



Kelsey Planning District
DEVELOPMENT PLAN



KELSEY PLANNING DISTRICT DEVELOPMENT PLAN

September 2020

The Kelsey Planning District is located in the territory of Opaskwayak Cree Nation, within Treaty 5, and on the traditional lands of Ininiwak (Cree), Anishinaabe (Ojibwe), Oji-Cree, Dene, Dakota, and Métis peoples.

We acknowledge this land and water, the original peoples of this place, and the treaty that guides our ongoing relationship.

We commit to tending to this place and our treaty partnerships with care in the spirit of collaboration and reciprocity going forward.

HOW TO USE THIS DEVELOPMENT PLAN

The Kelsey Planning District Development Plan provides a roadmap to guide future decisions made by the Planning District Board and local Councils in the Town of The Pas and the Rural Municipality of Kelsey.

The following is a general guide intended to assist the reader in navigating this Development Plan in relation to a proposed development, a proposal, or particular issue:

Step One

What policy area is the land located in?

- Use the Land Use Policy Area Maps (in Part Six) to determine what policy area applies to the land.

Step Two

What policies apply to this land?

- Review the general policies in Part Two of this Development Plan to see the policies that apply to all development in the Planning District.
- Review the policies in Part Three of this Development Plan to see the specific policies that apply to development within the policy area.

Step Three

How should a proposed development be evaluated?

- The Planning District Board and local Councils in the Town of The Pas and the R.M. of Kelsey will evaluate a development proposal (including a Zoning By-Law Amendment or Conditional Use Application) based upon the intent, objectives and applicable policies in this Development Plan.

PARTS OF THE DEVELOPMENT PLAN

In **PART ONE: INTRODUCTION**, you will find background information on the Kelsey Planning District, the purpose and intent of the Development Plan, and the vision for the planning district.

In **PART TWO: GENERAL DEVELOPMENT**, you will find objectives and policies for land use and development that are applicable throughout the Kelsey Planning District.

In **PART THREE: LAND USE POLICY AREAS**, you will find objectives and policies for specific land use policy areas within the Kelsey Planning District. The policy areas are illustrated in the land use maps contained in Part Six of this Development Plan.

In **PART FOUR: IMPLEMENTATION**, you will find an overview of the planning tools used to implement this Development Plan.

In **PART FIVE: DEFINITIONS**, you will find definitions helpful in interpreting words in this Plan.

In **PART SIX: POLICY AREA MAPS**, you will find land use maps showing the location of the designated land use policy areas described in Part Three of this Development Plan.

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1 INTRODUCTION

PART ONE presents background information on the Kelsey Planning District, the purpose and intent of the Development Plan, and the vision for the Planning District.

1.1 Purpose and Intent

This Development Plan sets out the Kelsey Planning District's vision for the future. The vision is advanced through physical, social, environmental and economic objectives and policies that will guide community growth and change.

The decisions of the R.M. of Kelsey and The Pas Councils related to land use and development will be based on the objectives and policies of this Development Plan. This Development Plan will also provide guidance for developers, property owners, residents and the public sector about how and where community members want land to be developed.

1.2 Authority

The Planning Act provides the legal basis for municipal land use planning in Manitoba. Under *The Planning Act*, a planning district must adopt a Development Plan to guide the growth of the entire district that meets the requirements of the Act.

All Development Plans adopted in Manitoba must be prepared in accordance with the Provincial Planning Regulation, and be generally consistent with the Provincial Land Use Policies (PLUP's) contained within the Regulation. This Development Plan has been prepared in compliance with the legislation.

1.3 Planning Background

The Kelsey Planning District came into effect in September 2017. The Planning District is comprised of the Town of The Pas and the RM of Kelsey.

The Kelsey Planning District Development Plan is informed by other plans for the region, including the Carrot-Saskatchewan River Integrated Watershed Management Plan and Look North: the Report and Action Plan for Manitoba's Northern Economy.

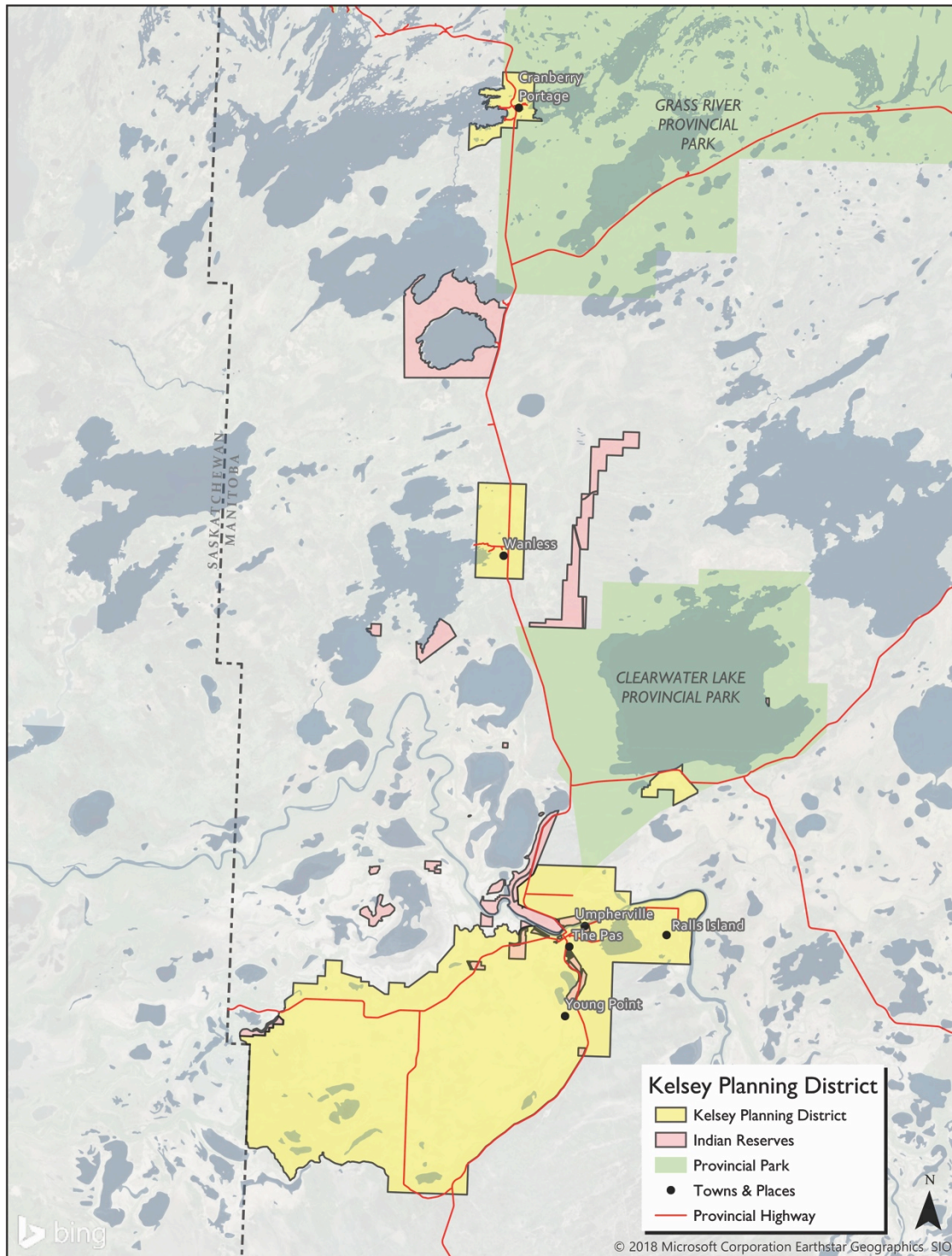
Once enacted, the new Kelsey Planning District Development Plan will replace and repeal the former Development Plan by-laws in the planning area:

- The Pas 2020 Plan By-law No. 4353;
- L.G.D. of Consol (The Pas Area) Basic Planning Statement By-Law No. 16/92;
- R.M. of Kelsey (L.U.D. of Cranberry Portage) Development Plan By-Law No. 11/05;
- Wanless Basic Planning Statement (L.G.D. of Consol) By-Law No. 734/83.

1.4 Context

More detailed information on the planning context is provided in the *Kelsey Planning District Development Plan Background Report*.

.1 Regional Context



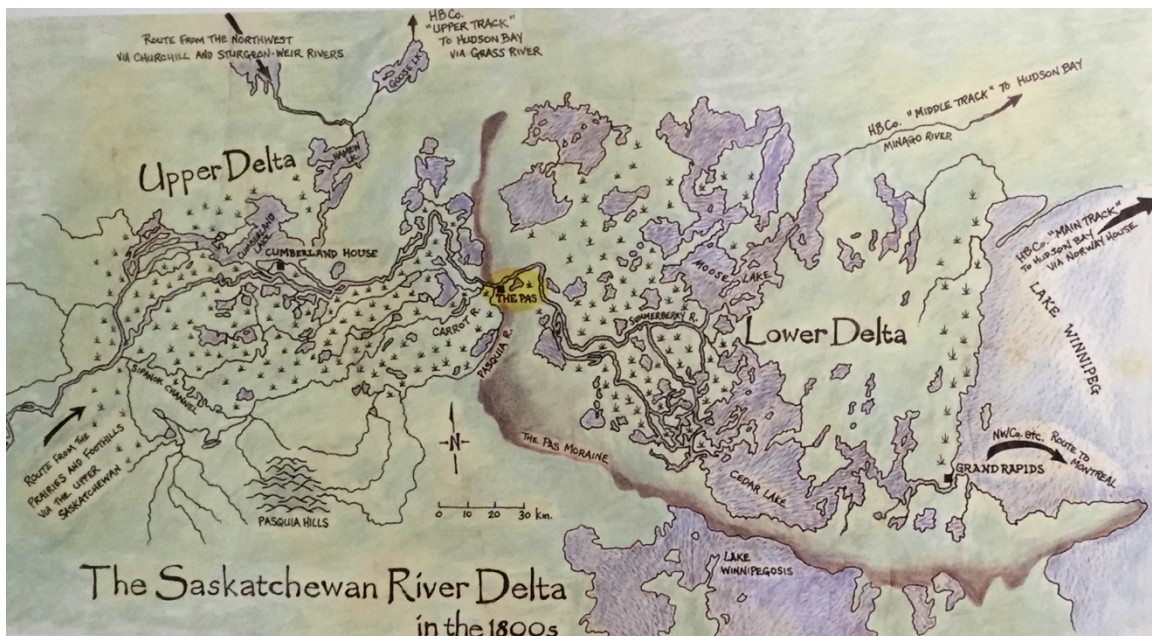
The Kelsey Planning District covers a land area of 91,727 hectares (226,662 acres) in northwestern Manitoba near the Saskatchewan border. It encompasses the Town of The Pas (as well as The Pas Airport) and the Rural Municipality of Kelsey, which also includes the Local Urban District of Cranberry Portage and an area surrounding the community of Wanless.

The Opaskwayak Cree Nation holds a significant amount of land in the area as reserve land or Treaty Land Entitlement (TLE) selections, including some land within the urban area of The Pas. Most of the remaining land between the non-contiguous parts of the Planning District is either unorganized territory or within one of the area's Provincial Parks (Clearwater Lake, Rocky Lake (near Wanless) or Grass River (near Cranberry Portage)).

