

Altona Fringe Area

Secondary Plan



Submitted by:
Dillon Consulting Limited

August 2018



**Table of
Contents**



1. Introduction

5

- 1.1. Purpose
- 1.2. Vision



2. Administration

9

- 2.1. Using the Plan
- 2.2. Interpreting the Plan
- 2.3. Reviewing and Amending the Plan



3. Background

11



4. Opportunities and Constraints

13

- 4.1. Opportunities
- 4.2. Constraints



5. Secondary Plan Policies

15

- 5.1. General Policies
- 5.2. Northern Fringe Area Policies
- 5.3. Eastern Fringe Area Policies
- 5.4. Southern Fringe Area Policies
- 5.5. Transportation Policies
- 5.6. Recreation and Open Space Policies
- 5.7. Infrastructure, Servicing, and Phasing Policies



6. Implementation

29



7. Maps

33

Appendix A
Appendix B
Apprndix C

Land Use Designation Maps
Implementation Tools
Conceptual Phasing Diagram



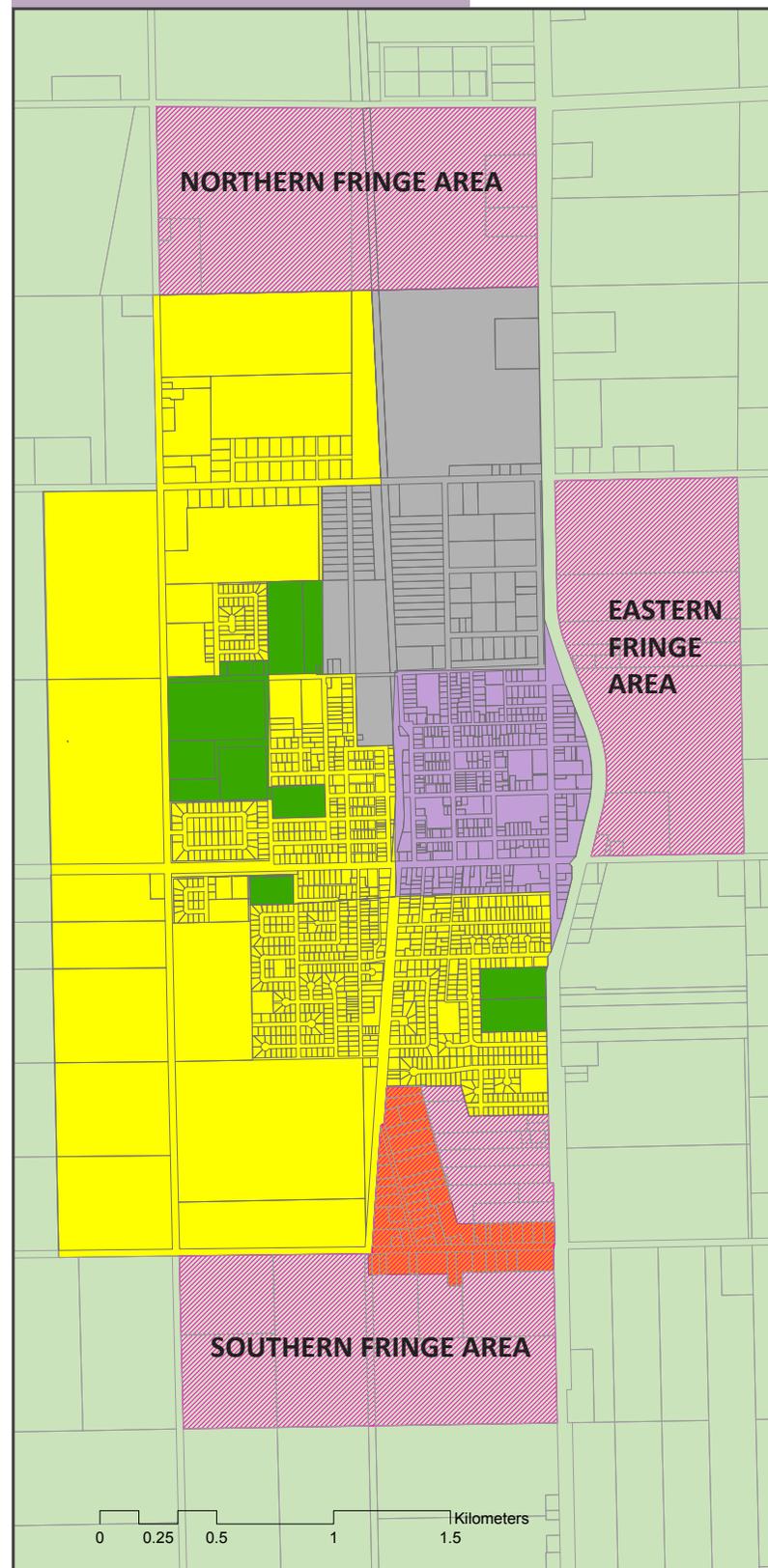
1. Introduction

The Town of Altona and the Municipality of Rhineland have a strong history of inter-municipal cooperation, including the Rhineland, Plum Coulee, Gretna, and Altona (RGPA) Planning District, the RPGA Development Plan, and agreements for annexation, tax sharing, and wastewater infrastructure. This secondary plan focuses on the strong foundation that has been created by the mutually beneficial relationship the Town of Altona and Municipality of Rhineland have built, and outlines how this relationship can continue to support growth in the community.

The Altona Fringe Areas are located within the Municipality of Rhineland, just to the north, east, and south of the Town of Altona. At 405 hectares (1002 acres) the fringe areas consists of mostly agricultural lands with the exception of some agro industrial in the north, some commercial uses in the east, and the existing residential neighbourhood, Old Altona in the south.



FIGURE 1. ALTONA FRINGE AREA MAP



1.1. Vision

A visioning process conducted in 2010 for the RPGA Development Plan resulted in the following vision statement for the Municipality:

“The RPGA District will be an inclusive, economically diverse, and environmentally responsible region. RPGA will thrive with a vibrant rural culture and economy and a shared philosophy of family and community.”

Furthermore, Part 6 of the RPGA Development Plan outlines the intent in the Fringe Areas in the Municipality as the following:

“As growth occurs, development should occur where it makes sense based on physical opportunities and constraints rather than political boundaries. When development occurs across boundaries, the municipal boundary should not separate the community. Services, infrastructure, and taxes should be integrated to ensure that the community can flourish to the benefit of everyone.”

Through public consultation, stakeholder engagement, and discussion with both the Town of Altona and Municipality of Rhineland Councils, the policies in this secondary plan were developed to align with both the overall vision from the RPGA Development Plan and the intent for the Fringe areas. Through this process the vision for the Fringe areas was determined as:

- A long range plan and vision for the areas that will guide the location and nature of future development, and
- An enabling framework for growth and development, if and when growth occurs.



1.2. Purpose

The region is growing, development pressures are increasing, and the Altona area needs a proactive plan to accommodate potential growth in a sustainable manner. Planning is about having a proactive vision for growth and change, to maximize opportunities, and to minimize potential impacts, if and when growth may occur. The Rhineland, Plum Coulee, Gretna, and Altona (RPGA) Development Plan for the area requires that any development in the fringe area be preceded by a secondary plan.



A secondary plan is a plan that helps guide growth and development in a unique and specific area. It will provide a high level vision for the way the community will development in terms of land use, infrastructure, servicing, and guide future zoning decisions. It contains more detail than the overall development plan for the region, but is less detailed than zoning and subdivision regulations.



2. Administration

2.1. Using the Plan

The text of this document includes policies that address how future development should occur in the Altona Fringe Areas. Policies provide direction for decision makers and guide future initiatives as the need arises. Sound planning rationale is used to help interpret policies in specific situations. Some policies in this plan require changes to the zoning by-law so that this plan and the zoning by-law align. Zoning changes must be consistent with this plan and approved by Council.

Intent statements are provided to accompany the policy to clarify where the policy came from and what it is intended to achieve. They will assist with interpretation of the plan.

Maps in Appendix A indicate land use designations and where development is to occur in the Altona Fringe Areas. The maps reference where the policies in the text apply on the land.

2.2. Interpreting this Plan

When the word “may” is used in this plan, the policy is considered a guideline or a suggestion toward implementing the intent of the policy. Where “shall” or “must” are used in this plan, the policy is considered mandatory. When the word “should” is used in a policy it is intended to apply to the majority of situations. Unique circumstances shall be considered if compliance is impractical or impossible and the intent is still achieved.

Where quantities or numbers are used in a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved. Boundaries and symbols shown on the maps are intended to be approximate locations, except where a boundary is located on an easily identifiable natural or manmade landmark such as a river or roadway.

