

LIDO PLAGÉ SECONDARY PLAN

By-law No. 1674-19

LIDO PLAGE SECONDARY PLAN

Prepared for:

The RM of Cartier

Submitted by:

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FIGURE 1. Lido Plage Secondary Planning Area.



1.0 INTRODUCTION AND ADMINISTRATION

1.1 Context

Encompassing approximately 854 acres of land, the community of Lido Plage within the RM of Cartier has a population of approximately 525 people. Lido Plage is located on the west bank of the Assiniboine River south of the settlement centre of St. François Xavier and extends on both sides of PTH No.1 adjoining PR 424. The Lido Plage area is characterized principally by a mix of large-lot residential development ranging from 1/2 acre to 2+ acres (which is the predominant lot size) and is currently serviced with municipal water and private wastewater management systems that include holding tanks and septic fields. Due to its proximity to the City of Winnipeg and with its attractive natural setting along the Assiniboine River, the Lido Plage area is strategically located to accommodate some of the municipality's future growth. The location of the Lido Plage Secondary Planning Area within the RM of Cartier is illustrated in Figure 1.

Lido Plage could potentially accommodate limited additional growth and there appears to be a demand for residential building lots in the area, however, there are very few available lots for sale. This is in part due to continued concerns over septic field impacts upon environmental quality, and issues with access to PTH No. 1. If future development is to occur in the Lido Plage area, it should to transition away from private wastewater management systems to a municipal wastewater system as a more sustainable approach to development.

1.2 Purpose of this Secondary Plan

A Secondary Plan is a document created to guide growth and development within a specific planning area such as Lido Plage. It includes policies and maps that illustrate and define how a community will grow in terms of water and wastewater infrastructure, land use, transportation, and parks and open spaces.

This Secondary Plan is intended to be consistent with, yet go beyond the planning framework contained in the White Horse Plains Planning District Development Plan by providing a comprehensive vision for how the area should develop now and into the future. The purpose of this Secondary Plan is to ensure that new growth and development within Lido Plage occurs in a logical and integrated manner, based on the extension of municipal wastewater services to the area.

1.3 Planning and Policy Framework

Section 63(1) of *The Planning Act* makes provision for the RM of Cartier to adopt a Secondary Plan to deal with objectives and issues within the Municipality, including any matters:

- a) Dealt with in the *Development Plan By-Law*;
- b) Dealing with 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.

Section 63(2) of *The Planning Act* notes that a Secondary Plan By-law must generally be consistent with the *Development Plan By-law*, while Section 63(3) notes that the adoption and hearing processes for a Secondary Plan are identical to those for a *Zoning By-law*.

1.4 Interpreting this Secondary Plan

1.4.1 Interpreting Policy Text

Where the word “may” is included in a policy from this Secondary Plan, it is provided as a guideline or a suggestion towards implementing the intent of the policy.

Where the word “should” is included in a policy from this Secondary Plan, it is intended to apply to the majority of situations, however, it is understood that under unique circumstances where compliance is impractical or impossible, an acceptable alternate means that still meets the intent of the policy be considered instead.

Where the words “shall” or “must” are included in a policy from this Secondary Plan, the policy is considered to be mandatory.

General policies contained within **Section 4.0** of this Secondary Plan are applicable to the entire Plan area, whereas the Land Use policies contained within **Section 5.0** of this Secondary Plan are applicable to specific locations on the Policy Maps.

1.4.2 Interpreting Maps

Features shown on the maps included within this Secondary Plan such as boundaries,

locations and symbols are intended to be approximate, and should be considered as such. These features are not intended to identify specific locations, except where a boundary is located on an identifiable natural or human-made feature such as a river or a roadway. There are two types of maps included in this Secondary Plan, and they are described as follows:

1.4.2.1 **Policy Map**

The **Policy Maps** illustrate land use types and locations in which the Secondary Plan's policies generally apply. Minor adjustments to land use types and locations illustrated on the Policy Maps may result from the development approval process as detailed design information becomes available. Minor adjustments in land use types or locations as determined by the detailed design and development approval process do not require an amendment to this Secondary Plan, provided they, in Council's opinion, meet the general intent of the Secondary Plan's objectives and policies.

1.4.2.2 **Reference Maps**

Reference Maps provide contextual information or illustrations to help convey the intent of the Secondary Plan.

1.5 **Reviewing and Amending this Secondary Plan**

This Secondary Plan should be reviewed as necessary to ensure it is consistent with the *White Horse Plains Planning District Development Plan* and other supporting plans for the RM of Cartier. If amendments to the Secondary Plan text or maps are proposed, they must be approved by Council in accordance with the amendment process established in *The Planning Act* (which follows the same procedures as the amendment of a Zoning By-law).

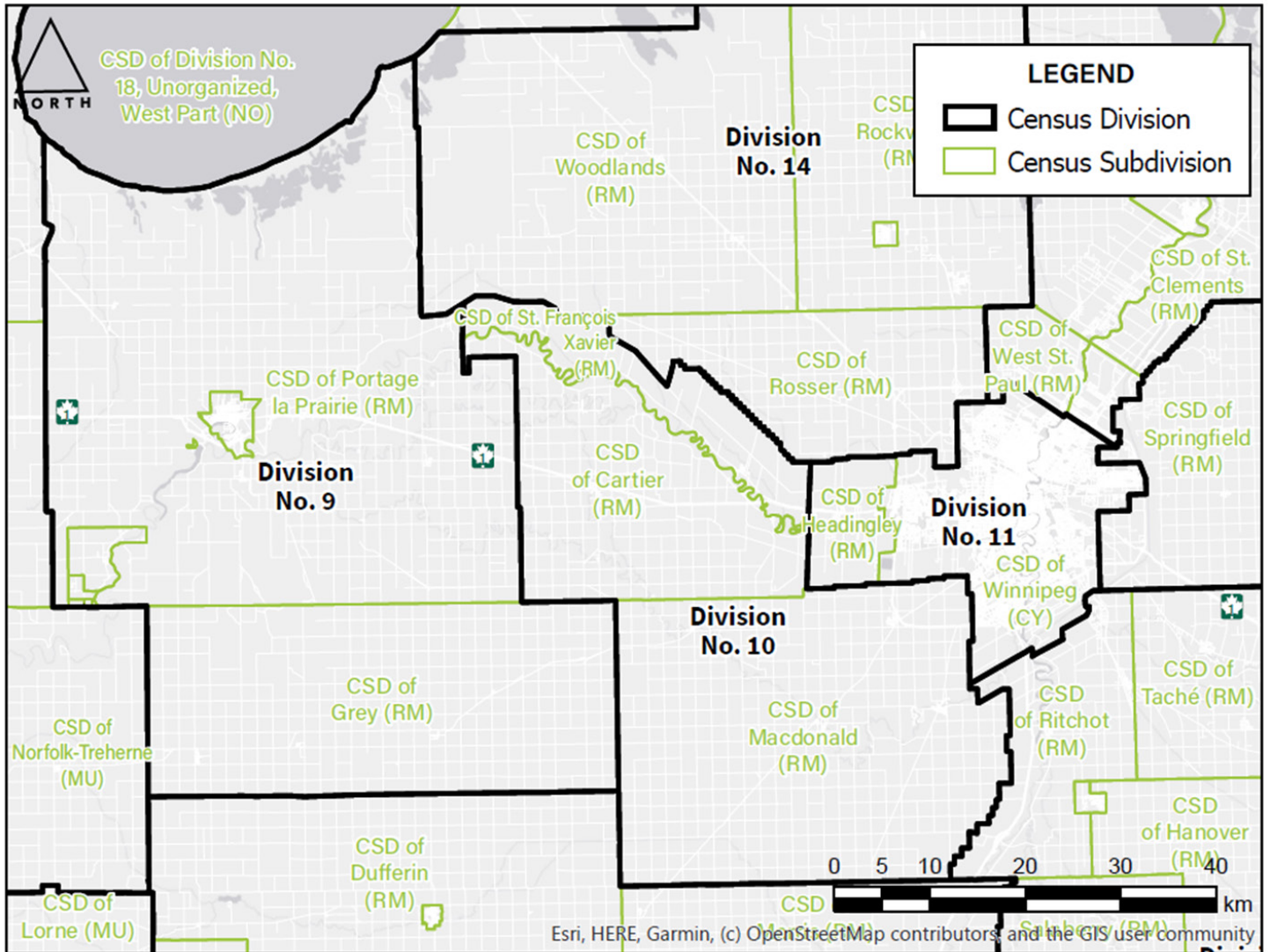


FIGURE 2. Census Divisions and Census Subdivisions.

2.0 BACKGROUND

The intent of this background section is to provide an up-to-date review of relevant issues and trends affecting the RM of Cartier and specifically, the Lido Plage Area within the municipality. A review of relevant background information is one of the first steps toward forming a cohesive vision for crafting this Secondary Plan. The information contained herein is the result of background research that was informed by conversations with representatives from the RM of Cartier, as well as government officials. It also incorporates the most up-to-date published information from sources including Statistics Canada, the Province of Manitoba, Environment Canada, and the RM of Cartier.

Throughout this background section, data from Statistics Canada for the RM of Cartier Census Subdivision (CSD) is compared to other Census Subdivisions including the RM's of Headingley, St. Francois Xavier, West St. Paul and St. Andrews, as well as to the Winnipeg CSD and to the Province of Manitoba. Some comparisons will also be made to Census Division (CD) No. 10 which includes the RM's of Cartier, St. Francois Xavier, and Macdonald. Figure 2 illustrates both the RM of Cartier CSD as well as CD No. 10.

As Lido Plage is currently a rural residential area, there is no specific census data available from Statistics Canada. Accordingly, background information contained herein will be based on the aforementioned information unless otherwise noted.

2.1 Municipal Profile

The RM of Cartier was incorporated in 1914 after being severed from a larger iteration of the RM of St. François Xavier. The municipality is comprised of approximately 553 km² or 136,649 acres, and is located approximately 20 km west of Winnipeg. The Assiniboine River serves as the northern boundary of the RM, the RM of Portage La Prairie as the western boundary and the RM's of MacDonald and Grey border to the south. The RM of Cartier is bisected by both the Trans Canada Highway (PTH 1) and Canadian National Railway.

The RM has four historically established settlement centres that include the LUD of Elie, St. Eustache, and Springstein. In addition to these settlement centers, there are several rural residential areas dispersed throughout the Municipality as well as the Lido Plage area which is closest rural residential area to the City of Winnipeg.

2.2 Population Growth

Between 2006 and 2016, the population of the RM of Cartier CSD grew from 3,162 to 3,368; a change of 6.51% or an average 0.63% annually. This is less than the provincial and Winnipeg CSD changes of 11.32% (1.08% annually) and 11.33% (1.08% annually), respectively. Relative to some of its peers with similar populations in the vicinity, the RM of Cartier generally experienced slower population growth. Between 2006 and 2016,

- the RM of Saint Francois Xavier grew by 29.81% or 2.64% annually,
- the RM of Headingley grew by 31.29% or 2.76% annually, and
- the RM of West St. Paul grew by 23.2% or 2.11% annually.

The RM of St. Andrews is a notable exception, which grew by 4.88% or 0.48% annually. These statistics are described in Figure 3 below.

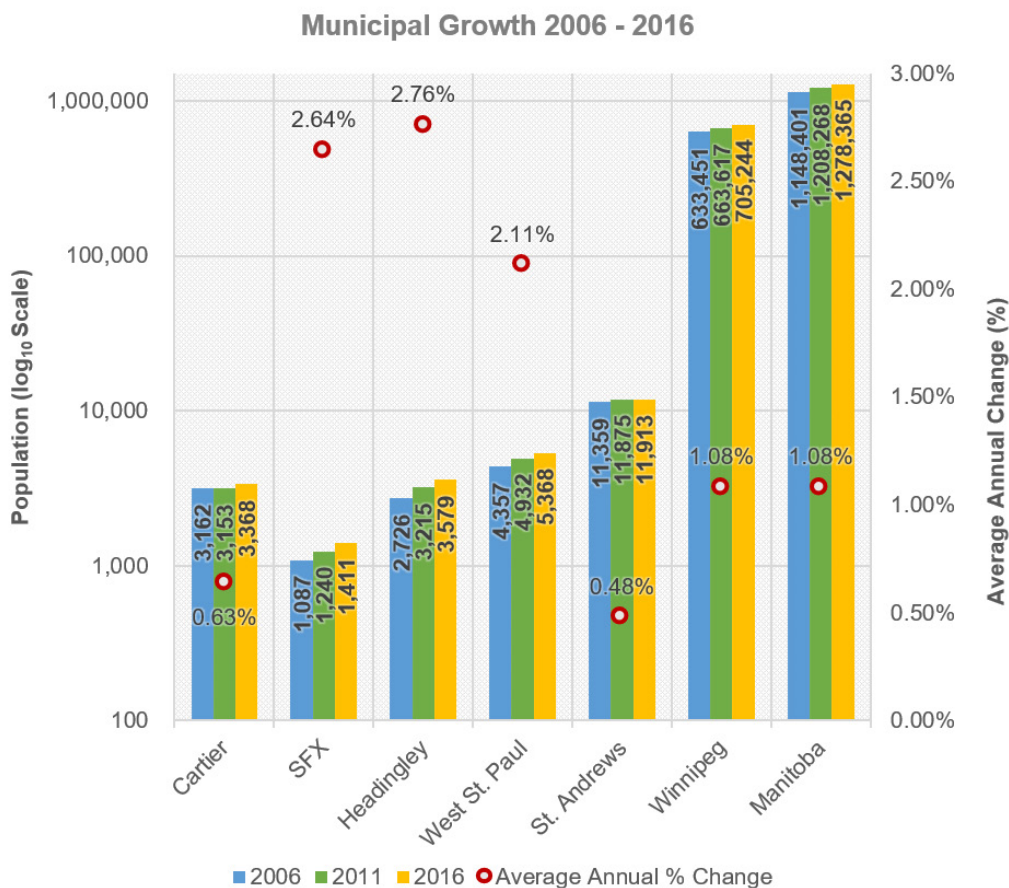


FIGURE 3. Municipal Growth Comparisons from 2006 to 2016.