The Kelsey Planning District is located in the Carrot – Saskatchewan River Watershed, which is part of the larger Saskatchewan River Basin. The Saskatchewan River originates in the Rocky Mountains in Alberta and travels 1,940 km east where it enters Lake Winnipeg at Grand Rapids. Locally the Carrot River is the most significant tributary to the Saskatchewan River, and joins the Saskatchewan River near The Pas. Water generally flows in an eastward direction; however, the topography is very flat and the river has changed its path a number of times.

The landscape is dominated by boreal forest, lakes, rivers, streams, bogs and marshes and is extremely rich in biological diversity, particularly in the Saskatchewan River Delta.

.2 Historical Context



The land where the Saskatchewan and Pasquia Rivers meet has been a gathering place for centuries. Traces of habitation by the First Peoples in this land have been found dating back 7,000 years.

On July 10, 1690, Ininiwuk (Cree) guides brought the first European explorer to this location; a man by the name of Henry Kelsey, who was working for the Hudson's Bay Company on a fur trade "promotional trip." Kelsey, now the namesake of the Planning District, passed through the area four times between 1690 and 1692 in his fur trading work.

In the mid-1870s, federal government treaty commissioners approached the Ininiwuk who lived in the area to sign a treaty that was intended to define and recognize their rights and formalize the relationship between the signatory Bands and the Canadian government. The terms of the Treaty were similar to those negotiated in the earlier numbered treaties, leaving only minimal room for the Ininiwuk to negotiate. On September 7, 1876, the Band and representatives of the Crown signed Treaty No. 5.

After the treaty was signed, European settlers started moving to and through the region in greater numbers. Recognizing the area's potential as a "Gateway to the North", the Canadian government decided that action had to be taken to relocate the Ininiwuk settlement that had flourished on the south side of the Saskatchewan River.

In 1906, the government relocated the Ininiwuk across the river to the north side, surrendering 500 acres on the south side, which was to become the Town of The Pas.

In the year 1912, the boundary of the Province of Manitoba was expanded north of the 53rd parallel. By this time, The Pas had grown to a population of 1,500 permanent residents and served as a major transportation hub of the north. After two decades of delays, the rail line connecting The Pas to Churchill was completed in 1929.

Starting in the 1920s and continuing into the 1930s, many family farms were established on the west side of The Pas. After the Second World War, the government provided a resettlement package for veterans to the area, which further increased the number of people living in this part of the Carrot Valley that came to be known as the Pasquia Land Settlement.

Following a severe flood of the agricultural lands in 1948, the Manitoba government revived its plans to create "polders" in the Carrot River Valley southwest of The Pas by draining the land and enclosing it with dikes. Developed over several decades, the polder system has helped to transform this part of the Planning District into one of the best agricultural regions in the Province.

.3 Population & Demographic Context

The Pas' population peaked in the mid-1970s with more than 6,600 people living in the town. Since then, census data shows that the population has been in a gradual decline to its present population of 5,369 (Statistics Canada, 2016). The population of the Rural Municipality of Kelsey, like that of The Pas, has slowly been decreasing over the last few decades from a height of 3,107 in 1986 to its current population of 2,424.

In recent decades, the median age of the population in both The Pas and the RM of Kelsey has been gradually growing older. This aging trend is largely due to the increasing number of people in the cohort aged 60 years and older.

Although Opaskwayak Cree Nation (OCN) is not a part of the Kelsey Planning District, it is a close neighbour and its community members are interwoven into those of The Pas and the RM of Kelsey. OCN has been the major source of population growth in the region over the last 30 years. OCN's on-reserve population has more than

doubled over this period, from a population of around 1,400 in 1986 to a population of around 3,200 in 2016. Young adults between the ages of 15 and 29 make up 25.6 percent of OCN's entire population, while youth under the age of 15 make up more than 32 percent (Manitoba Health, Seniors and Active Living Population Report, 2016). This age demographic will be a significant driver of population growth in the region over the next 20-year period, when those who are currently under age 15 will grow into the childbearing age.

20-year population projections for the Town of the Pas and the RM of Kelsey were developed using three potential growth/change scenarios. The first scenario used a pure growth model to extrapolate the 5-year average population change into the future. The second scenario used a regional growth model, which assumes that the projected growth of OCN will also affect the growth of the region as a whole. The third scenario used a "medium growth" model averaging the results from the first and second scenarios to provide a "most likely" population projection.

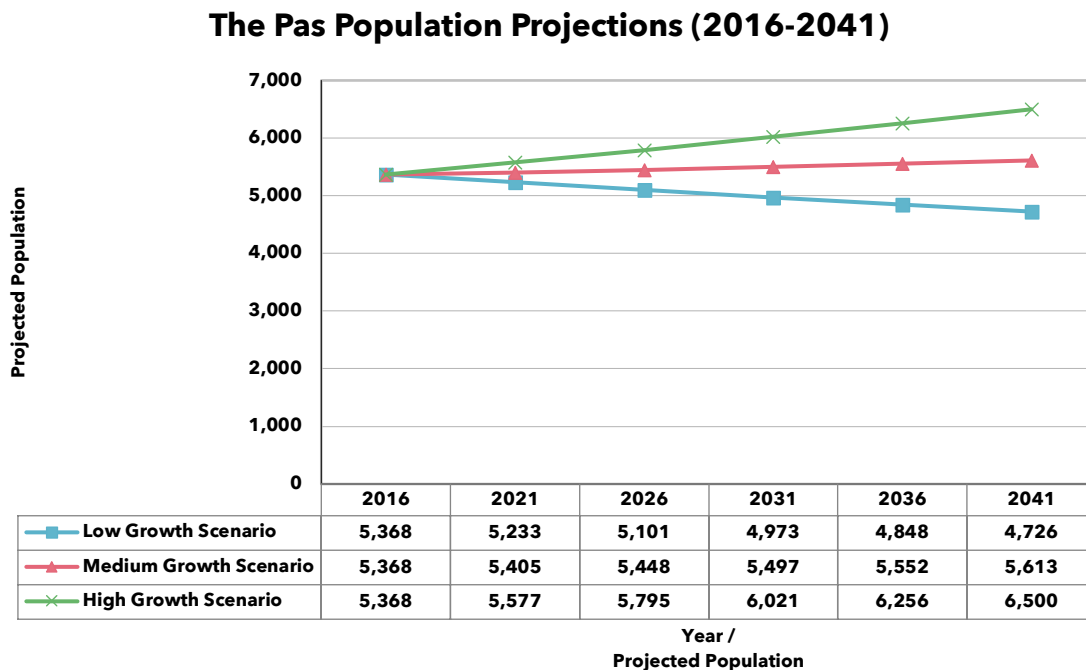


Figure 1: The Pas Population Projections (2016-2041)

This medium growth scenario projects that the total population in The Pas will be 5,613 by the year 2041, which equates to an average 5-year growth rate of approximately 0.9%. In the medium growth scenario, 96 new housing units will be needed in The Pas by the year 2041, in addition to the 2,100 units that are already in use in The Pas. This would require the construction of an average of 4 housing units per year. In the high growth scenario, the need is four times as great, requiring 443 houses to be built by the year 2041.

In the RM of Kelsey, the medium growth scenario predicts a population of 2,510 by the year 2041. This equates to an average 5-year growth rate of approximately 0.7%. In the medium growth scenario, approximately 29 new housing units (in addition to the 820 existing units) would be needed by the year 2041. This would require the construction of an average of 1.26 new units/year. 173 new housing units would be necessary to meet the housing need by the year 2041 in the RM of Kelsey's high growth scenario.

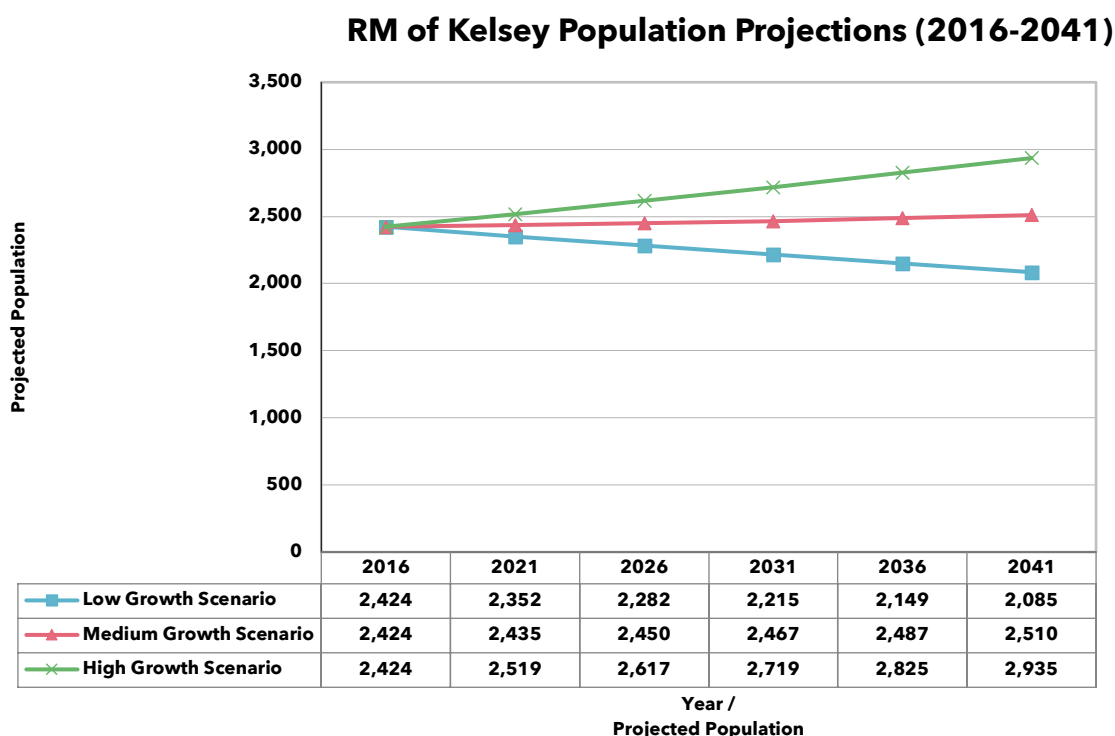


Figure 2: RM of Kelsey Population Projections (2016-2041)

.4 Economic Context

As the regional service centre, the Town of the Pas provides access to a wide variety of goods and services in its extensive trading area. Major employers in the Pas include health care and social services, retail trade, public administration, and educational services.

The lumber, pulp, and paper producer Canadian Kraft Paper Industries is located within The Pas boundaries; the company employs approximately 300 residents at the mill site with additional workers employed under contract in the woodland operations.

By fulfilling the role as the regional service centre, The Pas also maintains a number of high paying jobs. The average total family income in the Town of The Pas reported in 2015 was \$74,665, exceeding the family income averages of both the Province of Manitoba and Winnipeg (The Pas 2016 Census Profile, StatsCan). The unemployment rate in The Pas currently sits at 6.5%.

The R.M. of Kelsey has a similar diversity of employment industries to the Town of The Pas. Its major employment industries are educational services, health care and social assistance, public administration, retail trade and construction. The unemployment rate in the RM of Kelsey is 7.5%, which is slightly higher than the Town of The Pas.

The Carrot River Valley and Ralls Island are the most northerly agricultural areas in Manitoba. Their location north of the 53rd parallel gives farmers 10 more growing days than those in southern Manitoba due to the longer summer daylight hours. According to the RM of Kelsey, more than 100,000 acres are currently farmed in the Carrot River Valley, producing 1/2 million bushels of cereal grains, oilseeds and hay crops every year. More than 36 percent of the land in the Kelsey Planning District is classified as prime agricultural land (Classes 1, 2, and 3). All of this prime agricultural land is located in the Carrot River Valley and Ralls Island areas close to The Pas.

