

BY-LAW 20-XX

OAKBANK SOUTH Secondary Plan

A secondary plan to direct the future growth and development of Oakbank in the Rural Municipality of Springfield.

PREPARED FOR
The Rural Municipality of
Springfield, MB

PREPARED BY
WSP Canada Group Ltd.





RURAL MUNICIPALITY OF SPRINGFIELD

OAKBANK SOUTH SECONDARY PLAN

BY-LAW NO. 20-XX

DRAFT NOVEMBER 2020

OAKBANK SOUTH SECONDARY PLAN

Prepared for:



Rural Municipality of Springfield
100 Springfield Centre Drive
Oakbank, MB R0E 1J0

Prepared by:



WSP Canada Group Ltd.
111-93 Lombard Avenue
Winnipeg, MB R3B 3B1

TABLE OF CONTENTS

1	INTRODUCTION.....	1
1.1	Background.....	1
1.2	Plan Purpose.....	1
1.3	Authority.....	1
1.4	Interpretation.....	2
2	CONTEXT.....	4
2.1	Planning Area.....	4
2.2	Opportunities and Challenges.....	5
3	VISION AND GUIDING PRINCIPLES.....	7
3.1	Vision For Oakbank South.....	7
3.2	Guiding Principles.....	7
4	GENERAL PLANNING POLICIES.....	8
4.1	Infrastructure Policies.....	8
4.2	Transportation Policies.....	10
5	LAND USE POLICIES.....	13
5.1	Residential Policy Area.....	13
5.2	Commercial Policy Area.....	14
5.3	Light Industrial Policy Area.....	15
5.4	Institutional Use Policies.....	16
5.5	Parks and Recreation Use Policies.....	17
6	ADMINISTRATIVE POLICIES.....	18
6.1	Concept Plans.....	18
6.2	Phasing.....	19
6.3	Zoning By-law.....	19
6.4	Development Process.....	19
6.5	Development Agreements and Cost Sharing.....	20
6.6	Monitoring, Review and Amendments.....	20
7	LAND USE AND TRANSPORTATION POLICY MAP	21

LIST OF FIGURES

FIGURE 1 – PLANNING AREA	4
FIGURE 2 – WATER AND WASTEWATER CONNECTION POINTS.....	9

1 INTRODUCTION

1.1 BACKGROUND

The Rural Municipality (RM) of Springfield is interested in expanding the settlement centre of Oakbank to the south of the current developed area, in an orderly and efficient fashion. The RM of Springfield Development Plan (Development Plan) provides policy direction for the creation of a Secondary Plan to be adopted for the area. The Secondary Plan will provide detailed direction for serviced land uses, transportation/connectivity, environmental protection, building standards, and urban design for the area. The Secondary Plan must be generally consistent with the Development Plan.

1.2 PLAN PURPOSE

The intent of the Oakbank South Secondary Plan (Plan) is to establish the planning area as a complete community, where its residents can live, work and recreate. The Secondary Plan will promote the efficient and orderly expansion of serviced development to the south of Oakbank. It will provide for a full range of land uses including residential, employment, recreational and institutional. Connectivity for active transportation, roads and servicing is critical to ensure the newly developed area complements and enhances the current developed areas.

1.3 AUTHORITY

Section 63(1) of *The Planning Act* makes provision for the RM of Springfield to adopt a secondary plan to deal with objective and issues within the municipality, including any matters:

- a. Dealt with in the Development Plan;
- b. Dealing with subdivision, design, road patterns, building standards or other land use and development matters; and
- c. Respecting economic development or the enhancement or special protection of heritage resources or sensitive lands.

This Plan has been prepared to be generally consistent with the policies of the Development Plan.

I.4 INTERPRETATION

I.4.1 MAPPING

The boundaries and locations of any symbols or areas shown on the **Land Use and Transportation Policy Map** in **Section 7** of this Plan are approximate only and are not intended to define exact locations and shall be interpreted as such, except where such symbol coincides with a known physical feature or a fixed boundary such as existing property lines, a natural or manmade landmark, or an existing right-of-way.

I.4.2 POLICY

When the word “may” is used in this plan, the policy is considered a guideline or suggestion toward implementing the intent of the policy.

Where the word “shall” is 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.

Where a policy requires that studies, analysis or information be submitted, the exact requirements and timing of the studies, analyses or information, shall be determined at the subdivision and/or re-zoning application stage.

Where a policy requires compliance at the subdivision and/or re-zoning application stage, that requirement may be deferred to the subdivision or re-zoning conditional or final approval stage or building permit stage, without requiring an amendment to the Plan.

1.4.3 FIGURES

Figures found in this document are for illustrative purposes and serve as guidelines only and meant to assist in interpretation of the objective and policies of the Plan. They do not form part of the by-law.