2.3 Capital Region Growth Dynamics

To supplement the population projections contained in **Section 2.4**, it is beneficial to understand Lido Plage's growth potential within the context of growth projections for the City of Winnipeg's census metropolitan area (CMA). The CMA includes the City of Winnipeg and the municipalities of: West St. Paul, East St. Paul, Headingley, Macdonald, Richot, Taché, Springfield, Rosser, St. Francois Xavier, St. Clements, and Brokenhead First Nation. Although the RM of Cartier is not included as one of the CMA municipalities, the Lido Plage area within the RM is located in closer proximity to the City of Winnipeg than other locations within the CMA, and as such, warrants consideration for a portion of the CMA's growth allocation potential.

According to the Conference Board of Canada, the Winnipeg CMA had a population of 832,200 people in 2018. By 2023, the Conference Board of Canada forecasts that the Winnipeg CMA will reach a population of 892,900, growing by 60,700 people. Based on its proximity to the City of Winnipeg, Lido Plage is well positioned to accommodate a portion of this growth should a supply of available building lots be available.

2.4 Population Projections

Based on recent growth statistics for the RM of Cartier, the City of Winnipeg CMA, and other factors, three growth scenarios were developed: Low (2.0% compounded annually), Medium (3.0% compounded annually), and High (4.0% compounded annually) as shown in Figure 4.

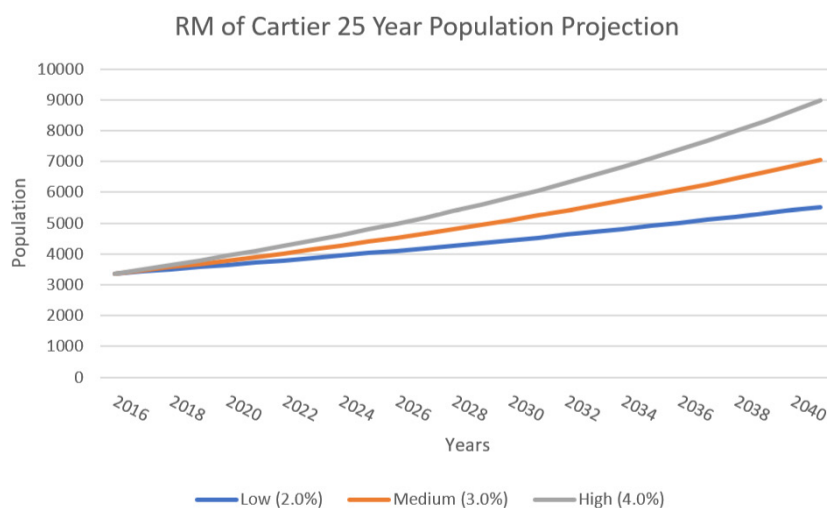


FIGURE 4. Municipal Growth Comparisons from 2006 to 2016.

Low Growth Scenario: This scenario is based on a simple linear extension of past population trends in the RM of Cartier. Based on trends and other factors, the low growth is estimated at 2.0% per year. Using this scenario, the RM of Cartier's population would be projected to increase from 3,368 residents in 2015 to approximately 5,526 residents by the end of 2041, which is an annual increase of about 83 people.

Moderate Growth Scenario: This scenario also uses historic trends for the RM of Cartier as a base, but assumes that the RM will experience more rapid expansion by gaining a higher percentage of Capital Region growth, particularly in the Lido Plage area. Based on these factors, the RM of Cartier's population could grow to approximately 7,052 residents by the end of 2041. This represents a 3.0% annual growth rate or an increase of approximately 142 people annually.

High Growth Scenario: This scenario also uses past growth trends as a base, but presumes that the RM will experience more rapid economic growth through factors such as more multi-family development (seniors housing etc.), higher migration/immigration rates, and receiving a significant increase in the amount of Capital Region development. Based on these factors, the population of the RM could grow to approximately 8,979 residents by the end of 2041. This represents a 4.0% annual growth rate or an increase of approximately 216 people annually.

2.5 Population Structure

The population structure (also known as an "age pyramid") for the RM of Cartier CSD for the 2016 census year is illustrated in Figure 5. It shows peaks in population in the 0 to 14 and 50 to 59 age groups, a pattern that is generally consistent with trends observed throughout rural Manitoba.

The distribution of the sexes in the RM of Cartier was approximately equal for each age group, with a difference of less than 1% of overall population.

The median age in the RM of Cartier CSD was 33.8 years in 2016, and the mean was 35.4 years. This can be compared to Manitoba's slightly older population, with a median age of 38.3 and mean age of 39.2.

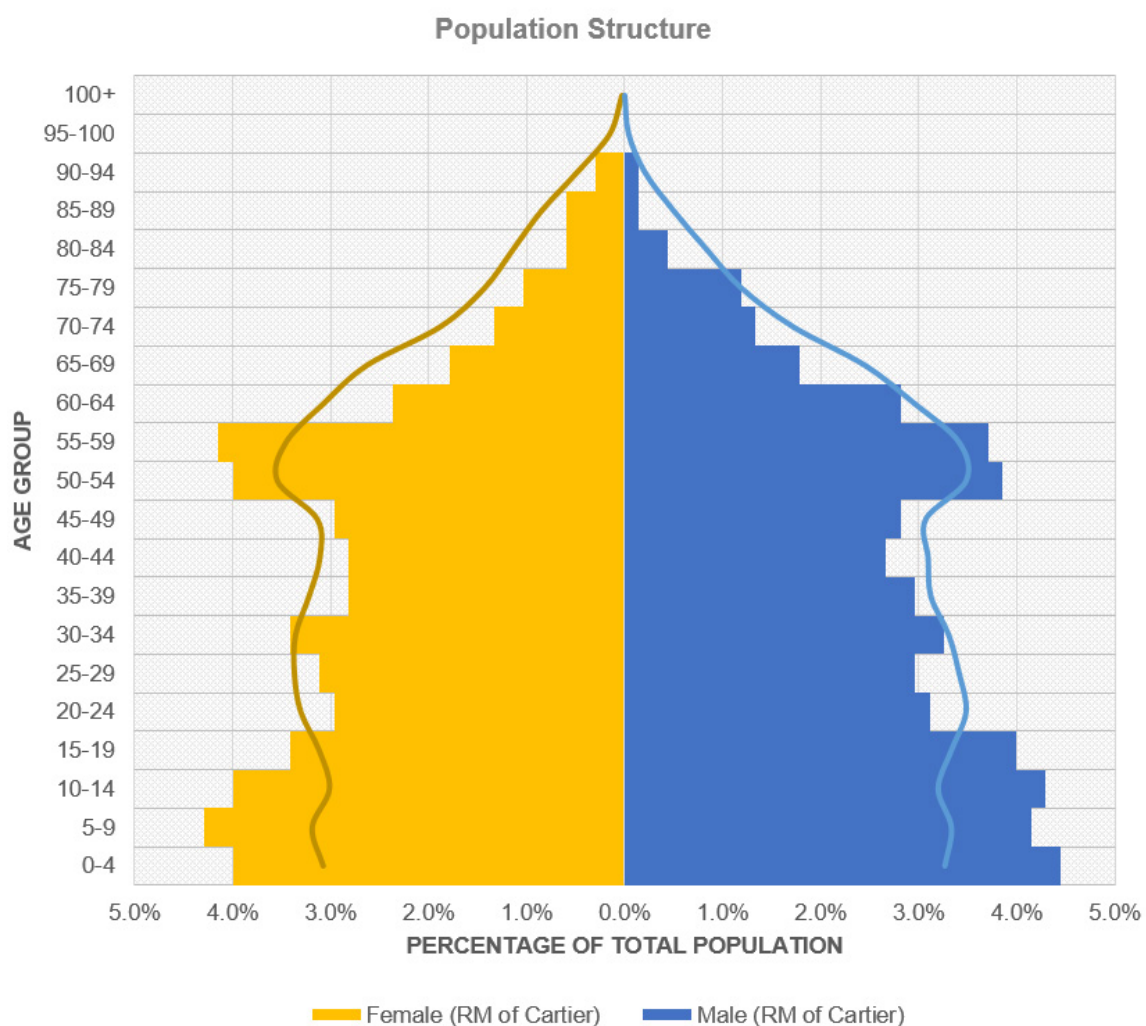


FIGURE 5. RM of Cartier CSD Population Structure (2016).

2.6 Household Size and Composition

In 2016, the average number of persons per household in the RM of Cartier CSD was 2.6. This is very close to the provincial and Winnipeg CSD average, each reporting 2.5 persons per household.

Of all households in the RM of Cartier CSD in 2016, 77% were made up of single families. Of those households made up of single families, 42% had children and 58% did not. In the RM of Cartier, only 1% of households were characterized as having more than one family (two families living together), while 21% were characterized as 'non-family' – that is, consisting of one individual or more than one individual

living as roommates. By comparison, there are fewer one-family households in the Winnipeg CSD (63%) and the province (66%) and relatively more non-family households (35% and 32%, respectively). These statistics are further described in Figure 6.

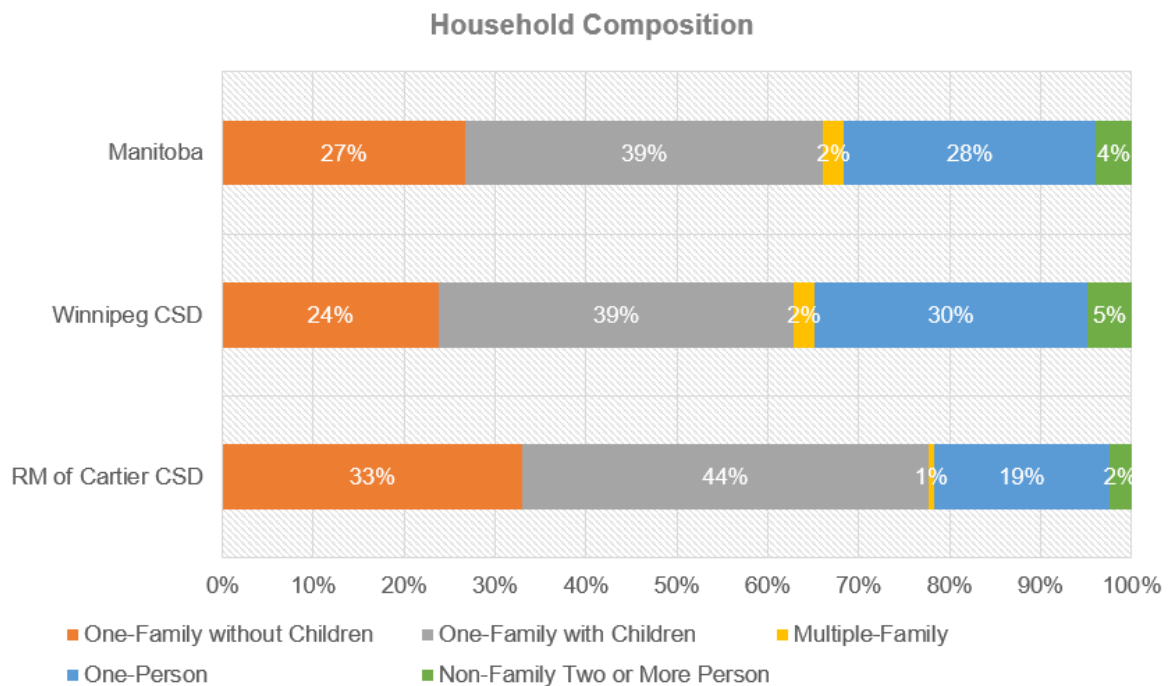


FIGURE 6. RM of Cartier (CSD) Household Composition (2016).

2.7 Household Income

At the end of 2015, median household income in the RM of Cartier CSD was \$87,142. This is higher than in the Winnipeg CSD and the province overall, each reporting a median household income of \$68,402 and \$68,147, respectively.