Hunting, fishing, and tourism have always maintained an integral role in the economy of the region. The area is well known for the annual Trappers' Festival and Opasquia Indian Days in addition to other local festivals in The Pas, the Opasquia Agricultural Society and Exhibition Grounds, and Cranberry Portage.

.5 Municipal Services & Infrastructure Context

A full range of municipal services is provided to residents of the planning district, including health services, fire protection, ambulance, and educational services. The Town of the Pas and the RM of Kelsey also provide infrastructure for services such as drinking water, wastewater (both piped services and holding tanks), solid waste disposal and recycling.

Provincial Highway 10 (which becomes Gordon Avenue through The Pas) is the main road connecting the north and south parts of the Kelsey Planning District, from Cranberry Portage to the Carrot River Valley. Other major roads include Provincial Road 283, which runs west from The Pas through the Carrot River Valley; Provincial Road 282, which runs north-south through the Carrot River Valley; Provincial Road 287, which runs to The Pas Airport; Provincial Road 289 (Grace Lake Road); and Provincial Road 285 (3rd St. / Ralls Island Road). The region is also accessible by major air and rail transportation services for both freight and passenger travel.

1.5 Vision

Over the next 20 years, the Kelsey Planning District will grow as a diverse regional service centre that will be resilient in the face of changes to the economy, demographics and climate. The Kelsey Planning District will continue to be known for its pristine lakes, prime farmland, rich history, thriving industry, unique local businesses and welcoming neighbourhoods.



2 GENERAL DEVELOPMENT

PART TWO presents objectives and policies that apply to land use and development throughout the Kelsey Planning District.

These objectives and policies should be reviewed with respect to all proposed development, including those within the specific areas outlined in Part Three.

2.1 Application

This section of the Development Plan outlines the general objectives and policies that will guide the overall planning and development of the Kelsey Planning District. The objectives and policies are intended to apply generally throughout the Kelsey Planning District including both rural and settlement centres.

2.2 General Objectives & Policies



OBJECTIVES

- .1 To ensure that the use and development of land is consistent with the community's vision for the future.
- .2 To establish policies to promote and maintain a humane, functional and attractive environment that is responsive to the needs of the residents of the Kelsey Planning District.
- .3 To provide the range of residential, recreational, educational, cultural, commercial, entertainment, health and social services and facilities necessary to serve all residents of the Kelsey Planning District.
- .4 To encourage sustainable development that is in the best interests of the Kelsey Planning District and its residents in both the short term and the long term.

- .5 To eliminate existing land use conflicts and to minimize the possibility of future conflicts between incompatible land uses.
- .6 To stimulate public and private investment that supports the objectives and is consistent with the policies in this Development Plan.
- .7 To facilitate a spirit of co-operation and consultation between municipalities in the Kelsey Planning District, the Opaskwayak Cree Nation, and the Provincial Government with regard to land use and development planning in the region.

POLICIES

.8 Existing Land Use is Permitted Use

Nothing in this Development Plan will affect the continuance of existing land uses that were lawfully in existence prior to the coming into force of this By-law.

.9 Protection of Historic or Archaeological Sites

No development or land use will be permitted if it may endanger any site, **building** or other structure with historic or archaeological significance that has been identified by a municipal, Provincial, Federal or Indigenous Government without that organization's consent.

.10 Location of New Development

Growth and development within the Kelsey Planning District will be directed to infill the existing built-up areas in order to reduce the cost of possible future piped services as well as increasing the efficiency of existing roads, hydro and telephone services.

.11 Permitted and Conditional Uses

The permitted and conditional uses and detailed site requirements in the implementing Zoning By-Laws will be determined in accordance with the policies contained in this Development Plan.

.12 Land Uses that May Cause Nuisance

A proposed land use that may cause a nuisance (such as noise or odour) may be considered as a conditional use in the Zoning By-Law, and each proposed use may be assessed against any performance standard available for the use.

.13 Provincial and Federal Acts and Regulations

The adoption of this Development Plan does not release a proponent of a development from other requirements of the Provincial and Federal governments. All development must abide by the requirements of applicable Provincial and Federal Acts and Regulations.

2.3 Land & Water



OBJECTIVES

- .1 To protect and improve the health of the natural ecosystem.
- .2 To reduce risks to life, health, safety, property and ecosystem health, that are associated with flooding, unstable slopes, erosion and contaminated lands.
- .3 To incorporate low-impact, environmentally conscientious concepts into planning and development to minimize pollution loads and improve water-use efficiency (such as storm water retention, environmentally friendly drainage construction, and grey-water recycling).
- .4 To protect water and shoreline areas and limit the removal or degradation of **riparian** habitat.
- .5 To protect the quality of public drinking water sources.

POLICIES

.6 Land Subject to Flooding

No permanent **building** or structure shall be constructed on **land subject to flooding**, unless the top of the foundations of structures are constructed two feet above the **design flood** level.

Land subject to flooding shall only be used for activities (e.g. sustainable resource harvesting, recreation, etc.) that:

- a) Retain existing topography;
- b) Protect, restore or improve existing natural features and functions;
- c) Do not result in unacceptable risks to life or property; and
- d) Minimize the need to mitigate and remediate floods, erosion and damage to the natural ecosystem.

Suitable activities or development may include sustainable resource harvesting, recreation, transportation and above ground or underground utilities, flood or erosion control, storm water management and conservation and other types of development that mitigates or eliminates potential risks and meets the above criteria.

.7 Development Near Water Bodies

Because the water bodies, including lakes and rivers, within the Kelsey Planning District provide commercial and recreational opportunities for the residents of the planning district and the travelling public, no development should be permitted that:

- a) Could adversely affect the water in the lakes or water that drains into the lakes;
- b) Could result in the discharge or seepage of effluent into the lakes;
- c) Could lead to the contribution of excess nutrients, pathogenic organisms, deleterious chemicals or materials to surface waters;
- d) Could accelerate erosion or bank instability;
- e) Could cause the removal of natural vegetative cover or adversely affect existing **riparian** values; or
- f) Could have an impact on in-stream flows required to maintain healthy aquatic ecosystems.

.8 Protection of Drinking Water Sources

Intensive and high-pollution risk development activities should be restricted in public drinking water source zones. Activities may include land uses and structures that have a high risk of causing pollution, including chemical fertilizer storage, disposal fields, fuel tanks, waste disposal grounds, and waste water treatment facilities. Where restriction is not possible, development may be considered in public drinking water source zones provided:

- a) The proponent can prove by adequate engineering or hydro-geological investigation that the proposed activity will not cause pollution of the public drinking water supply or;
- b) Appropriate precautionary measures have been taken to sufficiently mitigate the risk of endangering the quality of the water supply for public drinking water supply purposes.

.9 Shoreline Public Access

Development along the shorelines of Lake Athapapuskow, First Cranberry Lake, Rocky Lake, and Clearwater Lake should be designed in a manner that considers or allows for suitable public access.

.10 Mandatory Well Sealing

Wells must be sealed if:

- a) They are unused or abandoned;
- b) They are in areas that become serviced by public water systems; or
- c) They do not meet provincial water safety standards.

.11 Riparian Buffer Zone

Land must not be cleared or developed to the water's edge of creeks, streams and lakes. An adequate buffer of undisturbed native vegetation must be retained to reduce erosion and sedimentation, protect water quality and fish habitat and provide for wildlife. The following setbacks must be applied in respect of all new development and **buildings**:

- a) A minimum setback of 15 metres upslope from the normal high water mark of first and second order drains and artificially created retention ponds;
- b) A minimum setback of 30 metres upslope from the normal high water mark for all natural water bodies and waterways, including ephemeral streams;

- c) A minimum setback greater than 30 metres upslope from water bodies and waterways that are designated under an enactment; are socially, historically or culturally important; or contain unique aquatic assemblages and species.

The natural vegetative cover must be retained or rehabilitated within the above setbacks.

.12 Mineral Exploration and Development

Mineral exploration and development must be conducted in a sustainable manner that allows it to co-exist with the community's vision for the Kelsey Planning District.

An environmental impact assessment analysis and statement may be required for any proposed mineral extraction activity within the jurisdictional boundary of the Planning District. Such studies may be required to determine both primary and secondary impacts. Typical impacts could include: physical environment impacts; social environment impacts; aesthetic environment impacts; and economic environment impacts. These potential impacts will be dealt with in the permitting process as set out in the Mines and Minerals Act.

2.4 Transportation & Municipal Infrastructure



OBJECTIVES

- .1 To ensure development occurs in an orderly, efficient, compact, safe and environmentally sound and economical manner.
- .2 To continually upgrade and maintain existing facilities, while minimizing the public costs of constructing, improving and maintaining roadways.
- .3 To minimize the conflict between local business traffic and highway through-traffic to ensure that the movement of goods and people across P.T.H. No. 10 is safe, particularly for pedestrians.
- .4 To create safe, comfortable and bicycle-friendly infrastructure in the Kelsey Planning District that encourages people of all ages to cycle for everyday transportation and enjoyment.
- .5 To create an environment that encourages and supports walking by ensuring safe, direct, comfortable, attractive and convenient pedestrian conditions, including safe walking routes to schools.

POLICIES

.6 Building Hook-up in Serviced Areas

The **owner** of a **building** within an area serviced by piped water or wastewater infrastructure will be encouraged to connect the **building** to the services.

.7 Development in Unserved Areas

Proposed developments outside of the areas serviced by municipal piped water or wastewater infrastructure services will be responsible for the provision of their own services in accordance with Provincial and Federal regulations.

.8 Development Near Wastewater Treatment Lagoons

Dwellings should be set back a minimum of 300 metres a wastewater treatment lagoon.

.9 Solid Waste Disposal Capacity

Before approving a new land use designation or development, confirmation is required that local or intermunicipal solid waste facilities have sufficient capacity to accommodate any additional waste that may be generated by the new land use or development.

.10 Development Near Waste Disposal Ground

No dwelling may be constructed within 400 metres of the property line of an operating or abandoned waste disposal ground, nor within 100 metres of a remote seasonal waste facility, unless construction of the dwelling is approved by the Director identified under The Environment Act.

.11 Road and Street Systems

Roads or street networks associated with a proposed development should be designed and integrated with both the existing and planned road and street systems of the adjacent areas in accordance with prevailing local and provincial standards. Where appropriate, road systems in a secondary plan or plan of **subdivision** should:

- a) Be integrated with the existing road system so as to provide at least two points of access;
- b) Promote a network or grid of streets; and
- c) Maintain or encourage scenic views of important natural or human-made features (e.g. lakes, fields, public **buildings**, or designated historic sites).

.12 Standards for Public Roads

The following factors for public roads should be considered in addition to other established standards:

- a) Future use, staging of construction, density of traffic, type of traffic, drainage, and snow storage capacity; and
- b) The maintenance of adequate surface drainage and reduction of long-term maintenance costs through the use of ditches, culverts and shoulders with sufficient width to provide structural strength.

