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PART I

STRUCTURE
INTRODUCTION

1.1. CONTEXT

The City of Thompson is experiencing dramatic economic changes on a number of fronts. The mining industry is expected to go through a period of decline in the near future as industry priorities continue to fluctuate. The presence of cold-weather testing facilities has provided a boost to the local economy. The ongoing expansion of post-secondary education will see an increased presence in the area in terms of programming and physical infrastructure. These changes will have a major impact on the community in the immediate future and beyond. It is apparent that the City of Thompson Planning District are facing a transition period.

This transition creates several challenges. Increased pressures are being felt within the City of Thompson as residential demands outstrip supply. This has resulted in increasing costs for housing, reducing affordability and increasing the need for social housing products and affordable market options. Along with the ongoing changes, the City and Planning District now are faced with making itself more attractive to potential residents. This requires changes in policy and regulation to encourage beautification and a welcoming atmosphere in the City and Planning District. Currently the City features a variety of housing forms, and variety of commercial uses and services for residents.

Along with the changing economic landscape of the City, the demographics of the community are also changing. This means that there is an increased demand for a variety of affordable residential choices. In addition, there is demand to accommodate different commercial formats as the retail sector evolves. The demand for new and innovative residential and commercial options, along with redevelopment potential in the downtown core provides an opportunity for new mixed use infill development. To enable this, sufficient infrastructure improvements are necessary to ensure that these growing needs can be met in a sustainable manner.

Considering these factors, the Planning District Board and City Council has regard for the following land use issues:

a) Maintaining an adequate level of serviced land for residential development. There should be a balance between the supply and demand of land to accommodate affordable single and multi-family dwellings.

b) The shortage of land suitable for commercial development.

c) Large-format retailers may be encouraged to locate in the Planning District.

d) The shortage of hotels and entertainment outlets.

e) The development of University College of the North and its associated new campus present exciting issues for the Planning District.

f) The shortage of recreation and commercial facilities in certain areas of the City.

g) The need to assess the resource management and extraction opportunities of the Planning District in order to broaden the economic base.

h) The need to identify development opportunities.

i) The need to periodically review and revise this long range land use plan to ensure orderly development of the Planning District.

j) The need for the Planning District in conjunction with the Provincial Government to establish policies regarding the development and preservation of recreational resources in the Thompson Planning District.

k) The Planning District’s northern location warrants special consideration in design in order that energy conservation and efficiency are emphasized.

The City of Thompson is strengthening its role as a regional trade and service centre for Northern Manitoba by diversifying the economic base of the community. This plan provides a framework to guide the growth and development of Thompson Planning District over the long term.
1.2. TERMS OF REFERENCE

Terms of Reference for the Development Plan are found in supporting documents: City of Thompson and Local Government District of Mystery Lake Sustainable Community Plan, City of Thompson Sustainable Asset Management Plan, Government of Manitoba Dimensions of Sustainability, City of Thompson Master Parks Plan, and City of Thompson Actions to Cut Emissions Report.

Further direction for the Development Plan comes from the Thompson Economic Diversification Working Group. One of the main initiatives of TEDWG is to implement the recommendations of the SCP through updates to the Thompson District Development Plan and City of Thompson Zoning By-law.

1.3. GLOSSARY OF TERMS AND KEY DEFINITIONS

ACE – (City of Thompson Actions to Cut Emissions Report)

Affordable housing

Affordable housing is a form of housing that is affordable to lower income people – the definition of “affordability” will be different in different municipalities depending on factors such as average cost of living and minimum wage rates.

Brownfield

Brownfield properties are lands that are potentially contaminated due to historical, industrial or commercial land use practices, and are underutilized, derelict or vacant. Brownfields are often situated in older areas throughout a community, such as the downtown, industrial areas or along the waterfront.

CPTED – (Crime Prevention Through Environmental Design)

Crime Prevention Through Environmental Design (CPTED) helps make communities safer through neighbourhood planning, development, and maintenance. CPTED deters criminal activity through natural surveillance (visibility, positive social activities), natural access control (entry and exit points, fences), and natural boundaries (clear ownership, clearly marked private spaces).

Development

Development includes construction of a building on, over or under land, a change in the use or intensity of use of a building or land, removal of soil or vegetation from land (unless it’s for cropping or forage), production, the deposit or stockpiling of soil or material on land and the excavation of land.

Development plan

A development plan is a by-law approved under the Planning Act, a Crown lands plan (including a management plan for an Aboriginal traditional use area), or any other official plan approved by a local authority and/or the Province, that is used to direct development, land and resource use and achieve the stated goals for a specified planning area.

