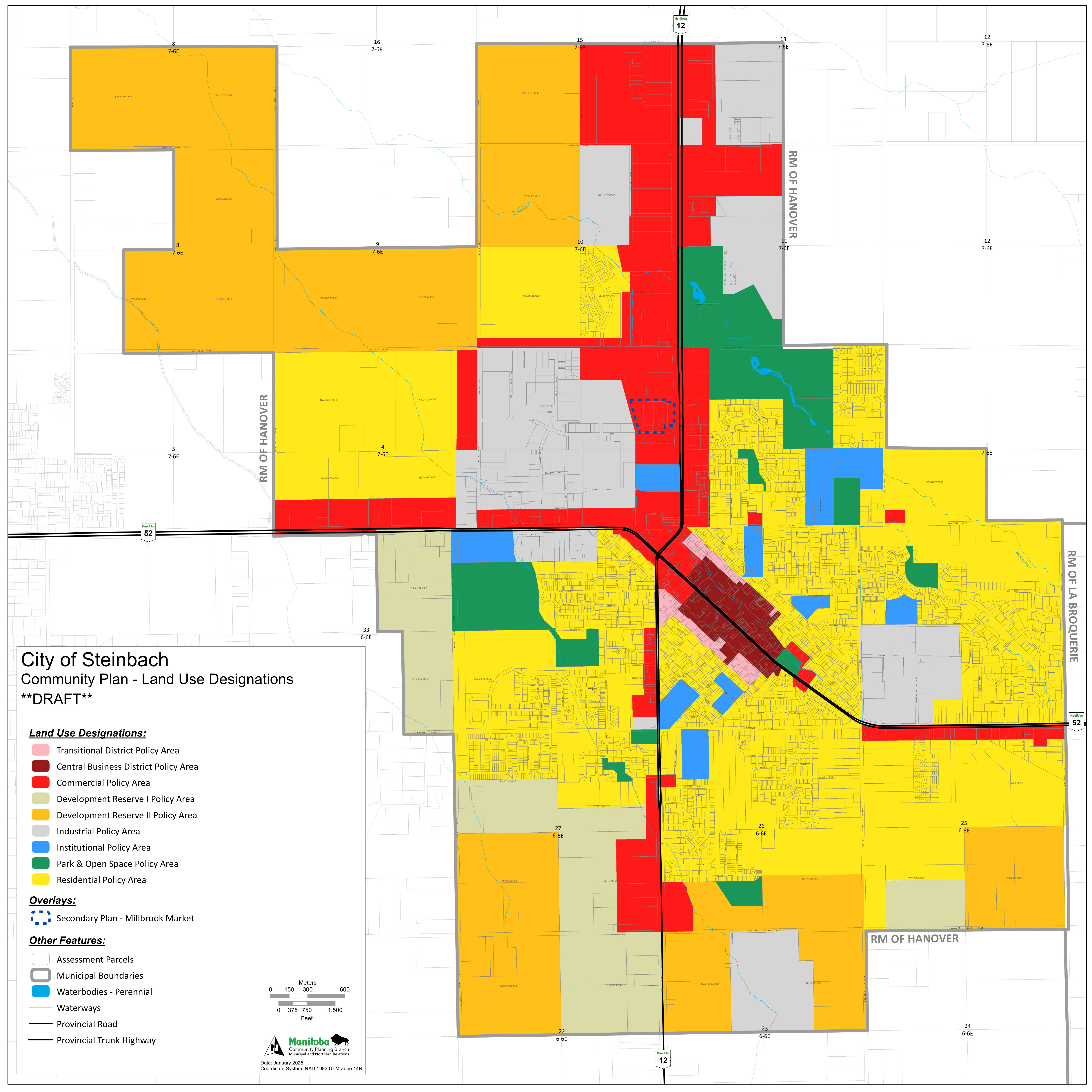
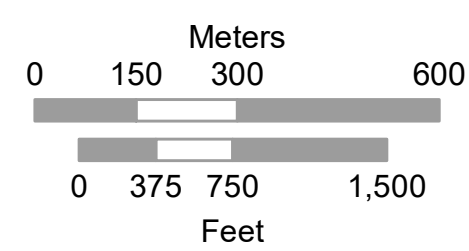
- Transitional District Policy Area
- Central Business District Policy Area
- Commercial Policy Area
- Development Reserve I Policy Area
- Development Reserve II Policy Area
- Industrial Policy Area
- Institutional Policy Area
- Park & Open Space Policy Area
- Residential Policy Area

Overlays:

- Secondary Plan - Millbrook Market





Other Features:

- Assessment Parcels
- Municipal Boundaries
- Waterbodies - Perennial
- Waterways
- Provincial Road
- Provincial Trunk Highway