1.4.4 DEFINITIONS

In this Plan, the following words or phrases have the following meanings, unless the context requires otherwise:

“abut” or “abutting” means immediately contiguous to or touching and, when used with respect to a lot or site, means that lot touches upon another lot, site, right-of-way, or piece of land and shares property line or boundary with it;

“adjacent” means properties or uses that would otherwise abut but are separated by a road or other publicly-dedicated right-of-way or pathway;

“Council” means the municipal council of the Rural Municipality of Springfield;

“planning authority” is the approving authority for development applications under *The Planning Act*;

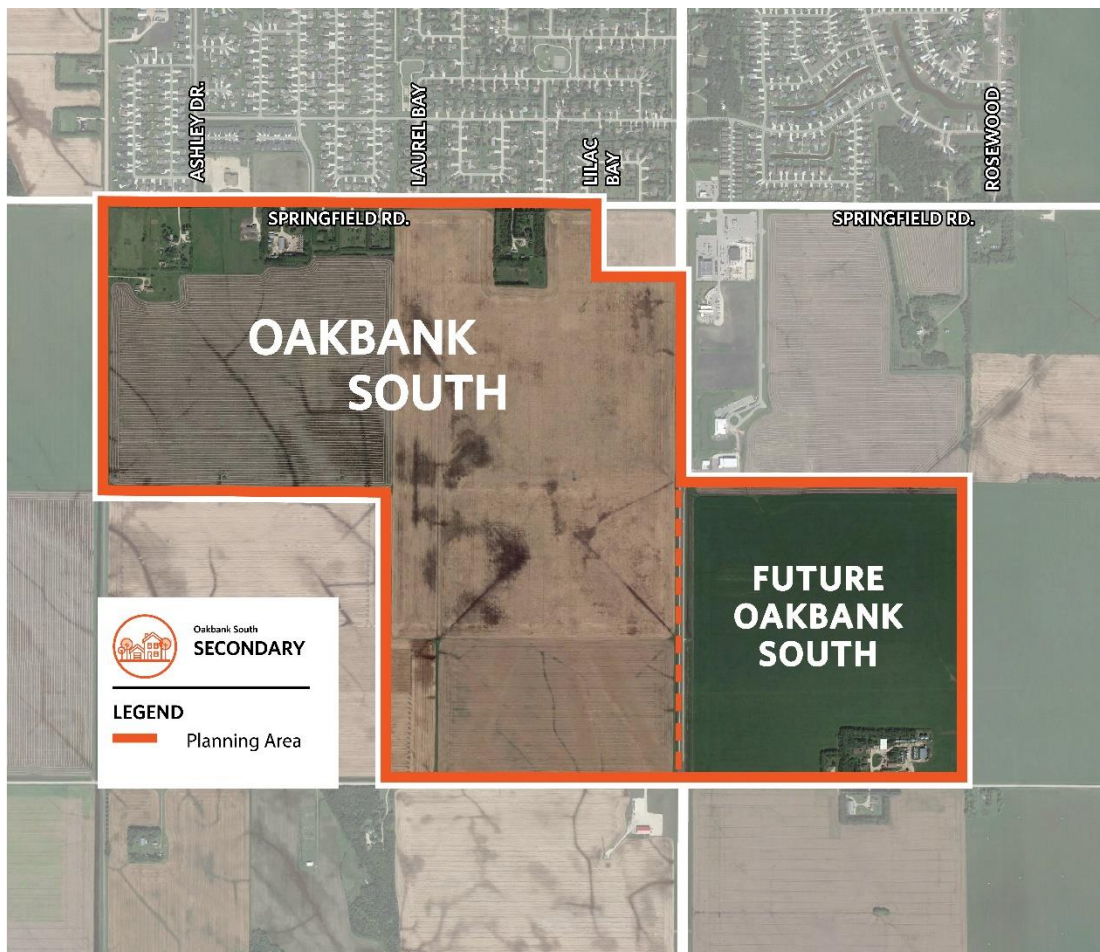
“subdivision application” has the same meaning as subdivision under subsection 1(1) of *The Planning Act*.

2 CONTEXT

2.1 PLANNING AREA

Oakbank is the largest urban centre in the RM of Springfield and is located approximately 15 kilometres east of the City of Winnipeg and accessed via Provincial Road (PR) 206. The community is serviced with municipal sewer and water and features a large commercial area and three schools.

Figure 1 – Planning Area



The planning area includes the Oakbank South and the Future Oakbank South designations identified in the Development Plan and is approximately 1,112 acres in size. The Oakbank South area will be developed as a priority over the Future Oakbank South area.