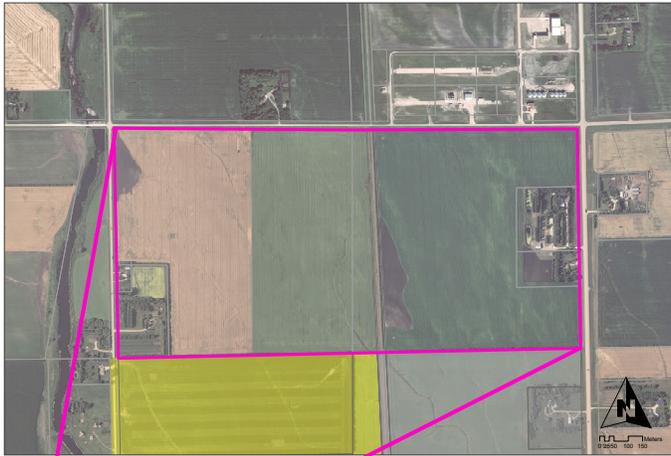
2.3. Reviewing and Amending this Plan

This plan should be reviewed on a regular basis so it is consistent with the Development Plan and other plans for the Fringe Area and surrounding areas. The policies and maps were developed at a certain point in time and reflect the most current information about other plans, the

land and environment, demographic trends, infrastructure information, community priorities, and technology. In time, as other plans and the community develop, this plan will need to be changed to reflect new information. If changes to the text or the maps of this plan are identified, Council must approve the changes.

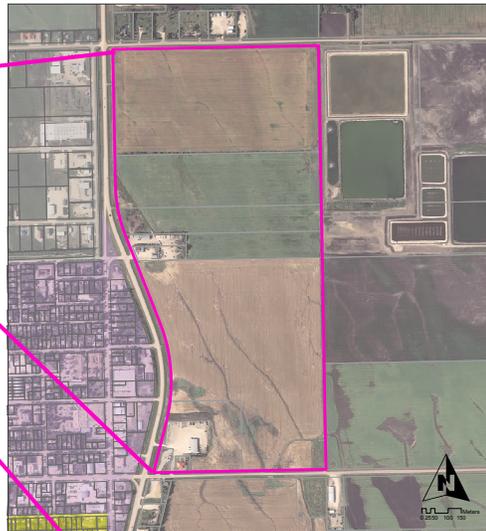
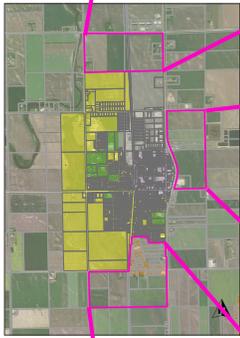


3. Background



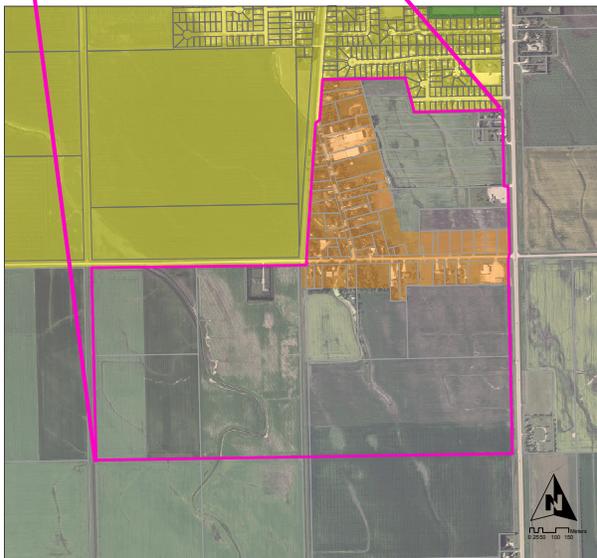
Northern Fringe Area

The Northern Fringe Area consists of 127 hectares (314 acres), and is situated to the north of Altona’s Industrial Park and to the south of the Agro-industrial area in Rhineland. It sits on the west side of PTH 30 and the CP Gretna line runs through the centre of the area. The area is surrounded by mostly agricultural uses on the east, west, and northwest sides. To the southwest the area is currently bordered by agricultural uses; however the land is designated Neighbourhood and could be developed as residential.



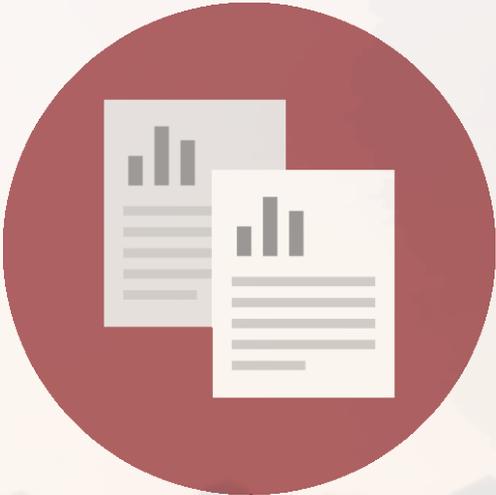
Eastern Fringe Area

The Eastern Fringe Area is 112 hectares (277 acres) on the east side of the highway. The area is separated from the Town of Altona by PTH 30 and is located just west of the Lagoon. Consideration will have to be given to both its proximity to the PTH 30 and provincial highway access restrictions, as well as development buffers around the lagoon. Currently there are agricultural uses and some small scale businesses present.



Southern Fringe Area

The Southern Fringe area is approximately 166 Hectares (411 acres) and includes the Old Altona rural residential area currently designated as Village Living, under the RPGA Development Plan. It is bordered by agricultural uses on the south and west sides, however the area to the north west is currently designated Neighbourhood and can be developed as residential. On the east side it sits adjacent to PTH 30 and provincial highway access restrictions will have to be considered. The western portions of the area are constrained by potential flood risks along an existing watercourse and low-lying area.



4. Opportunities and Constraints

There are many unique opportunities and constraints that currently exist in the Town of Altona and its Fringe Areas. The following is a list that the project team has compiled based

on observations, research and feedback from the first round of public engagement in the community.

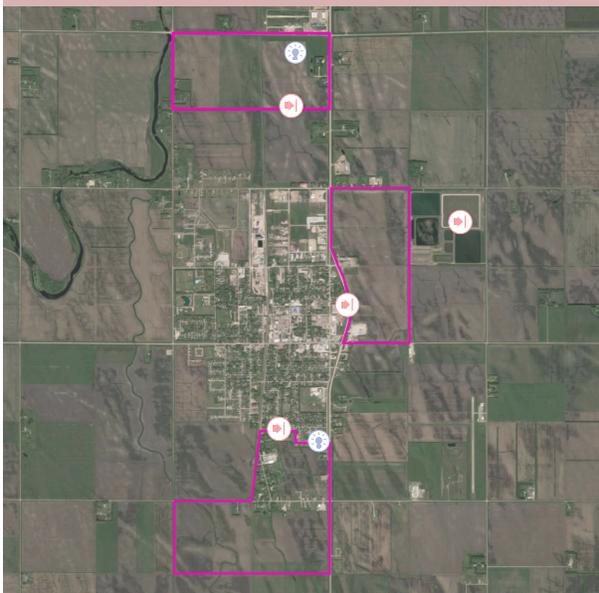
4.1. Opportunities

- Extension potential of residential development to the south
- Approximately 10 year existing residential lot supply (140 lots) in Altona proper, based on current growth rate of 10-14 lots per year
- Connect Rhineland and Altona Industrial areas
- Access to rail for rail based industry
- 4-5 year supply of industrial land in Altona proper, based on current growth rate of 1 - 2 lots per year
- Steady industrial and residential growth
- Increased capacity with Altona water treatment plant and lagoon upgrades
- Tax revenue sharing and annexation agreements already exist
- Strong sense of community
- Strong recreational amenities
- Existing network of open spaces
- Potential contiguous development within Altona immediately northwest of southern fringe area

4.2. Constraints

- Challenges for servicing existing rural residential area in Old Altona
- Existing non-residential uses in Old Altona
- Need to preserve and protect private cemetery in Old Altona
- Limited sewer capacity in southern area
- Challenge of development in northern fringe area at intensities and levels for infrastructure servicing to be cost effective
- Altona Community Development Corporation running out of serviced industrial lots
- Need for development cost charges to ensure development pays it's own way
- Need for common development standards
- Insufficient infrastructure capacity for new water and wastewater intensive industry
- Sewage lagoon buffer area in the eastern fringe area
- Provincial highway access restrictions, no access road on east side of PTH 30
- Traffic safety issues on PTH 30 and PR 201
- Steady but slow growth of 10-14 residential lots and 1-2 industrial lots per year
- Potential for leap frog development and land fragmentation
- Potential contiguous development within Altona immediately northwest of southern fringe area
- Development opportunities in southwestern area constrained by potential flooding along an existing watercourse and low-lying area
- Limited opportunities for new commercial development within the Town of Altona. Several sites less than 1 acre each remain as potential commercial developable land, none of which are feasible for developments requiring larger sites, such as a grocery store or a highway gas station.