.13 Development Adjacent to Provincial Highways

The following standards shall apply to development adjacent to Provincial Highways, in accordance with Provincial regulations:

- a) A permit issued by the Province of Manitoba is required prior to constructing any access onto a provincial trunk highway or a provincial road. A permit is also required for any modification, relocation or intensification of use of an existing access. (This excludes the portion of PTH 10 through the Town of The Pas, from the southern town boundary to Cook Avenue, where the local jurisdiction is responsible for access and control setbacks.)
- b) Any development proposed within the controlled area of a provincial trunk highway or provincial road, as defined under *The Transportation Infrastructure Act*, requires a permit issued by the Province.
- c) Any development requiring drainage into a provincial highway ditch requires provincial approval. The cost of any revisions required to the existing highway drainage system, which are directly associated with a particular development, will be the responsibility of the developer.
- d) Development that may negatively affect plans for road widening or expansion must not be permitted unless provisions are made to accommodate future widening or expansion.
- e) Development that may reduce the safe and efficient operation of the highway is not permitted. Where possible, access to development should be from the municipal road system.
- f) Strip development along the highway that relies on individual accesses will not be permitted.
- g) Expansion of existing development that is bordered on one side of a transportation corridor, such as a provincial highway, major road or rail line, should be kept to the developed side of the corridor so as not to jeopardize user safety and efficiency.

.14 Rail Crossings

The Hudson Bay Railway right-of-way should be protected from incompatible development and new rail crossings should be kept to a minimum.

.15 Active Transportation Infrastructure

Active transportation will be supported by:

- a) Expanding the existing active transportation network over time;
- b) Linking to the existing active transportation network when new streets are built adjacent to existing paths;
- c) Encouraging the provision of secure bicycle parking or storage facilities in new commercial, industrial and multi-family housing **development** within **settlement centres** and
- d) Considering pedestrian and cyclist safety in the planning and design of roadways.

.16 Pedestrian Infrastructure

Sidewalks and boulevards in the Kelsey Planning District's **settlement centres** will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by providing amenities that may include pedestrian-scale lighting, tree planting, quality street furnishings and decorative paving.



3 LAND USE POLICY AREAS

PART THREE presents objectives and policies for distinct land use policy areas within the Kelsey Planning District, including: Limited Development & Natural Areas; Agricultural Areas; Rural Residential & Cottage Areas; Residential Neighbourhood Areas; Highway Commercial Areas; Mixed Use Areas; Industrial Areas; and Urban Hold Areas. The policy areas are illustrated in the land use maps contained in Part Six of this Development Plan.

3.1 Application

This section of the Development Plan outlines the objectives and policies that will guide the planning and development of distinct land use policy areas within the Kelsey Planning District. The objectives and policies for a specified land use policy area only apply to such areas as shown on the maps in Part Six.

3.2 LDN – Limited Development & Natural Areas



OBJECTIVES

- .1 To preserve areas capable of supporting wildlife which are not suitable for agriculture.
- .2 To preserve the natural beauty of the area.
- .3 To allow for future expansion of forestry and potential mining activities as well as other renewable and non-renewable resource development.
- .4 To encourage the identification and responsible management of areas with significant resource potential.

- .5 To stimulate the development of the area's natural resources in such a manner that the community residents would have maximum opportunity to share in the benefits of the development.
- .6 To minimize the environmental, social and economic costs associated with haphazard and scattered **development**.
- .7 To safeguard sensitive or fragile environments from incompatible development.

POLICIES

.8 Uses in Limited Development & Natural Areas

Land designated as Limited Development & Natural Areas should be used predominantly for renewable and non-renewable resource utilization and for uses that are compatible with the surrounding environment, including recreational and open space uses.

.9 New Permanent Residences

New permanent residences in Limited Development & Natural Areas will be discouraged, except when in association with permitted activities.

.10 Critical Areas

Areas critical to the existence of rare or endangered plants or animals, significant natural features, and cultural and historic sites of the district will be identified, designated and safeguarded from incompatible development.

.11 High Quality Natural Resource Areas

Areas with high quality natural resources, such as aggregate deposits, must be protected from land use and development that would interfere with resource extraction.

.12 Large Blocks

Land surrounding developed settlement centres should not be fragmented or subdivided in order to facilitate future development.

3.3 AGR – Agricultural Areas



OBJECTIVES

- .1 To recognize the importance of the continuance of a viable agricultural industry within the Kelsey Planning District.
- .2 To preserve the limited amount of prime agricultural land in the Kelsey Planning District.
- .3 To maintain and enhance the quality of the rural and natural landscape.
- .4 To reduce pollution to air, soil and water from intensive agricultural practices.
- .5 To support the consolidation of existing smaller holdings of agricultural land into or with larger holdings of agricultural land.
- .6 To support a strong agricultural economy.
- .7 To minimize potential land use conflicts and provide clarity to agricultural producers, rural residents and governments on siting considerations for **livestock operations**.
- .8 To recognize that scattered non-farm development tends to create conflict with agricultural operations and affect the suitability of land for agricultural practice.

POLICIES

.9 Uses on Agricultural Lands

Land designated for agricultural use should be used predominantly for **agricultural operations** and should be protected from encroachment by new non-agricultural development, which might unduly interfere with the continued operation or future expansion of **agricultural operations**.

.10 Uses with a Negative Impact

Agricultural uses which may have an impact on surrounding uses by reason of odour, traffic, visual appearance should be designated as Conditional Uses in the Zoning By-Laws.

.11 Prevention of Fragmentation

Land designated for agricultural use must generally be maintained in a minimum parcel size of at least 80 acres (32 hectares) to prevent further fragmentation.

.12 Subdivision of Agricultural Land

Land designated for agricultural use may be subdivided into a smaller parcel than 80 acres (32 hectares) in the following circumstances:

- a) If it is to be used for a specialized **agricultural operation** in which high value, lower volume, intensively managed agricultural products are produced, such as an apiary, a nursery or a greenhouse, which requires a smaller land holding;
- b) If it is on an existing **farmstead site**, where
 - i. the site is no longer required as part of an **agricultural operation** because the associated farmland has been acquired by another **agricultural operation**, or
 - ii. **subdivision** of the farmstead site is necessary to allow the agricultural producer to continue to reside in the existing farm residence upon retirement;
- c) If a single lot **subdivision** for residential purposes is required for an individual who significantly participates in the **agricultural operation** on an ongoing basis and derives an income from it;
- d) If a single lot **subdivision** is proposed for **rural residential** purposes, provided that the population of the Kelsey Planning District has continued to decline over the previous fifteen years;

- e) If a single lot **subdivision** is proposed for a commercial or industrial use that is intended to
 - i. provide services, machinery, equipment or goods specifically required by **agricultural operations**, or
 - ii. store or process products grown or raised by an **agricultural operation**, but only if it is demonstrated that due to the nature or activity of the use it is essential that it be located in an agricultural area and needs to be located on a separate parcel;
- f) If a single lot **subdivision** is proposed for a **parcel of land** that has been physically isolated by such things as a transportation route or a water course, but only if the parcel is of a size, shape or nature that makes farming physically impractical.

.13 Subdivision Limit

Only one **subdivision** per 80-acre (32 hectare) title may be permitted for the circumstances described in subsections 3.3.12 (a) to (d).

.14 Non-agricultural parcels

Non-agricultural parcels created in accordance with subsections 3.3.12 (b) to (e)

- a) must not be wasteful of agricultural land;
- b) should, if possible, be directed away from **prime agricultural land** and existing **livestock operations**; and
- c) if applicable, must be confined to the existing shelterbelt that forms part of a farmstead site.

.15 Livestock Operation Mutual Separation Distances

Zoning By-Laws for municipalities within the Kelsey Planning District will establish mutual separation distances between existing **livestock operations** and any new or proposed settlement areas; parks or recreational areas; or residential dwellings not associated with the **livestock operation**. These mutual separation distances must be consistent with the standards prescribed in the Provincial Planning Regulation.

.16 New Livestock Operation Soil Requirements

New **livestock operations** must not be located on land subject to flooding; on land where pollution of groundwater or nearby water bodies are a concern; or on land with soils determined to have an agricultural capability of Class 6, 7 or unimproved organic soils.

3.4 RRC – Rural Residential & Cottage Areas



OBJECTIVES

- .1 To provide and maintain a high-quality living environment in rural areas.
- .2 To increase the overall number of available housing units in the Kelsey Planning District.
- .3 To maintain and enhance the quality of the rural and natural landscape.
- .4 To ensure that **rural residential** development is located in appropriate areas that do not limit agriculture, outdoor recreation or resource-based activities.
- .5 To support the provision of suitable water and wastewater sources and services in rural areas so that potential dangers of contamination or pollution to air, soil and water are minimized.
- .6 To provide a range of housing options that can serve people with different income levels and housing needs.
- .7 To locate **rural residential** areas so that services such as school bussing, snow removal, fire protection, refuse collection, road maintenance, dust and weed control and other municipal services can be provided in an economic and efficient manner.
- .8 To support economic development in rural areas by allowing for suitable home occupations.
- .9 To provide for future cottage expansion and tourism development opportunities in shoreline areas where such development is suitable.

POLICIES

.10 Intended Use

Rural Residential & Cottage Areas should be used predominantly for low-density residential purposes including: **rural residential** development and cottage development. Other uses that are compatible with and serve residential or cottage uses, such as parks and recreation, convenience stores, and tourist lodges, may also be considered in this district.

.11 Mobile Homes

Mobile homes should offer another form of dwelling unit in the appropriate residential zones as identified in the Zoning By-Laws.

.12 Lot Sizes

Lot sizes in Rural Residential & Cottage Areas should be large enough to provide a rural character without wasting land. The size will be regulated in the Zoning By-Laws.

.13 Development Pattern

Where **rural residential** and cottage **development** is considered appropriate, it should be encouraged to develop in a pattern that efficiently uses land, infrastructure and public services.

.14 Tree Cover and Existing Vegetation

Tree cover and other significant existing vegetation should be kept in its natural state as much as possible when developing lots in the Rural Residential & Cottage Area.

.15 Water

New **rural residential** and cottage **development** will be encouraged to locate where there is an adequate supply of potable water.

.16 Wastewater

Where new **rural residential** or cottage **development** proposes on-site waste treatment, the lot size and location must comply with Provincial regulations and reflect the capability of local soils to adequately support an approved on-site waste treatment.

.17 New or Expanding Development

When considering establishing a new development or expanding an existing **development** in the Rural Residential & Cottage Area, the cumulative impacts of the development should be assessed to demonstrate that the additional development will not:

- a) unduly impact existing rural residential and cottage **development**;

- b) create the requirement for urban-like services to serve the **development**;
- c) lead to the evolution of a new **settlement centre**; or
- d) detract from the natural and rural character that attracted **development** to the area.

New or expanding **development** should be directed

- a) to areas where agriculture is not dominant (due, for example, to a combination of a diversity of landscape features, the predominance of lower-class land, a high degree of land fragmentation and the existence of a mixture of land uses); and
- b) away from prime agricultural land, viable lower-class land and existing agricultural operations whenever possible.

.18 Keeping of Animals

The keeping of animals is permitted in the Rural Residential & Cottage Area in numbers consistent with Provincial regulations and regulated in each Municipality's Zoning By-Law.

.19 Home Occupations

Home-based businesses or occupations may occur generally in Rural Residential areas, provided they are secondary to a primary residential use and are, generally, modest in scale. They should not generate significant levels of traffic or otherwise have adverse effects on neighbouring land uses. For certain types of businesses, a home-based setting may be appropriate when first starting up, however, as the business grows and level of commercial activity increases, it may be more appropriate to relocate to a commercial area. Home-based occupations are subject to the rules for this use in each Municipality's Zoning By-Law.