The RM of Cartier CSD experienced a median household income growth of 1.9% nominally between 2010 and 2015. This is significantly less than the income growth reported in the Winnipeg CSD and in the province overall, at 15.3% and 15.9%, respectively. According to the Bank of Canada, over the course of the five years between census reporting periods, the average annual inflation rate was 1.33% or 6.8% overall. As such, household incomes in the RM of Cartier CSD fell by 4.6% in real (inflation-adjusted) terms between 2010 and 2015, while they rose in the Winnipeg CSD and province overall by 8.0% and 8.5%, respectively as illustrated in Figure 7.

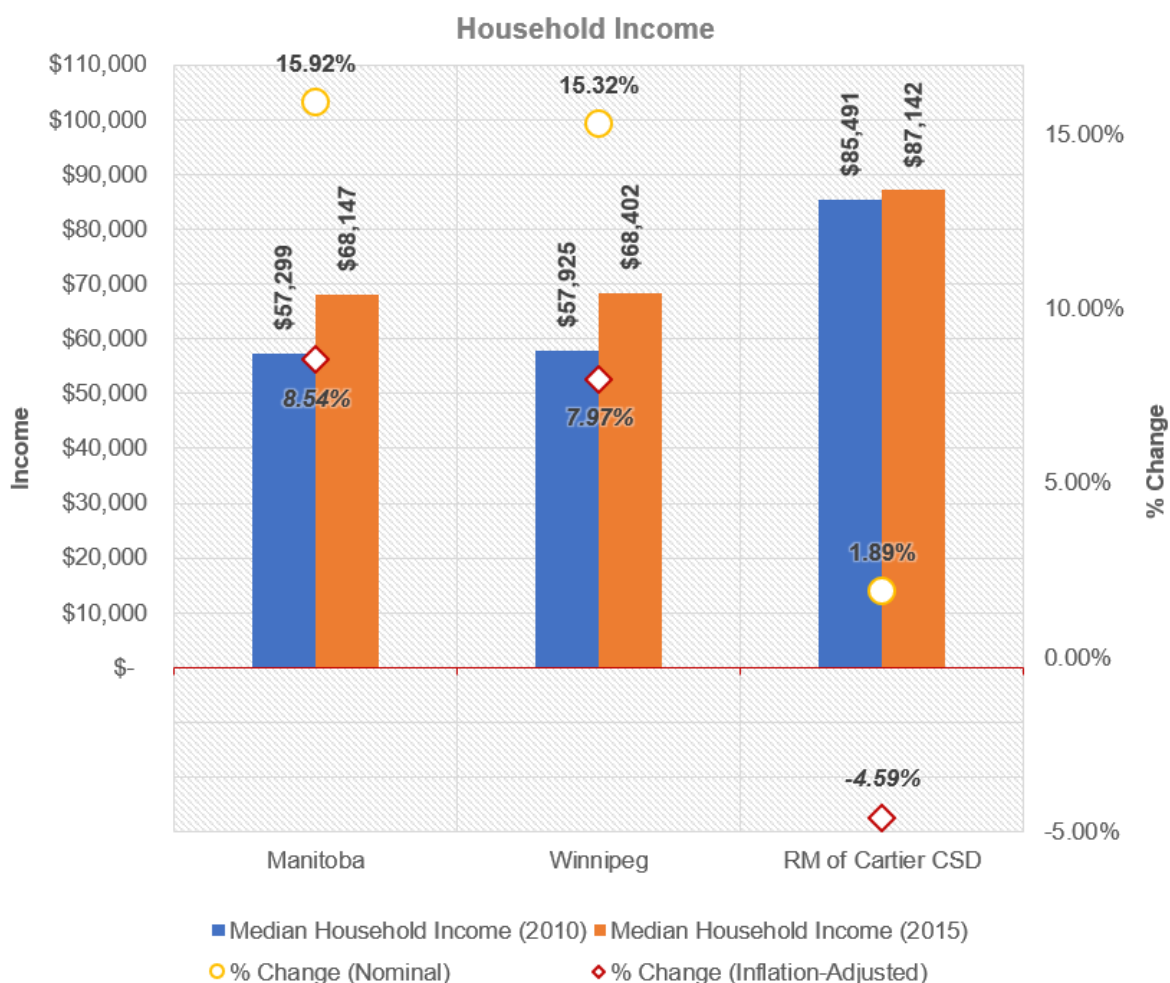


FIGURE 7. RM of Cartier CSD Median Household Income from 2010 to 2015.

2.8 Household Size and Composition

The sampled population of individuals of working age (15 and older) in the RM of Cartier CSD was 1,715 in 2016.¹ Of those, 1,240 were participating in the labour force (72.3%), wherein 1,185 were employed and 55 were unemployed. This yields an unemployment rate of 4.4% in the RM of Cartier CSD, which is lower than that of the Winnipeg CSD and province overall, each reporting unemployment rates of 6.5% and 6.7%, respectively.

¹ Reported census data for 'Individuals of Working Age by Labour Force Participation' is based on a 25% sample and deviates significantly from reported Age Characteristics data for the same segment of the population.

Consistent with employment trends in the Winnipeg CSD and province overall, the RM of Cartier CSD labour force participation and employment as a share of overall population has declined since 2011. This change is likely due to demographic shifts related to an aging working population, as the baby boomer generation retires or otherwise exits the labour force. With that said, the unemployment rate in the RM of Cartier CSD has also declined from 5.8% to 4.4%, a trend not experienced in the Winnipeg CSD and province overall. This suggests that although there are fewer individuals in the labour force overall, the population of the RM of Cartier CSD been more successful in finding employment relative to the Winnipeg CSD and province overall.

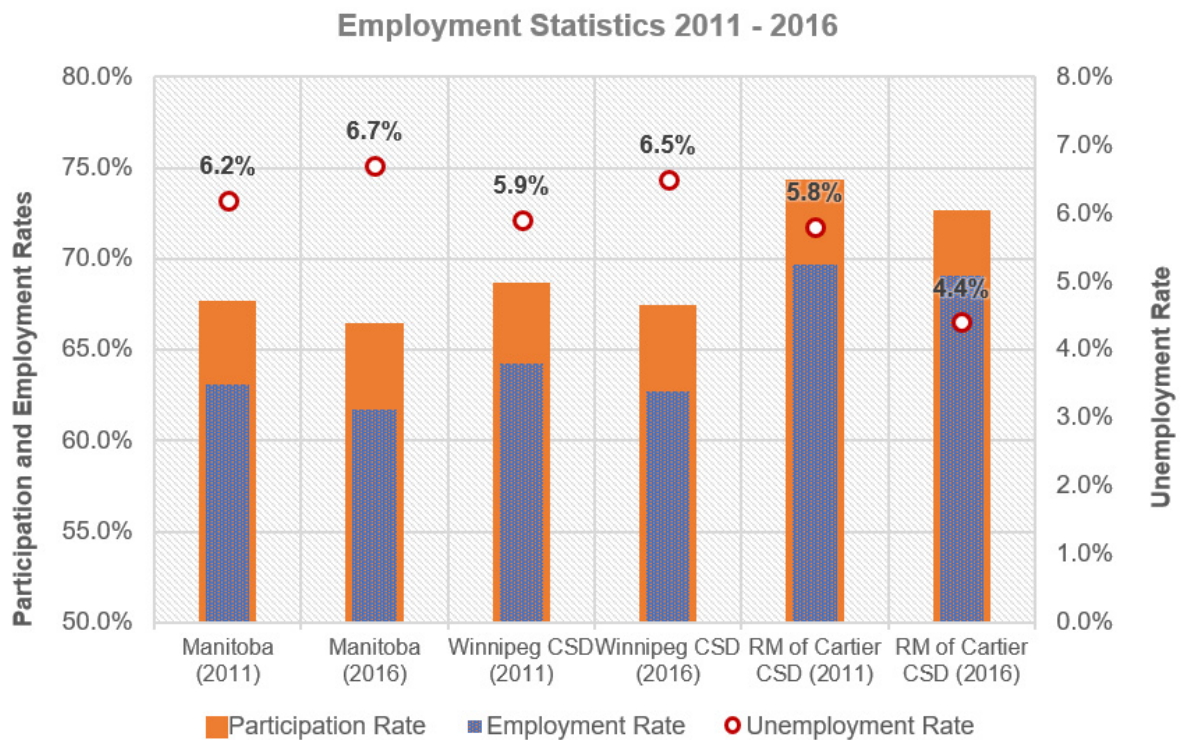


FIGURE 8. RM of Cartier CSD Employment Statistics from 2011 to 2016.

2.9 Occupation

The 2016 labour force of the RM of Cartier CSD was distributed into a variety of occupations. At 20.6%, 'Management' was the most prominent occupation, followed by 'Education; Law and Social; Community and Government Services' (14.9%), 'Sales and Service' (14.9%), 'Trades; Transport and Equipment Operators

and Related' (14.5%), and 'Business; Finance and Administrative (12.9%). The least populous occupations included those in 'Art; Culture; Recreation and Sport' (1.6%) and 'Manufacturing and Utilities' (2.0%). The remaining 18.5% of occupations in the RM of Cartier CSD were divided among 'Natural and Applied Sciences and Related', 'Health', 'Natural Resources; Agriculture and Related Production', and 'Other'.

The labour force distribution for the RM of Cartier CSD by 2016 National Occupational Classification (NOC) is illustrated in Figure 9.

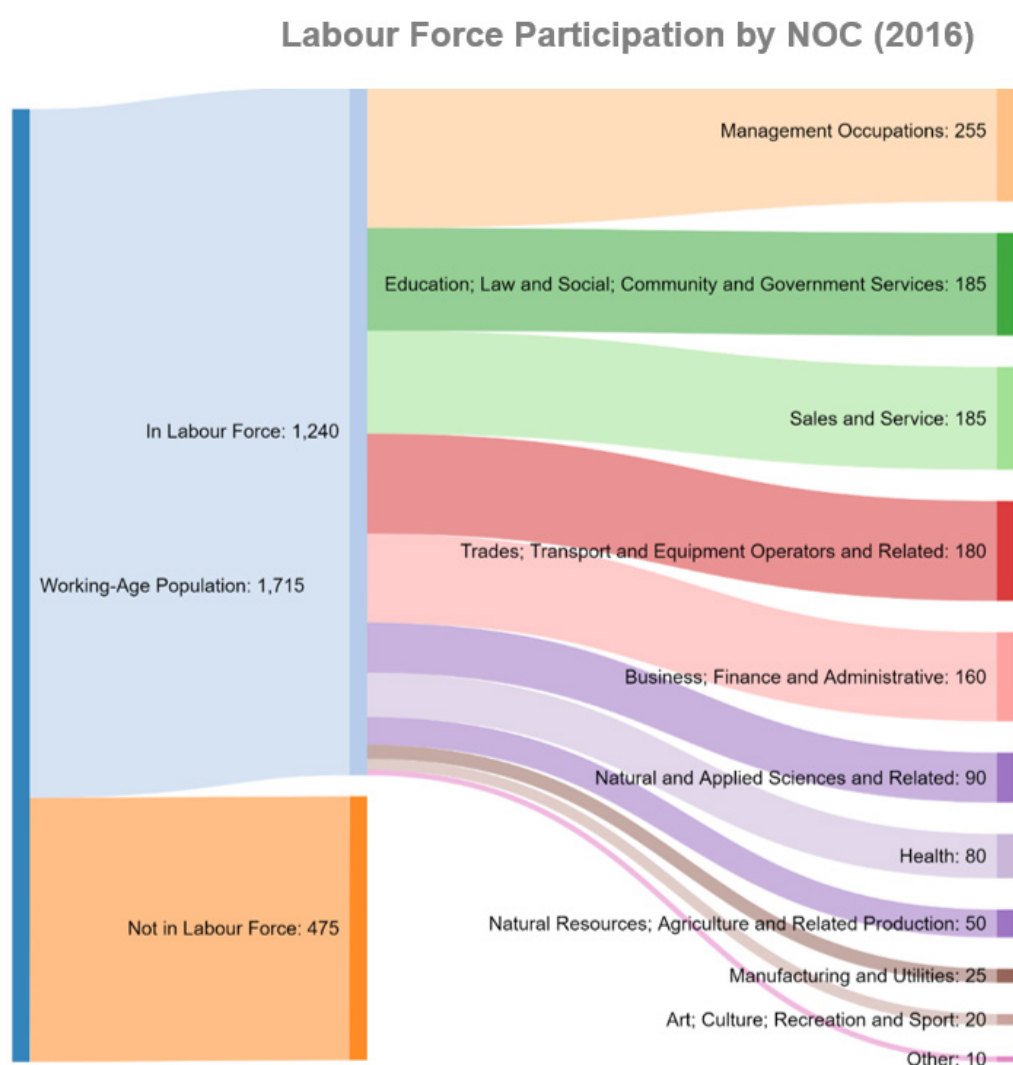


FIGURE 9. RM of Cartier CSD by 2016 National Occupational Classification.

2.10 Industry

In 2012, approximately 52% of the labour force of the RM of Cartier CSD participated in its top 5 industries, which included 'Construction' (12.1%), 'Real Estate and Rental and Leasing' (11.3%), 'Management of Companies and Enterprises' (10.1%), 'Retail Trade' (9.7%), Manufacturing (8.9%). The smallest labour force participation occurred in 'Wholesale Trade' (0.8%), Agriculture; Forestry; Fishing and Hunting' (2.4%), 'Accommodation and Food Services' (2.4%), and 'Information and Cultural Industries' (2.4%). There was no reported labour force participation in 'Finance and Insurance', 'Other Services (except public administration)', 'Public Administration', or 'Healthcare and Social Assistance' industries.

