

TOWN OF THE PAS

BY-LAW NO. 4580

BEING A BY-LAW OF THE TOWN OF THE PAS TO ADOPT THE SECONDARY PLAN TITLED CENTENNIAL DRIVE NORTH.

WHEREAS The Planning Act Section 63(1) provides a council with the power to by by-law adopt a secondary plan to deal with objectives and issues within its scope of authority in part of the municipality, including, without limitation, any matter

- (a) dealt with in the development plan by-law;
- (b) dealing with a subdivision, design, road patterns, building standards or other land use and development matters; or
- (c) respecting economic development or the enhancement or special protection of heritage resources or sensitive lands.

AND WHEREAS it is deemed expedient and in the best interest of the municipality to adopt the Secondary Plan to facilitate the long term planning of Centennial Drive North.

NOW THEREFORE THE COUNCIL OF THE TOWN OF THE PAS, DULY ASSEMBLED, ENACTS AS FOLLOWS:

1. **THAT** The Secondary Plan, attached hereto and marked as Schedule "A" is hereby adopted and shall be known as the "Centennial Drive North Secondary Plan".
2. **THAT** this by-law shall come into full force and effect on the day following the date of passage.

DONE AND PASSED IN COUNCIL, ASSEMBLED THE 13th DAY OF JULY, A.D. 2018



Mayor



Assistant C.A.O.

CERTIFIED THAT BY-LAW NO. 4580 WAS:

READ A FIRST TIME THIS 14th DAY OF May A.D. 2018.

READ A SECOND TIME THIS 13th DAY OF July A.D. 2018.

READ A THIRD TIME THIS 13th DAY OF July A.D. 2018.



Assistant C.A.O.

CENTENNIAL DRIVE NORTH SECONDARY PLAN

February 2018

PREPARED BY



PREPARED FOR

Manitoba Housing and Renewal Corporation

17M-00264-00





CENTENNIAL DRIVE NORTH SECONDARY PLAN

MANITOBA HOUSING AND RENEWAL
CORPORATION

PROJECT NO.: 17M-00264-00
DATE: FEBRUARY 26, 2018

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1 INTRODUCTION

1.1 PURPOSE OF THE SECONDARY PLAN

The purpose of a Secondary Plan is to provide policies to guide land use and development in a specific area. The Centennial Drive North Secondary Plan (Secondary Plan) is a by-law adopted by the Town of The Pas (The Pas).

The purpose of the Secondary Plan is to:

- Ensure a mix of housing for a diversity of incomes and stages in life;
 - Guide business development towards the identified potential commercial and mixed-use designations;
 - Create a safe and efficient transportation network for vehicles and other modes of transportation for commuting and recreation;
 - Protect areas of ecological importance;
 - Create new low maintenance park space; and
 - Mitigate risks to people, property and investments from hazards and nuisances.
-

1.2 LOCATION

The Centennial Drive North Secondary Plan area (Planning Area) is located within The Pas (**Figure 1**). It spans across Centennial Drive / 7th Street East, east of Centennial Avenue, south of Grace Lake Road and is bordered by the hydro corridor on the east side. The Planning Area is approximately 28 acres in size.



Figure 1: Map of the Planning Area and Potential Phase 1 Location

A 24 multi-unit housing development is proposed to be developed as part of the first phase of development in the area, directly east of the existing University College of the North (UCN) housing development (Phase 1).

1.3 REGULATORY FRAMEWORK

The Pas Development Plan (Development Plan) establishes a broad planning framework and sets out the plans and policies with respect to physical, social, environmental, and economic objectives. The Development Plan directs that more detailed secondary plans be prepared to guide future development and planning in defined areas of the municipality. *The Planning Act* states in Section 63 that, “secondary plans must be consistent with the development plan”. Once a secondary plan is passed, all proposed developments must conform to the applicable provisions of the development plan, the secondary plan, and the zoning by-law.