3.5 RES – Residential Neighbourhood Areas



OBJECTIVES

- .1 To retain existing residents and attract new residents by offering a variety of residential options.
- .2 To plan the expansion of residential **development** areas in a logical and orderly manner that does not place undue financial obligations on communities.
- .3 To provide opportunities to add density to residential neighbourhood areas, while retaining the character of established neighbourhoods.
- .4 To increase the supply of affordable housing in the planning district.
- .5 To increase the availability of seniors housing options to provide the ability for residents to “age in place.”

POLICIES

.6 Intended Use

Residential Neighbourhood Areas should be used predominantly for urban residential purposes. Other uses that are compatible with and serve neighbourhood residential uses, such as parks and recreation, corner stores, and public institutional uses, may also be considered in this district.

.7 Existing Physical Character

Development within Residential Neighbourhood Areas will respect the existing physical character of **buildings**, streetscapes and open space in the community.

.8 Range of Housing Options

A range of housing options, in terms of form, tenure and affordability is encouraged within Residential Neighbourhood Areas.

.9 Secondary Suites

Each municipality's Zoning By-Law will contain provisions to allow for secondary suites (which may include coach houses, basement suites, and garden suites) in appropriate areas zoned for residential use.

.10 Transition

Development on arterial streets and Mixed-Use Areas next to Residential Neighbourhood Areas must transition in appropriate scale and density from the **development** to the neighbouring residential area.

.11 Sustainability

Landscaping and storm water management in Residential Neighbourhood Areas should be designed to promote environmental sustainability.

.12 New Neighbourhoods or Residential Developments

Before a new Residential Neighbourhood Area or new major residential **development** within an existing Residential Neighbourhood Area is established, the proponent should provide a site plan illustrating the types, distribution, relationships and organization of land uses to be established within the planned **development** and how they will be phased and integrated with the **development** of the surrounding area, including extensions of transportation, water, wastewater and drainage infrastructure. Where reasonable, new residential areas should provide:

- a) Good connections to the surrounding streets and open spaces;
- b) A mix of uses and a range of **building** types;
- c) Uses and **building** scales that are compatible with adjacent **development**;
- d) A community focal point within easy walking distance of the neighbourhood's residents and workers;
- e) A system of interconnected streets or pedestrian routes;
- f) A strategy to provide parkland and to protect, enhance or restore natural heritage; and
- g) Community services or parks that benefit the town as a whole, or a strategy to support existing community services.

3.6 HCO – Highway Commercial Areas



OBJECTIVES

- .1 To facilitate and encourage development, maintenance, operation of strong, attractive and convenient commercial areas.
- .2 To revitalize, develop and maintain attractive, safe and convenient commercial areas, which could effectively service the local and tourist markets.
- .3 To ensure that highway commercial **development** does not reduce the efficiency of adjacent highways.
- .4 To limit highway commercial **development** to those uses that serve the travelling public or that serve a regional market and require large site areas.
- .5 To attract businesses and create more jobs for our community.

POLICIES

.6 Land Uses

Highway Commercial Areas should be used predominantly for retail stores and other commercial facilities that serve the travelling public.

.7 Development Quality

Proposed Highway Commercial Areas should be quality **development** of a type, density and form that is compatible with the character of the area and with adjacent uses.

.8 New Commercial Highway Development

The following criteria will apply for proposed new commercial highway **development**:

- a) A concept plan is required;
- b) Cluster **developments** with internal streets are required (individual site access will not be permitted);
- c) **Development** will occur on only one side of a highway; and
- d) Site **development** guidelines will be established as part of the **subdivision** design process.

3.7 MIX – Mixed-Use Areas



OBJECTIVES

- .1 To encourage a mix of residential, commercial, institutional, recreational and other uses in appropriate areas.
- .2 To encourage the **development** of vacant and underutilized lots in the Mixed-Use Area through infill **development** and intensification.
- .3 To enhance the economic activity and image of downtown areas.
- .4 To support the **development** of specialty-retailing opportunities to attract tourists and residents from the broader economic region.
- .5 To focus the highest-density **developments** in central locations so that they may contribute to the built-up form and identity of the community.
- .6 To prevent and reduce homelessness.
- .7 To rejuvenate the downtown area by making improvements to the downtown image and streetscaping.
- .8 To support small businesses and other local retailers.

POLICIES

.9 Land Uses

The Mixed-Use Area should be used predominantly for the following land uses:

- a) Higher-density residential, including multi-unit housing and mixed-use commercial/residential **development**
- b) Commercial uses (with a smaller building footprint)
- c) Light industrial uses
- d) Institutional uses, such as schools and universities
- e) Other uses that are compatible with these uses, such as parks and recreation spaces, etc.

.10 Other Uses

Uses not described in the above policy, including low-density residential uses and heavy industrial uses, should be directed to other areas of the planning district.

.11 Accessibility

Accessibility and universal design will be supported in Mixed-Use Areas by:

- a) Requiring all new **buildings** and additions to meet accessible universal design standards, including the provision of accessible parking spaces where appropriate;
- b) Creating a connected network of streets, parks and open spaces that are universally accessible, including sidewalks with unobstructed pathways and curb cuts at corners; and
- c) Over time, retrofitting all existing public **buildings** and open spaces to make them universally accessible and encouraging the **owners** of private **buildings** and spaces to do likewise through public education and retrofit programs.

3.8 IND – Industrial Areas



OBJECTIVES

- .1 To ensure that the planning district is in a position to attract new industrial **development** through the provision of an adequate and suitable supply of properly located and designed industrial sites.
- .2 To ensure that lands designated for industrial use do not reduce the supply of land required for other uses.
- .3 To ensure that industrial **development** takes place in a safe, attractive, harmonious and efficient manner.
- .4 To mitigate adverse effects that industrial **development** may have on residents or nearby land uses.

POLICIES

.5 Land Uses

The Industrial Area is intended for industrial uses, including manufacturing, processing, warehousing and storage facilities; and uses that are compatible with industrial uses, including certain types of commercial uses.

.6 Relocation of Existing Industrial Uses

An existing industrial use located in an area that is not designated for industrial use in this Development Plan will be encouraged to relocate to an area designated for industrial use.

.7 Mitigation of Adverse Effects

Proposals for new industrial **developments** must demonstrate how the proposed development will mitigate effects of noise, vibrations, dust, odours, or particulate matter that may be detrimental to other businesses or the amenity of neighbouring areas. Proposals must also identify and provide mitigation measures to offset environmental impacts.

.8 Buffering

Where appropriate, the boundary between Industrial Areas and residential lands or public streets should be buffered with earth mounds, tree and shrub planting, fencing or other measures to minimize nuisance impacts.

.9 Outside Storage

Each municipality's zoning by-Law should establish regulations for screening or locating outside storage to minimize negative effects on the view from neighbouring properties.

.10 Truck and Vehicle Traffic

Industrial Areas should be located and designed to facilitate movement of truck traffic to major roads and highways and minimize excessive truck and vehicle traffic through adjacent built-up areas.

3.9 URH – Urban Hold Areas



OBJECTIVES

- .1 To identify strategically located, unserved lands around the Town of The Pas and designate them for future urban expansion and the extension of municipal services.
- .2 To recognize a need for new urban land in the Kelsey Planning District.
- .3 To acknowledge that land within the Urban Hold Area may take additional time and resources to develop due to constraints such as poor soils for development and proximity to the Town's sewage treatment lagoon, landfill site, and the Grace Lake Airfield.

POLICIES

.4 Land Uses

Urban Hold Areas will be zoned for natural or open space uses (or similar land uses which may be compatible with an urban centre) until such a time when community development needs require the extension of infrastructure services and planned expansion of the urban area.

.5 Conversion to Serviced Urban Uses

Under the “Urban Hold Area” policy, the conversion of unserviced rural lands to serviced urban uses will require:

- a) A plan illustrating the types, distribution, relationships and organization of urban land uses to be established within the planned “Urban Hold Area” and how they will be phased and integrated with the development of The Pas’ urban area;
- b) Completion of a servicing strategy to guide the efficient extension of transportation, water, waste-water sewer and land drainage services;
- c) Coordination of a community stakeholder and provincial agency review of the proposed plan and servicing strategy; and
- d) Approval of a map amendment to the Municipal Zoning By-Law and Development Plan supported by the completion and municipal acceptance of the plan and servicing strategy for the lands to be converted from unserviced rural uses to serviced urban uses.



4 IMPLEMENTATION

PART FOUR presents an overview of the planning tools used to implement this Development Plan.

The policies outlined in this Development Plan will be implemented through the following measures and methods:

4.1 Adoption of this Development Plan

Adoption of this Development Plan by by-law of the Kelsey Planning District will give the plan the force of law. Once this Development Plan is adopted, all development carried out within the Planning District should be consistent with the objectives and policies set out in the Development Plan.

4.2 Review & Amendment

The Development Plan should be reviewed periodically and revised if necessary to anticipate and respond to changing conditions within the Kelsey Planning District. The Development Plan may be amended at any time when considered appropriate or necessary by the Kelsey Planning District. The Planning District Board intends to review this Development Plan no later than five years after the date on which the plan came into effect or after the date of the previous review.

4.3 Subdivision Approvals

Proposals involving the **subdivision** of land will be subject to a review and approval process involving the Kelsey Planning District, utility companies and certain provincial government departments.

Subdivisions must be consistent with policies and vision written in this *Development Plan* as well as complying with the regulations in the *Zoning By-Law*, and other applicable by-laws and government regulations.

4.4 Zoning By-Laws

The objectives and policies in this Development Plan will be largely implemented through the Zoning By-Laws of the municipalities within the planning district. The Zoning By-Laws will set out specific regulations for land use and development that conform to the Development Plan. The objectives and policies in this Development Plan are intended to provide guidance to the municipal Councils when preparing or amending their Zoning By-Laws and in making decisions on development applications.

4.5 Secondary Plans

The Planning District Board or a Council of a municipality within the Planning District may also adopt a Secondary Plan to provide more guidance on development related issues. A secondary plan may deal with objectives and issues in any part of the Planning District or either member municipality on matters regarding: any part of this Development Plan; subdivision, design, road patterns, building standards, heritage resources, sensitive lands, other social factors such as economic development, or other land use and development matters.

4.6 Adoption of Other By-Laws

Municipalities within the Kelsey Planning District have the authority to adopt and administer other by-laws respecting the use, development and maintenance of land. This may include measures such as the adoption of a **building** by-law, property maintenance by-laws, access approval by-laws, drainage by-laws and other types of by-laws affecting the use of land.

4.7 Special Studies and Concept Plans

Proponents may be required to undertake and submit special studies as part of the approval process for certain types of development proposals. Engineering or other professional studies (including the preparations of traffic impact studies by a qualified professional) may be required for development proposed for lands affected by natural hazards, flooding, heritage resources, endangered species, potential for groundwater or surface water pollution, or a general risk to health, the environment, and property.

Detailed concept or secondary plans may also be required to direct the location, nature, and timing of development in a manner that is consistent with the intent of this Development Plan.