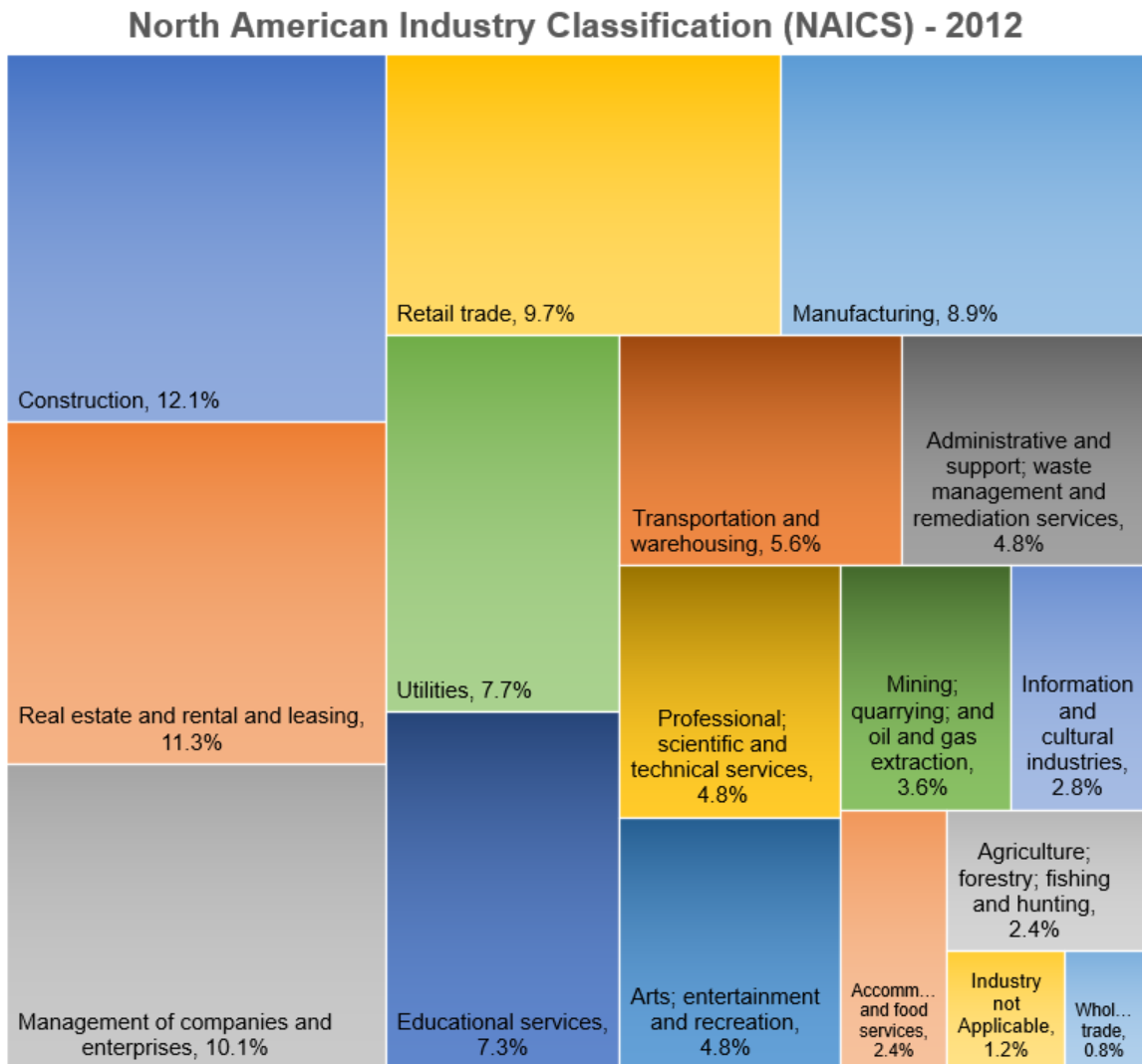


FIGURE 10. RM of Cartier CSD North American Industry Classification (2012).

2.11 Dwellings

The RM of Cartier CSD reported 815 dwelling units in 2016, 93.9% of which were single-detached homes. 3.7% (or 30 units) were apartments in a building that has fewer than five storeys, 1.2% (or 10 units) were classified as “other single-attached”, and both ‘semi-detached’ and ‘apartments in a duplex’ classifications reported 0.6% (or 5 units each) of all dwellings. In terms of household tenure, 85% of dwellings were owned and 15% were rented. The above dwelling statistics are described in Figure 11.

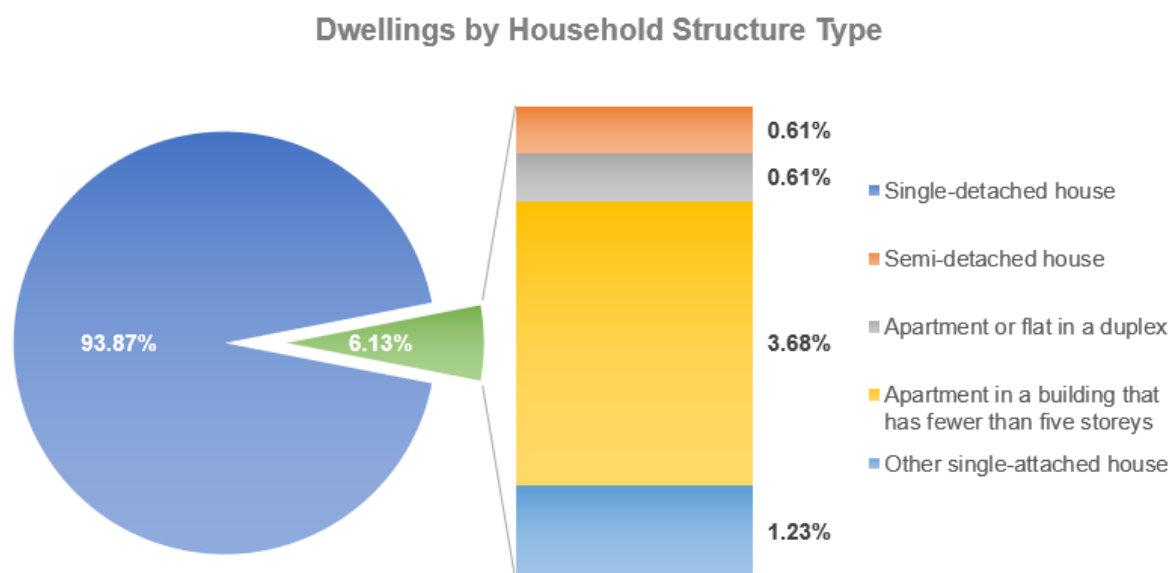


FIGURE 11. RM of Cartier CSD Dwellings by Household Structure Type (2016).

2.12 Commuting Destination

In 2016, 69% of the commuters in the RM of Cartier CSD reported leaving their local census division to get to work. 25% stayed in the same census subdivision, and 6% left the census subdivision but stayed in the same census division. This suggests that the vast majority (75%) of local residents left for other employment centres for work than are located in the RM of Cartier CSD. Labour Force Commuting Destinations are illustrated in Figure 12.

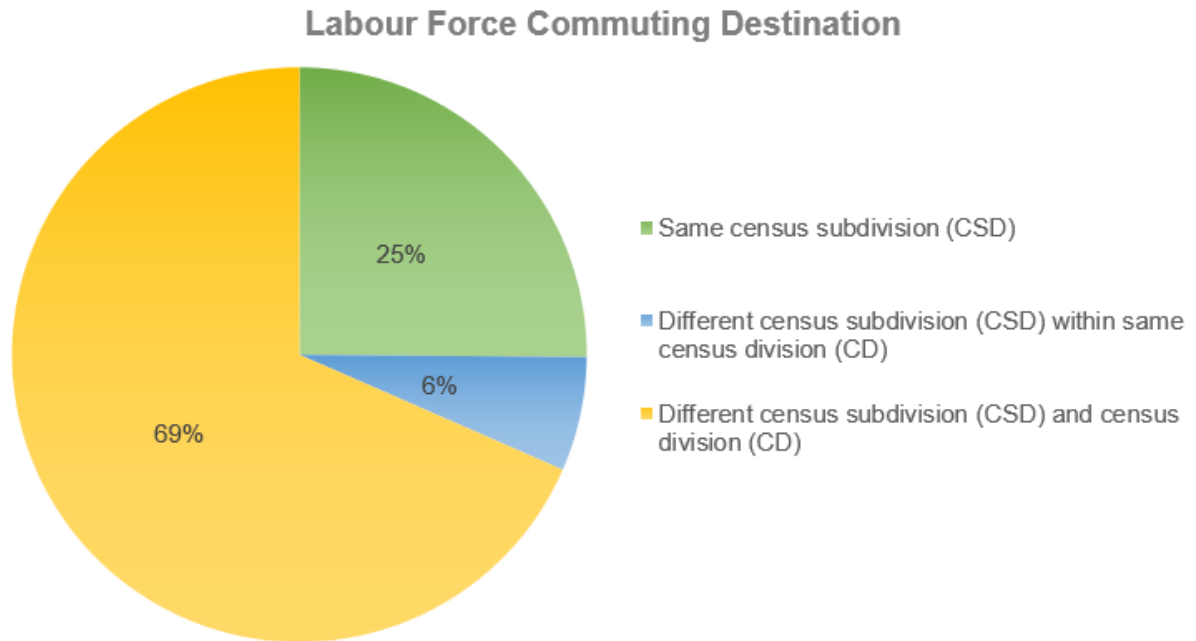


FIGURE 12. RM of Cartier CSD Labour Force Community Destination (2016).

Using the census-derived measures of commuting time for 2016, it's possible to estimate the most likely commuting designation for these commuters. Figure 13 is a simulated road network travel time map for trips originating at any of St. Eustache, B nard, Elie, Dacotah, or Springstein. 51% of all commuting trips took between 15 and 45 minutes from origin to destination, while 24% took less than 15 minutes. Recalling that 75% of all trips left the RM of Cartier, it can be assumed that most were bound for either Headingley or Winnipeg to the east, or Portage la Prairie to the west given the labour-market prominence of these areas when compared to other potential destinations.

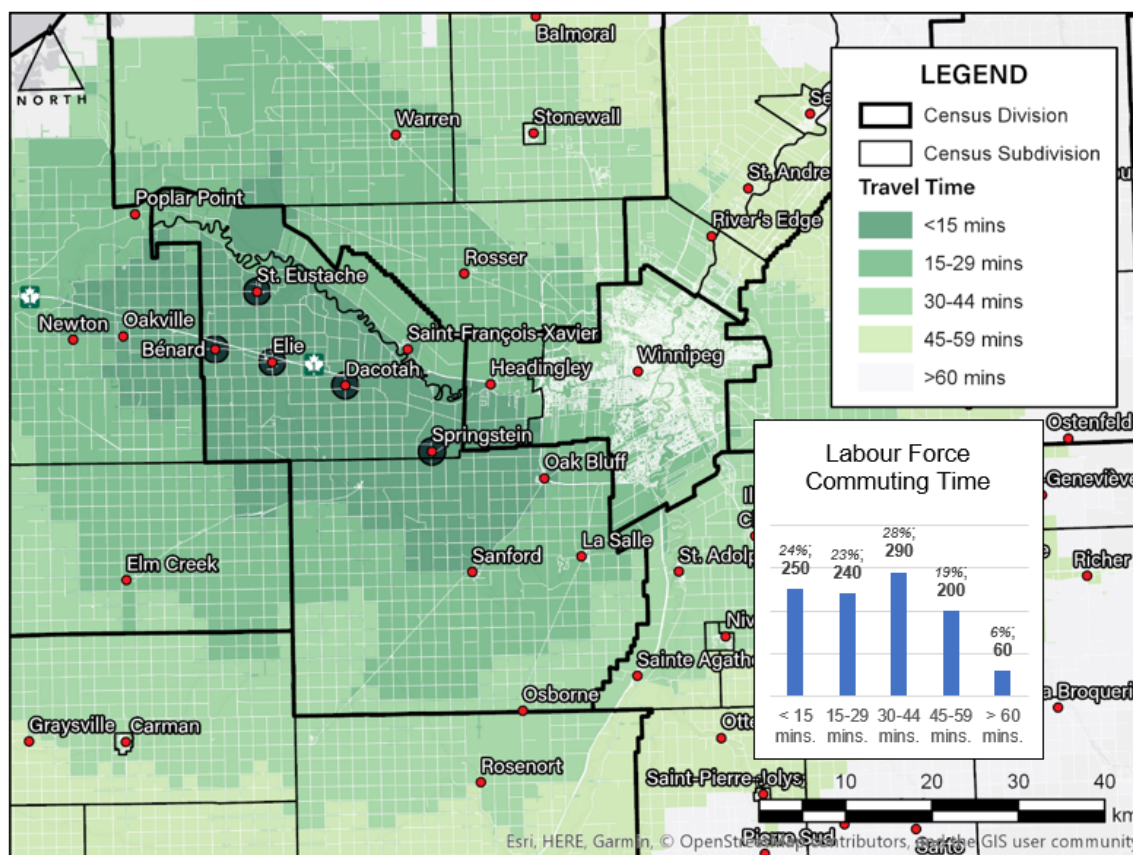


FIGURE 13. RM of Cartier CSD Labour Force Commuting Time (2016).