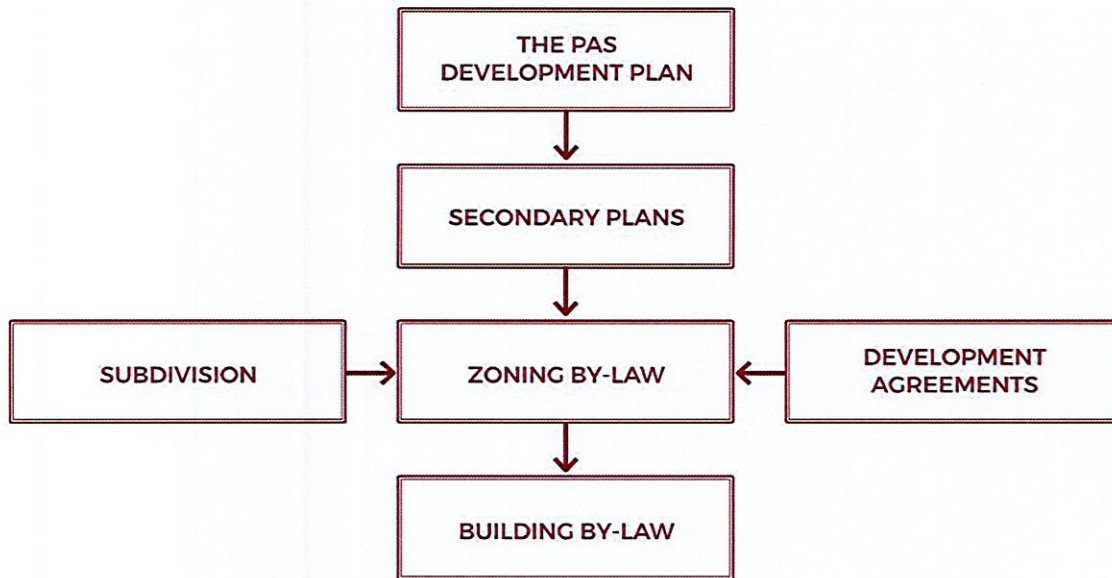


Figure 2: The Planning Hierarchy

1.4 INTERPRETATION OF SECONDARY PLAN PROVISIONS

The Secondary Plan is a statement of land use planning policy that will be used to guide the development and the long-term growth of the Planning Area. Many elements shown in the Secondary Plan are conceptual and approximate including boundaries of land use designations, roadways and pathway locations. Precise boundaries for the land uses will be set out in the zoning by-law. The Secondary Plan will provide direction in the preparation of development proposals by developers and will be used by the municipality in reviewing applications, such as subdivision and rezoning.

1.4.1 MAPS

The boundaries and symbols shown on the maps contained herein are intended to be approximate only and should be considered as such. They are not intended to identify specific locations, except where a boundary is located on an easily identifiable natural or manmade landmark such as a river or roadway.

1.4.2 APPLICATION AND INTERPRETATION OF POLICIES

1. Where an intent statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the intent statement and the policy, the policy shall take precedence.
2. Where “may” is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.
3. In cases where the word “should” is used in a policy, the policy is intended to apply to a majority of situations. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to allow an acceptable alternative means to achieve the general intent of the policy to be introduced instead.
4. In cases where the word “shall” is included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, deviations from the quantities or standards may be considered, provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and that the intent of the policy is still achieved.
5. Where “must” is used in a policy, the policy is mandatory without exception.

1.5 BACKGROUND

Existing Land Uses

The Planning Area is designated part “Residential” and part “Urban Hold” according to the Development Plan. The Planning Area is currently zoned as “Residential Multi-Family” on the site of the existing UCN housing development, “Commercial Neighbourhood” east of the UCN development to Centennial Drive and “Residential Single Family” for the east portion of the site from Centennial Avenue to the hydro corridor. Outside of the existing UCN development, the land is forested with a primary mix of black spruce and poplar. Soil conditions are known to be wet with a large amount of muskeg in the area.

Infrastructure Servicing

An existing 250 mm diameter water main (WM) that runs along the south property line of the Centennial Drive right-of-way and dead ends at the south end of the Planning Area (see **Figure 3**). The WM is operating at a peak water demand of 9.9 ML/day, with the existing pipe only able to deliver 8.0 ML/day. The peak water demand for the Planning Area was estimated to be 13.09 L/sec (1.13 ML/day). These estimates were made under the assumption that all development would be multi-unit residential. Once land uses are determined, these demands would likely be reduced. Regardless, upgrades to existing infrastructure would be required to support development within the Planning Area.



Figure 3: Existing Infrastructure Servicing

An existing 610 mm diameter wastewater sewer (WWS) runs along the east property line of Centennial Drive right-of-way, up to Centennial Avenue turning northeast on Centennial Avenue, the end of the sewer is unknown. The WWS is known to have issues with loading during storm events. Wastewater flows to a lagoon located approximately 1 km southeast of the Planning Area. The lagoon is currently above capacity and requires expansion.

Transportation Network

Provincial Road (PR) 289, also called Grace Lake Road, is a two-lane asphalt highway with gravel shoulders. Although PR 289 is located within the limits of The Pas, the roadway is designated as part of Manitoba Infrastructure's highway network. The Pas has jurisdiction over this roadway, however, any changes that significantly impact this roadway would typically require the approval of both Manitoba Infrastructure and The Pas. PR 289 provides a connection between The Pas and Grace Lake, where this roadway terminates.

The Manitoba Highway Traffic Information System (MHTIS) is a traffic volume database maintained by Manitoba Infrastructure and the University of Manitoba Transport Information Group (UMTIG). Historical traffic data is available from MHTIS on PR 289 approximately 800 m east of Centennial Avenue (summarized in **Figure 4**). The average compound annual growth for traffic volumes at this station is 3.0 percent over the past 20 years and 3.1 percent over the past 10 years. The most recent data available is from 2013. The Annual Average Daily Traffic (AADT) traffic volume in 2013 was 400 vehicles per day, significantly less than the capacity for this type of roadway which Manitoba Infrastructure considers to be 7,000 vehicles per day for a two lane collector.