The planning area is generally bounded by the settlement centre of Oakbank to the north (Springfield Road), bisected by PR 206, with agricultural areas to the south.

2.2 OPPORTUNITIES AND CHALLENGES

A strategic approach is required to ensure the planning area develops in a logical and cohesive manner. This Plan is intended to provide a higher level of detail to facilitate future development in an integrated fashion.

2.2.1 LAND USE

Currently, land use in the planning area is primarily agricultural in nature and parcels are generally large in size. There are a number of homes located along the north side of the planning area, abutting Springfield Road and a Manitoba Hydro transmission line running east-west through the planning area. The Manitoba Hydro Transmission Line shall be accommodated in any development or access concepts.

2.2.2 TRANSPORTATION AND CONNECTIVITY

The planning area is bounded by Springfield Road to the north, Springfield Corridor (Cedar Lake Road) to the south and is bisected by PR 206. Access to the planning area from PR 206 is limited.

Connectivity between the planning area the existing developed area of Oakbank is limited, both for vehicle travel and active transportation. There is no clear north-south connection point between the planning area and the established neighbourhoods of Oakbank as most north-south movement is directed to PR 206.

Cedar Lake Road has been identified as a future high-volume corridor connecting the RM of Springfield to the City of Winnipeg. Both Cedar Lake Road and PR 206 have access limitations and land must be preserved where these two roads cross to accommodate a future major intersection.

2.2.3 PUBLIC AND STAKEHOLDER ENGAGEMENT

The public engagement program developed for this Plan involved key stakeholder meetings, a public workshop and extensive online engagement. The purpose of the program was to introduce the project to the greater community, generate ideas and discussion about future development in Oakbank and gain a better understanding the issues and concerns of stakeholders, residents and business owners.

During the public engagement program for this Plan, participants expressed a desire to maintain the small-town character of Oakbank, while encouraging development of a complete community, including residential, commercial, recreational, institutional and compatible industrial development.

Participants felt strongly that any development should be supported by efficient infrastructure and phased appropriately. The settlement centre of Oakbank will grow generally southward, along PR 206, towards the settlement center of Dugald.

3 VISION AND GUIDING PRINCIPLES

3.1 VISION FOR OAKBANK SOUTH

Oakbank South will support Oakbank to become a complete community that balances demand for residential, commercial, recreational, institutional and compatible industrial development while maintaining the small-town feel of Oakbank as an affordable, vibrant and sustainable place to live and work.

3.2 GUIDING PRINCIPLES

As an extension of the key directions outlined in the Development Plan and guided by opportunities and challenges identified during the public engagement program, the following guiding principles provide a framework for the policies specified in the Plan:

Develop the planning area as a complete community: A full range of serviced land uses to support the growth of Oakbank as a complete community will be encouraged, including residential, commercial, recreational, institutional and compatible industrial development.

Maintain the small-town feel: Development should support Oakbank as a live-work community to maintain the small-town feel.

Development should be well connected to existing areas in Oakbank and supported by efficient infrastructure and appropriate phasing: Development within the planning area should occur in a contiguous fashion and will be fully serviced by water, wastewater and drainage infrastructure. Phasing plans should consider the locations of hooking into existing connections of the municipal system to maintain efficiency in a phased manner. Maximize connectivity throughout the planning area for all modes of transportation, including active transportation (walking, cycling, etc.) and motorized vehicles, in a logical manner.

4 GENERAL PLANNING POLICIES

This section provides general policy direction for the entire Oakbank South planning area. In addition to the specific land use policies outlined in **Section 5** of this Plan, the following general planning policies should be reviewed with respect to all proposed development that may occur within the planning area.