2.13 Existing Policy and Regulatory Context

2.13.1 White Horse Plains Planning District Development Plan

The *Planning Act* allows Planning Districts and Municipalities to prepare and adopt a Development Plan. A Development Plan is a policy document that sets a community vision and provides objectives and policies for how land should be used. By providing direction for community development initiatives, a Development Plan addresses such issues as:

- Where new housing, agriculture, industry, recreational areas, shopping areas and other land uses should be located;
- What municipal services such as roads and schools will be needed; and,
- When, and in what order, parts of the community will grow.

The RM's of Cartier and St. Francois Xavier are members of the White Horse Plains Planning District (WHPPD). The *WHPPD Development Plan* was approved in 2016. It deals with such matters as overall community goals, urban areas, rural areas, Secondary Planning Areas, and contains a variety of general policies related to transportation, recreation and open space, infrastructure, flooding and historic resources. The following provides a brief description of the designations from the *WHPPD Development Plan* that are applicable to the Lido Plage area:

Rural Centre Policy Areas

The majority of the Lido Plage area is designated as a *Rural Centre Policy Area* in the *White Horse Plains Planning District Development Plan* (as illustrated in purple on the Development Plan Map shown in Figure 17), with the balance designated as *Business Policy Area*.

According to the *WHPPD Development Plan*, the "*Rural Centre Policy Areas* provide opportunities for people to live in a rural setting in close proximity to urban centres and amenities. Unlike *Rural Residential Policy Areas*, Rural Centres are intended to be developed with municipal services including water and wastewater sewer. There are two designated Rural Centre Policy Areas in the Planning District. The first is located at Springstein, and the second encompasses the Lido Plage area. The *Rural Centre Policy Area* at Springstein is already serviced by Municipal water and wastewater services. *Rural Centre Policy Areas* are intended to be predominantly residential in character, however opportunities may exist for some commercial and institutional uses to serve the needs of local residents." (p.34)

Arrows on the Development Plan Map illustrate the direction of future growth if an expansion to the Lido Plage *Rural Centre Policy Area* were to be considered in the future by the Planning District Board. An expansion to this area would have to be approved by the Minister of Manitoba Municipal Relations.

Business Policy Areas

A portion of the Lido Plage area is also designated as *Business Policy Area* (as illustrated in red on the Development Plan Map shown in Figure 14). The *Business Policy Area* provides employment and opportunities for economic development within the rural areas of the Planning District by accommodating general commercial and industrial as well as agri-commercial/industrial, highway commercial and related land uses in appropriate rural settings.

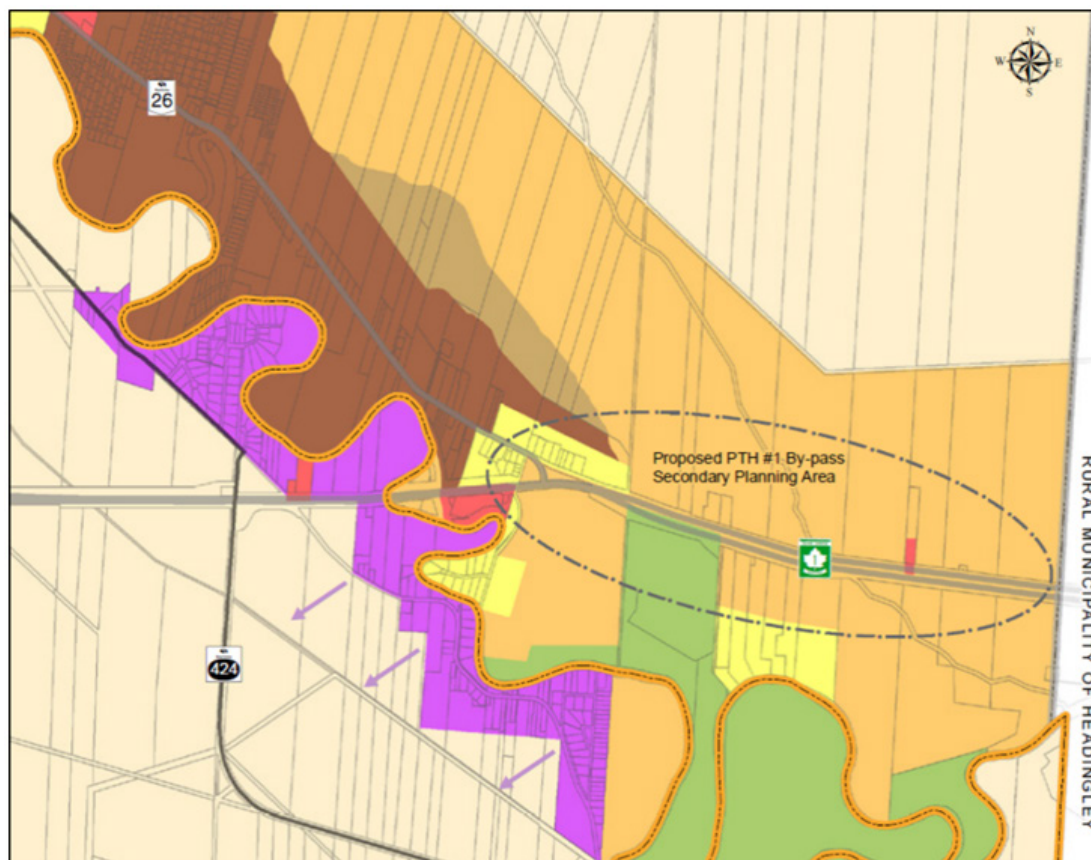


FIGURE 14. White Horse Plains Planning District Development Plan Map 8.

RM of Cartier Zoning By-law

While the *WHPPD Development Plan* provides the overall framework to guide future development, the RM of Cartier Zoning By-law is used to implement the objectives and policies of the Development Plan. A Zoning By-law divides a community into various land use districts (e.g. residential, commercial, industrial, agricultural, etc.) and states in specific terms what land uses may be allowed and provides information such as standards for lot sizes, building heights and setbacks from streets. This is to ensure that specific types of land uses are located in appropriate areas and that the type of buildings or land uses on one property will not negatively affect surrounding properties. Figure 18 illustrates current zoning for the Lido Plage Area.

Once a municipal wastewater system has been extended into the Lido Plage area, other zones that allow for serviced development from the RM of Cartier Zoning By-law could be considered. Applying new zones within the Lido Plage area would be subject to a public hearing and Council approval.

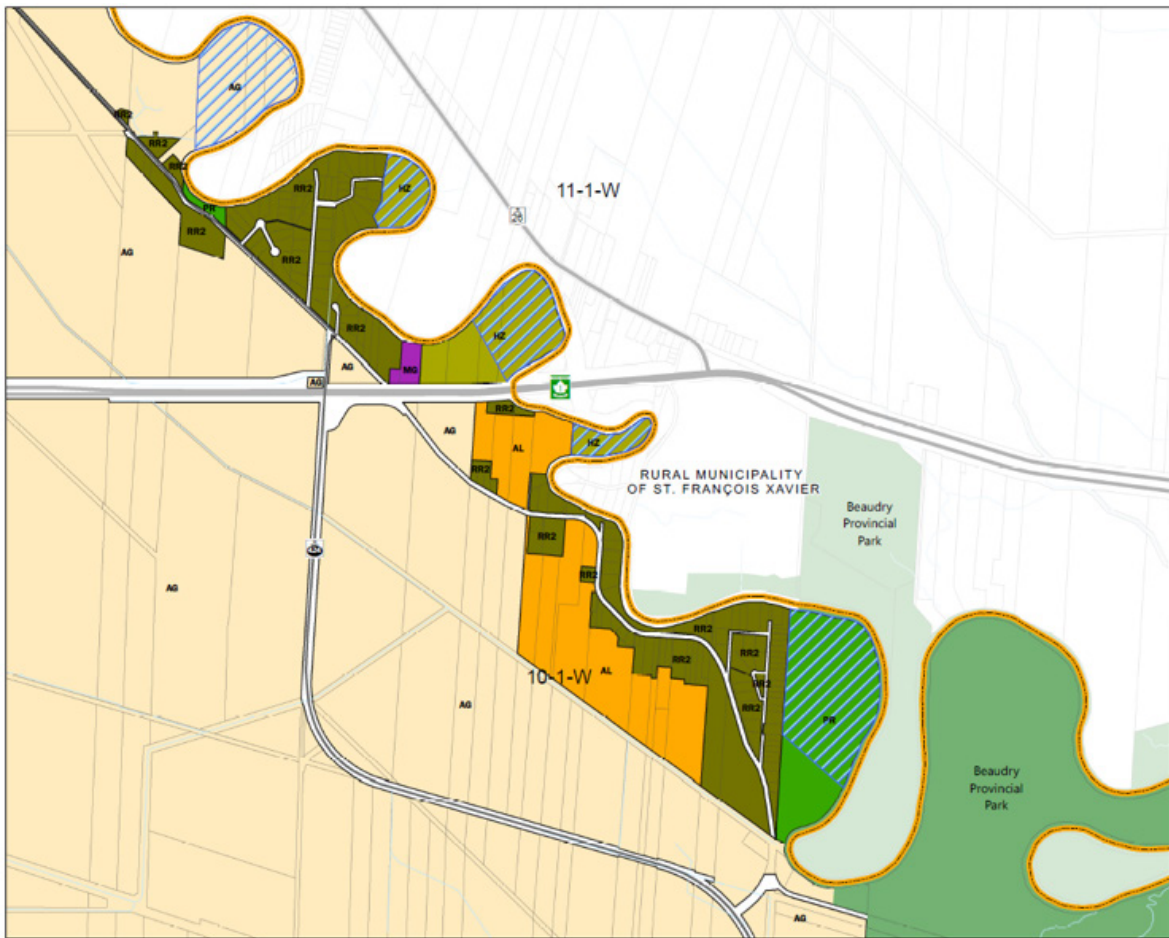


FIGURE 15. RM of Cartier Zoning Map.

2.14 Infrastructure Review

2.14.1 Water

Potable water in the RM of Cartier is supplied by the Cartier Regional Water Coop and is distributed within the Municipality to the communities of Elie, Ste. Eustache, Springstein, Dacotah, and to the Lido Plage area. The Cartier Regional Water Coop also supplies potable water to the RM's of Portage la Prairie, St. François Xavier, Headingley, Grey, Rockwood, Rosser, and West St. Paul.

2.14.2 Wastewater

Wastewater services in the RM of Cartier vary between communities. Both St. Eustache and Springstein are serviced with low pressure wastewater sewers, while Elie is serviced with both low pressure and gravity wastewater sewers. The Lido Plage area is currently serviced with private wastewater systems such as septic fields and holding tanks. As part of this Secondary Plan project, Stantec Engineering is undertaking an assessment of providing a municipal wastewater sewer system to the Lido Plage area, extending services from the RM of Headingley that is located to the east of the Secondary Planning Area.

2.14.3 Solid Waste

Solid waste is collected privately in the RM of Cartier and disposed of at the RM of Cartier's landfill facility located on Dugas Siding Road. Solid waste from the Lido Plage area is brought to this facility. There are also recycling bins located throughout the municipality, including a drop off location in the Lido Plage area.

2.14.4 Road Network

Lido Plage is located within a road network that includes a Provincial Trunk Highway (PTH), two Provincial Roads (PR's), and a variety of collector and local streets. The main roads within this network are briefly described as follows and illustrated in Figure 16:

PTH No. 1

PTH No. 1 or the TransCanada Highway is a paved divided expressway that bisects the Lido Plage area running east/west through the RM of Cartier.

PR 424

PR 424 is a two-lane gravel road that provides access to both the northern and southern portions of Lido Plage. PR 424 intersects with PTH No. 1 and is the main access road for local streets located in the northern portion of the Lido Plage area including Nicola Place, Ferry Road, River Bend Way, and Lido Plage Road North.

Lido Plage Road North

Lido Plage Road North is a two-lane gravel road located to the north of PTH No. 1. It provides access to PR 424 in the northern portion of the Lido Plage area. Direct access to PTH No. 1 from Lido Plage Road North is anticipated to be removed as highway upgrades continue to occur.

Lido Plage Road South

Lido Plage Road South is a two-lane paved collector road that intersects with PR 424 south of PTH No. 1. The majority of dwellings located in the southern portion of the Lido Plage area front onto Lido Plage Road South. Two local streets including Vrel Drive and Robidoux Road are accessed from Lido Plage Road South.