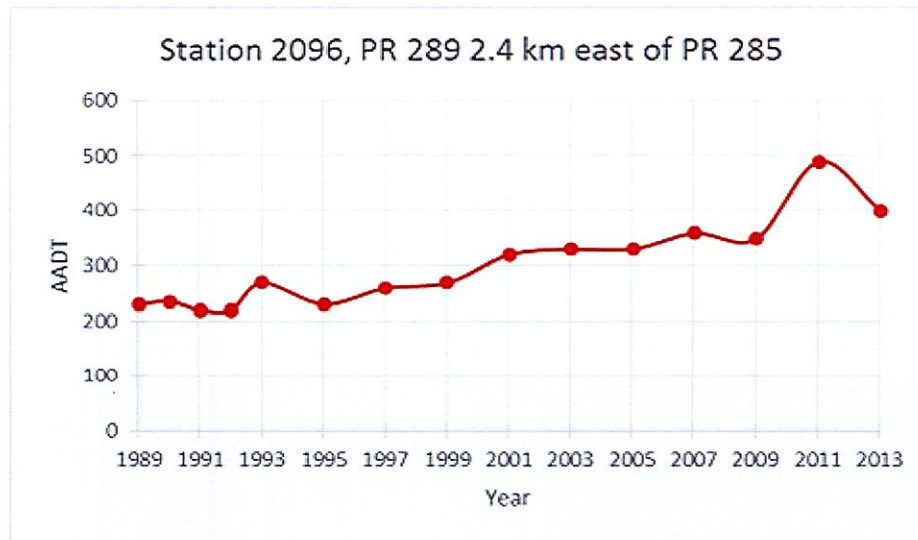


Figure 4: PR 289 Historical Annual Average Daily Traffic

Centennial Drive is a two-lane gravel roadway that functions as a collector roadway for the southeast area of town. The roadway transitions to a paved surface approximately 125 m west of the site at Fafard Avenue and has a posted speed limit of 50 km per hour. UCN is a significant generator of traffic and parking demand for the area.

Centennial Avenue is a two-lane gravel roadway with a posted speed limit of 50 km per hour. This roadway provides a connection between PR 289 and Centennial Drive. There are currently no private access points on Centennial Avenue.

PR 289 and Centennial Avenue do not feature any pedestrian or cyclist facilities adjacent to the site. Centennial Drive features a sidewalk on the north side of the roadway between Premechuk Way and Fafard Avenue, a distance of about 150 m.

1.6 THE PLANNING PROCESS

The Secondary Plan planning process began in January 2017 with the preparation of a background report. In March 2017, initial stakeholder meetings were conducted in The Pas to hear from the community about the current state of housing and current needs. These meetings were followed in July 2017, with a public open house that was held in two sessions.

Community participation was also an integral part of creating the Secondary Plan. Community engagement activities included:

- Meeting with stakeholder groups in March 2017 in The Pas, groups included:
 - The Town of The Pas;
 - Opaskwayak Cree Nation;
 - The Pas Chamber of Commerce;
 - Cedar Lake Community Futures Development Corporation;
 - Alan Gibb, Developer and Council Member;
 - Steve Krahn, Habitat for Humanity; and
 - Local real estate agents.

- Open houses in June 2017 at UCN presented background on the project and obtain feedback from the public on community needs and visions for the site.
- Open houses in December 2017 presented the draft Secondary Plan and concept subdivision plans and received feedback on options.
- In February 2018, the Secondary Plan was submitted to The Pas for adoption.

2 THE CENTENNIAL DRIVE NORTH SECONDARY PLAN

2.1 GENERAL PLANNING AND SUSTAINABILITY PRINCIPLES

The overall goal of the Secondary Plan is to sustainably develop residential (low and mid-density), commercial, and recreational land uses within the Planning Area while promoting linkages to existing community infrastructure.

2.1.1 OBJECTIVES

1. To provide a mix of housing types for a variety of incomes and of stages in life.
 2. To promote strategic and mixed-use (residential and commercial) areas for area residents.
 3. To develop an active transportation system that incorporates the existing trail running from Campbell Drive to Dufferin Street.
 4. To reduce potential conflict between neighbouring land uses.
 5. To promote efficient municipal road networks within the area and connections to existing roadways.
 6. To ensure that municipal infrastructure, such as water, wastewater and stormwater management facilities, and public and private utilities are adequate to service the residents and businesses within the Planning Area.
-

2.1.2 GENERAL POLICIES

1. All development will be implemented in accordance with:
 - a. Map 1 – Land Use Plan (**Map 1**);
 - b. Map 2 – Transportation Network and Pathway Plan (**Map 2**); and
 - c. Map 3 – Water and Wastewater Servicing Plan (**Map 3**).
2. Subdivision applications shall include a concept plan, including:
 - a. The size and layout of lots, including proposed uses;
 - b. A roadway plan that connects to the existing road network and provides safe and efficient vehicular access on collector streets;
 - c. A pathway plan that connects into the proposed pathway plan on **Map 2** or the identification of connections and any easements for future pathways to connect to adjacent subdivisions;
 - d. A water and wastewater servicing plan;
 - e. A stormwater and drainage management plan; and
 - f. Landscaping with a focus on native species.
3. Notwithstanding any other policies of this Secondary Plan, all municipal facilities and utilities, including stormwater management facilities and stormwater management ponds, shall be permitted on lands in any land use designation.