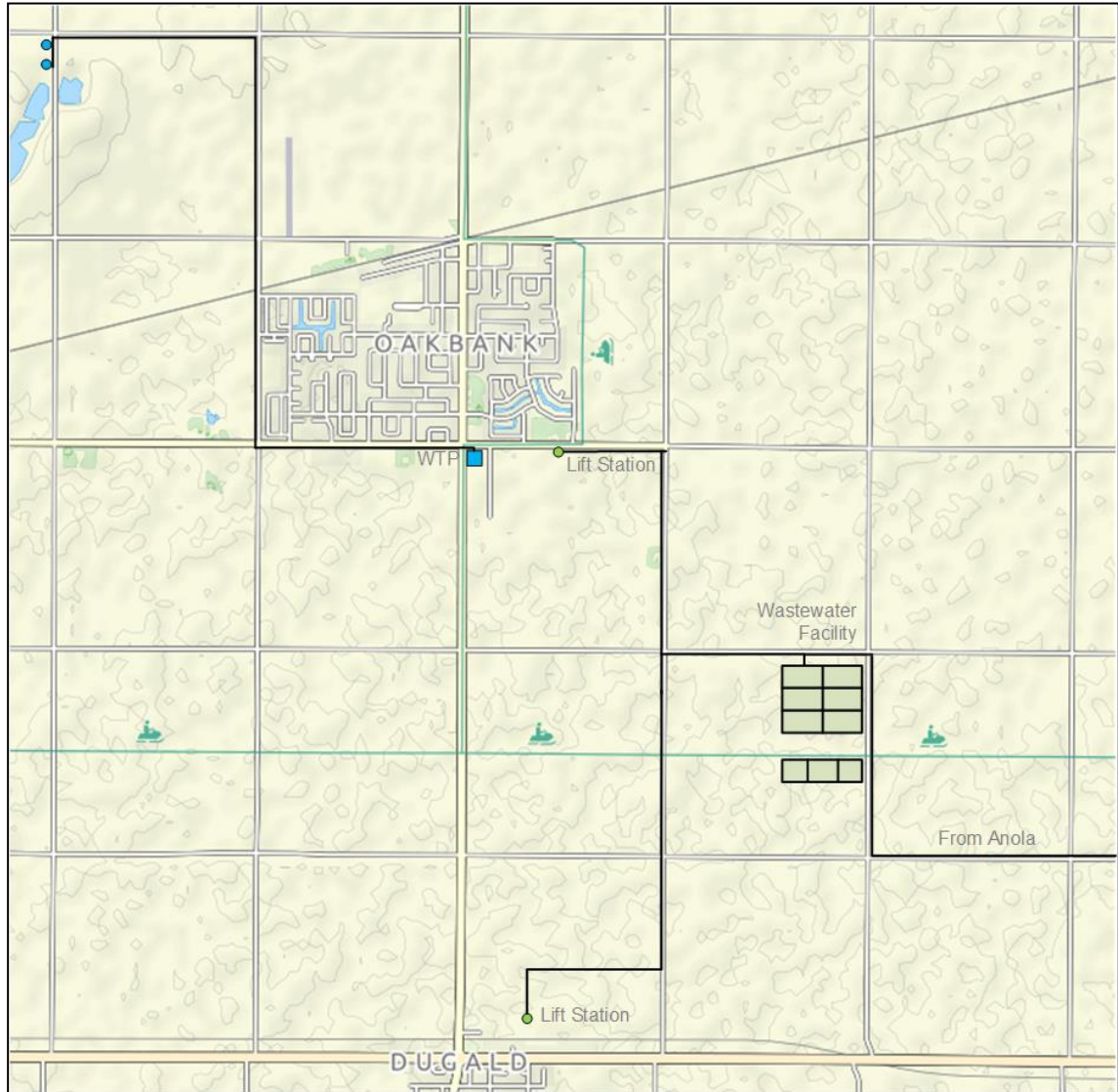
4.1 INFRASTRUCTURE POLICIES

The community of Oakbank is serviced by both piped potable water and a gravity wastewater sewer system, with a limited number of residents in older areas of Oakbank drawing their water from private wells. Water and wastewater connection points have been identified in **Figure 2 – Water and Wastewater**. Stormwater management is an important part of maintaining groundwater recharge and reducing overland flooding.

4.1.1 WATER AND WASTEWATER

1. Municipal water and wastewater services shall be extended into the planning area in an efficient and cost-effective manner that does not impede or burden existing infrastructure systems.
2. New development within the planning area shall be serviced with municipal water and wastewater infrastructure.
3. The water distribution and wastewater collection systems shall be designed to adequately and efficiently serve the phased and ultimate development of the planning area.
4. The Sage Place lift station is most likely where future development in the area west of PR 206 will connect to the existing system. Future development to the east of PR 206 will likely require a new lift station.
5. As part of the subdivision and/or re-zoning application process, developers may be required to submit a site or development specific water distribution analysis and/or wastewater servicing analysis along with development phasing plans in order to demonstrate that any future development can be serviced in accordance with the overall design of the water distribution and wastewater collection systems for the area.

Figure 2 – Water and Wastewater Connection Points



4.1.2 UTILITIES AND SERVICING

1. Utility right-of-way and easements shall be provided to accommodate utilities as determined necessary by the appropriate approving authority. Where possible, multiple utilities will be located within the same easement area.
2. Public utility lots shall be provided as required to accommodate the development or the extension of municipal services necessary for development.