FIGURE 2. OPPORTUNITIES & CONSTRAINTS MAP





5. Secondary Plan Policies

5.1. General Policies (GP)

Intent

The intent of this section is to provide clarity and guidance respecting Council decisions on the use of land and development in the Altona Fringe Area. This includes:

- Ensuring land development conforms to policies and directions in the RPGA Development Plan;
- Providing an enabling framework for growth and development in the Fringe Area, if and when it occurs;
- Providing local policies tailored to the Altona Fringe to accommodate growth, while respecting the rural values of the Municipality of Rhineland;
- Promoting orderly development, maintaining existing property rights, and mitigating potential land use conflicts; and,
- Providing infrastructure in a cost effective and responsible manner.

Policies

- GP. 1. Direct and focus local small scale commercial retail and personal service establishments to the existing Altona downtown area;
- GP. 2. Promote the establishment of industrial, agro-industrial, and related uses in the northern area of the Altona Fringe;
- GP. 3. Promote inter-jurisdictional cooperation and service sharing between the Town of Altona and the Municipality of Rhineland;
- GP. 4. Ensure that development pays its fair share of growth related costs, including both soft infrastructure (e.g. community facilities) and hard infrastructure (e.g. water, sewer, land drainage and roads);
- GP. 5. Consider life cycle costing, cost-benefit analyses, and take into account capital budget planning for all infrastructure investments (including transportation) to ensure they are strategic and sustainable;
- GP. 6. Develop lands within the Fringe Area to urban standards consistent with the Town of Altona in terms of density, infrastructure, and servicing;
- GP. 7. Manage access to Provincial Roads (PRs) and Provincial Trunk Highways (PTHs) by:
 - GP. 7.1. Requiring new developments with access to PRs and PTHs to work collaboratively with Manitoba Infrastructure and Transportation (MIT);
 - GP. 7.2. Requiring new developments to have internal road networks; and,
 - GP. 7.3. Utilize service roads, where appropriate, to consolidate access points and improve traffic flow and safety.
- GP. 8. Encourage new, and build upon existing, active transportation linkages between existing greenspaces and destinations;
- GP. 9. Prohibit development in hazard or flood-prone areas , such as the watercourse in the western portion of the south fringe area; and,
- GP. 10. Work collaboratively with school divisions to identify potential school sites and dedications, where warranted, as part of the review process for new development consistent with the Manitoba Planning and Land Dedication for School Sites Act.

5.2. Northern Fringe Area Policies

The Northern Fringe Area includes Restricted Agricultural on the west side of the train tracks and Agro-Industrial on the east side. The intent is to ensure land is available for industrial development in the appropriate location, between the two already established industrial areas to the north (Rhineland) and south (Altona). Assuming industrial development will occur at the same rate it has been occurring the area marked as Industrial on the map will provide enough industrial land for a minimum of 17 years of development. The piece of land to the south, in Altona's Industrial park, is a similar size and is largely undeveloped.

Together these two areas will likely provide enough industrial land for 30-60 years depending on lot sizes.

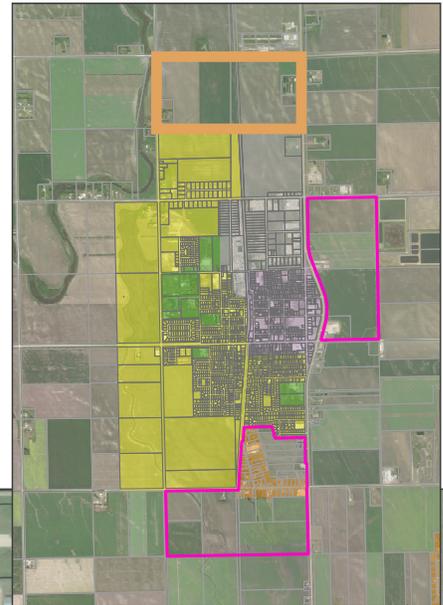
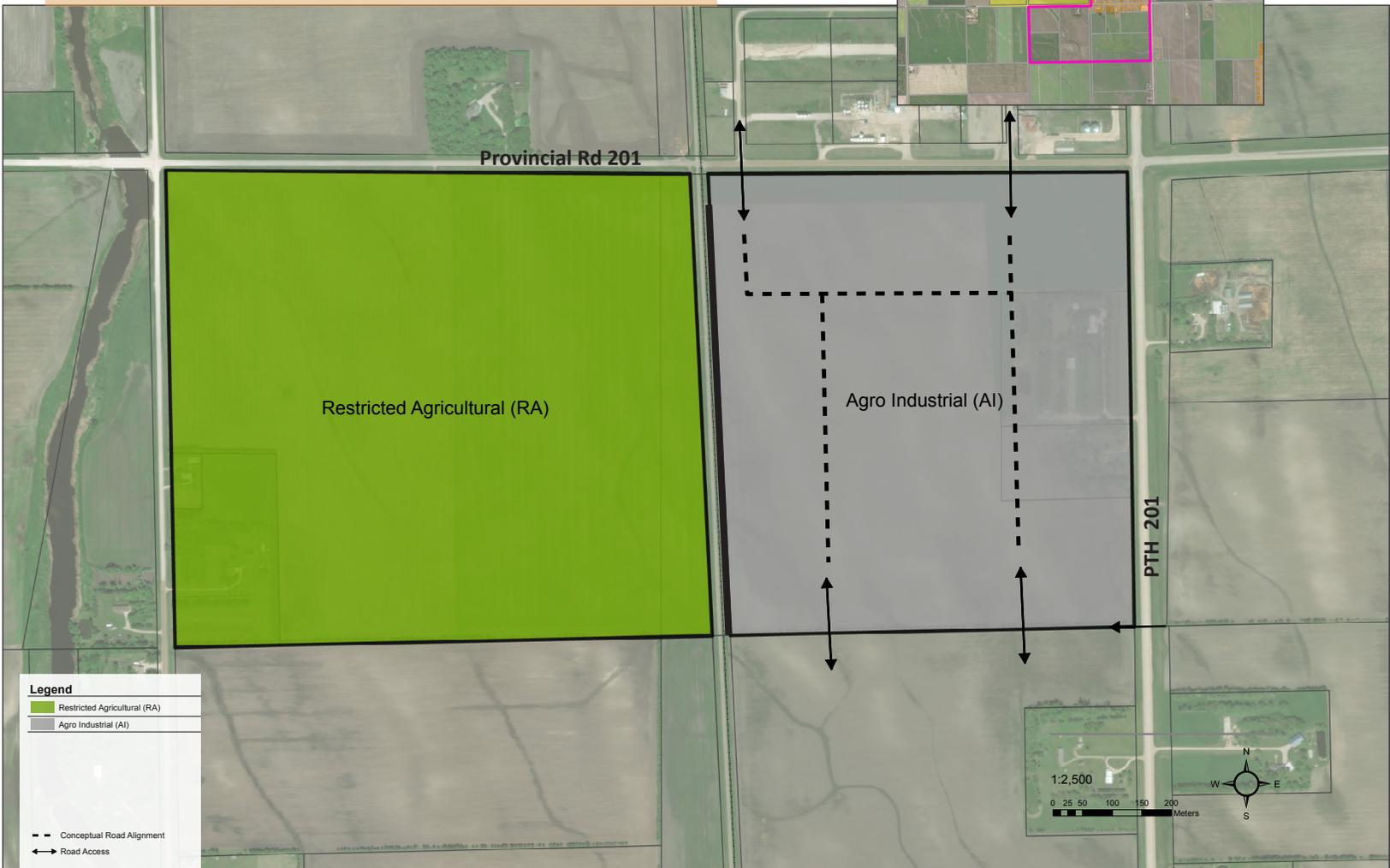


FIGURE 3. NORTHERN FRINGE AREA LAND USE DESIGNATION MAP



5.2.1. Restricted Agricultural (RA)

Intent

The intent of the Restricted Agricultural Area is to maintain and preserve productive agricultural lands and operations, prohibit

land fragmentation, and restrict potentially impactful agricultural uses such as intensive livestock operations near the Town of Altona.

Policies

- AR. 1. Agricultural and Livestock policies of the RPGA Development Plan Country Living Area (Section 2.3) apply; and
 - AR. 2. Agro-industrial, commercial, and related activities are to be directed to appropriate agro-industrial, industrial, or commercial policy area.
-

5.2.2. Agro-Industrial (AI)

Intent

The intent of the Agro-Industrial Areas is to provide land for economic growth and expansion of agro-industrial business and related activities in an orderly and planned manner. Agro-Industrial areas within the Fringe will promote the establishment and expansion of agro-industrial businesses

and related activities that typically require larger lots, and may not be appropriate in urban settings due to potential impacts. Business park and related industrial activities requiring smaller lots should be directed to areas within the Town of Altona proper.