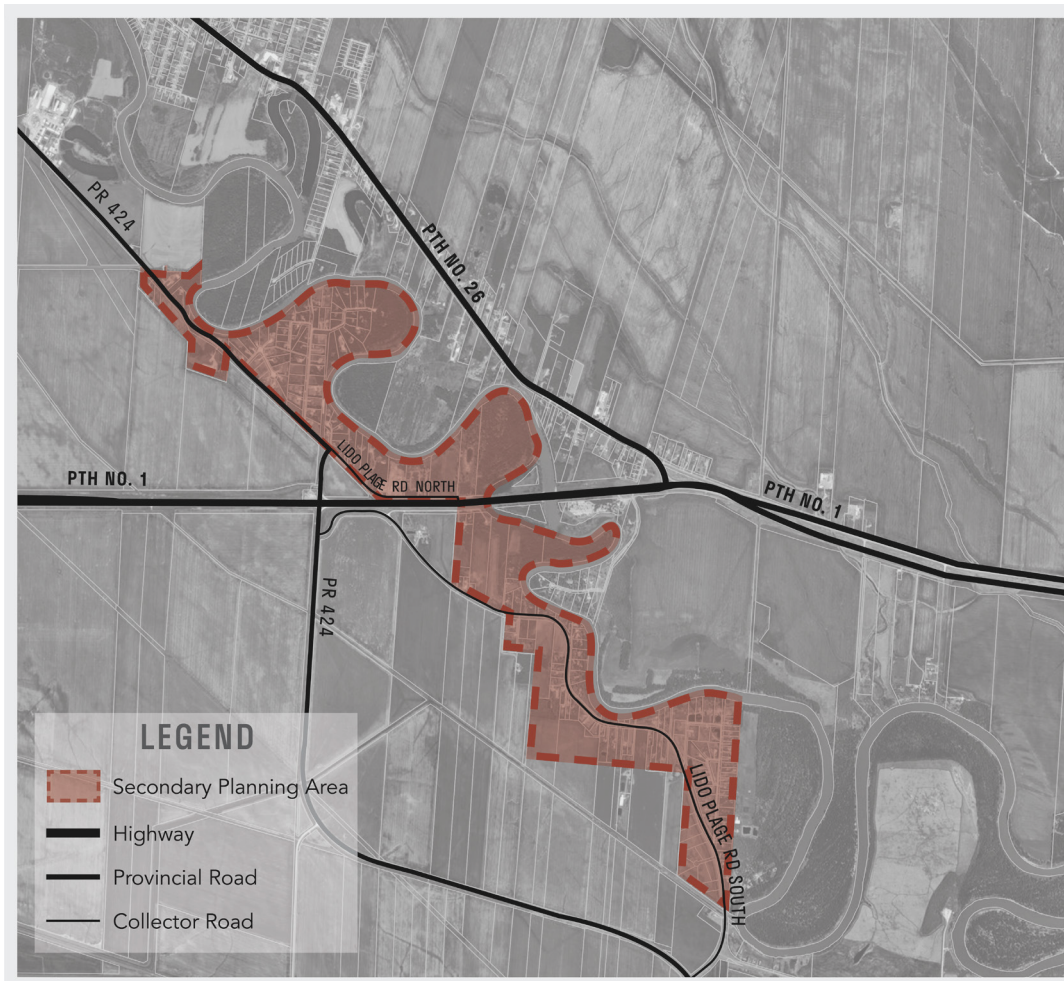


FIGURE 16. Lido Plage Road Network Map.



2.15 Development Opportunities

The following opportunities have been identified related to future development in the Secondary Planning Area:

- Opportunity to provide a limited range of housing types and lots sizes to address the lifecycle of the RM of Cartier's residents.
- Opportunity to allow development on undeveloped parcels, particularly those located to the north of PTH No. 1.
- Opportunity to allow for limited infill which can help to equitably disperse the installation costs of municipal wastewater services to the area.
- Opportunity to expand the Municipality's tax base, which in turn, may increase the level of service and amenities available to residents in the Lido Plage area.
- Opportunity to enhance the environmental quality and sustainability of the Lido Plage area through the provision of municipal wastewater services and the decommissioning of septic fields and holding tanks.

2.16 Development Constraints

The following constraints have been identified related to future development in the Secondary Planning Area:

- Opposition to a municipal sewer system as existing private septic systems may be functioning properly.
- Cost of extending municipal services to the Lido Plage area if this type of infrastructure is not jointly funded through provincial or federal grants.
- Resistance to change from existing residents who may be satisfied with the area as it currently exists.
- Many existing dwellings are located near the centre of their lot, precluding infill development from occurring.
- Although flood protection infrastructure such as diking has been upgraded in the majority of the Lido Plage area, there are still flooding risks, particularly for lands to the north of PTH No. 1 within the Secondary Planning Area.
- Safely accessing the Secondary Planning Area at the intersection of PTH No. 1 and PR 424 continues to be a constraint due to traffic volumes from both passenger vehicles and tractor trailers.

3.0 PLANNING PROCESS

3.1 Community Workshop

On May 7th, 2019, the RM of Cartier hosted a community workshop at Camp Assiniboia to introduce the project to Lido Plage residents and land owners. The purpose of this workshop was to:

- Introduce the project to the community.
- Generate ideas about development, land use, goals, and objectives for the Secondary Planning Area.
- Understand issues and concerns.
- Validate preliminary background findings.
- Discuss potential land uses and how they will be integrated into the community.
- Establish short and long-term priorities, as well as a community vision for the Secondary Planning Area.

Approximately 50 people attended the workshop that began with a brief presentation about the project. Following the presentation, workshop attendees formed groups of approximately 6 to 8 people to answer a series of questions about land use and development in the Lido Plage area. Answers to the questions from each group were reviewed together with all the workshop attendees.

A mix of often differing key points gleaned from the workshop included:

- No lots less than 2 acres in existing rural residential areas should be allowed.
- No subdivision of existing 2 acre lots.
- 1 acre lots would be acceptable.
- Subdivision of existing 2 acre lots to create two 1 acre lots would be acceptable.
- Smaller serviced lots acceptable, but in specific areas (greenfield preferred).
- Multi-family acceptable, but in greenfield areas or north of PTH no. 1.
- More sidewalks, paths, trails would be appreciated in the area.
- High speed internet service should be extended to the area.
- Boat access or a launch would be a good amenity in the area.
- Better maintenance of existing infrastructure is required.

3.2 Community Survey

A community survey was prepared and made available online to Lido Plage residents between October 1st and October 31st 2019. To inform the community about the survey, an invite to participate was mailed to every household in the Lido Plage area. Of the approximately 200 residences in the Lido Plage area a total of 33 responses were received which is a response rate of over 16%. Demographic and specific information about those that responded based on survey input included:

- The majority survey respondents had lived in Lido Plage over 25 years (10 survey responses)
- The majority survey respondents moved to Lido Plage from the City of Winnipeg (15 survey responses)
- Survey respondents moved to Lido Plage as it was “rural” but still close to the City (8 survey responses), the area has large buildings lots (8 survey responses), and they enjoy the areas “peace and quiet” (8 survey responses)
- The majority of survey respondents had 4 people in their household (12 survey responses), followed by 2 people in their household (10 survey responses)
- The majority of survey respondents were aged 45-55 (9 survey responses), followed by those aged 35-44 (8 respondents)
- A mix of often differing key points gleaned from the survey included:
- Paved roads, wastewater sewer and more walking paths or trails would make Lido Plage a better place to live.
- Single-family residential should be the primary use in the area.
- New single-family residential lots in the Lido Plage area should be a minimum of 1 acre in size.
- Multi-family development should not be considered in the Lido Plage Area.
- Multi-family including 55+ condos would be acceptable in the Lido Plage Area.
- Lido Plage should remain primarily residential, there isn’t a need for employment opportunities in the area.

3.3 Community Open House

On November 27th, 2019, the RM of Cartier hosted an Open House to present a draft of this Secondary Plan as well as information on the wastewater sewer project to the community. A key component of the Open House were poster boards that provided background information about both the planning and engineering components of the project. Approximately 70 people attended the Open House and provided input through conversations with planners from Landmark Planning & Design and engineers from Stantec Engineering as well as through comment sheets.

- Key information gleaned from the comment sheets included:
- New lots within the Lido Plage area should not be less than 1 acre in size
- The majority of those who submitted a comment sheet were in favour of a municipal wastewater sewer system
- Concerns about a municipal wastewater sewer system related to overall cost and how it would be split amongst properties in the area, whether or not other levels of government funding would be available, and the fact that many septic systems are functioning fine at this time.
- The information gathered from the overall planning process was presented to Council and informed the General Planning Policies contained in **Section 4.0**, and Land Use Policy Area Policies contained in **Section 5.0** of this Secondary Plan.

4.0 GENERAL PLANNING POLICIES

This Part provides overarching objectives and policies for the entire Lido Plage Secondary Planning Area. In addition to the policy provisions contained within **Section 5.0** of this Plan, the following general objectives and policies shall be reviewed with respect to all proposed development.

4.1 Transportation and Active Transportation

Lido Plage is located on both sides of PTH No. 1 which serves as the primary roadway for accessing the area as well as other locations in the RM of Cartier. PR 424 intersects with PTH No. 1 and it is this intersection that accommodates the majority of vehicles coming and going from the Lido Plage area. Future development in the *Residential Mixed-Use Policy Area* and *Commercial Mixed-Use Policy Area* north of PTH No. 1 will connect to the existing road network from Lido Plage Road North. Future multiple lot development within the *Residential Serviced Policy Area* south of PTH No. 1 will access the existing road network from Lido Plage Road South.

4.1.1 Objectives

- 4.1.1.1** To create an efficient and safe transportation network for motorized and non-motorized modes of transportation within the Lido Plage area.
- 4.1.1.2** To emphasize active transportation as the mode of choice for local trips throughout Lido Plage.
- 4.1.1.3** To protect PTH No. 1 and PR 424 from incompatible development recognizing that these roadways may be upgraded or re-aligned at a future date.

4.1.2 Policies

Local Streets

- 4.1.2.1** New local streets within the Secondary Planning Area should support multi-modal transportation, including both vehicular and active transportation.
- 4.1.2.2** New local streets within the Secondary Planning Area shall be designed and built to applicable Municipal standards.

Access Management

- 4.1.2.3** Manitoba Infrastructure shall be consulted with regards to additional access points to PTH No. 1 and PR 424.
- 4.1.2.4** Access onto PTH No. 1 will be through strategically located intersections, and existing access points may be removed at the discretion of Manitoba Infrastructure.
- 4.1.2.5** Intersection improvements may be required to accommodate future development in the Lido Plage area.

Active Transportation

- 4.1.2.6** New development within the Secondary Planning Area should be designed with an integrated network of pathways, trails and greenspace areas. Wherever possible, trails and pathways should connect to existing active transportation infrastructure such as the Grand Trunk Trail.
- 4.1.2.7** Although permitted, Manitoba Infrastructure does not recommend nor encourage the use of a Provincial Highway shoulder for active transportation uses.

4.2 Flooding and Hazard Lands

Development within the Lido Plage area is generally located immediately adjacent or in close proximity to the south side of the Assiniboine River. Many flood protection dikes within the area have been upgraded to mitigate flood risks, however, development should not be located within areas that continue to have flood risks or development constraints such as bank instability.

4.2.1 Objectives

- 4.2.1.1** To protect development from flooding, erosion or other hazards that may be present based on the area's proximity to the Assiniboine River.
- 4.2.1.2** To restrict development in areas that have known development constraints.

4.2.2 Policies

- 4.2.2.1 All proposed development within the Lido Plage area shall be subject to the provisions of the *White Horse Plains Planning District Development Plan*, specifically Part 2, Sections 2.3 Hazard Lands, Riparian Areas and Erosion, and Section 2.4 Flood Risk Areas.
- 4.2.2.2 **Map 1** illustrates specific areas that are known to be sensitive or flood prone. There may be other sensitive or flood prone areas that have not been illustrated on Maps 1 or 2. Development in areas that are sensitive or flood prone would be subject to engineering studies and flood protection measures being implemented to ensure risks have been addressed.
- 4.2.2.3 Development applications for lands located along the Assiniboine River may be required to dedicate land subject to flooding or erosion as Public or Crown Reserve at the discretion of Council.
- 4.2.2.4 All development within the Lido Plage area shall comply with the provisions of the *RM of Cartier's Zoning By-law*.

4.3 Municipal Services and Infrastructure

The Lido Plage area is currently serviced with potable water from the Cartier Regional Water Coop. Wastewater is handled privately on a property by property basis via holding tank or septic field. Directly related to this Secondary Plan is the extension of a municipal wastewater sewer system to the Lido Plage area. Until this municipal wastewater sewer system is installed, development and subdivision will be only be considered based on the policy provisions of the *Whitehorse Plains Planning District Development Plan*.

4.3.1 Objectives

- 4.3.1.1 To provide environmentally friendly and sustainable municipal services to the Secondary Planning Area.
- 4.3.1.2 To ensure municipal services are extended into the Secondary Planning Area in an efficient and cost-effective manner.