4.1.3 LAND DRAINAGE

1. Stormwater drainage shall be provided via stormwater sewers constructed to the applicable Municipal standard.
2. Overall land drainage shall be designed to restrict surface water discharge to pre-development flows in accordance with Municipal and Provincial regulations and shall be constructed to adequately and efficiently serve the phased and ultimate development of the planning area.
3. Land drainage detention and retention shall consist primarily of naturalized retention ponds (lakes) that utilize wetland vegetation to encourage the growth of riparian habitat.
4. Retention areas may be incorporated into greenspace and/or recreation spaces within the planning area.
5. Three retention ponds are likely required to accommodate stormwater drainage for the area; two on the west side of PR 206 and one on the east side of PR 206.
6. The retention pond on the east side of PR 206 should be connected to the ponds on the west side of PR 206. If this is not possible, the pond on the east side of PR 206 could outlet to the north road ditch along Cedar Lake Road, which drains across PR 206 to the north ditch of Cedar Lake Road west of PR 206.
7. The retention ponds on the west side of PR 206 should outlet to the drain on the east side of Vernon Road, flowing south to the Cooks Creek Diversion just south of Corbett Road. The retention ponds should be connected via land drainage sewer.
8. The actual location, number and size of land drainage facilities shall be determined at the subdivision and/or re-zoning application stage, guided by an engineering study and to the satisfaction of the RM of Springfield. A Water Rights Licence may also be required. Permission is required from the Province of Manitoba to drain any surface waters into the highway drainage system. If unavoidable, the cost of any improvements to the highway drainage system that are directly associated with a development shall be the responsibility of the developer.

4.2 TRANSPORTATION POLICIES

Oakbank is located directly on PR 206 which serves as both the community's main street and its main thoroughfare for access to the City of Winnipeg and other communities in the RM of Springfield. The Oakbank South planning area will contain a robust transportation network, with provision for all modes of travel, intended to provide a safe and efficient means of mobility. The proposed road network, including the location of

arterial and collector roads is shown in the **Land Use and Transportation Policy Map**.

Arterial roads are intended for through traffic and to which direct access from individual properties is generally not permitted. Collector roads are intended to move traffic from local roads to arterial roads. Local roads are intended to provide access to collector roads from individual properties. The active transportation network will be designed to connect residential, commercial, recreational and industrial developments to existing pathways in Oakbank and should provide an efficient system that enables the safe and efficient movement of pedestrians and cyclists to destinations within and outside the planning area.

The **Land Use and Transportation Policy Map** also references the future corridor situated along Cedar Lake Road intended to connect the community of Oakbank to the City of Winnipeg via Gunn Road.

4.2.1 ARTERIAL ROADS

1. Proposed accesses to arterial roads should follow the general locations identified on the **Land Use and Transportation Policy Map**.
2. Any additional accesses to the arterial road network shall be limited and subject to review and approval by the Province.

4.2.2 COLLECTOR ROADS

1. The alignment and location of collector roads shall be similar to those shown on the **Land Use and Transportation Policy Map** in terms of general direction, however variations to the exact alignments may be permitted if deemed necessary to the benefit of the overall planning area.
2. Where possible, collector roads should be designed to provide seamless connectivity to future developments outside the boundary of the planning area.
3. Frontage roads shall not be permitted along collector roads.
4. Collector roads shall be designed and constructed in accordance with Municipal standards.

4.2.3 LOCAL ROADS

1. The local road network should be designed with the following considerations:
 - a. To provide convenience and efficient access for local trips, while discouraging regional cut through traffic and excessive speed;
 - b. To ensure an interconnected road pattern, which incorporates slight bends and safe intersections, while minimizing the use of cul-de-sacs;

- c. To direct vehicle traffic from local roads to collector roads as directly as possible;
 - d. To encourage the use of pedestrian scaled blocks; and
 - e. So that road construction and maintenance shall be minimized.
2. Applications for new development should identify and design future local road connections to provide seamless connectivity to future developments, both within and outside the boundary of the Secondary Plan area.
 3. Where a road stub has been left, new development shall create road connections to the stub.
 4. Local roads shall be designed and constructed in accordance with Municipal standards.

4.2.4 ACTIVE TRANSPORTATION

1. Multiple convenient and safe pedestrian and cycling routes should be included in the planning area to provide connections to and from origin/destination points between residential, commercial, recreational, institutional and industrial developments.
2. Pathways and sidewalks should connect and/or provide access to parks and open space.
3. Sidewalks shall be provided on one side of collector roads and arterial roads and multi-use pathways shall be provided on the opposite side.
4. Local streets shall be shared by cyclists, pedestrians and private motor vehicles.
5. Mid-block cut-through pathways should be provided as necessary to facilitate convenience and direct connections to parks and open spaces.
6. Internal pathways should be designed to connect with the external pathway system beyond the planning area.
7. At a minimum, retention ponds should include a multi-use pathway along one side.