5 DEFINITIONS

*PART FIVE presents definitions for all of the **bolded phrases** in this Development Plan.*

"agricultural operation" means an agricultural, horticultural or silvicultural operation that is conducted in order to produce agricultural products on a commercial basis, and includes:

- a) the production of crops, including grains, oil seeds, hay and forages, and horticultural crops, including vegetables, fruit, mushrooms, sod, trees, shrubs and greenhouse crops;
- b) the use of land for livestock operations and grazing;
- c) the production of eggs, milk and honey;
- d) the raising of game animals, fur-bearing animals, game birds, bees and fish;
- e) the processing necessary to prepare an agricultural product for distribution from the farm gate;
- f) the operation of agricultural machinery and equipment, including the tillage of land and the application of fertilizers, manure, soil amendments and pesticides, whether by ground or aerial application;
- g) the storage, use or disposal of organic wastes for agricultural purposes.

"building" includes a well, pipe line, conduit, cut, excavation, fill, transmission line and any structure or erection, and any part of any of those things, and also includes an addition to or extension of any building or any of those things and a chattel that is attached to, or installed in or on, any building or any of those things.

"design flood" means a flood magnitude on a water body that, on average, is expected to occur once during a two hundred year period. In areas where the two hundred year flood has not been modelled, the design flood will mean a flood magnitude on a water body that, on average, is expected to occur once during a one hundred year period.

"development" means

- a) the construction of a building on, over or under land;
- b) a change in the use or intensity of use of a building or land;
- c) the removal of soil or vegetation from land; and
- d) the deposit or stockpiling of soil or material on land and the excavation of land.

“land subject to flooding” means land that

- a) is inundated by floods up to and including the **design flood**;
- b) has a known history of flooding; or
- c) experiences flooding during a flood event of a magnitude specified by the Province in areas protected by flood control works.

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

“owner”, in relation to property, means a person who is the owner of a freehold estate in the property, and includes

- a) a person who is an owner with another person as joint tenant or tenant in common of a freehold estate;
- b) a person who is the registered owner of a unit under The Condominium Act; and
- c) a real owner, as defined in subsection 1(1) of The Municipal Assessment Act.

“parcel of land” means the aggregate of all land described in any manner in a certificate of title.

“prime agricultural land” means the following land:

- a) land composed of mineral soil determined to be of dryland Agricultural Capability Class 1, 2 or 3;
- b) a land unit of one quarter section or more, or a river lot, in which 60% or more of the land is dryland Agricultural Capability Class 1, 2 or 3;
- c) land composed of organic soil determined to be of dryland Agricultural Capability Class O1, O2, or O3;
- d) land determined to be of Irrigation Suitability Class 1A, 1B, 2A or 2B.

“riparian” means land on the banks of or near a water body that, due to the influence of water, is capable of naturally supporting an ecosystem that is distinct from the ecosystem of the adjacent upland areas.

“rural residential” means a non-farm, single family residential development with a larger lot size and that is located outside a **settlement centre**.

"settlement centre" means an incorporated city, town or village, and includes a settled area that has

- a) 25 or more permanent residences;
- b) a mix of commercial and community services; and
- c) a historic basis or place name.

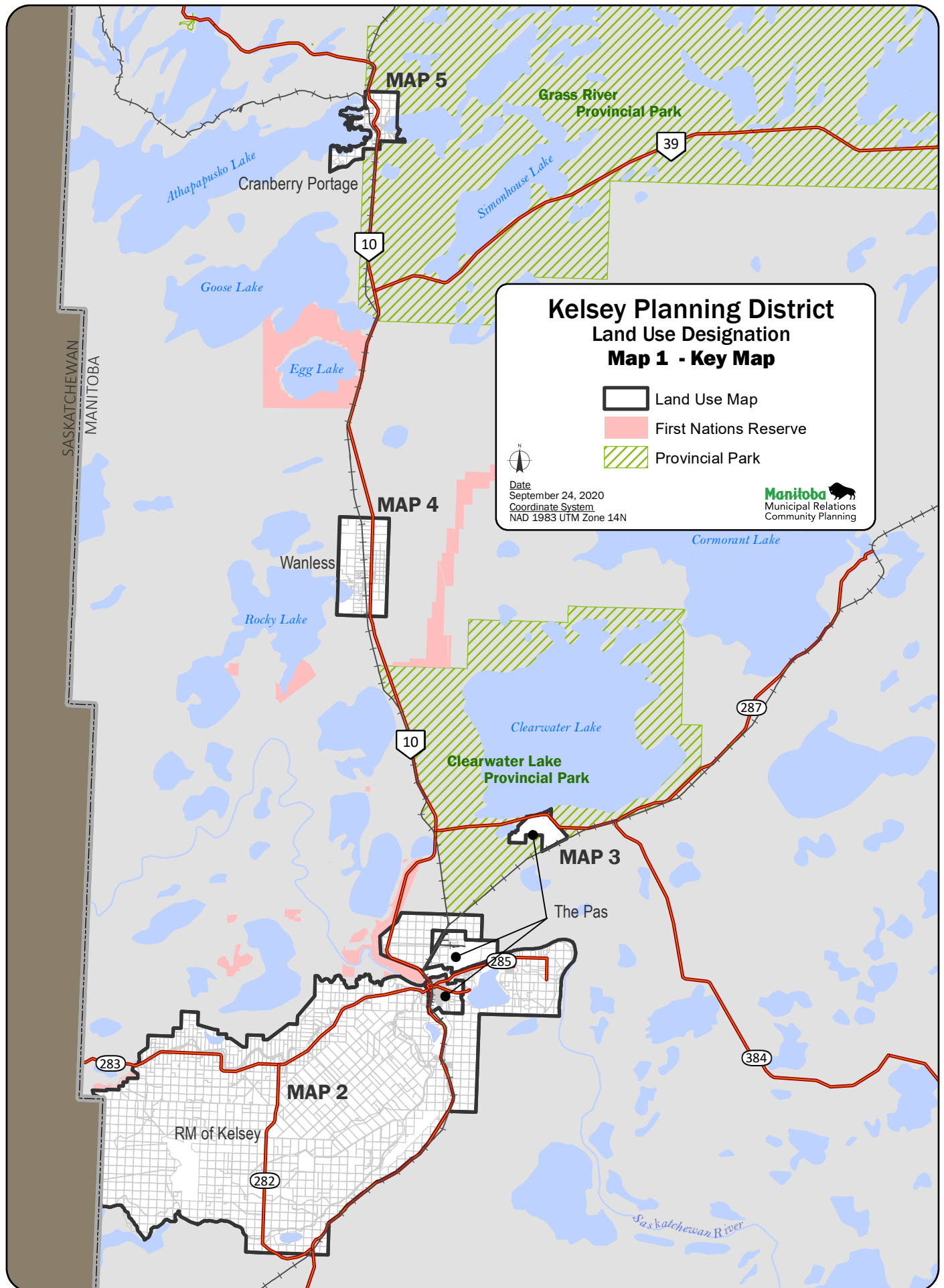
"subdivision " means the division of land by an instrument, including

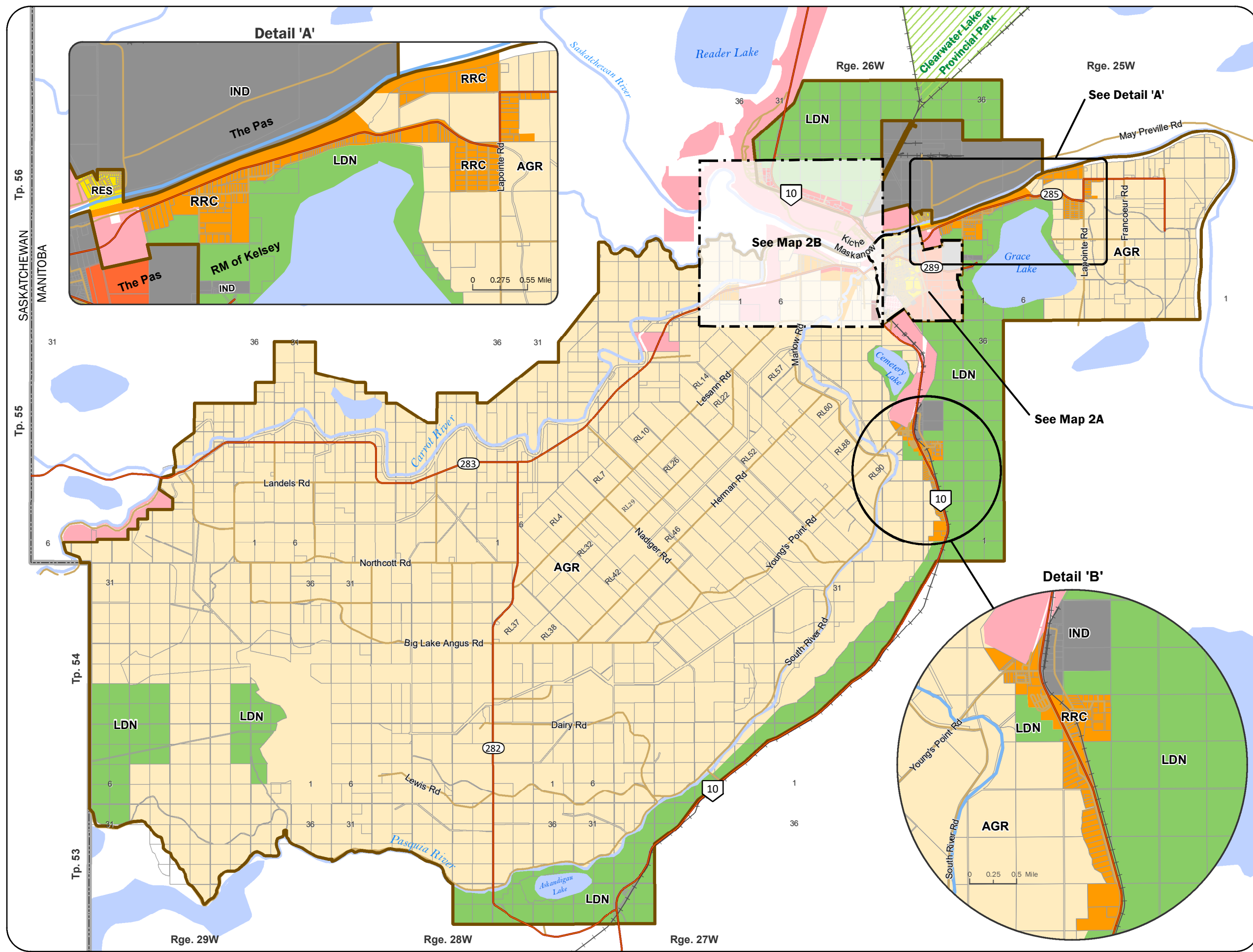
- a) a plan of subdivision, conveyance, deed, mortgage or grant; or
- b) an agreement granting or extending a use of or right in land, directly or indirectly or by an entitlement to renewal, for a period of 21 years or more; but not including a lease respecting only floor space in a building.



6 POLICY AREA MAPS

PART SIX presents land use maps showing the location of the designated land use policy areas described in Part Three of this Development Plan.