DDP – (Thompson District Development Plan)

Thompson District Development Plan provides a long term vision and corresponding policy direction for future developments in the City of Thompson and the Local Government District of Mystery Lake.

Greenfield

Greenfield refers to previously undeveloped land, including restored land, agricultural areas, forests, parks, and natural areas. Greenfields may or may not be within defined urban containment boundaries, and may or may not be currently zoned for future use. In general, infill, redevelopment, and densification strategies are preferred to greenfield development.

HSL – (Manitoba Hydro Severance Line)

Hydro setback area

Hydro setback area is defined as area of land between the Severance Line established by Manitoba Hydro and the Burntwood River.

Infrastructure

Infrastructure includes the physical assets associated with development that require on-going maintenance, repair and eventual replacement, and in this document refers mainly to water
and wastewater infrastructure, transportation infrastructure, solid waste facilities, and water control works.

**Intensification**

Intensification means development at a higher density than currently exists via: redevelopment of property, reuse of Brownfield sites, and development of underutilized lots, infill development, mixing of compatible land uses and expansion or conversion of existing buildings.

**KTC – (Keewatin Tribal Council)**

The Keewatin Tribal Council represents eleven member reserves located in Northern Manitoba. The mandate of KTC is to promote, advance and protect the interests of its eleven member First Nations, and is intended to maintain, strengthen, enhance, lobby for and defend the rights of northern Manitoba First Nations people within its jurisdiction. KTC maintains a head office in Thompson with a sub-office in Winnipeg.

**LGD – (Local Government District)**

**Livestock**

Livestock means animals or poultry not kept exclusively as pets, excluding bees.

**Livestock operation**

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

**Mine**

Mine means an opening or excavation in the ground that is established or maintained for the purpose of mining and includes:

a) a quarry

b) machinery, plant, buildings, premises, stockpiles, storage facilities, waste dumps or tailings, whether below or above ground, that are used for, or in connection with mining

c) a crusher, mill, concentrator, furnace, refinery, processing plant or place that is used for crushing, sifting, drying, oxidizing, reducing, leaching, roasting, smelting, refining, treating or conducting research on mineral bearing substances

d) an abandoned mine and abandoned mine tailings

**Mineral access rights**

In respect of a lease or mineral disposition, the right to enter, use and occupy the surface of the land to prospect or explore for or develop, mine and produce minerals but does not include surface rights.

**Mineral disposition**

Mineral disposition is a claim, mineral exploration license or a quarry permit.

**MKO – (Manitoba Keewatinowi Okimakanak)**

Manitoba Keewatinowi Okimakanak (MKO) was incorporated in 1981. MKO is a non-profit, political advocacy organization that provides a collective voice on issues of inherent, Treaty, Aboriginal and human rights for the citizens of the 30 sovereign First Nations we represent. The MKO First Nations are signatory to Treaties 4, 5, 6 and 10. MKO receives its mandate by resolution of the MKO Chiefs in General Assembly. The Grand Chief, elected for a three-year term, serves as the principal spokesperson. A regional representative Executive Council of Chiefs provides ongoing direction between General Assemblies.

**MMF – (Manitoba Métis Federation)**

The Manitoba Metis Federation (MMF) is the official democratic and self-governing political representative for the Metis Nation’s Manitoba Metis Community. The MMF promotes the political, social, cultural, and economic interests and rights of the Metis in Manitoba. In addition, the MMF delivers programs and services to our community including: child and family services; justice; housing; youth; education; human resources; economic development and natural resources.
**MPP** – (City of Thompson Master Parks Plan)

The City of Thompson Master Parks Plan is a document that forms a part of the SCP and provides long-term policies, actions and guidelines for the improvement of existing parks and outdoor spaces and the development of future spaces consistent with future development in the city.

**NCN** – (Nisichawayasihk Cree Nation)

Nisichawayasihk Cree Nation is based in Nelson House, Manitoba, about 800 kilometres north of Winnipeg and 80 kilometres west of Thompson. NCN has around 4,600 members living in Nelson House, South Indian Lake, Leaf Rapids, Thompson, Brandon and Winnipeg. More than 60 percent of our members are between 13 and 30 years of age.

**NRHA** – (Northern Regional Health Authority)

The NOR-MAN Regional Health Authority (NRHA) is an innovative and growing organization that serves a culturally diverse population of 26,000 spread across more than 72,000 square kilometers in northern Manitoba. The NRHA provides health care through 3 major facilities located in Flin Flon, Snow Lake, and The Pas.