4.2.5 ACCESS MANAGEMENT

1. Other than those accesses identified on the **Land Use and Transportation Policy Map**, no additional accesses onto PR 206 will be permitted.
2. Any proposed connections to Cedar Lake Road from the planning area shall be conducted in consultation with the provincial government to facilitate its future expansion into a Provincial Road or Provincial Trunk Highway.
3. Any future connection approved by the provincial government shall be designed in accordance with the accesses provided in the final design of the Cedar Lake Road corridor plan.

5 LAND USE POLICIES

This section provides policies that guide land use and development within the Oakbank South Secondary Plan area. Land use designations are shown on the **Land Use and Transportation Policy Map** and are as follows: **Lower Density Residential, Higher Density Residential, Commercial and Light Industrial.**

5.1 RESIDENTIAL POLICY AREA

The areas designated **Lower Density Residential** and **Higher Density Residential** in the planning area are intended to provide for a variety of housing forms and tenure options, that are compatible with new and existing commercial and industrial land-uses. The policies encourage moderate-density housing and smaller-lot residential to increase affordability and provide options for residents. It is intended that residential development density will transition from the higher density of development located near commercial land uses and on collector roads, to a lower development density located further from collector roads.

5.1.1 LOWER DENSITY RESIDENTIAL

1. Single-unit dwellings and two-unit dwellings shall be the predominant development type in the **Lower Density Residential** designation identified on the **Land Use and Transportation Policy Map**.
2. A variety of single-unit and two-unit dwelling types are encouraged.
3. Smaller lots will be directed to areas with proximity to commercial and recreational land uses.
4. Secondary suites may be allowed as accessory to a principal residential use, subject to the provisions outlined in the Zoning By-law.
5. Home-based commercial uses may be allowed as accessory to a principal residential use, subject to the provisions outlined in the Zoning By-law.
6. Existing large lot residential properties along Springfield Road may be maintained as estate properties. New development adjacent to these properties should be larger lots to maintain the character of the area.

5.1.2 HIGHER DENSITY RESIDENTIAL

1. Multi-unit dwellings, including apartment or townhouse development are encouraged along collector roads within the **Higher Density Residential** policy area identified on the **Land Use and Transportation Policy Map**.
2. Higher density residential uses shall be developed in a manner that is compatible with surrounding uses, be of a size and scale that is consistent with the surrounding area and shall be of a height that does not exceed fire fighting limitations.
3. Mixed use development where commercial operations are located on lower floors and residential units are on higher floors will be considered in residential designations adjacent to collector or arterial roads.
4. The following design and siting considerations should be made for higher density residential or mixed-use development within the **Higher Density Residential** policy area:
 - a. Large expanses of blank walls are discouraged;
 - b. Architectural details, windows, and façade treatments should be used to provide visual interest; and
 - c. A clear common entrance to buildings with landscaping, lighting, and connections to the public street, where applicable, and off-street parking areas should be provided.
5. Parking areas should be located and designed to promote pedestrian safety and walkability and create a buffer between the higher and lower density development.

5.2 COMMERCIAL POLICY AREA

As an extension of the commercial area already located in the south of Oakbank, the **Commercial** policy area allows for a mix of commercial enterprises including neighbourhood scale commercial opportunities and larger-scale highway commercial entities. The commercial policy area utilizes frontage along PR 206 to maximize site lines and accessibility while ensuring convenient and safe connections to existing and proposed active transportation paths.

5.2.1 NEIGHBOURHOOD COMMERCIAL

1. Commercial land uses shall be the predominant development type in the **Commercial** policy area.
2. Neighbourhood-scale commercial uses will be considered, where appropriate, along collector streets.
3. Development within the **Commercial** policy area should facilitate access by a variety modes of transportation, including walking, cycling, private motor vehicles and delivery

vehicles. Specifically, pedestrian connections to adjacent residential areas should be provided.

4. The following design and siting considerations should be made for development within the **Commercial** policy area:
 - a. Large expanses of blank walls are discouraged;
 - b. Architectural details, windows, and façade treatments should be used to provide visual interest;
 - c. A clear common entrance to buildings with landscaping, lighting, and connections to the public street, where applicable, and off-street parking areas should be provided; and
 - d. Parking areas should be located and designed to promote pedestrian safety and walkability.
5. Where a commercial use is located abutting a residential use, the design and siting of the commercial development should mitigate any negative impacts on the residential use. Mitigative solutions that may be applied include, but are not limited to:
 - a. Placement of off-street parking areas and/or internal roadways to buffer and reduce visual impacts of the commercial use on the abutting residential use; and
 - b. Placement of landscaping, berming and/or fencing to reduce visual impacts of the commercial use on the residential use.