4. All new developments shall be encouraged to design and orient structures in a way that:
 - a. Maximizes solar gains and facilitates future on-site use of solar energy technologies or other renewable energy sources and/or energy recovery systems;
 - b. Promotes water efficient, drought resistant landscaping and the elimination of pesticide/herbicide use by using native plant species and xeriscaping; and
 - c. Meets universal design standards for accessibility.
 5. The Pas shall encourage and promote alternative waste management such as recycling and composting whenever economically and technically feasible.
 6. All development must be in accordance with the flood level elevations and criteria prescribed by the Province of Manitoba.
 7. The use of solar power, LED (light-emitting diode) technology or other new technologies shall be encouraged within the Planning Area for street, site, and signage lighting.
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2.2 RESIDENTIAL

The Secondary Plan promotes a balance of appropriate development while ensuring that new developments will be consistent with the character of the existing community. **Map 1** identifies appropriate areas for a variety of residential developments in order to provide a range of housing opportunities for residents, while at the same time planning for future connections to municipal services.

2.2.1 OBJECTIVES

1. To provide an adequate supply of residentially-designated land that allows for a mix of lower and higher-density housing.
 2. To provide for services that are supportive of residential development such as recreational areas and neighbourhood commercial uses.
 3. To support the logical and orderly phasing of new residential areas by allowing for adequate timeframes for proper planning and the orderly installation of municipal services.
-

2.2.2 LOWER DENSITY RESIDENTIAL POLICIES

1. Lower density uses, such as single-unit residential uses (attached or detached), shall be directed to the **Lower Density Residential** designation.
2. New residential development shall be encouraged to develop adjacent to existing residential development. Discontinuous development or leap-frog development that would result in demand for services where extension of services is not efficient or economical shall not be supported unless the developer is willing to extend servicing.
3. New residential development shall strongly consider incorporating the following minimum visitability housing standards where feasible:
 - a. One level, no-step entrance - minimum 36 in (91.4 cm) wide - on an accessible route;
 - b. Wider doorways - minimum of 32 in (81.3 cm) clear passage throughout; and
 - c. A wheelchair accessible bathroom on the main floor.

2.2.3 HIGHER DENSITY RESIDENTIAL POLICIES

1. Multi-unit residential uses shall be directed to the **Higher Density Residential** designations.
2. The Pas shall review all multi-unit residential use applications to ensure they demonstrate thoughtful building and site designs that consider:
 - a. **Traffic:** Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated;
 - b. **Vehicular Access:** The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite;
 - c. **Parking Requirements:** The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. Opportunities to reduce parking requirements and promote increased usage of walking and cycling should be pursued, where appropriate;
 - d. **Outdoor Amenity Areas:** The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other design measures to mitigate the impact to adjacent properties;
 - e. **Outdoor Storage:** The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping). These uses and activities should be located away from residences and street frontages where possible;
 - f. **Lighting:** The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated; and
 - g. **Transition:** Mitigate any potential conflicts between different densities of use or scale of building by providing appropriate transitions through the use of landscaping, separation buffers, building design, and site layout, etc.
3. Where multi-unit residential development is proposed, The Pas may request that the developer submit a report which addresses issues of potential conflict, such as traffic impact.
4. Developers shall be encouraged to incorporate universally accessible housing. New residential development shall strongly consider incorporating the following minimum visitability housing standards where feasible:
 - a. One level, no-step entrance - minimum 36 in (91.4 cm) wide - on an accessible route;
 - b. Wider doorways - minimum of 32 in (81.3 cm) clear passage throughout; and
 - c. A wheelchair accessible bathroom on the main floor.
5. Developers shall be strongly encouraged to develop a range of compact housing forms and tenures, and have affordable units for low and moderate income households for at least 25 percent of the development.

2.3 PARKS AND OPEN SPACE

The intent of the **Parks and Open Space** designation is to accommodate parks and recreation areas that provide leisure facilities for residents and provide adequate stormwater management within the Planning Area. **Map 1** identifies the location of future **Parks and Open Space** within the Planning Area. Parks or open space uses may also be integrated into other designations within the Planning Area in accordance with the policies within this section.

2.3.1 OBJECTIVES

1. To conceptually identify locations for future parks and pathway linkages based on a review of land available for development and its relation to existing park and pathway locations, open space, and community needs.
2. To provide adequate stormwater management within the Planning Area.
3. To encourage low-maintenance parks and open space.

2.3.2 PARKS AND OPEN SPACE POLICIES

1. Parks and open space uses shall be directed to the **Parks and Open Space** designation.
2. Parks and open space uses shall also be encouraged within other designations within the Planning Area.
3. Where feasible, stormwater management facilities should be incorporated into parks and open spaces.
4. Parks and open space uses shall be linked to the surrounding community by pathways.
5. The Pas should make every effort to acquire or establish easements on private lands designated as parks and open space in the Secondary Plan.
6. Developers may be required to include elements such as play equipment, community gardens, seating areas and passive open space within parks and open space area.

2.4 MIXED-USE NODE

Mixed-use developments increase the intensity and diversity of land uses by combining two or more different land uses such as residential and commercial uses in the same structure, site or development area. They promote walkability, increase housing options and help foster a sense of place within the community.