**PR** – (Provincial Roads)

A highway declared to be a provincial road under the *Highways and Transportation Act*.

**Potential future urban growth**

Potential future urban growth refers to preferred direction for future urban growth outside the City of Thompson boundary. The preferred direction is identified on Map 1- City of Thompson Policy Areas with red arrows. Potential future urban growth may be for residential, industrial and commercial, institutional and other land uses.

**Preferred areas for future development**

The Thompson Planning District Sustainable Community Plan has identified a number of locations north of the Burntwood River that are suitable for future development. These areas are identified on Map 1- City of Thompson Policy Areas as ‘preferred areas for future development’. Development of a variety of land uses is permitted at these locations on a case by case basis subject to approval from the City of Thompson.

**PRR** – (Government of Manitoba Provincial Planning Regulation)

The Provincial Planning Regulation falls under the *Planning Act*. It reflects the provincial government’s interest in land and resource use and sustainable development, and provides policy direction for a comprehensive, integrated and coordinated approach to land use planning. It also serves as a guide to planning authorities in preparing, reviewing and amending development plans and regional strategies. This regulation replaces the former Provincial Land Use Policies regulation (184/94). It contains three distinct parts: provincial land use policies, development plan requirements and livestock operation requirements.

**PTH** – (Provincial Trunk Highway)

A provincial trunk highway or a provincial road declared to be a provincial trunk highway or provincial road under the *Highways and Transportation Act*.

**Resource Management**

Resource management for the purpose of this document refers to efficient and effective management of natural, social, financial, infrastructure and overall community resources within the City of Thompson.

**Resource Management Boards**

A Resource Management Area is a mutually agreed geographical area, usually the Registered Traline District that includes both Crown and/or Reserve and/or community lands. In the Resource Management Areas, Resource Management Boards make recommendations on land and resource uses to Manitoba on Provincial Crown land and to the First Nation or community on Reserve or community lands. Objectives of the Boards include land use and natural resource management planning and the facilitation of consultation, communication and the exchange of information through the joint review of provincial natural resource allocations and dispositions.
SAM – (City of Thompson Sustainable Asset Management Plan)
City of Thompson Sustainable Asset Management Plan is intended to develop tools to identify and prioritize infrastructure improvements in the City of Thompson.

SCP – (City of Thompson and Local Government District of Mystery Lake Sustainable Community Plan)
Secondary Plans provide specific schedules and policies for those areas where more detailed directions for land use, infrastructure, transportation, environment, urban design or similar matters are required, which are beyond the general framework provided by a Development Plan.

TAC – (Transportation Association of Canada)
Transportation Association of Canada is a Canadian national association with a mission to promote the provision of safe, secure, efficient, effective and environmentally and financially sustainable transportation services in support of Canada’s social and economic goals. The association is a neutral forum for gathering or exchanging ideas, information and knowledge on technical guidelines and best practices. In Canada as a whole, TAC has a primary focus on roadways and their strategic linkages and inter-relationships with other components of the transportation system. In urban areas, TAC’s primary focus is on the movement of people, goods and services and its relationship with land use patterns.

Severance Line – Manitoba Hydro
Severance line means the upland boundary of the easement land as herein defined and the location of the severance line in each Reserve is defined in Article 3.6. The location of the severance line will be shown on maps prepared following completion of the legal surveys as required in Articles 3.11 hereof, and such maps, when completed, shall form part of this Agreement

TCC – (Thompson Chamber of Commerce)
The Thompson Chamber of Commerce was established in 1961 and is affiliated with the Manitoba Chambers of Commerce and the Canadian Chamber of Commerce. Members of the organization represent large international and national companies, manufacturers, retailers, wholesalers and the service sectors. They may also represent themselves as solo entrepreneurs who work from their home offices. The key mission of the Chamber of Commerce is to promote and improve trade and commerce and the economic wellbeing in and around the City of Thompson.

TEDWG – (Thompson Economic Diversification Working Group)
The Thompson Economic Diversification Working Group (TEDWG) was formed to spearhead this effort. Launched on May 18, 2011, the TEDWG has a simple mission: to accelerate Thompson’s development as a regional service centre for northern Manitoba with a strong mining pillar. The TEDWG is chaired by the City of Thompson, and includes representatives from Vale, the business community, Aboriginal communities, and the Province of Manitoba. The Government of Canada and USW Local 6166 have been invited to participate. TEDWG is being supported by rePlan, a Canadian planning organization that works with resource-based communities in Canada and internationally. This group is responsible for identifying and pursuing the most promising opportunities to help Thompson diversify its economy and strengthen its position as an economic contributor to northern Manitoba. The Thompson Economic Diversification Plan will provide immediate direction on specific projects, strategies and actions. It will also provide a framework for continued action with regards to economic diversification over the long-term.