4.3.2 Policies

Water and Wastewater Services

- 4.3.2.1** New development within the Secondary Planning Area shall be serviced with municipal infrastructure including piped municipal water and a wastewater sewer system.
- 4.3.2.2** Notwithstanding Policy 4.3.2.1 above, new development may occur prior to the wastewater sewer system being installed subject to the provisions of Part 3 of the *White Horse Plains Planning District Development Plan*, and subject to a development proponent entering into a development or servicing agreement with the Municipality. New lots created should allow for the efficient extension of the municipal wastewater sewer system, and dwellings should be cited to allow for efficient connection to this system.
- 4.3.2.3** Existing rural residential properties within the Secondary Planning Area may continue to use existing private wastewater systems until a wastewater sewer system is extended to this area in compliance with applicable Municipal and Provincial regulations.

Drainage and Water Retention

- 4.3.2.4** Drainage for new development within the Secondary Planning Area will be designed and constructed to restrict surface water discharge to pre-development flows in accordance with applicable Municipal and Provincial regulations.
- 4.3.2.5** Stormwater drainage shall be constructed to the applicable urban Municipal standard.
- 4.3.2.6** Subject to Council approval, the surface land drainage network may be incorporated into greenspace and the recreation open space network within the Secondary Planning Area.
- 4.3.2.7** Permission is required from Manitoba Infrastructure to drain any water into the highway drainage system. Manitoba Infrastructure prefers to see no increase in storm flows in the highway ditch system. However, if this is unavoidable, the cost of any revisions required to the existing highway drainage system, which are directly associated with the development, will be the responsibility of the developer.

Infrastructure and Municipal Standards

- 4.3.2.8** Servicing requirements shall be determined via engineering studies, and infrastructure shall be sized to ensure the Secondary Planning Area can adequately accommodate future development requirements.
- 4.3.2.9** Infrastructure and services installed within the Secondary Planning Area shall be constructed to the applicable Municipal or Provincial standard.

4.4 Sustainable Development

Development within the Lido Plage area should be undertaken in a sustainable manner where green development is encouraged and natural areas are conserved as part of development applications.

4.4.1 Objectives

- 4.4.1.1** To ensure growth and development within the Lido Plage area is addressed in a sustainable and efficient manner.
- 4.4.1.2** To enhance an already existing community by ensuring that new development promotes a higher quality of life for Lido Plage residents.

4.4.2 Policies

Sustainable Neighbourhood Design

- 4.4.2.1** New development within the Lido Plage should respect the rural character of the area while making efficient use of land and resources.
- 4.4.2.2** The construction of energy and water efficient buildings shall be encouraged within the Secondary Planning Area.
- 4.4.2.3** The Secondary Planning Area shall include a network of greenspaces that support recreation opportunities and connect uses.
- 4.4.2.4** The use of universal design shall be encouraged throughout the Secondary Planning Area, particularly within public spaces.
- 4.4.2.5** Development within the Secondary Planning Area shall be compatible with adjacent uses in accordance with the objectives and policies of this Secondary Plan.

4.5 Parks, Open Space and River Access

Lido Plage is located in a scenic natural area along the Assiniboine River. As Lido Plage grows and accommodates more residents, parks, open spaces, and river access will increase the liveability of the area and contribute to a shared sense of place.

4.5.1 Objectives

- 4.5.1.1** To provide parks and open spaces that support a variety of passive and active recreation uses.
- 4.5.1.2** To provide access to the Assiniboine River where safe and appropriate.
- 4.5.1.3** To ensure parks and open spaces are created in a way that is harmonious with the natural environment, and in keeping with local character.

4.5.2 Policies

Parks and Open Space

- 4.5.2.1** Parks and Open Space areas are appropriate in any land use policy areas contained in **Section 5.0** of this Secondary Plan.
- 4.5.2.2** The location, size and configuration of the parks and open spaces will be determined at the development application stage.
- 4.5.2.3** Subdivision designs should include provision for a continuous and integrated walking and cycling network that connects neighbourhoods and other community features such as the Assiniboine River as well as parks and retained natural areas, wherever possible.
- 4.5.2.4** The naming of new parks should give consideration to local heritage, in consultation with relevant community groups.
- 4.5.2.5** The dedication of lands for parks and open spaces shall be in accordance with The Planning Act.

River Access

- 4.5.2.6** Development Applications along the Assiniboine River should include provisions for preserving strategic parcels of river frontage for public access, where appropriate.

5.0 LAND USE AREA PLANNING POLICIES

This Part provides objectives and policies to guide land use and development within the identified Policy Areas of this Secondary Plan. The objectives and policies contained within this Part are supported by the maps contained in **Section 7.0** of this Secondary Plan.

5.1 Residential Estate Policy Area

The majority of the Lido Plage area is comprised of existing rural residential development that is serviced with private wastewater systems, and accordingly, these lots are typically at least 2 acres in size. Most existing dwellings within these areas have been constructed in the middle of their respective lots making infill development difficult, however, there are several infill opportunities that could be pursued once municipal wastewater services are installed.

The *Residential Estate Policy Area* is intended to maintain the existing character of existing residential areas while allowing for limited large lot infill development to occur. Potential infill lots should be at least 1 acre in size, and shall be subject to subdivision, re-zoning, and a public hearing.

5.1.1 Objectives

- 5.1.1.1** To maintain the existing character of established residential areas within the Lido Plage area, while allowing for limited infill where appropriate, generally once municipal wastewater sewers have been installed.
- 5.1.1.2** To ensure new infill residential development is compatible with existing residential development.

5.1.2 Policies

Existing Large Lot Residential

- 5.1.2.1** Existing rural residential properties should be maintained as large lot estate properties once the Secondary Planning Area is serviced with a municipal sewer system. Low density single-family residences shall continue to be the predominant land use within the *Residential Estate Policy Area*.

Infill Single-Family Residential Development

5.1.2.2 Infill single-family development may be possible within the *Residential Estate Policy Area*. New lots created should be at least 1 acre in size, and will be subject to wastewater sewer services being installed, subdivision, re-zoning, and a public hearing. If new infill lots are proposed prior to wastewater sewer services being installed, they would be subject to Policy 4.3.2.2.

Flag Shaped Lots

5.1.2.3 Flag shaped lots are generally discouraged within the *Residential Estate Policy Area* and shall be addressed at the time of subdivision on a case by case basis.

Home Occupations

5.1.2.4 Home occupations shall generally be supported within the *Residential Estate Policy Area*, subject to compliance with the *Zoning By-law*.

Secondary Suites

5.1.2.5 Secondary suites shall generally be supported within the *Residential Estate Policy Area*, subject to compliance with the *Zoning By-law*.

Development Application Requirements

5.1.2.6 Applications to create new single-family residential lots may be required to submit the following related to a development application:

- a) A concept plan that illustrates residential lotting and how the subject application will interact with existing and future uses on adjacent lands;
- b) A local street and roadway plan that illustrates how the development will connect to other local and collector roads within the Secondary Planning Area;
- c) A traffic impact study;

- d) An engineering report or geotechnical analysis to demonstrate compliance with Part 2, Sections 2.3 and 2.4 of the *White Horse Plains Planning District Development Plan* as well as the *RM of Cartier's Zoning By-law*;
- e) A drainage or stormwater management plan; and
- f) Any other requirements as per Provincial regulation or any other conditions Council deems necessary.

5.2 Residential Serviced Policy Area

There are several undeveloped parcels within the Lido Plage area that could accommodate multiple lot single-family residential development provided specific site constraints are addressed. These areas are typically located adjacent to existing residential estate development within the Lido Plage area and as such, new residential lots should be approximately 1 acre in size to maintain a rural residential character.

5.2.1 Objectives

- 5.2.1.1** To provide opportunities for new serviced single-family multi-lot development to occur adjacent to existing residential development within the Lido Plage area.
- 5.2.1.2** To ensure new residential development is well planned and compatible with adjacent existing residential uses.

5.2.2 Objectives

Single-Family Residential Development

- 5.2.2.1** New single-family residential lots in the *Residential Serviced Policy Area* shall be at least 1 acre in size, and will be subject to wastewater services being installed, subdivision, re-zoning, and a public hearing. Single-family residences shall be the predominant land use within the *Residential Serviced Policy Area*. If new lots are proposed prior to wastewater sewer services being installed, they would be subject to Policy 4.3.2.

Parks and Open Space

5.2.2.2 New multi-lot single-family residential developments should include parks and open space areas. Council may request land dedication or cash-in-lieu for public reserve purposes as part of a subdivision application.

Transition and Buffer Areas

5.2.2.3 Where new single-family residential development within the *Residential Serviced Policy Area* is adjacent to existing residential development within the *Residential Estate Policy Area*, Council may consider transition or buffer areas that may include: fencing, landscaping, green space, or minimum building setbacks.

Home Occupations

5.2.2.4 Home occupations shall generally be supported within the *Residential Serviced Policy Area*, subject to compliance with the Zoning By-law.

Secondary Suites

5.2.2.5 Secondary suites shall generally be supported within the *Residential Serviced Policy Area*, subject to compliance with the Zoning By-law.

Active Transportation Connections

5.2.2.6 A network of pathways, trails and sidewalks shall be used to create pedestrian connections within new residential developments. This network should connect with existing active transportation infrastructure whenever possible.

Development Application Requirements

5.2.2.7 Applications to create new multi-lot residential development may be required to submit the following related to a development application:

- a) A concept plan that illustrates residential lotting, parks and recreation areas and how the subject application will interact with existing and future uses on adjacent lands;

- b) A local street and roadway plan that illustrates how the development will connect to other local and collector roads within the Secondary Planning Area;
- c) A trail and pathway plan that illustrates how the development will connect to other active transportation connections;
- d) A servicing plan;
- e) A traffic impact study;
- f) An engineering report or geotechnical analysis to demonstrate compliance with Part 2, Sections 2.3 and 2.4 of the *White Horse Plains Planning District Development Plan* as well as the *RM of Cartier's Zoning By-law*;
- g) A drainage and stormwater management plan; and
- h) Any other requirements as per Provincial regulation or any other conditions Council deems necessary.

5.3 Residential Mixed-Use Policy Area

The area north of PTH No. 1, previously known as Bison Park, then Jellystone Park, and finally White Horse Campgrounds was used for recreational type uses, but has been vacant for several decades. This area could accommodate future residential development including a mix of residential uses such as single-family, two-family, and lower density attached townhouse type dwellings that would be a maximum of two storeys similar to single-family development, and subject to addressing site, servicing and access constraints. It is anticipated that the majority of lands within the *Residential Mixed-Use Policy Area* due to flooding issues will either be dedicated to the RM as Public Reserve or the Province as Crown Reserve. Any of the density provisions mentioned within this Section pertain to the developable portion of the site and excludes the dedicated lands.

5.3.1 Objectives

- 5.3.1.1** To provide a location within the Lido Plage area where a limited variety of residential housing types and lot sizes may be considered to accommodate the lifecycle of the RM of Cartier's residents.

5.3.2 Policies

Single-Family Residential Development

- 5.3.2.1** Single-family residential development, on lots of varying sizes, shall be the predominant land use within the *Residential Mixed-Use Policy Area*, subject to Policy 4 below and in compliance with the *Zoning By-law*. Gross overall density for single-family residential development shall not exceed 4.0 lots per acre.
- 5.3.2.2** New single-family residential development can occur subject to wastewater sewer services being installed, subdivision, re-zoning, and a public hearing. If new single-family lots are proposed prior to wastewater sewer services being installed, they would be subject to Policy 4.3.2.2.

Two-Family and Townhouse Residential Development

- 5.3.2.3** A mix of two-family dwellings and townhouses will be allowed within the *Residential Mixed-Use Policy Area*, where carefully planned and strategically placed, and subject to Policy 3 below and in compliance with the *Zoning By-law*. Gross overall density for two-family and townhouse residential development shall not exceed 10 dwelling units per acre. Two-family and townhouse dwellings shall not exceed 2 storeys in height, subject to compliance with the *Zoning By-law*.
- 5.3.2.4** New two-family and townhouse development can occur subject to wastewater sewer services being installed, subdivision, re-zoning, and a public hearing. If new two-family and townhouse lots are proposed prior to wastewater sewer services being installed, they would be subject to Policy 4.3.2.2.
- 5.3.2.5** For 1 and 3 above, single-family residential shall account for at least 75% of the developable lands within the *Residential Mixed-Use Policy Area*, and two-family/townhouse development shall account for up to 25% of the developable lands within the *Residential Mixed-Use Policy Area*.

Transition and Buffer areas

- 5.3.2.6** Residential uses should be buffered from adjacent commercial or employment uses in the *Commercial Mixed-Use Policy Area*. Buffers

may include fencing, landscaping, green space, or minimum building setbacks.

Parks and Open Space

- 5.3.2.7** New multi-lot residential developments shall include parks and open space areas. Council may request land dedication or cash-in-lieu for public reserve purposes as part of a subdivision application.

Active Transportation Connections

- 5.3.2.8** A network of pathways, trails and sidewalks shall be used to create an active network of connections within new residential developments. This network should connect with existing active transportation infrastructure whenever possible.

Home Occupations

- 5.3.2.9** Home occupations shall generally be supported within the *Residential Mixed-Use Policy Area*, subject to compliance with the *Zoning By-law*.

Secondary Suites

- 5.3.2.10** Secondary suites shall generally be supported within the *Residential Mixed-Use Policy Area*, subject to compliance with the *Zoning By-law*.