5.2.2 HIGHWAY COMMERCIAL

1. Larger-scale highway commercial uses will be considered, where appropriate, along PR 206.
2. Storage areas that back onto PR 206 or Cedar Lake Road should be kept to a minimum and be fenced with attractive opaque treatments to eliminate potentially unsightly areas.

5.3 LIGHT INDUSTRIAL POLICY AREA

The **Light Industrial** policy area will promote the establishment of serviced light industrial developments that will broaden the RM of Springfield's tax base and contribute to the development of Oakbank as a 'complete community' by providing employment opportunities. Policies in this section ensure light industrial developments are accommodated in a manner that minimizes potential land use conflicts.

1. Light industrial uses, including business park type development, will be the predominant style of development in the **Light Industrial** policy area. This may include manufacturing or processing operations that are located within enclosed buildings with limited outside storage that generate no or low levels of nuisance. Specific uses will be outlined in the Zoning By-law.
2. Heavy industrial uses, or those that exhibit a high degree of nuisance, will be prohibited.

3. Where an industrial use is located abutting a residential use, the design and siting of the industrial development should mitigate any negative impacts on the residential use. Mitigative solutions that may be applied include, but are not limited to:
 - a. Placement of off-street parking areas and/or internal roadways to buffer and reduce visual impacts of the industrial use on the abutting residential use; and
 - b. Placement of landscaping, berming and/or fencing to reduce visual impacts of the industrial use on the residential use.
4. Storage areas that back onto PR 206 or Cedar Lake Road should be kept to a minimum and be fenced with attractive opaque treatments to eliminate potentially unsightly areas.
5. Additional requirements to mitigate nuisance from industrial uses, such as limiting outdoor storage, lighting and/or noise may be required based on the proposed use.
6. Where feasible and appropriate, design standards shall be incorporated into development agreements as part of the re-zoning, subdivision, variance or conditional use processes to ensure aesthetically pleasing industrial development. This may include, but not be limited to, landscaping requirements, visually appealing building facades, fencing requirements, etc. Specific requirements will be outlined in the Zoning By-law.
7. Commercial condominiums will be allowed to provide for the establishment of a variety of light industrial uses that require less spaces to support their operations.

5.4 INSTITUTIONAL USE POLICIES

1. Institutional uses shall be allowed throughout the planning area, where determined to be compatible and appropriate and subject to the provisions outlined in the Zoning By-law.
2. Major residential subdivision applications should not occur prior to meeting with the local school division to determine if a school site is warranted. The developer should have the number of dwelling units proposed, approximate number of bedrooms per house anticipated, type of tenure proposed, phasing of development, and timing/build out estimates.
3. School sites typically are ten acres in size, have green space associated with them and should be located in the **Lower Density Residential** or **Higher Density Residential** policy areas. If the school is located adjacent to a public park, then the combined size may equal ten acres.
4. The school site shall be located adjacent to two public streets where one street is wide enough to be a collector street. The developer shall review the “Land Use Planning Guide for School Sites” for other design considerations.
5. The school site should be well connected to parks and multi-use paths.

5.5 PARKS AND RECREATION USE POLICIES

1. Parks and recreational uses shall be allowed in the **Lower Density Residential** or **Higher Density Residential** policy areas, where determined to be compatible and appropriate and subject to the provisions outlined in the Zoning By-law.
2. Active and passive public parks and pathways should be provided in the **Lower Density Residential** or **Higher Density Residential** policy area.
3. Passive parks are usually small in size and (half acre to one acre in size, or linear in nature) may include a playground, picnic areas, and or gardens where people can go and relax and meet neighbours.
4. Active parks are larger in size where organized sporting events can be located. The size, configuration and location of the park space should align with its desired intent.
5. Larger parks should be more central and accessible by those living in the community.
6. Parks shall incorporate sustainable landscaping that includes naturalized areas or water resilient plants.
7. The location and layout of parks and pathways should facilitate access by a variety of modes of transportation, including walking, cycling and private motor vehicles.
8. Pathways should be designed to accommodate cyclists and pedestrians in a safe manner. Multi-use and multi-directional paths are acceptable on one side of a street.
9. Pathways and connections should be developed throughout the planning area that connect to existing pathways within Oakbank.

6 ADMINISTRATIVE POLICIES

This Plan is future-oriented and depicts how the planning area is to be developed over time through a series of private and public-sector initiatives. This will be accomplished through the subdivision and/or re-zoning application process which will include more detailed and site-specific studies dealing with matters such as servicing, park dedication, land ownership, zoning, subdivision and development timing. Applications shall be based on and evaluated against the policies outlined in the Plan.