THA – (Thompson Housing Agency)
Thompson Housing Agency was established by the City Council in November 2009 to address affordable housing issues in the City of Thompson.

TIA – (Traffic Impact Assessment)
TIA is an assessment of the effects upon the surrounding area by traffic as a result of a development, such as increased traffic flows that may require transportation system improvements.
TNRC – (Thompson Neighbourhood Renewal Corporation)
Established in 2001, the TNRC is a community development organization governed by a volunteer board of directors working to support neighbourhood renewal initiatives by providing assistance to the community through funding and education. The Manitoba government's Neighbourhoods Alive! provides core funding to the TNRC, enabling the organization to act as a catalyst for community development in Thompson. The TNRC has focused on recreation, housing, neighbourhood empowerment, cleanliness and beautification, safety and crime prevention, and economic development.

TRAA – (Thompson Regional Airport Authority)
The Thompson Regional Airport Authority is a non-profit organization that was formed in 1999 when Transport Canada wished to turn over ownership of the Thompson Airport to a local authority. The TRAA is comprised of 3 founding members and 9 appointed board members. The 3 founding members are North Central Development, Keewatin Tribal Council and the Thompson Chamber of Commerce.

Traffic Calming
Traffic calming is a variety of techniques used to reduce traffic speeds, including incorporating small roundabouts, narrowing roadway pavement widths.

Transportation infrastructure
Transportation infrastructure means all highways, roads, bike paths, sidewalks, airports, rail lines and docking facilities, as well as transportation and transit facilities.

TLE – (Treaty land entitlement)
TLE means land owed to First Nations under the terms of Treaties signed between the
First Nations and Canada (1871 to 1910).

TRCC – (Thompson Regional Community Centre)

TRIP – (Thompson and Regional Infrastructure Plan)

TU – (Thompson Unlimited)
Thompson Unlimited is Thompson’s economic development corporation, will foster a dynamic business climate by providing support and resources to grow Thompson as a northern center of diverse economic opportunities, and a community having a well-developed quality of life.

UCN – (University College of the North)
University College of the North is a post-secondary institution located in Northern Manitoba, Canada. UCN has a student body of approximately 2,700 annually, and a staff of approximately 400.

Universal Design
Universal Design means the creation of environments that respond to the needs of the entire population and acknowledges that people come in various sizes and have various strengths and abilities.

Riparian area: an area of land on the banks of or near a water body or waterway, which due to the influence of water supports, or in the absence of human intervention, would naturally support an ecosystem that is distinctly different from that of adjacent upland areas.

Winter City Design
Winter City Design is a concept for communities in northern latitudes that encourage them to plan their transportation systems, buildings, and recreation project around the idea of using their infrastructure during all four seasons, rather than just two seasons (summer and autumn).
2 HOW TO READ THIS PLAN

2.1. THE PLAN

The Development Plan is intended to establish a framework for land use decision-making within the City and Planning District. The Development Plan must embody the sustainability principles expressed through the SCP, and the MPP. The Development Plan must also embody the Provincial principles for land use planning framed in Provincial Planning Regulation (PPR). When considered individually, these documents do not provide an integrated framework for managing future growth in the City of Thompson Planning District in a sustainable manner. Relationships among the Development Plan and supporting documents are as follows:

a) The SCP, MPP, and the ACE outline strategies, policies and actions, which reflect the community’s 20-year vision for sustainable development.

b) The Development Plan provides a framework for land use development that is consistent with the Growth Management Plan found in the SCP and development regulations in the Provincial Planning Regulation (PPR).

c) The Zoning By-law, Subdivision Regulation & Building Code regulates development.

An ongoing review of this Development Plan and its strategies is necessary to identify those factors or trends that cause an existing pattern of development to continue or change. Review of the Development Plan should be done in accordance with the criteria and matrices found within the SCP and the requirements of the Planning Act.

In maximizing the quality of life for present and future inhabitants of the City and Planning District, strategies for the sustainable growth as outlined in the SCP can be achieved through enhancements to the economic, social, cultural, natural and built environments. Governance must also be part of the Plan.