Policies

- AI. 1. Promote and encourage the expansion and growth of agro-industrial and related activities, in order to increase the diversity of the tax and employment base;
- AI. 2. Direct agro-industrial and agricultural related uses requiring larger lots to Agro-Industrial designated areas within the Altona Fringe;
- AI. 3. Direct business park, industrial uses, and related activities requiring smaller lots to industrial areas within the Town of Altona;
- AI. 4. Maintain lands adjacent to rail lines for rail-based industry & related activities;
- AI. 5. Accommodate internal road networks in order to limit private access and traffic impacts on PRs and PTHs; and,
- AI. 6. Restrict the type of industrial and related activities to light and medium industrial uses, particularly enterprises that will not overburden local infrastructure (e.g. non-water intensive, non-wastewater intensive).

5.3. Eastern Fringe Area Policies

The Eastern Fringe Area includes mostly Agricultural Restricted and some Development Reserve - Highway Commercial along PTH 30. Due to proximity to the lagoon it was determined that residential uses are not appropriate in this area. Using the current and past rate of industrial development it was determined that the Northern Fringe Area has enough capacity for any industrial land that will be required. It is also important to ensure most commercial, when appropriate, remains within Altona.

Development Reserve - Highway Commercial has been included in this area to allow for the potential for highway commercial development in the future. This ensures that if there is a commercial development that is not suitable for the commercially designated lands within Altona, there is an alternative. Development in this area would involve a service road, extension of municipal services, and a Manitoba Infrastructure approved Transportation Impact Study.

FIGURE 4. EASTERN FRINGE AREA LAND USE DESIGNATION MAP



5.3.1. Restricted Agricultural (RA)

Intent

The intent of the Restricted Agricultural Area is to maintain and preserve productive agricultural lands and operations, prohibit

land fragmentation, and restrict potentially impactful agricultural uses such as intensive livestock operations near the Town of Altona.

Policies

- AR. 1. Agricultural policies of the RPGA Development Plan Country Living Area (Section 2.3) apply;
 - AR. 2. Agro-industrial, commercial, and related activities are to be directed to appropriate agro-industrial, industrial, or commercial policy area; and,
 - AR. 3. Restrict land uses within the sewage treatment plant and lagoon buffer area to non-residential, agricultural, and recreational uses only.
-

5.3.2. Development Reserve - Commercial (DR)

Intent

The intent of the Development Reserve Area is to preserve and maintain existing agricultural and related uses until such time the area is needed for potential future urban expansion, if and when warranted. The Development Reserve Area will discourage land fragmentation and leap

frog development which may compromise potential future growth at urban densities and full municipal service standards, and maintain existing lands for productive agricultural operations and related activities in the interim.

Policies

- DR. 1. Land within Development Reserve Areas will remain under agricultural and related uses consistent with Agricultural Restricted Area policies until such time as the lands may be redesignated;
- DR. 2. Existing land uses and uses permitted under the zoning by-law will continue until such time as the lands may be redesignated and rezoned;
- DR. 3. Prior to any development or redesignation of the fringe area east of PTH 30 at Altona, a Traffic Impact Study and Access Management Plan for PTH 30 (from the north junction of PR201 / PTH 30 and the municipal road south of the southern fringe area) must be completed by a qualified professional engineer and approved by the provincial authority responsible for highways, in accordance with RPGA Development Plan Policy 6.3.10;

- DR. 4. A redesignation request from Development Reserve to an appropriate Policy Area designation must:
 - DR. 4.1. Demonstrate a need for additional land supply and lack of available land in existing areas, via a market study or similar land supply & economics study;
 - DR. 4.2. Be of benefit to the community and municipality as a whole, and not solely to the benefit of the land owner(s); and,
 - DR. 4.3. Include all lands within the Development Reserve Area and demonstrate how the lands will be comprehensively developed.
- DR. 5. A redesignation request from Development Reserve must be accompanied by a development application for rezoning and / or subdivision, and will be supported by:
 - DR. 5.1. A land supply and demand analysis addressing the municipality as a whole in addition to the Development Reserve Area, demonstrating there is a need for the land;
 - DR. 5.2. A cost – benefit analysis demonstrating that the proposed redesignation and development will be a financial benefit to the community as a whole;
 - DR. 5.3. A transportation impact analysis, indicating what transportation improvements may be required to accommodate development;
 - DR. 5.4. A servicing and infrastructure report, indicating servicing capacities and what infrastructure improvements may be required to accommodate development;
 - DR. 5.5. A concept plan for the entire Development Reserve Area, including a conceptual plan of subdivision, to demonstrate how the area may be developed in an orderly and responsible manner, including land use and development densities, transportation infrastructure and network, site servicing, and development phasing;
 - DR. 5.6. Engagement with area landowners and stakeholders, to include a summary of engagement activities undertaken, what was heard, how it was addressed (or not) in the development application and why.
- DR. 6. Development Reserve – Highway Commercial (DR-HC) identifies those lands designated for potential future highway commercial development consistent with the RPGA Development Plan Town Living Commerce policies and:
 - DR. 6.1. Oriented to highway commercial uses and other commercial uses requiring large parcel size and visibility on major transportation routes that may not be appropriate within the existing Town of Altona commercial areas.

5.4. Southern Fringe Area Policies

This Fringe Area includes Agricultural Restricted, and Neighbourhood. These designations allow existing residential in the south to expand towards Old Altona. The neighbourhood designation encompasses Old Altona, but does not affect individual property rights. Property owners within Old Altona will be allowed to continue exercising their existing property rights until such time

that redevelopment occurs. Based on current residential growth patterns there is enough land for 30-50 years of growth to occur between Old Altona and the Town of Altona. Because of this adequate land supply, the southern portion of the Southern Fringe Area has been designated Agricultural Restricted. The western portions of the fringe area are also restricted in development potential due to potential flood impacts and hazards associated with the existing watercourse.

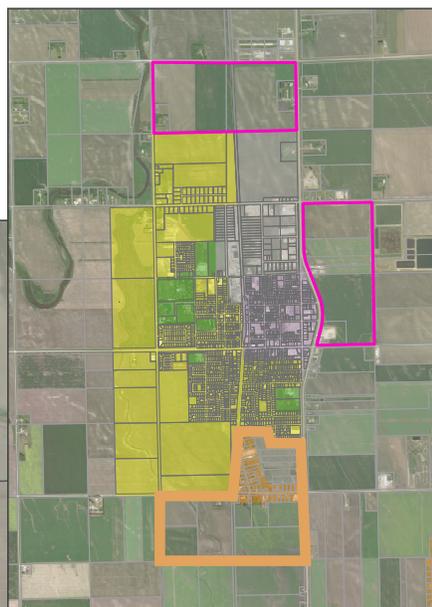
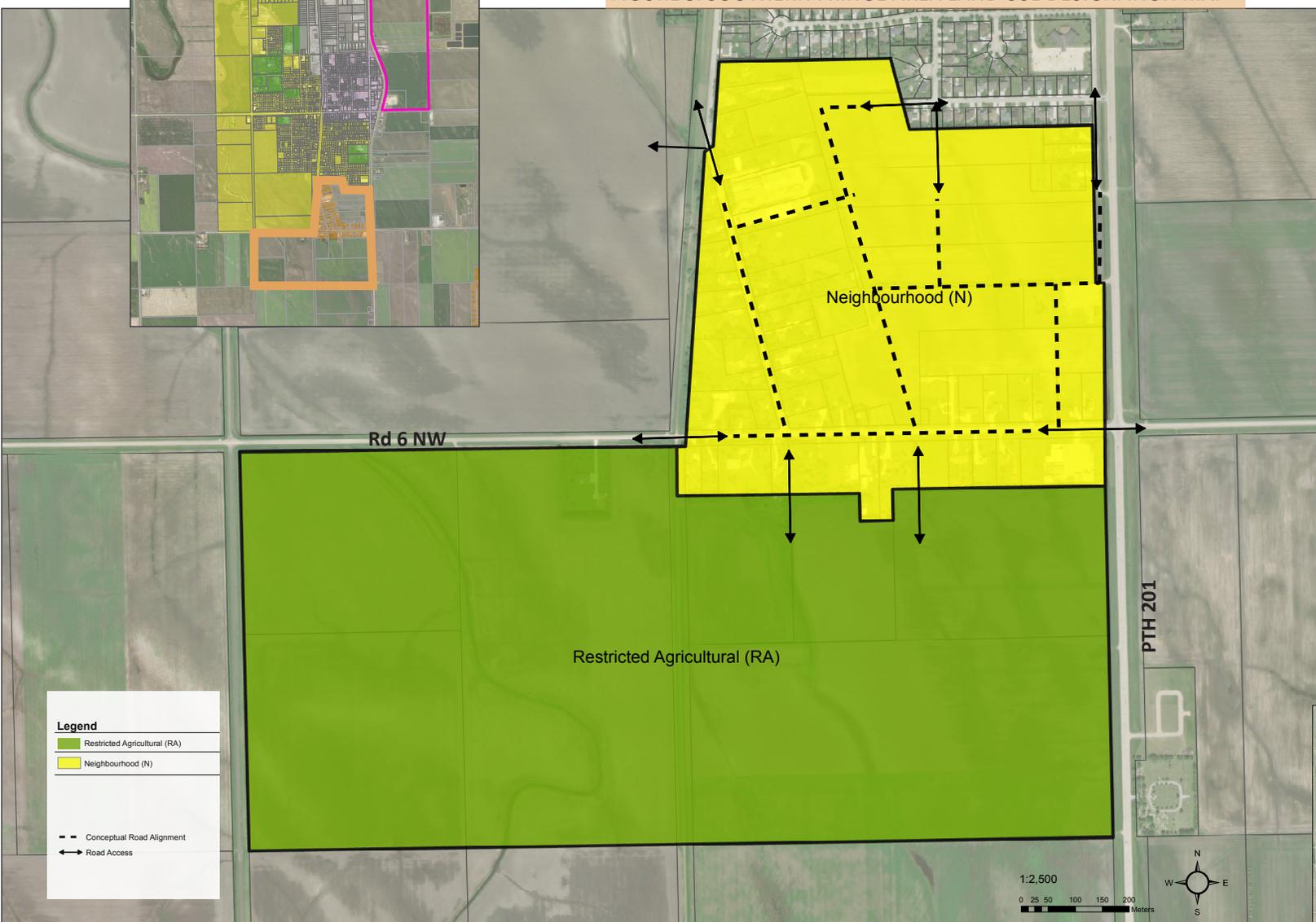