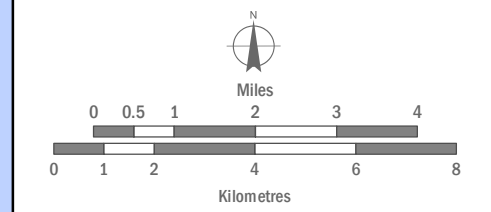




Kelsey Planning District Land Use Designation Map 2 - RM of Kelsey

- Designations**
- Agricultural Areas
 - Highway Commercial Areas
 - Industrial Areas
 - Mixed Use Areas
 - Residential Neighbourhood Areas
 - Rural Residential & Cottage Areas
 - Urban Hold Areas
 - Limited Development & Natural Areas

- Other Features**
- Municipal Boundary
 - Assessment Parcel
 - First Nations Reserve
 - Provincial Park
 - Water Body
 - Provincial Highway/Road
 - Local Road
 - Railway



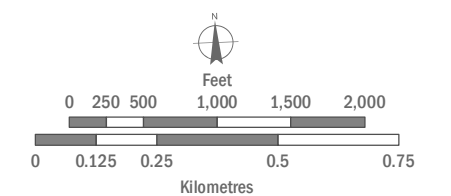
Kelsey Planning District Land Use Designation Map 2A - The Pas

Designations

- Agricultural Areas
- Highway Commercial Areas
- Industrial Areas
- Mixed Use Areas
- Residential Neighbourhood Areas
- Rural Residential & Cottage Areas
- Urban Hold Areas
- Limited Development & Natural Areas

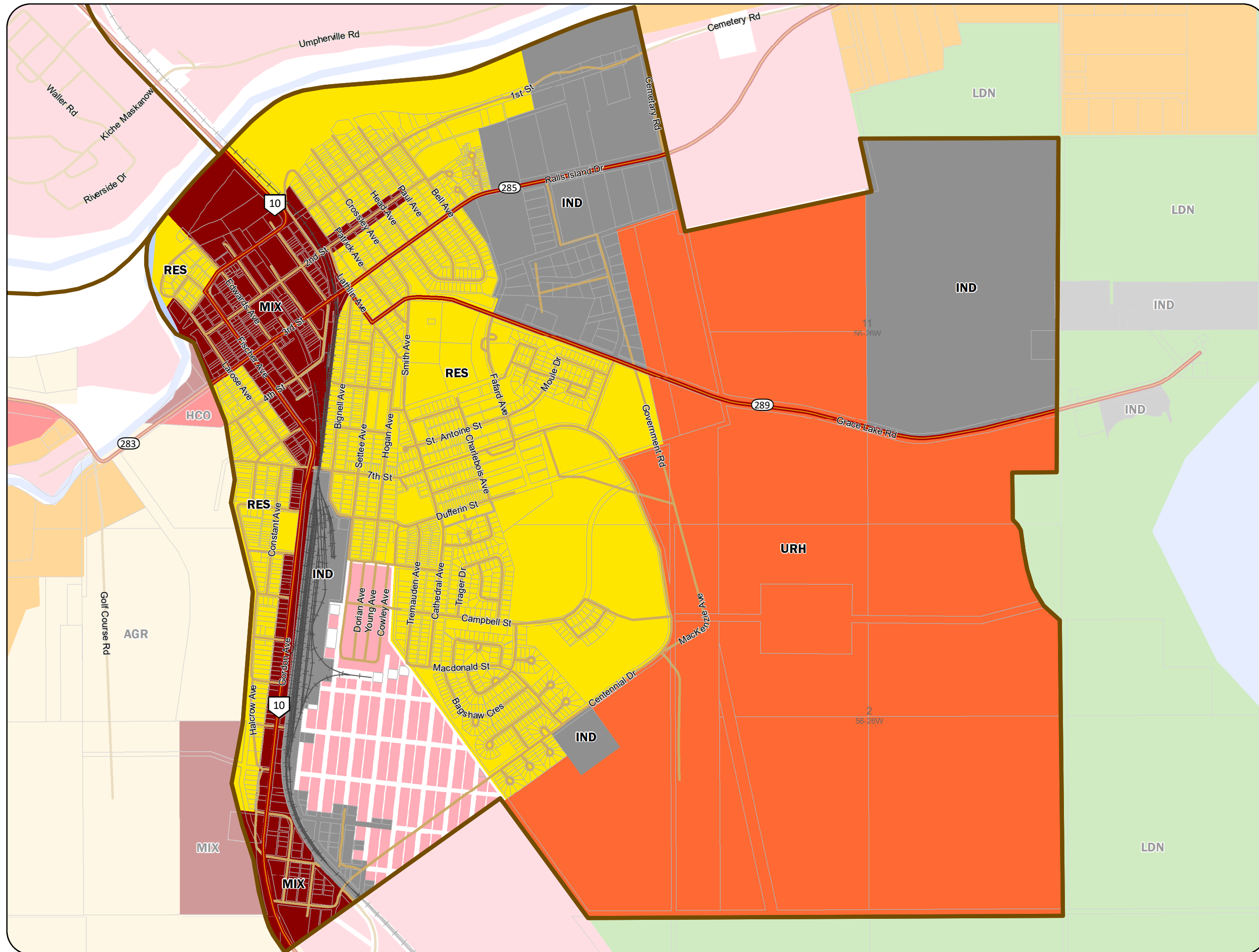
Other Features

- Municipal Boundary
- Assessment Parcel
- First Nations Reserve
- Water Body
- Provincial Highway/Road
- Local Road
- Railway



Date
September 24, 2020
Coordinate System
NAD 1983 UTM Zone 14N

Manitoba
Municipal Relations
Community Planning



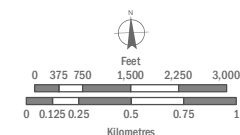
Kelsey Planning District Land Use Designation Map 2B - RM of Kelsey

Designations

- Agricultural Areas
- Highway Commercial Areas
- Industrial Areas
- Mixed Use Areas
- Residential Neighbourhood Areas
- Rural Residential & Cottage Areas
- Limited Development & Natural Areas

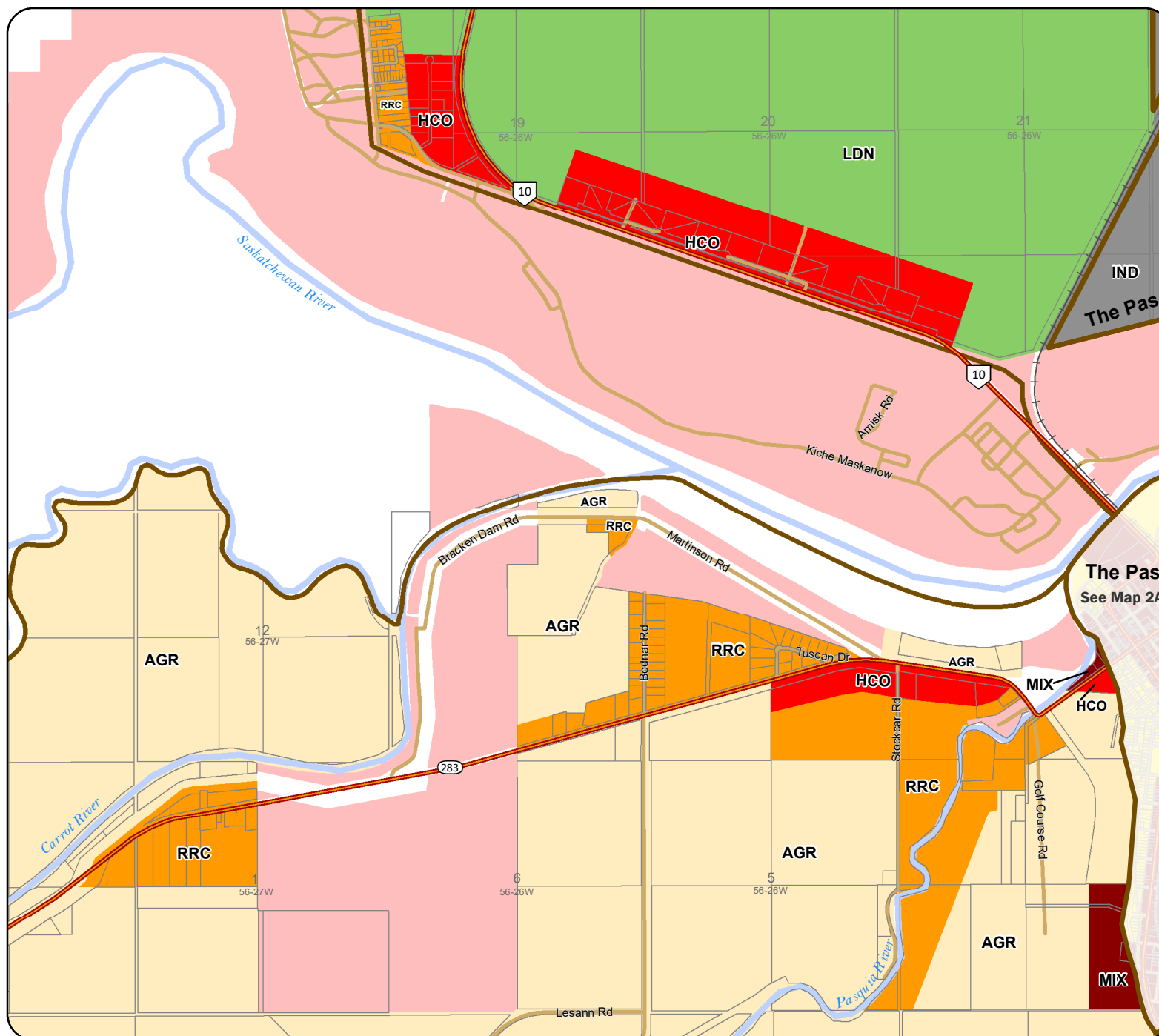
Other Features

- Municipal Boundary
- Assessment Parcel
- First Nations Reserve
- Provincial Highway/Road
- Local Road
- Railway
- River



Date
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Coordinate System
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Manitoba
Municipal Relations
Community Planning