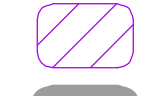






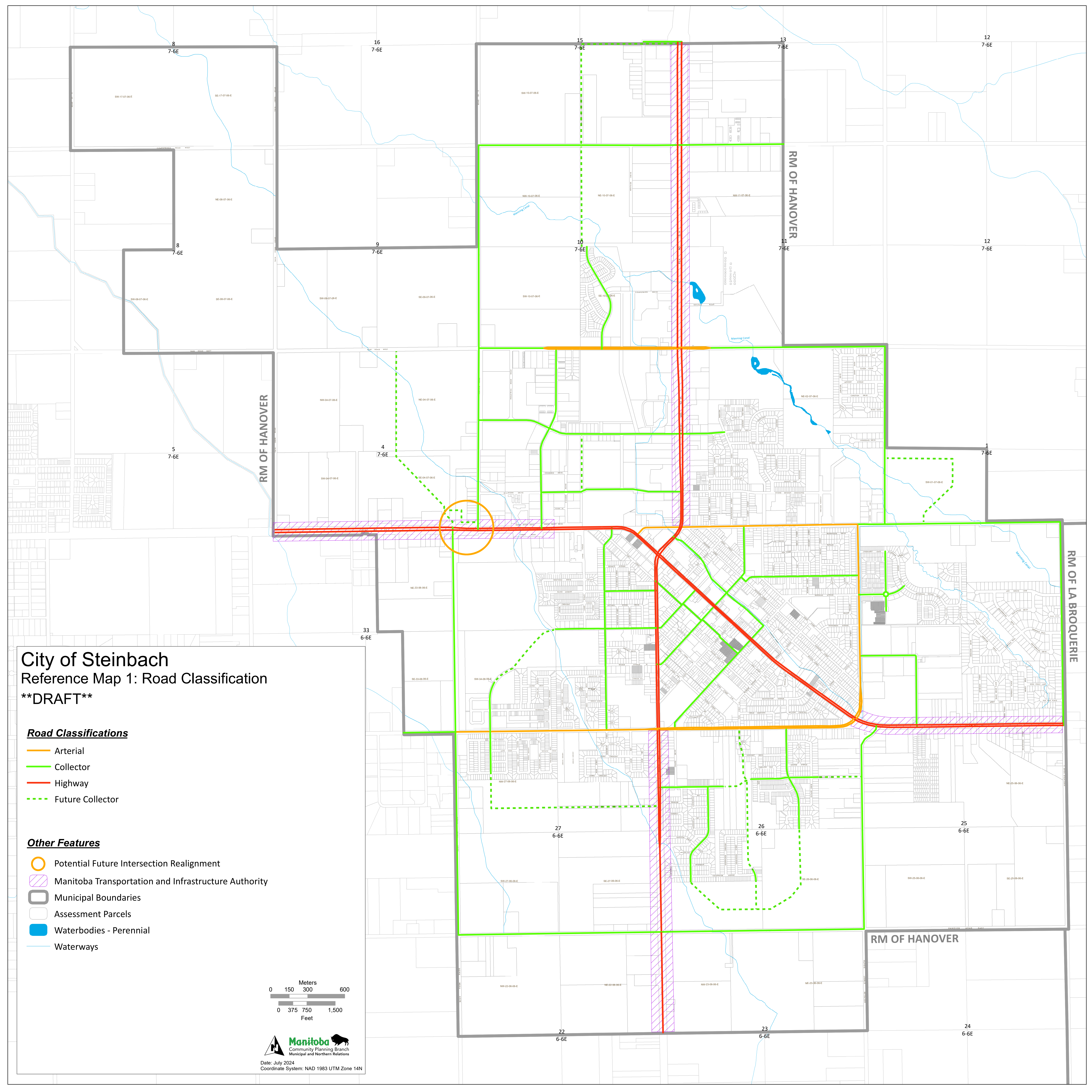
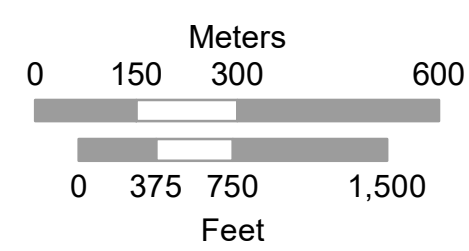
City of Steinbach
Reference Map 1: Road Classification
****DRAFT****

Road Classifications

-  Arterial
-  Collector
-  Highway
-  Future Collector







Other Features

-  Potential Future Intersection Realignment
-  Manitoba Transportation and Infrastructure Authority
-  Municipal Boundaries
-  Assessment Parcels
-  Waterbodies - Perennial
-  Waterways