2.4.1 OBJECTIVES

1. To provide for mixed-use development at appropriate locations throughout the Planning Area.

2.4.2 POLICIES

1. Mixed-use development shall be encouraged to locate at the **Mixed-Use Node** identified on **Map 1**.
2. To ensure thoughtful building and site design within the **Mixed-Use Node**, all development applications within the **Mixed-Use Node** are subject to **Policy 2.2.3.2**.
3. Mixed-use developments may be located in a single building or comprise a variety of compatible uses in a defined area in separate buildings.
4. Mixed-use areas may contain a variety of uses including general retail, restaurants, offices, clinics, and multi-unit residential uses.
5. New commercial development shall be encouraged to create attractive storefronts contributing to the sense of place for the community. This may include the addition of street furniture, landscaping, decorative signage, and other elements as determined by The Pas or contributions to public spaces or common areas in the vicinity of the proposed development.
6. Commercial uses established directly parallel to Centennial Drive or Centennial Avenue shall be encouraged to have store fronts facing the respective public road.

7. Wherever possible, commercial developments shall be encouraged to connect to the proposed pathway systems and to provide bicycle parking.
8. Storefronts should be pedestrian-friendly and contribute to an active and vibrant commercial area.
9. Mixed-use developments shall provide the following information for approval by The Pas:
 - a. The size, shape, location and proposed uses, by type and density;
 - b. The proposed public and/or private road network; and
 - c. The site landscaping.

2.5 URBAN DESIGN AND LANDSCAPING

Urban design and landscaping guidelines are useful in the creation of a safe, healthy and sustainable community.

2.5.1 OBJECTIVES

1. To enhance the identity of The Pas through the public space design of the community, while taking into consideration all four seasons.
 2. To support the human need for social contact and create opportunities for interaction and a sense of community by using design principles that enhance the public environment.
-

2.5.2 POLICIES

1. Streetscaping emphasizing high quality design including storefronts, signage, street furniture, landscaping, decorative signage, and other elements determined shall be developed by the applicant to complement the development approval process.
 2. Development agreements may require landowners to supply elevation drawings of proposed storefronts and buildings including façade sketches and building materials to ensure they are contributing to a common visual theme in the area that may or may not be determined by streetscaping guidelines.
 3. The Pas should support applications that avoid monotony and provide aesthetically pleasing building designs.
 4. Street furniture, such as garbage receptacles, bicycle parking, lighting and benches, should be designed in a way that encourages activity.
 5. Natural landscaping on public and private lands shall be encouraged to minimize environmental and economic costs associated with their maintenance, focusing on native species commonly found in the area.
 6. Sufficient screening and landscaping between commercial and residential uses shall be provided to minimize impact on adjacent land uses.
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2.6 TRANSPORTATION

The Planning Area is located on the east side of The Pas and can principally be accessed from Centennial Drive / 7th Street East and Grace Lake Road.

Active transportation (AT) is defined as any form of human-powered transportation, typically walking and cycling. Active transportation is becoming more attractive to local residents as a way to improve their health and quality of life, and move throughout the community.

2.6.1 OBJECTIVES

1. To provide a safe and efficient transportation network for vehicular traffic, pedestrian and cyclist traffic.
2. To improve local and regional connectivity.
3. To promote community connectivity and AT facilities that connect the site to existing sidewalks and pathways.

2.6.2 TRANSPORTATION POLICIES

1. All future public roads shall generally be developed in accordance with **Map 2**.
2. The Pas may require, as a condition of development, that adequate parking and loading facilities be provided. This includes parking for bicycles.
3. Land shall be protected for future road right-of-way. The Pas may require, as a condition of approval of any new development, that lands be acquired by the municipality to provide for required road right-of-way.
4. Additional rights-of-way or right-of-way width may be required to accommodate facilities such as bike lanes, medians and on-street parking.

2.6.3 ACTIVE TRANSPORTATION POLICIES

1. Active transportation facilities shall generally be developed in accordance with **Map 2**.
2. Pathways should link residential development, the mixed-use node, and parks and open space areas.
3. Pathways may be required to integrate lighting with the intent of enhancing safety.
4. The development of AT systems that connect cul-de-sac's are encouraged.
5. Pathways shall be required around or adjacent to new stormwater management facilities such as retention ponds or naturalized drainage canals.
6. The municipality, where feasible, shall acquire lands which ensure access and egress at key focal points and destinations in the community and eliminate missing links in the AT network.
7. The municipality shall encourage community involvement when implementing, maintaining and improving the AT network.

2.7 MUNICIPAL SERVICES AND UTILITIES

The extension of municipal infrastructure and utilities shall be guided by the objectives and policies listed below.

2.7.1 OBJECTIVES

1. To allow for the efficient and cost-effective installation or extension of water and wastewater services into and throughout the Planning Area.
2. To ensure that the Planning Areas are efficiently and effectively serviced with utilities.

2.7.2 POLICIES

1. Development proposed within **Area 1**, shown on **Map 3**, should acquire water service by connecting to the WM along Centennial Drive, with the ideal connection point(s) located where any approach is established to access a development.
2. WWS infrastructure within **Area 1**, shown on **Map 3**, should be utilized by connecting to one of the existing manholes of the WWS along Centennial Drive, up to Centennial Avenue. The WWS connection would also be located where any approach is established to access a development. If the approach is located west of Centennial Avenue, an extension to the WWS connection along Centennial Drive may be required.
3. Development proposed within **Area 2**, shown on **Map 3**, should connect to the same existing WM as **Area 1**. A WM extension may be required along Centennial Avenue that would connect at the corner of Centennial Drive and Centennial Avenue.
4. The limit of WWS infrastructure along Centennial Drive is unknown, therefore an extension to this main line may be required. Connections to development proposed within **Area 2** shown on **Map 3** would also be located where any approach is established to access a development.
5. Within **Area 1** and **Area 2**, locations of water and wastewater infrastructure will be generally determined by the alignment of road right-of-way's.
6. Water infrastructure designs shall avoid dead-ends and create "loops" in the system.
7. The cost of extending municipal water and wastewater sewer services shall be the responsibility of the developer. The cost of connecting individual lots to municipal water and wastewater sewer services shall also be the responsibility of the developer.
8. All development is required to provide estimated water consumption and wastewater production to ensure sufficient capacity prior to approval.
9. The Pas will work collaboratively with surrounding municipalities and the Opaskwayak Cree Nation on wastewater servicing issues.
10. Developers are required to work with providers to bring utilities to individual developments/properties.