FIGURE 5. SOUTHERN FRINGE AREA LAND USE DESIGNATION MAP



5.4.1. Restricted Agricultural (RA)

Intent

The intent of the Agricultural Restricted Area is to maintain and preserve productive agricultural lands and operations, prohibit

land fragmentation, and restrict potentially impactful agricultural uses such as intensive livestock operations near the Town of Altona.

Policies

- AR. 1. Agricultural policies of the RPGA Development Plan Country Living Area (Section 2.3) apply; and
- AR. 2. Agro-industrial, commercial, and related activities are to be directed to appropriate agro-industrial, industrial, or commercial policy area.

5.4.2. Neighbourhood (N)

Intent

The intent of the Neighbourhood Area is to provide a diversity of housing types and tenures to support the balanced growth of the area's population and housing stock. Development in neighbourhood areas should maintain an urban standard in terms of servicing and density in order to promote feasible and efficient servicing and infrastructure. While predominantly

residential in character, Neighbourhood Areas also accommodate appropriately scaled and complementary non-residential uses, such as institutional and home based businesses. Neighbourhood designation maintains existing property rights and land use in its current form until redevelopment, if and when growth occurs.



Policies

- N. 1. Encourage a variety of housing types and tenures, in order to ensure that the entire life-cycle of housing needs can be met within the community;
- N. 2. Develop Neighbourhood Areas to an urban standard, in terms of servicing, infrastructure and density, in order to ensure the efficient and feasible servicing of these areas in the long term;
- N. 3. Until redevelopment to an urban standard occurs, respect the following within the Old Altona area:
 - N. 3.1. Existing property rights related to hobby farms, horses, and small animals, such as chickens;
 - N. 3.2. The retention and orderly transition of non-residential uses in the area;
 - N. 3.3. All other existing property rights.
- N. 4. Ensure development maintains an overall minimum density of approximately 5 units per acre to promote more economically sustainable urban form;
- N. 5. Enable higher density nodes of residential development along the frontage of PTH 30, and the intersection of PTH 30 & collector road entrances to the neighbourhood area. Higher density forms of residential development may include duplex, townhouse, and walk-up multi-dwelling units, and may be permitted where sufficient infrastructure capacities exist;
- N. 6. Support home-based businesses and secondary suites that do not generate significant impacts in neighbourhood areas;
- N. 7. Accommodate limited institutional development in the Neighbourhood Area (e.g., religious gathering place, schools, and community centres) where appropriate, and where infrastructure can support it;
- N. 8. Connect Neighbourhood Areas to each other and to the existing Town through pathway networks and sidewalks;
- N. 9. Buffer Neighbourhood Areas from incompatible uses (e.g., highways, railways, and industrial areas) by incorporating minimum buffering, landscaping, and setback standards;
- N. 10. Ensure development features high quality design, in terms of landscaping and site planning;
- N. 11. Preserve existing tree shelter belts as buffer and screening elements between new development and Old Altona;
- N. 12. Preserve, maintain, and protect the existing private cemetery from development;
- N. 13. Within the Old Altona area, allow for the intensification of land over time, subject to:
 - N. 13.1. Requiring full municipal servicing and proper decommissioning of septic fields & tanks before lot splits or subdivision can occur;
 - N. 13.2. Encouraging opportunities for infill and redevelopment on existing parcels, with a target density of 3-5 units per acre;
 - N. 13.3. Encouraging the development of shared access facilities in order to facilitate the subdivision of land;
 - N. 13.4. Allowing for the continued operation and gradual transition of non-residential uses over time; and,
 - N. 13.5. Allowing for home-based businesses in a manner compatible with the surrounding area.

5.5. Transportation Policies (T)

Intent

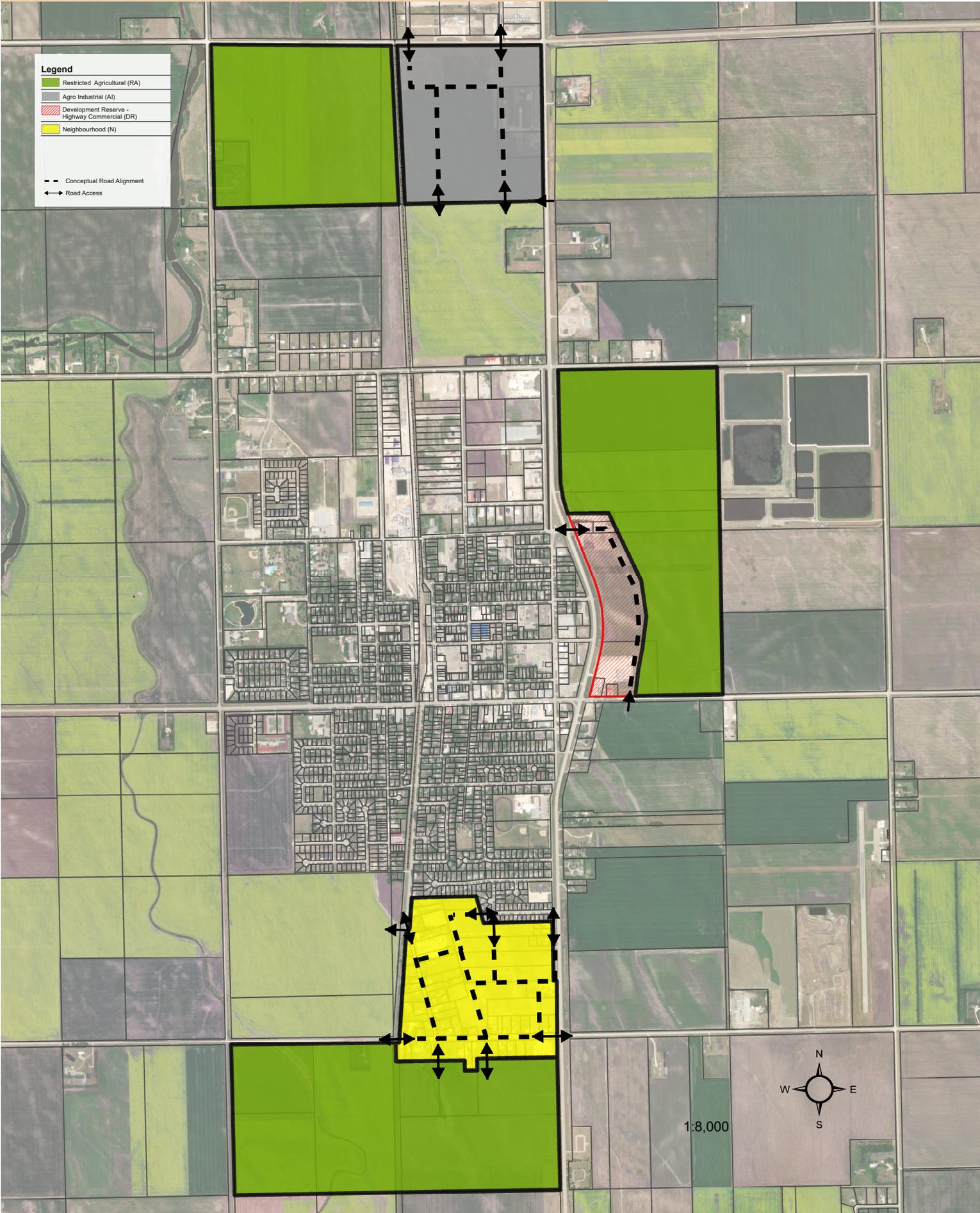
The intent of the transportation policies is to ensure that the transportation network within the Fringe Areas connects well with the existing infrastructure in the Town of Altona, the Municipality of Rhineland, and the Manitoba Infrastructure highway system.