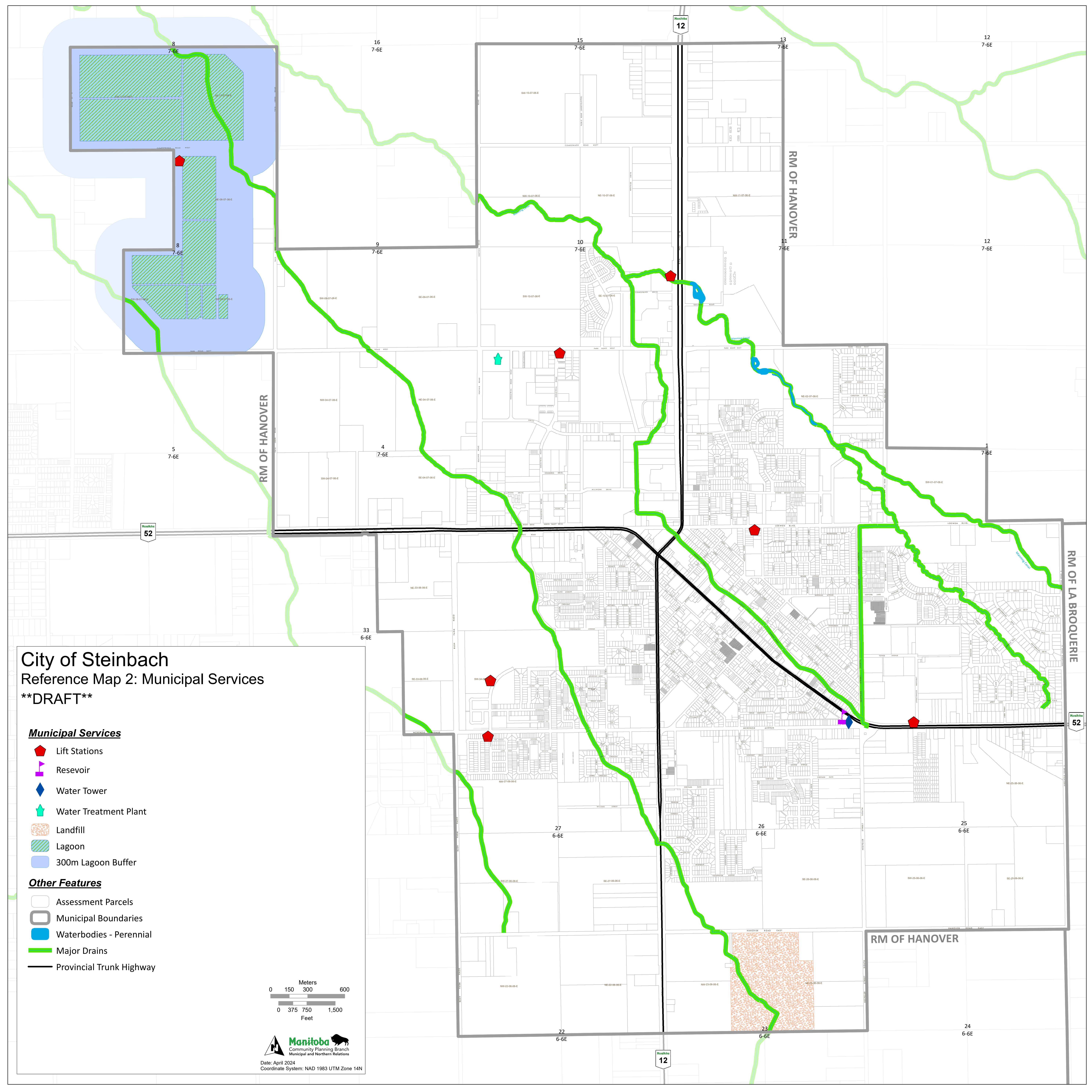
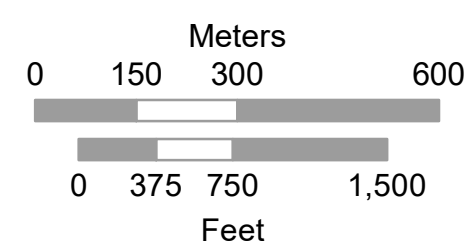
City of Steinbach
Reference Map 2: Municipal Services
****DRAFT****

Municipal Services

-  Lift Stations
-  Reservoir
-  Water Tower
-  Water Treatment Plant
-  Landfill
-  Lagoon
-  300m Lagoon Buffer

Other Features

-  Assessment Parcels
-  Municipal Boundaries
-  Waterbodies - Perennial
-  Major Drains
-  Provincial Trunk Highway





City of Steinbach



Reference Map 3: Active Transportation Network & Community Facilities

****DRAFT****

Active Transportation Network

-  Existing Active Transportation Facilities
-  Future Active Transportation Facilities

Other Features

-  Assessment Parcels
-  Municipal Boundaries
-  Parks & Open Space Policy Area
-  Waterbodies - Perennial
-  Waterways
-  Provincial Trunk Highway

Community Facilities:

1. Bethesda
2. Curling Rink/TC Smith Arena/Southeast Event Centre
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