The present characteristics and the nature of the dynamics which affect development patterns in the City and Planning District are unique. Development initiatives for diversification need to recognize those aspects that can work and are in alignment with the Dimensions of Sustainability in the SCP.

Decisions on allocation of land uses usually involve a trade-off between uses which may be incompatible. For example, residential areas are not typically located directly adjacent to heavy industrial areas. A public participation/consultation process served to evaluate alternatives and ensure priorities and trade-offs serve the widest public interest.

2.2. PLAN FORMAT

The Plan consists of four parts. Part One is an introduction to the structure of the Plan. Part Two presents general policies for the entire Planning District, while Parts Three and Four present specific policies for each of the Urban and Rural areas. Also attached, as Appendix A, are the Policy Area Maps.

2.3. ROLES

2.3.1. The Development Plan vests direct control of local land use and development policies to the Planning District Board and its member Municipalities. Every effort should be made by senior governments and Crown agencies to comply with the intent and designations of the Development Plan when undertaking work within their mandates.

2.3.2. Policies relating to the administration and use of Crown Land are developed from time to time by a variety of Provincial Government agencies. Administration of these lands and resources is the responsibility of the Province which will consult the Planning District Board on issues of mutual concern.

2.3.3. A variety of agreements exist among the Planning District, the City of Thompson, the Local Government District of Mystery Lake, Federal and Provincial Governments and their agencies and private interests that affect land use and development policy. Any change to these agreements would require all parties involved to consult and negotiate to modify or replace existing agreements.
2.3.4. The initial preparation of the Development Plan, in 2012, involved the entire community and many Government Departments and agencies. The Planning District Board assumed the lead role in the preparation of the Plan. Through resolution of the Planning District Board and concurrence by the Province, the Plan was then prepared and adopted by the Planning District Board by by-law and approved by the Province. The current version of the Development Plan complies with the intent of the SCP and the MPP.

Through the by-law process citizens may formally present their views on the principles, policies, programs and land uses proposed in the Plan. Citizens and stakeholders formally presented their views on sustainability and community vision for 20-year development for the City of Thompson Planning District during the extensive public consultation processes for the SCP and the MPP.

Government Departments and agencies contributed toward the preparation of various principles, policies and programs. As well, they take part in the review process when the Plan is formally reviewed by the Province for Provincial Approval.

During the periodic reviews of the Plan, typically undertaken in five-year intervals, citizens of the City and Planning District and Government Departments may contribute towards updating this Plan through interaction with the review committee set up by the Planning District Board. Extensive public consultation was also undertaken in 2010, through the work completed as part of the SCP and the MPP process.

2.4. INTERPRETATION

2.4.1. The boundaries between policy areas as designated on the Policy Area Maps in Appendix A are approximate, except where they coincide with major roads, railway lines, Lots, Blocks, Parcels and Public Roads (as shown registered in the Land Titles Office) or other clearly defined physical features. Where the general intent of this document is maintained, minor adjustments to boundaries will not require an amendment to this Development Plan.

Numerical figures in this Development Plan should not be interpreted as absolute and rigid. Minor variations from them will be tolerated providing the intent and spirit of this document is maintained.
3 PROJECT OVERVIEW

3.1. BACKGROUND

The Thompson Planning District Development Plan is intended to guide development within the City and Planning District established under the Planning District Regulation 249/2006. The Thompson Planning District comprises the City of Thompson and the Local Government District of Mystery Lake. The Development Plan is long term in nature and is intended to serve as a general guide for community development. As much as possible, the Plan has taken into account concerns that have been identified within the community. It is the intention to address these concerns through appropriate planning.

The maps showing the boundaries of various policy areas, transportation routes and any other features indicate only the approximate boundaries or locations thereof. Precise boundaries or locations will be established by the Zoning By-law.

The Development Plan is intended to provide guidelines for the conservation and use of the community’s resources and for the orderly development, including economic development, of the City and Planning District. The text sections of the Plan consist primarily of development objectives and policies, supported by Maps. Developments that are compatible with the spirit and intent of the Development plan can be given further consideration. Development proposals not in conformance with the Development Plan will require an amendment to the plan prior to further consideration.

Day-to-day decisions will be based on the goals and objectives of the Development Plan. This will reduce uncertainty in both the public and private sectors with respect to the future development of land and will ensure that the timing of such development coincides with the progressive provision of public services.