Transportation infrastructure should be designed to accommodate multiple users and modes of travel, including pedestrians, cyclists, cars, and trucks. Conceptual highway access points and service road allowances are shown on the Fringe Area maps (Figure 6).

Policies

- T. 1. Work closely with Manitoba Infrastructure and Transportation to plan and provide access points from PTH 30 and PR 201 according to minimum intersection spacing requirements. Any new access points must be approved by the Highway Traffic Board, typically with a minimum spacing of 800 metres;
- T. 2. Design and provide a street network that connects directly with existing roads to minimize the creation of new intersections or points of conflict on PTH 30 or PR 201;
- T. 3. Provide a new service road for any highway commercial development to ensure visibility from PTH 30 for businesses without negatively affecting traffic flow;
- T. 4. Ensure that service roads are set back a suitable distance from provincial highways to avoid headlight glare from oncoming vehicles. Manitoba Infrastructure guidelines specify a minimum separation of 27 metres and a desirable distance of 38 metres (measured from the centreline of the highway to the centreline of the service road). This setback should be increased to 55 metres at intersections to provide adequate room for truck turning movements;
- T. 5. Provide adequate buffers of 15 metres between the rail line and any new buildings;
- T. 6. Ensure the roadways in the Fringe Area are paved and designed to the applicable provincial or municipal standards and sizes;
- T. 7. Provide sidewalks and multi-use active transportation pathways in the Fringe Area that connect with existing paths and recreation areas in Altona, and ensure there is a direct and safe walking route to the schools and other key destinations in Altona;
- T. 8. Ensure that roadways are designed with the appropriate geometry to allow access for emergency services, waste collection, and other regular uses;
- T. 9. Consider maintenance requirements and renewal costs for transportation infrastructure to ensure that what is built is affordable over the long term;
- T. 10. Undertake a transportation review, as required, as part of new developments to determine potential traffic flows and the corresponding need for collector streets and local roads; and,
- T. 11. Prior to any development or redesignation of the fringe area east of PTH 30 at Altona, a Traffic Impact Study and Access Management Plan for PTH 30 (from the north junction of PR 201 / PTH 30 and the municipal road south of the southern fringe area) must be completed by a qualified professional engineer and approved by the provincial authority responsible for highways, in accordance with RPGA Development Plan Policy 6.3.10 and Altona Fringe Area Secondary Plan Policy DR.3.

FIGURE 6. CONCEPTUAL ACCESS POINTS & SERVICE ROAD ALLOWANCES MAP



5.6. Recreation and Open Space Policies (ROS)

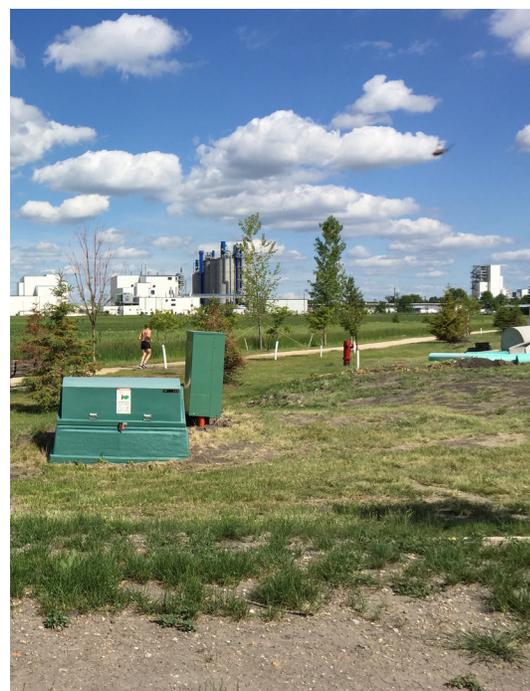
Intent

The intent of the Recreation and Open Space policies is to maintain and create connections to existing recreation spaces and open spaces in the Town of Altona and surrounding areas.

This can be done primarily through the development of a strategic path network that connects facilities like the schools, arena, and community centre, and existing trails like the Trans Canada Trail (Figure 7).

Policies

- ROS. 1. Support a regional planning approach to recreation infrastructure and services;
- ROS. 2. Promote active transportation options and active transportation infrastructure planning throughout the fringe areas;
- ROS. 3. Maintain and extend connections to existing parks, recreation and open spaces with streets and trails.;
- ROS. 4. Protect existing recreational uses from incompatible land uses where possible.
- ROS. 5. Lands that are subject to regular flooding should be left in a natural state or developed only for low intensity uses such as recreation, grazing, or cropping;
- ROS. 6. Consider the use of land dedication, public reserve, lot levies, or other similar measures, to ensure that new development supports recreational infrastructure within the Fringe Area;
- ROS. 7. Develop a system of pathways that connects to the existing network in Town;
- ROS. 8. Plan for both pedestrians and cyclists in any active transportation facility; and
- ROS. 9. Ensure that the pathway network connects students in the Fringe Area to the school and recreation facilities in Town.



5.7. Infrastructure, Servicing, and Phasing Policies (ISP)

Intent

The intent of the Infrastructure, Servicing, and Phasing policies is to ensure that the Fringe Areas are developed in a logical way, so that both infrastructure and servicing are extended in the most efficient manner. Low density developments with large lot sizes have proven economically unfeasible in other areas of the municipality. To avoid these challenges, the goal is to build infrastructure and servicing to urban standards.



Phasing of development in the Fringe areas should generally occur from south to north in the Northern Fringe Area, west to east in the Eastern Fringe Area, and north to south in the Southern Fringe Area. This provides for natural, logical, and efficient extension of existing services and infrastructure, and ensures new development remains contiguous with existing areas (See **Appendix C**).

The approval of new developments should also require approval for the necessary water and wastewater capacity upgrades. These should be monitored annually, and new development areas being approved as market conditions require.

Policies

- ISP. 1. Ensure that all new development is built to the same level of urban standards as the existing Town of Altona with regards to infrastructure and servicing;
- ISP. 2. Ensure that all new residential development in the Fringe Area is connected to piped water and wastewater services;
- ISP. 3. Coordinate phasing of infrastructure upgrades and new developments to ensure that adequate service capacity is available for new developments without overbuilding capacity;
- ISP. 4. Prevent the over-supply of serviced lots by carefully managing phasing, particularly for residential developments, to ensure that areas adjacent to existing development are developed first, consistent with RPGA DP Policy 6.3.7; and,
- ISP. 5. Ensure that the Fringe Area shares health, library, and other services with other municipalities in the region in the same manner as the Town of Altona.



6. Implementation

This section sets out the procedures for implementing the Secondary Plan, so that future development proceeds in an orderly manner and is integrated with social, economic, or other related community initiatives. Once endorsed, any development or land use change should be generally consistent with this Secondary Plan.

6.1. Secondary Plan Designations and Maps

The policies contained in the Secondary Plan need to be read and applied in conjunction with designations found on the attached maps in Appendix A.

6.2. Amendments to the Secondary Plan

The policies, locations of roads, and boundaries between the areas shown on the attached maps are intended to provide policy direction. Adjustments may be made without amendment to this plan provided the plan's intent is maintained and the adjustment or interpretation is approved by resolution of the RPGA Planning District. Major changes to this Secondary Plan can only be made in accordance with The Planning Act.

6.3. Development and Building Permits

Any development that requires a permit issued by the municipality within the Fringe Areas will be reviewed to ensure conformance with the secondary plan and applicable zoning by-law.



6.4. Monitoring and Review

The RPGA Planning District and municipalities should continually monitor the plan to ensure it is effective in guiding the orderly development of the Fringe Areas, if and when growth occurs. The secondary plan should be reviewed at least every five (5) years, in accordance with The Planning Act and land use planning best practices.