2.8 STORMWATER MANAGEMENT

2.8.1 OBJECTIVES

1. To encourage low impact development approaches for drainage, ensure that drainage is appropriately addressed by developers and does not impact downstream systems.

2.8.2 POLICIES

1. Land drainage run-off from developments may be a combination of underground sewer infrastructure and overland drainage systems and may also require a retention pond, or some other form of storage.
2. Where feasible, stormwater management facilities should be incorporated into parks and open spaces, particularly within the **Parks and Open Space** designation.
3. A stormwater management plan, completed by a qualified engineer is required. Drainage plans shall meet municipal and provincial requirements and demonstrate how the drainage plan respects regional systems and shall not exhibit any negative impacts downstream.

4. Developers are encouraged to utilize low impact development (LID) approaches for drainage. LID is an approach to land development that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing drainage that treats stormwater as a resource rather than a waste product.

3 IMPLEMENTATION

The Pas Secondary Plan is a land use planning policy document that will guide future development using planning tools provided under *The Planning Act*. The following studies, plans and/or assessments may be required to support the implementation of the Secondary Plan prior to an application being considered:

1. Concept Plan;
 2. Transportation Plan including linkages to the pathway or parks system;
 3. Functional Servicing Plans;
 4. Traffic Impact Study;
 5. Parking Needs Study;
 6. Stormwater Management Plan;
 7. Geotechnical Study; and
 8. Soils Analysis.
-

3.1 IMPLEMENTATION STRATEGY

The requirements of the Secondary Plan shall be implemented primarily through planning tools, such as the zoning by-law, subdivision approval, site plan control and the possible requirement of the plans, studies and assessments. Residents, business owners and developers will help implement the Secondary Plan through their participation in the planning process.

3.2 ZONING AMENDMENTS

Prior to development of any land that is not zoned appropriately for the development proposed, a re-zoning, in accordance with the requirement of The Pas Zoning By-law and this Secondary Plan, would be required.

3.3 MONITORING AND AMENDMENTS

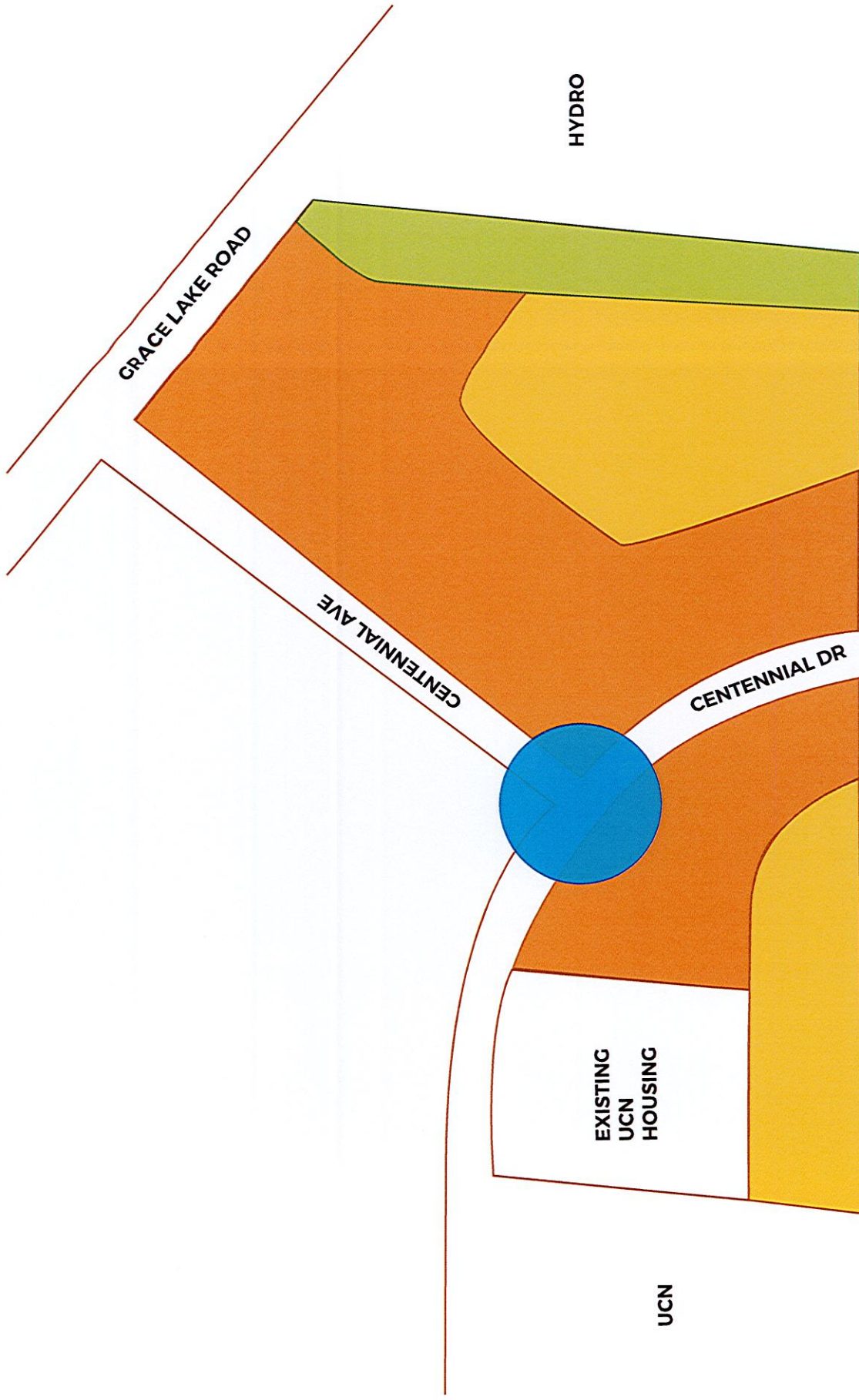
The Pas should monitor the performance of the Secondary Plan to assess whether the objectives and policies of the plan have been carried out and has resulted in its intended effect. Should there be any changes required to the Secondary Plan, an amendment will be necessary in accordance with *The Planning Act*.