6.1 CONCEPT PLANS

Development of the planning area, irrespective of existing property lines and land ownership is encouraged through the creation of concept plans to achieve co-ordinated and well-planned development. A concept plan provides a framework for orderly and efficient development and considers affects on adjacent areas.

1. A concept plan shall be prepared and submitted to the planning authority and Council by the developer prior to or concurrently with a subdivision application. Where the subdivision is a boundary realignment and does not result in the creation of additional lots, a concept plan is not required.
2. A concept plan shall include the following:
 - a. A written submission outlining:
 - (i) Details on how the concept plan is compatible with the land use designations and policies of this Plan;
 - (ii) Information detailing how the concept plan is compatible with any existing development; and
 - (iii) Information detailing how the concept plan is compatible with any concept plan(s) in abutting or adjacent areas.
 - b. A map outlining:
 - (i) The proposed zoning;
 - (ii) The proposed transportation network, including connections to the collector road network, any adjacent lands, and the general alignment of local roads and any pathway networks required by the Plan;
 - (iii) The general arrangement of lots, including proposed lot sizes (general dimensions); and
 - (iv) Any proposed phasing of the development.
 - c. Other submissions as required by the Designated Officer or Council.
3. In the creation of a concept plan, developers are required to consult with all landowners within the area impacted by the concept plan. If a landowner does not want to participate

in the consultation, a developer is required to demonstrate that best efforts have been utilized to consult with landowners. Information detailing the consultation process utilized while preparing the concept plan shall be included in the submission to the planning authority and Council. Where the Designated Officer has deemed the consultation has been too limited or ineffective, additional consultation by the developer may be required.

4. The concept plan shall be adopted by Council through a resolution prior to Council approval of a subdivision or re-zoning application.
5. The adoption of a concept plan for a particular area does not preclude a revised concept plan from being submitted should the previous concept plan no longer be suitable. In such cases, the revised concept plan shall be guided by **Policies 6.1.2** through **6.1.4**.

6.2 PHASING

1. Phasing shall generally occur based on the logical extension and connection to existing water and wastewater services
2. Phasing shall generally also occur based on the provision and general access in accordance with the transportation network identified on the **Land Use and Transportation Policy Map**.

6.3 ZONING BY-LAW

1. The Zoning By-law shall be used to implement the policies contained in this Plan. Lands within the planning area shall be re-zoned to appropriate zoning districts from the Zoning By-law at the time of development.

6.4 DEVELOPMENT PROCESS

1. Subdivision and/or re-zoning applications shall be processed and reviewed by the RM of Springfield and/or any applicable provincial departments or agencies and evaluated against the policies of this Plan as necessary.
2. Subdivision and/or re-zoning applications may require land to be reserved for road right-of-ways, naturalized retention ponds, parks, school sites, or greenspaces.
3. At the discretion of the municipality, a proponent may be required to consult with adjacent landowners or the general public prior to the submission of any subdivision and/or re-zoning application.
4. Development and building permits shall be issued by the municipality as required to ensure conformance with this Plan and the Zoning By-law.

6.5 DEVELOPMENT AGREEMENTS AND COST SHARING

This section provides direction on the nature of agreements that may be pursued by the municipality and developers to ensure the costs of providing infrastructure within the planning area is equitably shared amongst benefitting land owners.

1. The municipality may enter into development agreements and/or front-ending agreements with landowners to cost share the provision of infrastructure within the planning area.
2. Costs related to the creation of concept plans, design and construction of local roads and drainage infrastructure or any other costs borne by a developer that can be demonstrated to benefit other landowners may be identified as part of a development agreement and/or front-ending agreement.
3. The development agreement and/or front ending agreement would be entered into between the municipality and the developer and identify specific costs incurred and benefitting landowners. When a subdivision and/or re-zoning application is initiated by a benefitting landowner, the municipality shall demonstrate best efforts to acquire the benefitting landowners share of development costs to payback the initial developer.

6.6 MONITORING, REVIEW AND AMENDMENTS

This Plan should be reviewed as necessary to ensure it is consistent with the Development Plan and any other supporting plans. If amendments to the text or maps are proposed, they must be approved by Council in accordance with the amendment process established in *The Planning Act*. The applicant shall submit any and all supporting information that a designated employee determines to be necessary to justify and/or evaluate the proposed amendment.

The figures shown in this Plan are conceptual and for illustrative purposes only; their modification does not require an amendment.

In order for the land use concept identified for the Future Oakbank South designation to come into effect and be used to guide development within this designation, any lands designated as Future Oakbank South in the Development Plan must be re-designated as Oakbank South through a Development Plan amendment. Once this amendment occurs, the land use concept presented in this Plan can be applied to this area.

7 LAND USE AND TRANSPORTATION POLICY MAP