6.5. Implementation Tools

A series of implementation measures and tools are presented as a table in **Appendix B** in order to assist and guide councils and the RPGA Planning District in fully implementing the plan, including recommended priorities and timeframes. These tools range from updates to the zoning by-law, development agreement parameters, concept plans, to development standards and development permits.

It is important to note that adoption or completion of any or all implementation tools are not required for the secondary plan to come into force, as the secondary plan is in effect once adopted by municipal by-law, or by resolution of the RPGA Planning District. Moreover, Section 65 of The Planning Act does not require the board, council, any person, or any department or agency of the government to implement any tool or undertake any proposal, such as infrastructure connections, contained within the secondary plan by-law.





7. Maps

See the following Maps in **Appendix A**:

- Northern Fringe Area Land Use Map
- Eastern Fringe Area Land Use Map
- Southern Fringe Area Land Use Map

Appendix A

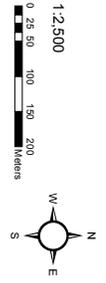
Land Use Designation Maps

Northern Fringe Area
Land Use Designation Map

Legend

- Restricted Agricultural (RA)
- Agro Industrial (AI)

- Conceptual Road Alignment
- Road Access

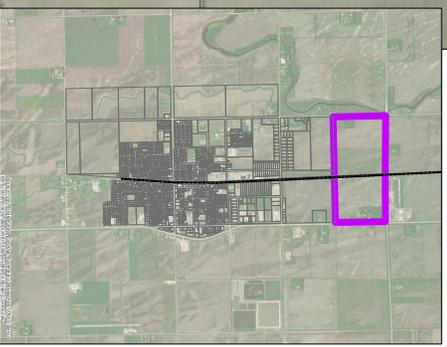


Map drawing information: Google base layers, Dillon Consulting Limited

Map Created By: LMH
Map Created By: DMH
Map Projection: NAD 83 UTM Zone 18N



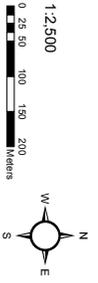
PROJECT: 135477
STATUS: Draft
DATE: NAD: 3/4/2018



Eastern Fringe Area
Land Use Designation Map

- Legend**
- Restricted Agricultural (RA)
 - Development Reserve - Highway Commercial (DR)

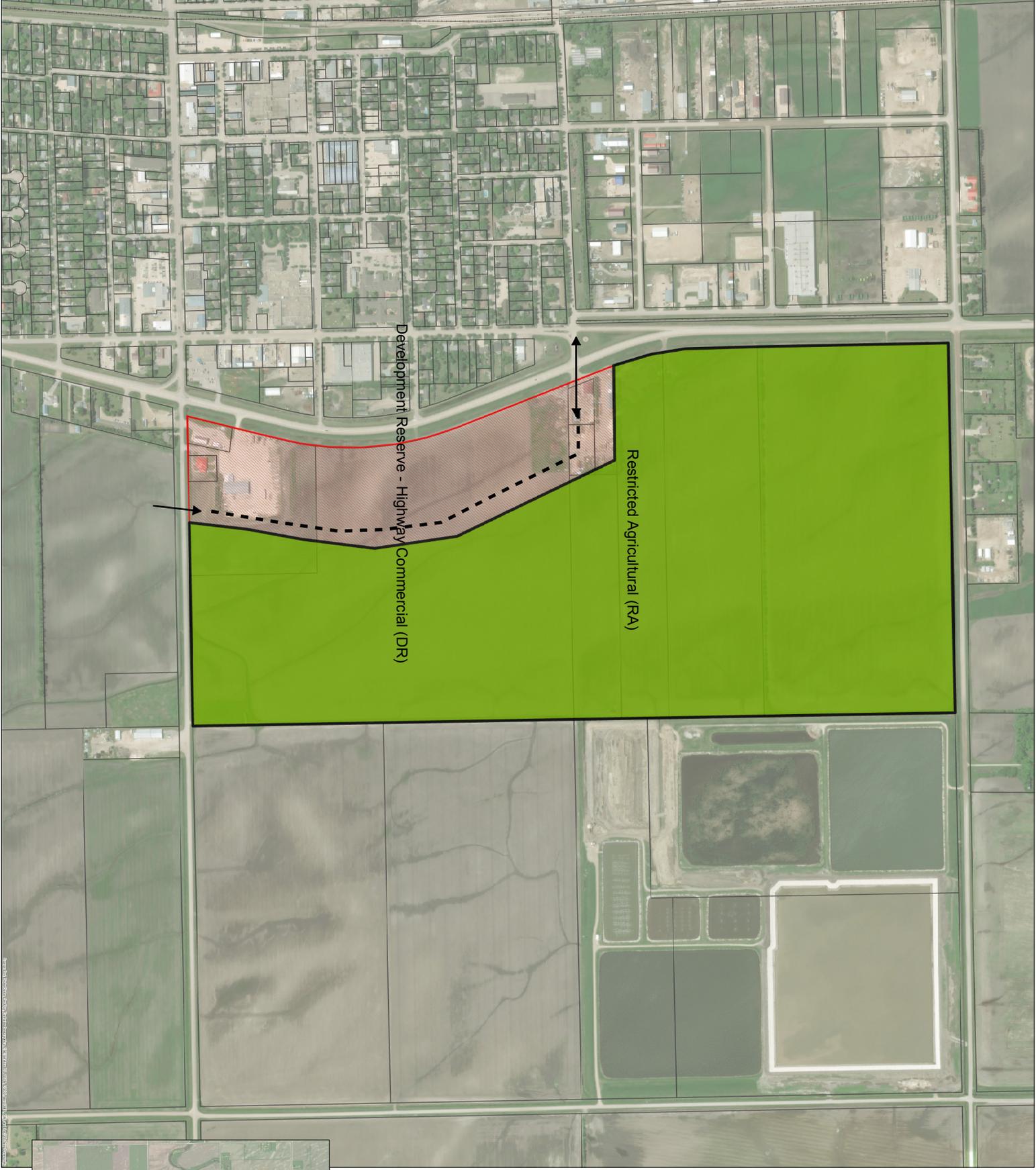
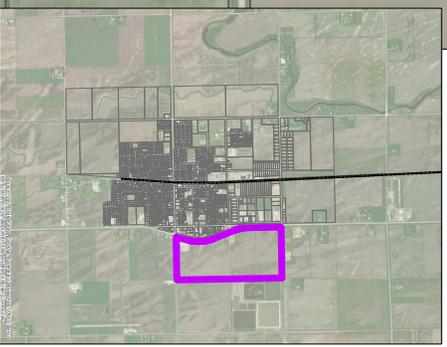
- Conceptual Road Alignment
- Road Access



Map drawing information: Google base layers, Dillon Consulting Limited
Map Created By: LMH
Map Created By: DMH
Map Projection: NAD 83/ UTM Zone 18N

DILLON
CONSULTING

PROJECT: 175477
STATUS: Draft
DATE: 03/07/2018



Legend

Restricted Agricultural (RA)

Neighbourhood (N)

--- Conceptual Road Alignment

--- Road Access



Map drawing information: Google base layers, Dillon Consulting Limited

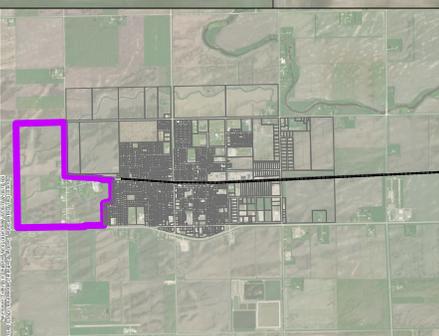
Map Created By: LMH
Map Created By: DMH
Map Projection: NAD 83 UTM Zone 18N



PROJECT: 135477
STATUS: Draft
DATE: NAD: 3/4/2018

Restricted Agricultural (RA)

Neighbourhood (N)



Appendix B

Implementation Tools

TOOL	DESCRIPTION	SHORT TERM (0-3 yrs)	MEDIUM TERM (3-5 yrs)	LONG TERM (5-10 yrs)
Minimum buffers in the Zoning By-Law	Include buffers between Neighbourhood Areas and incompatible uses (e.g., highways, railways, and industrial areas) by incorporating minimum buffering, landscaping, and setback standards in the zoning by-law.			
Concept Plans	<p>Consistent with the Secondary Plan, Council may consider requesting concept plans from developers, to provide more guidance on development issues. The Board or a Council may endorse the plan to give it stronger force and effect. The concept plan can deal with objectives and issues in the Fringe Area, including any matter:</p> <ol style="list-style-type: none"> 1. dealt with in this plan; 2. dealing with subdivision, design, road patterns, building standards, or other land use and development matters; or, 3. respecting economic development or the enhancement of design standards for specific areas. 			
Intra-jurisdictional Cooperation	The Municipality of Rhineland and Town of Altona are committed to working together, and already engage in some tax and service sharing. Additional or strengthened service sharing and cost sharing agreements between the Municipality and the Town could benefit each.			