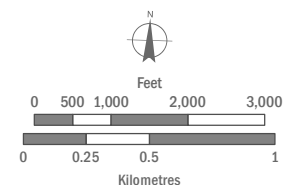
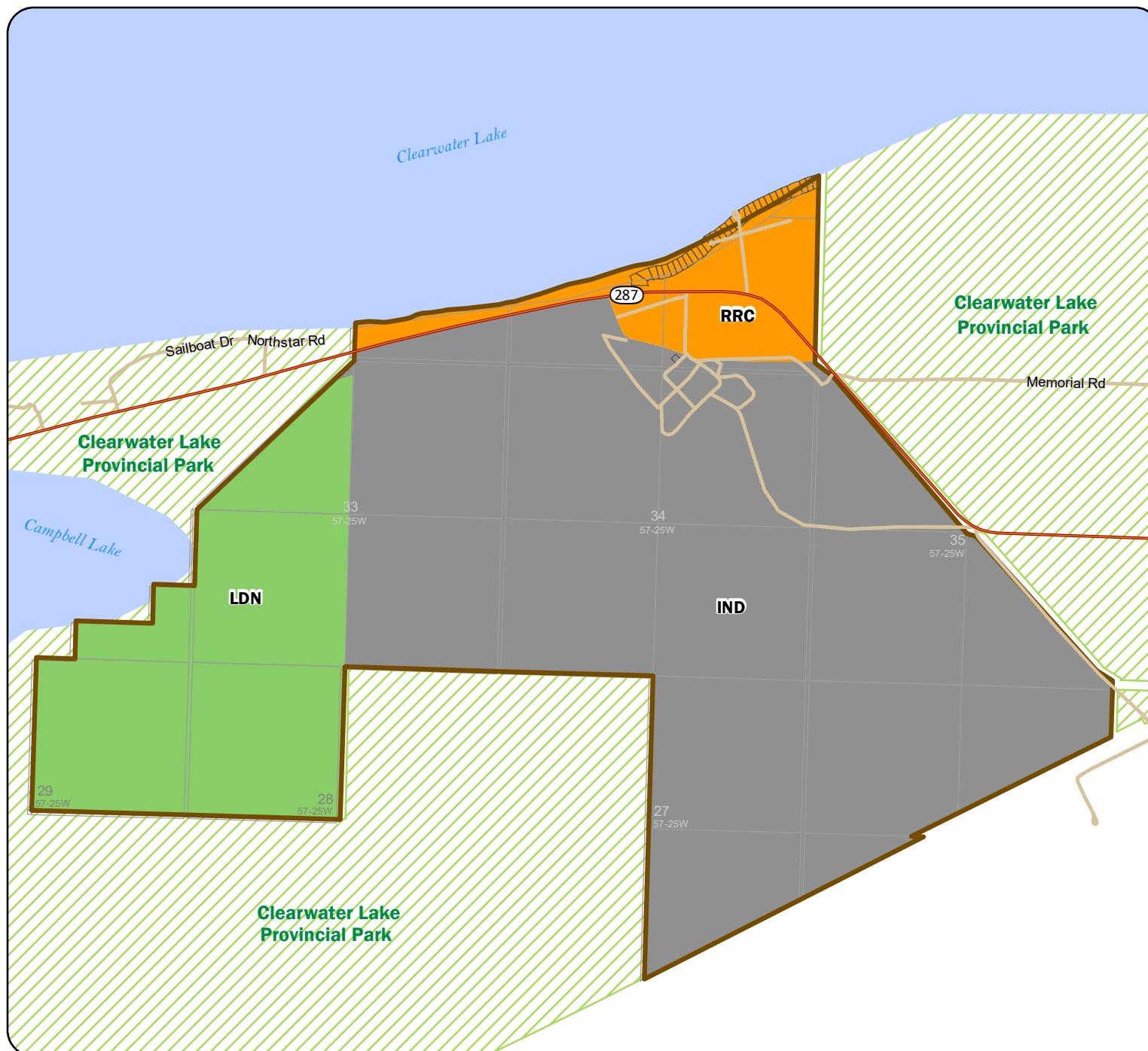
Kelsey Planning District Land Use Designation Map 3 - The Pas Airport

Designations

-  Industrial Areas
-  Rural Residential & Cottage Areas
-  Limited Development & Natural Areas

Other Features

-  Municipal Boundary
-  Assessment Parcel
-  Dominion Land Survey Quarter Section
-  Water Body
-  Provincial Park
-  Provincial Highway/Road
-  Local Road



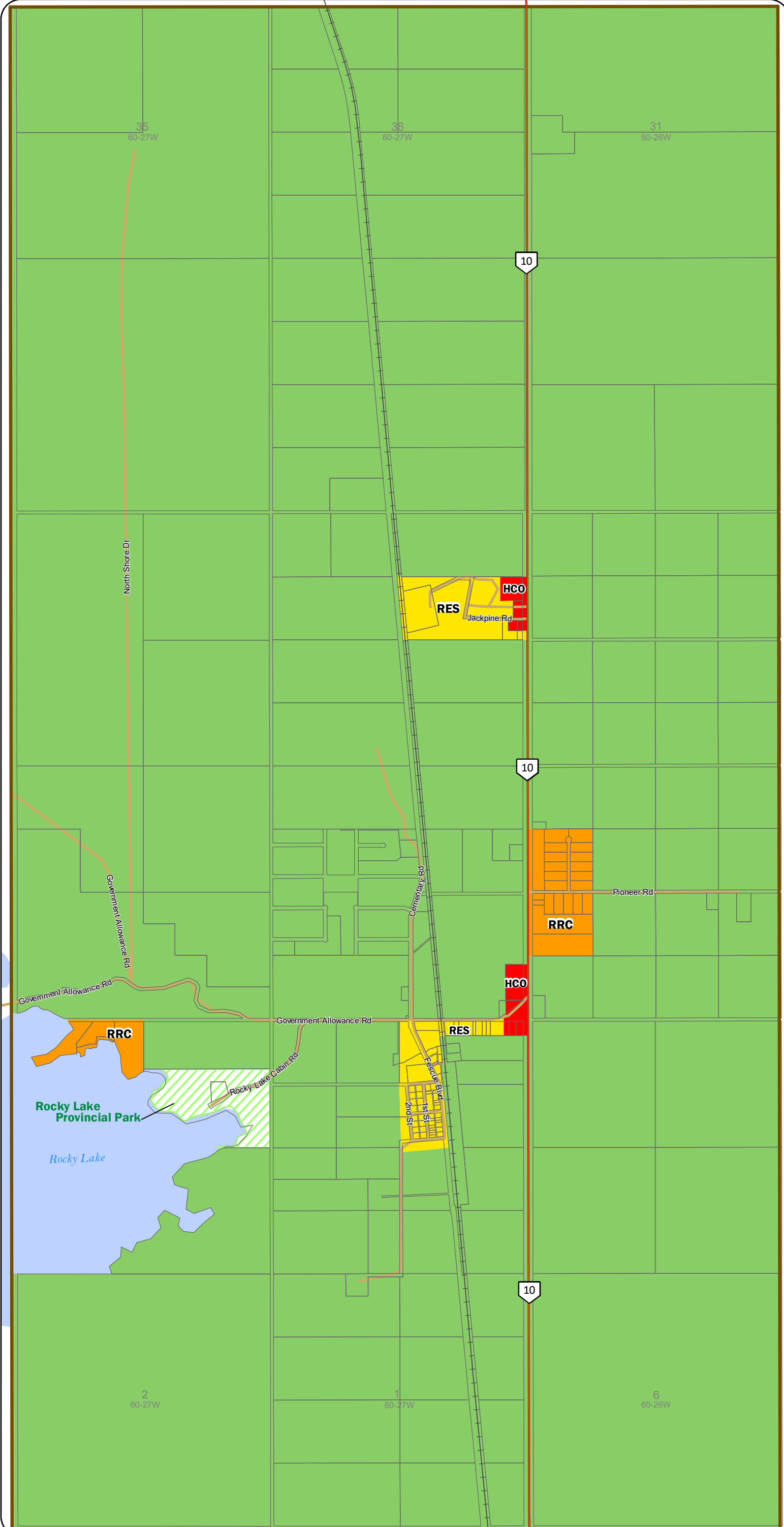
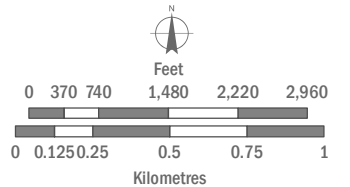
Kelsey Planning District
Land Use Designation
Map 4 - Wanless

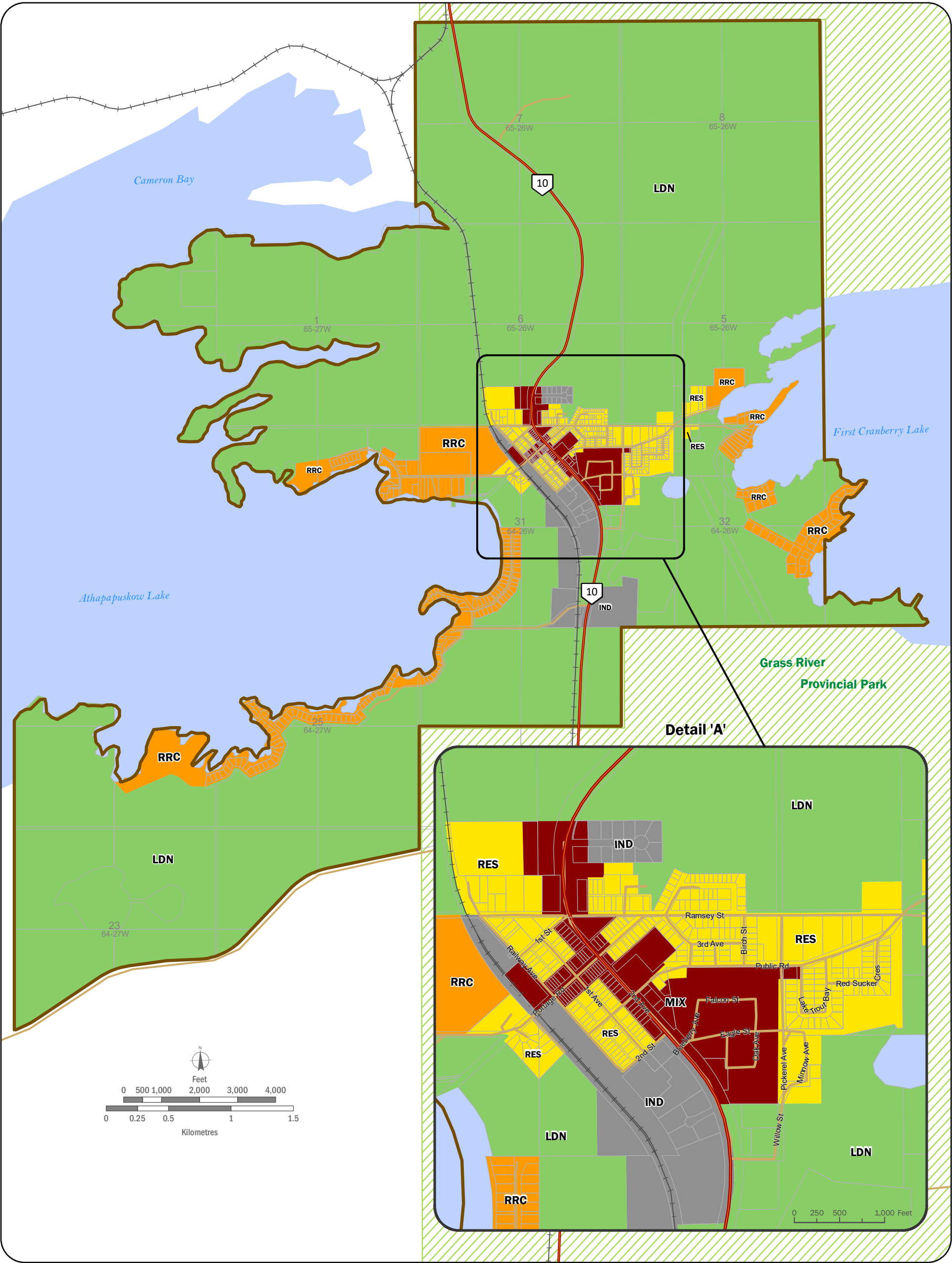
Designations

- Highway
- Commercial Areas
- Residential Neighbourhood Areas
- Rural Residential & Cottage Areas
- Limited Development & Natural Areas

Other Features

- Municipal Boundary
- Assessment Parcel
- Provincial Park
- Water Body
- Provincial Highway/ Provincial Road
- Local Road
- Railway












Kelsey Planning District
Land Use Designation
Map 5 - Cranberry Portage

Designations

- | | | | |
|---|---------------------------------|---|-------------------------------------|
|  | Industrial Areas |  | Rural Residential & Cottage Areas |
|  | Mixed Use Areas |  | Limited Development & Natural Areas |
|  | Residential Neighbourhood Areas | | |

Other Features

- | | | | |
|---|--------------------|---|-------------------------|
|  | Municipal Boundary |  | Provincial Highway/Road |
|  | Assessment Parcel |  | Local Road |
|  | Water Body |  | Railway |
|  | Provincial Park | | |