This Secondary Plan shall be reviewed from time-to-time, but in no less than eight year increments. The review process may be harmonized to coincide with, or be incorporated into, the review of the Development Plan.

APPENDIX

A

MAP 1 – LAND USE PLAN



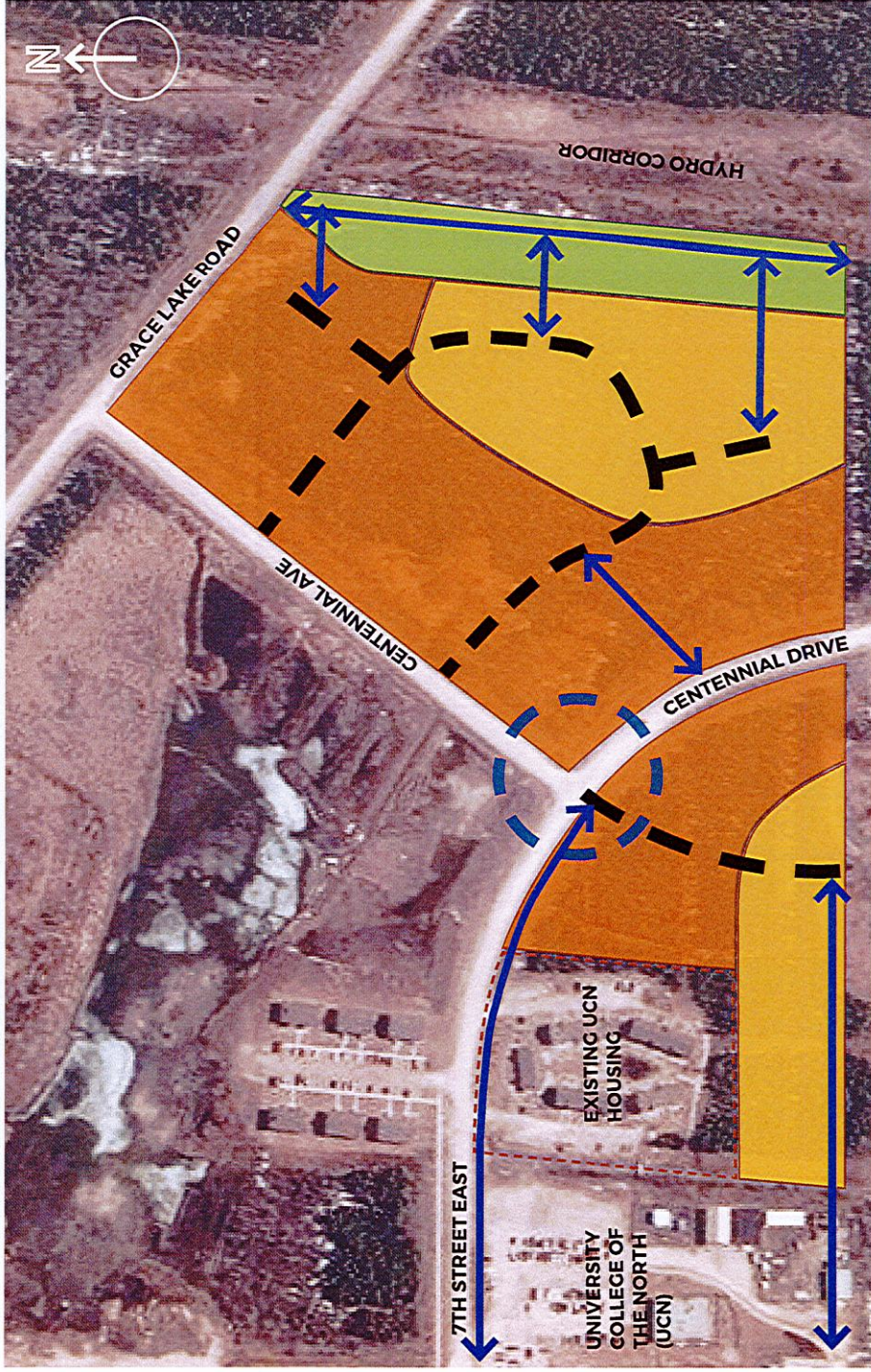
LEGEND

- Parks and Open Space
- Higher Density Residential
- Lower Density Residential
- Mixed-Use Node