Flooding and Hazard Lands

- 5.3.2.11** Further to the policies contained in **Section 4.2** of this Secondary Plan and subject to a detailed engineering analysis dealing with potential flooding constraints, it is anticipated that a significant portion of these lands will be dedicated as a Public Reserve or Crown Reserve. The development proponent may have to undertake park-related improvements such as trails, benches, and river look-out areas.
- 5.3.2.12** Notwithstanding the restrictions mentioned above, utility services such as a future lift station will be allowed in this area.

Development Application Requirements

5.3.2.13 Applications to create new multi-lot residential development may be required to submit the following related to a development application:

- a) A concept plan that illustrates residential lotting, parks and recreation areas and how the subject application will interact with existing and future uses on adjacent lands;
- b) A local street and roadway plan that illustrates how the development will connect to other local and collector roads within the Secondary Planning Area;
- c) A trail and pathway plan that illustrates how the development will connect to other active connections;
- d) A traffic impact study;
- e) An engineering report or geotechnical analysis to demonstrate compliance with Part 2, Sections 2.3 and 2.4 of the *White Horse Plains Planning District Development Plan* as well as the *RM of Cartier's Zoning By-law*;
- f) A servicing plan;
- g) A drainage and stormwater management plan;
- h) A detailed engineering study dealing with flooding, flood controls, bank stabilization, building setbacks, building foundations, and related matters; and
- i) Any other requirements as per Provincial regulation or any other conditions Council deems necessary.

5.4 Commercial Mixed-Use Policy Area

An area north of PTH No. 1 is included within the *Commercial Mixed-Use Policy Area*. Part of this area was previously used as a mobile home park until the on-site wastewater management systems failed leading to the park being vacated. Also included in this area is an existing commercial business that sells used tractor trailers, parts and accessories.

The intent of the *Commercial Mixed-Use Policy Area* is to allow for existing commercial uses to continue in this area, while allowing for the former mobile home park to be redeveloped for business purposes. The *Commercial Mixed-Use Policy Area* may also be suited for future residential development, and as such, this policy area allows for both types of uses to occur, subject to a suitable designation from the *White Horse Plains Planning District Development Plan* being applied. Additionally, a suitable land use zone from the *RM of Cartier's Zoning By-law* would also have to be applied.

5.4.1 Objectives

- 5.4.1.1** To provide a location that supports a mix of commercial and light manufacturing uses within the Lido Plage area.
- 5.4.1.2** To provide employment opportunities in the Lido Plage area.

5.4.2 Policies

Commercial and Light Industrial Uses

- 5.4.2.1** A mix of commercial and light industrial uses shall be encouraged to locate within the *Commercial Mixed-Use Policy Area* subject to compliance with the standards of the *Zoning By-law*.

Residential Uses

- 5.4.2.2** Should residential uses be proposed within the *Commercial Mixed-Use Policy Area*, policies from the *Residential Mixed-Use Policy Area*, shall apply.

Transition and Buffer areas

- 5.4.2.3** Development within the *Commercial Mixed-Use Policy Area* shall provide appropriate buffering from any residential area. Buffers may include fencing, landscaping, green space, or minimum building setbacks.
- 5.4.2.4** Any lands that are subject to flooding or bank instability as determined through an engineering analysis shall be dedicated to the municipality as part of the subdivision and/or development agreement processes.

Parks and Open Space

- 5.4.2.5** New developments within the *Commercial Mixed-Use Policy Area* are encouraged to include parks and open space areas. Council may request land dedication or cash-in-lieu for public reserve purposes as part of the subdivision or development agreement processes.

Servicing

- 5.4.2.6** New development within the *Commercial Mixed-Use Policy Area* shall be serviced with municipal sewer, water and infrastructure shall be built to the Municipal standard.

Design

- 5.4.2.7** Principal facades of buildings visible from a public street should be constructed of good quality materials that extend along the front face of the building.

Development Application Requirements

- 5.4.2.8** Applications to create new commercial or light industrial development may be required to submit the following related to a development application:
- a) A concept and or site plan that illustrates lotting, building footprints, vehicle circulation, parking, landscaping, and how the subject application will interact with existing and future uses on adjacent lands;

- b) A local street and roadway plan that illustrates how the development will connect to other local and collector roads within the Secondary Planning Area;
- c) A trail and pathway plan that illustrates how the development will connect to other active connections;
- d) A traffic impact study;
- e) An engineering report or geotechnical analysis to demonstrate compliance with Part 2, Sections 2.3 and 2.4 of the *White Horse Plains Planning District Development Plan* as well as the *RM of Cartier's Zoning By-law*;
- f) A servicing plan;
- g) A drainage and stormwater management plan; and
- h) Any other requirements as per Provincial regulation or any other conditions Council deems necessary.

6.0 DEVELOPMENT MANAGEMENT AND IMPLEMENTATION POLICIES

The following policies have been put in place to ensure development occurs in a cohesive and efficient manner and improvements are shared equitably using the following procedures and implementation tools.

6.1 Objectives

- 6.1.1 To equitably allocate and share the costs of developing the Secondary Planning Area.
- 6.1.2 To ensure services are extended into the Secondary Planning Area in a logical and efficient manner.
- 6.1.3 To provide a comprehensive overview of the tools required to implement this Secondary Plan.

6.2 Policies

Zoning By-law

- 6.2.1 The Zoning By-law shall be used to implement the policies contained in this Secondary Plan. Lands within the Secondary Planning Area shall be re-zoned to appropriate zoning districts from the *RM of Cartier Zoning By-law*.

Subdivision

- 6.2.2 Subdivision proposals for lands within the Secondary Planning Area shall be evaluated by Council and the Approving Authority to ensure they generally conform to the guidance and policies of this Plan. Conditions of subdivision approval may be requested by Council or the Approving Authority to implement the policies of this Secondary Plan.

Development Applications

- 6.2.3 Development applications such as rezoning, subdivision, conditional use, variance, and/or development permits for individual properties shall be processed and reviewed by the RM of Cartier and/or applicable Provincial departments and evaluated in terms of this Secondary Plan, as necessary.

6.2.4 Development Applications may require land to be reserved for road right-of-ways, drainage retention ponds, open space or parks, or naturalized areas.

6.2.5 At the discretion of the Municipality, the development proponent may be recommended to consult with adjacent landowners and the general public prior to the submission of any development applications.

Development Permits

6.2.6 Development permits shall be issued by the Municipality as required to ensure conformance with this Secondary Plan and the Zoning By-law.

Development Agreements

6.2.7 As a condition of a development approval for a re-zoning, subdivision, conditional use or a variance, a development agreement with the Municipality may be required. Development agreements are specific to the lands that are the subject of the development approval and can cover specifics related to the use of land, provision of municipal services, development standards, phasing of development, cost sharing, the siting of buildings and other items as required.

Concept Plans

6.2.8 As part of a development application, the Municipality may request a concept plan from the development proponent to ensure the application is consistent with this Secondary Plan and the Zoning By-law. Additionally, a concept plan can deal with any matter dealing with subdivision, design and design standards, road patterns, building standards, or other land use and development matters.

Development Standards

6.2.9 Development within the Secondary Planning Area shall conform to applicable Municipal and Provincial standards.

7.0 MAPS

This Part contains the Policy Maps and associated Reference Maps as described in **Section 1.0** of this Secondary Plan.

7.1 Policy Map

Map 1: Conceptual Land Use Policy Map — Lido Plage North	47
Map 2: Conceptual Land Use Policy Map — Lido Plage South	49

7.2 Reference Maps

Map 3: Potential 1-Acre Lot Infill Locations (North)	51
Map 4: Potential 1-Acre Lot Infill Locations (South)	53

7.1 Policy Maps

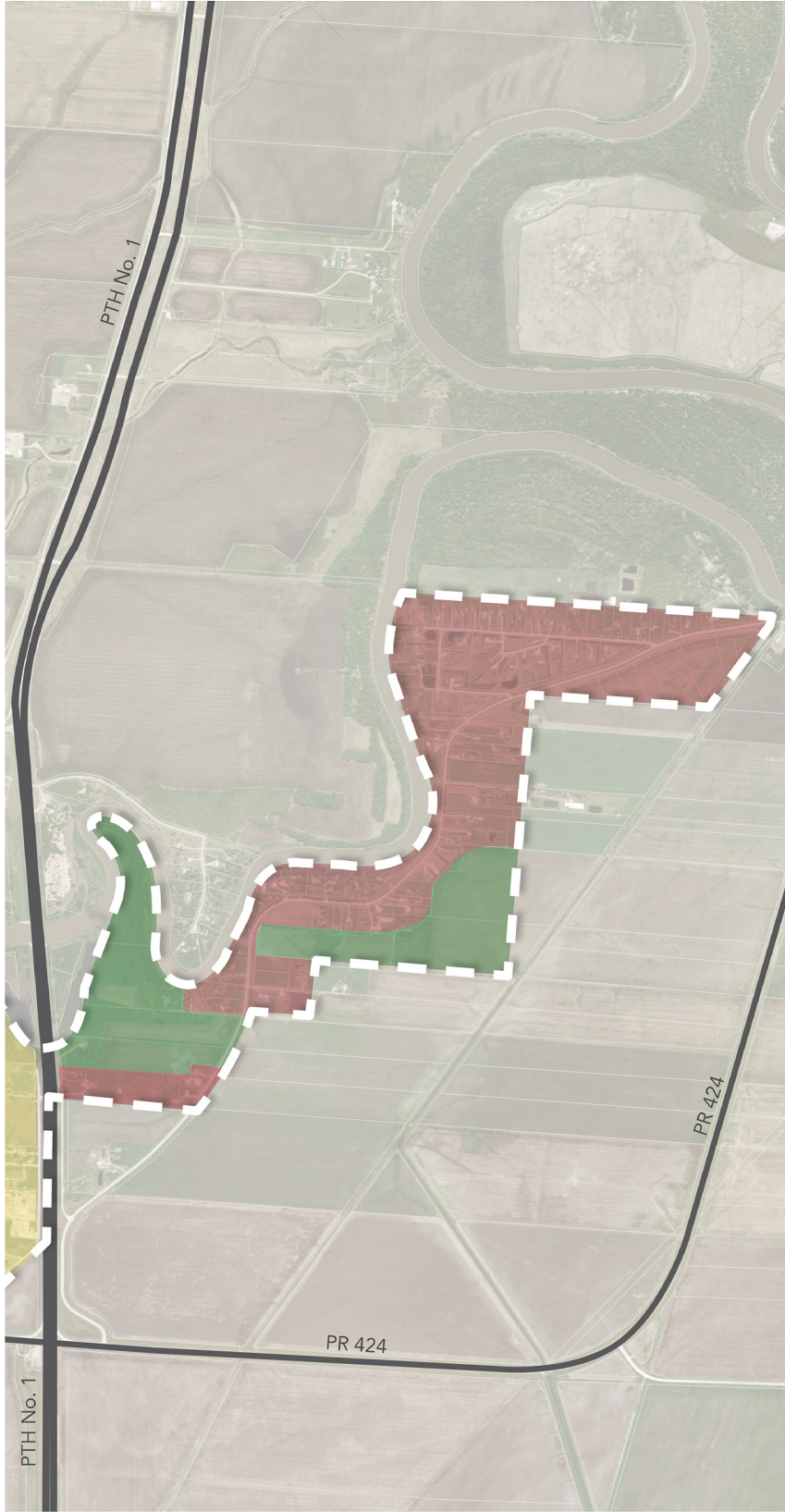


Map 1: Conceptual Land Use Policy Map — Lido Plage North

LEGEND

- Residential Serviced Policy Area
- Residential Estate Policy Area
- Residential Mixed-Use Policy Area
- Commercial Residential Mixed-Use Policy Area
- Sensitive/Flood Prone Lands
- Limits of Secondary Planning Area
- Roads

7.1 Policy Maps



Map 2: Conceptual Land Use Policy Map — Lido Plage South

LEGEND

- Residential Serviced Policy Area
- Residential Estate Policy Area
- Residential Mixed-Use Policy Area
- Limits of Secondary Planning Area
- Roads

7.2 Reference Maps



Map 3: Potential 1-Acre Lot Infill Locations (North)

LEGEND

- Potential Infill Sites
(Subject to addressing site constraints)
- Limits of Secondary Planning Area
- Roads

①

The potential infill sites illustrated on this map are not intended to be an exhaustive list and other infill opportunities may exist. Infill development is subject to addressing site constraints, compliance with this Plan, compliance with Part 2, Section 2.3 and 2.4 of the *Whitehorse Plains Planning District Development Plan*, as well as the RM of Cartier Zoning By-law.

7.2 Reference Maps



Map 4: Potential 1-Acre Lot Infill Locations (South)

LEGEND

- Potential Infill Sites
(Subject to addressing site constraints)
- Limits of Secondary Planning Area
- Roads

①

The potential infill sites illustrated on this map are not intended to be an exhaustive list and other infill opportunities may exist. Infill development is subject to addressing site constraints, compliance with this Plan, compliance with Part 2, Section 2.3 and 2.4 of the *Whitehorse Plains Planning District Development Plan*, as well as the RM of Cartier Zoning By-law.