TOOL	DESCRIPTION	SHORT TERM (0-3 yrs)	MEDIUM TERM (3-5 yrs)	LONG TERM (5-10 yrs)
Common Standards	Adoption by both the Municipality of Rhineland and the Town of Altona of harmonized development standards and development agreement parameters for the Fringe Areas.			
Development Permits	New development that requires a permit issued by the Municipality will be reviewed to ensure conformance with the secondary plan and the zoning by-law.			
Development Standards and Design Guidelines	The Municipality and Town should implement development standards and design guidelines, to help shape development in ways that are consistent with their vision. An example might include design guidelines for the southern residential area, in order to maintain the neighbourhoods 'feel' or character			
Subdivision Approval	Proposals to subdivide land will be subject to review and approval by the Planning District and other relevant agencies. This process provides an opportunity for development proposals to be evaluated with the policies of this plan to ensure conformity. Conditions may be attached to a subdivision approval to implement policies in this plan.			

TOOL	DESCRIPTION	SHORT TERM (0-3 yrs)	MEDIUM TERM (3-5 yrs)	LONG TERM (5-10 yrs)
Public Participation	Public engagement is an important component of implementing the secondary plan, as it was during its development. It is crucial for the community to play a role in shaping growth and development. Encourage developers and landowners to engage community stakeholders and the public at-large during the development process.			
Other By-Laws	A municipality has the capability to adopt and administer other by-laws concerning the use, development, and maintenance of land. This includes building by-laws, property maintenance by-laws, access approval by-laws, drainage by-laws, and other types of by-laws that affect the use of land. This plan encourages these by-laws to align as much as possible to streamline the development process in the Municipality and ensure there are comparable standards wherever development occurs.			
Development Agreements	When a development is proposed, Council may approve the development conditional on a development agreement. A development agreement may cover issues related to phasing of services, the use of land, the siting of buildings, installation of services, and the provision of open space, amongst others. A standard development agreement and terms should be developed and implemented by both the Town of Altona and Municipality of Rhineland for the Fringe Area.			

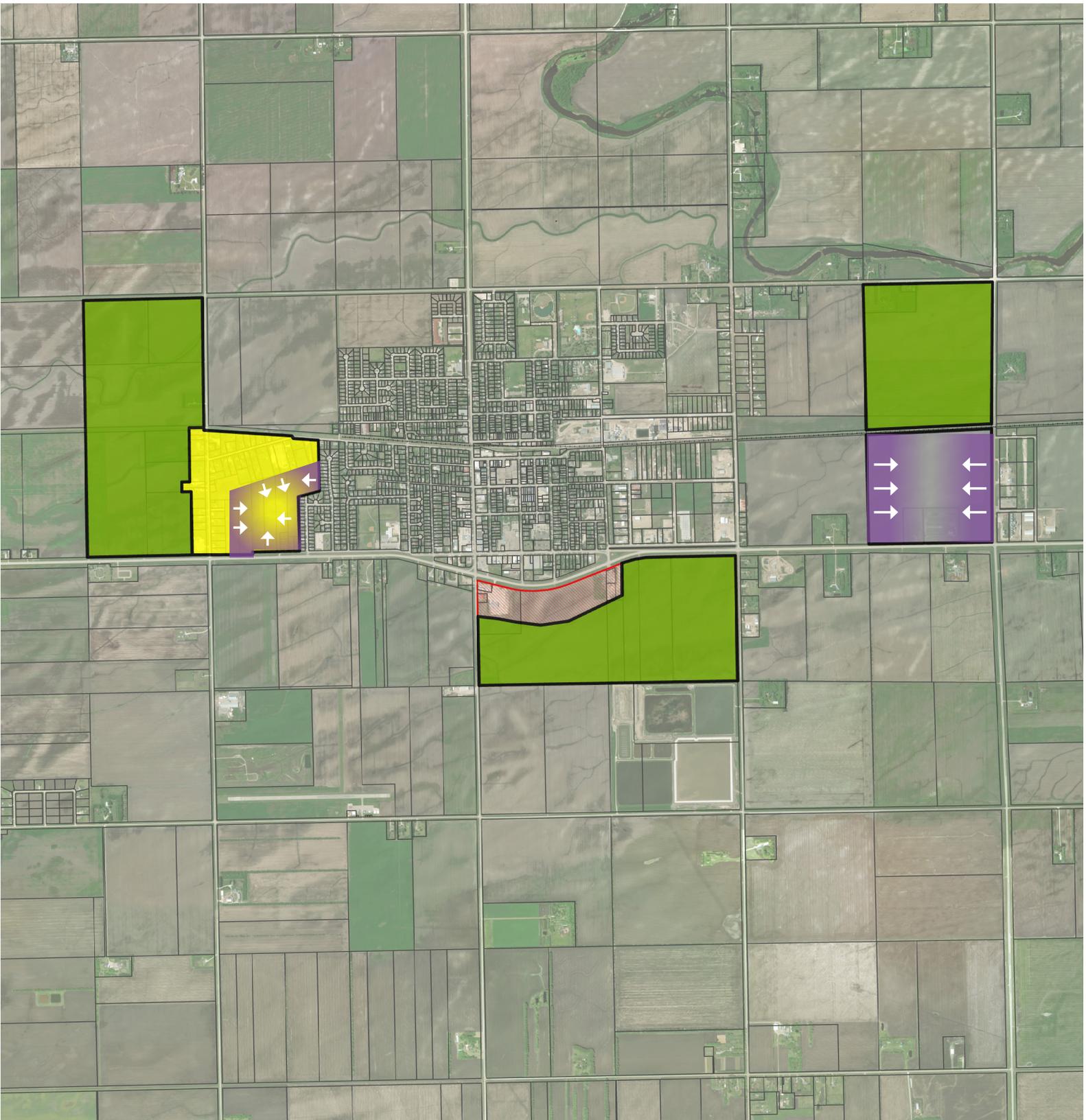
TOOL	DESCRIPTION	SHORT TERM (0-3 yrs)	MEDIUM TERM (3-5 yrs)	LONG TERM (5-10 yrs)
Land Acquisition, Disposal and Dedication	A municipality or community development organization may acquire, purchase, sell, or lease land for the purposes of implementing this Secondary Plan. Examples include land dedication from a developer to support the development of recreational pathways.			
Public Works and Infrastructure	The capital works program and public improvements of the Municipality should conform to the policies in this Secondary Plan. This is an important implementation tool since the Municipality may influence the rate and direction of growth through the provision of municipal services to land.			
Capital Planning and Expenditures	The Municipality of Rhineland, higher levels of government and their departments, school boards, health authorities, and other agencies with a stake in the development and growth of the Municipality should consult the Secondary Plan when revising capital plans. Expenditures to service land, build roads, upgrade facilities, or otherwise provide for growth and development should be identified in the approved capital plan and should be coordinated as much as possible across agencies and governments.			

TOOL	DESCRIPTION	SHORT TERM (0-3 yrs)	MEDIUM TERM (3-5 yrs)	LONG TERM (5-10 yrs)
Capital Levies	Municipalities, under the Planning Act, can charge levies to cover certain capital costs related to the subdivision of land. This reserve fund can be used to fund infrastructure upgrades and maintenance, in order to achieve Secondary Plan goals. Capital levies must be adopted by by-law, and should be approved by both municipalities for the fringe area.			
Road and Development Standards	The development of roads should conform to the policies in this Secondary Plan. Roads should be provided or upgraded to the same urban standard throughout the Altona area. This includes pavement, stormwater drainage, street lighting, and sidewalks. Land development should not proceed until the appropriate road infrastructure is in place.			
Zoning By-Law	The zoning by-law of the Municipality of Rhineland is a critical tool to implement this plan. The zoning by-law and its amendments regulate and control land uses. The Municipality of Rhineland's zoning by-law should be updated to reflect this plan.			

Appendix C

Conceptual Phasing Diagram

Altona Fringe Area Secondary Plan Conceptual phasing diagram



Legend



-  Agricultural Reallocated (RA)
-  Agro Industrial (AI)
-  Development Reserve Highway Commercial (DR)
-  Neighbourhood (N)

1:8,000
02501055010
Meters



Map drawing information: Google base layers; Dillon Consulting limited

Map Created By: JLM
Map Checked By: DM
Map Projection: NAD 1983 UTM Zone 18N



PROJECT 175477
STATUS: Draft
DATE: MAR 31/2018