APPENDIX

B

MAP 2 – TRANSPORTATION
NETWORK AND PATHWAY
CONCEPT PLAN



LEGEND

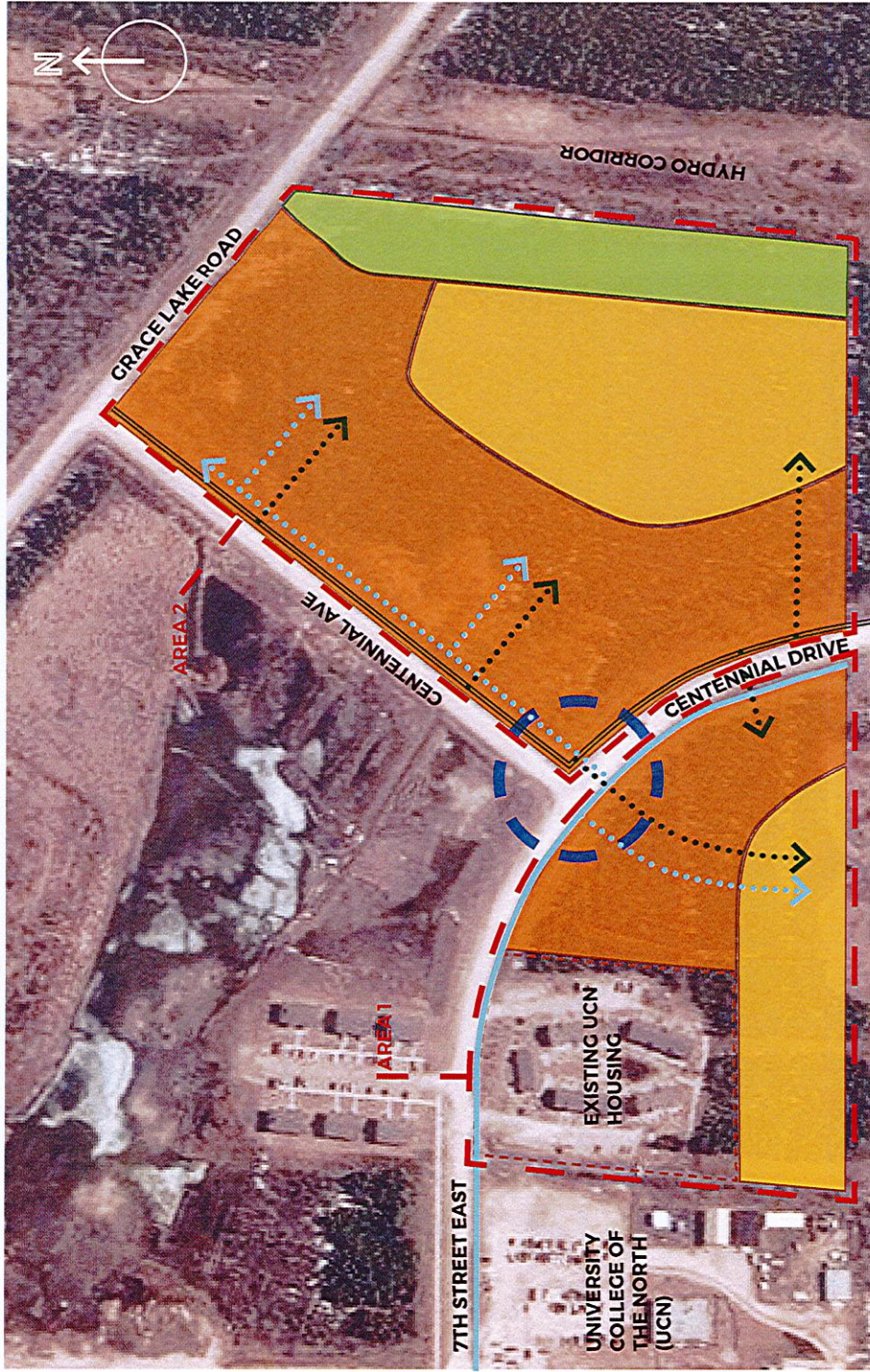
- Proposed Roadway
- Proposed Sidewalk
- Proposed Sidewalk / Active Transportation Pathway

MAP 2 - Transportation and Pathway Network Concept Plan

APPENDIX

C

MAP 3 – WATER AND
WASTEWATER SERVICING
CONCEPT PLAN



- LEGEND**
- Existing Watermain
 - Proposed Watermain Connection
 - Existing Waste Water
 - Proposed Waste Water Connection
 - Higher Density Residential
 - Lower Density Residential
 - Parks and Open Space
 - Mixed-Use Node

MAP 3 - Water and Wastewater Servicing Concept Plan