The Development Plan must embody the Vision for Sustainability adopted by the community as expressed through the Thompson Planning District SCP, City of Thompson MPP, and City of Thompson ACE:

- The SCP translates the community’s 20-year vision for sustainable growth into strategies, policies and actions:
  - Dimensions of Sustainability: Economic; Social; Cultural; Built/Natural Environment; Governance
  - Growth Management Plan & Map proposed 20-year land use/growth management strategy and supporting map
  - Sustainable Asset Management (SAM) identifies lifecycle costs and priorities for investment in roads and servicing infrastructure, buildings and parks facilities
- The MPP provides the City of Thompson’s 20-year guiding framework for the organization, design, operation and maintenance of parks and recreation.
- The SCP and the MPP linkage consists of a set of development policies that function to balance opportunities for greenfield development with consideration for existing development and an overriding obligation to protect sensitive lands.

The Development Plan must be generally consistent with the Provincial principles for land use planning framed in the Provincial Planning Regulation.

3.2. LOCATION

Thompson has been called the "hub of Northern Manitoba". It is located in the north-central portion of the province and is the last major community before the untamed north. The swift flowing Burntwood River reminds residents and visitors alike that pristine wilderness areas are never far from Thompson. Numerous lakes and rivers dot the area that is mostly covered in dense evergreen forest.
THOMPSON PLANNING DISTRICT

3.3. HISTORY

Located within the traditional territory of Nisichawayasihk Cree Nation, the Thompson town site was established in 1956 with the discovery of a rich body of nickel ore. The International Nickel Company of Canada (INCO) approached the Province of Manitoba with plans to open a fully integrated mining complex, and construction soon followed. The nickel plant and mine site was developed on Cook Lake, and the town site set up a few kilometers away on the Burntwood River. The name Thompson was chosen to honor Dr. John Fairfield Thompson, an INCO employee of over fifty years, and the Chairman and Chief Executive Officer at the time. Thompson is a unique northern city offering all the benefits of an urban lifestyle in a beautiful wilderness setting.

3.4. ECONOMIC BASE

Much of the City’s economic activity revolves around the mine, now owned and operated by Vale Ltd., and various supporting businesses. With the future of the mining industry changing, the city of nearly 13,000 is working to diversify its economy. The city has a strong retail and service sector, providing residents with all the amenities one would expect only from a larger regional centre. The local trading area encompasses over 40,000 people, offering extended opportunities to local business.

The city offers shopping areas, restaurants, entertainment and recreational opportunities to the region. Highway 6 provides a paved route on the 750-kilometre journey from Winnipeg. Points further north of Thompson are accessible along Highways 280 and 391. Thompson is also accessible by rail, and has a full-service Municipal Airport.

3.5. GENERAL INTENT OF THE PLAN

A municipality has a responsibility to promote the public health, safety, convenience, amenity choice and general welfare of its citizens in connection with the design of subdivisions, streets, roads, parks and the use and development of land for building or other purposes. This Plan is intended to be an overall policy statement for future growth and development in the City of Thompson and the Local Government District of Mystery Lake. The overall purpose of the Plan is to meet not only the needs of the people currently living in the City and Planning District, but also to work in conjunction with the surrounding communities to promote the furtherance of an integrated regional strategy. It is also intended to outline the Planning District's objectives for sustainable development, renewable resource extraction and recreation, on Crown owned lands within the Planning District.

With new documents now in place, the Development Plan needs to work in close association with the SCP and MPP to implement the community's long-term vision and objectives for sustainable development. At the same time, the Development Plan must also be generally consistent with the principles of the ACE report and the Provincial Planning Regulation.

In order to be successful, the Development Plan will need to be:

- Comprehensive, in that it must consider the interconnections between land use and elements like transportation, housing, social services and culture.
- Inclusionary, in that it provides sufficient opportunities for public consultation.
- Balanced, in that land use and development decisions must balance private gain with the costs that may be incurred by the public, and evaluate short-term profits against long-term costs.

3.6. PLANNING AUTHORITY

The authority to prepare a City of Thompson Planning District Development Plan is found in the Planning Act. The Development Plan is a statement of objectives and policies written and designed to promote the achievement of the community vision of sustainability outlined in the SCP and the MPP by orderly physical, social, economic and environmental developments within the City and Planning District accompanied by appropriate mapping.
3.7 REQUIREMENTS OF THE DEVELOPMENT PLAN

The Planning Act states that a Development Plan should include plans and policies for the City and Planning District respecting its purposes and physical, social, environmental and economic objectives; and contain maps and statements of objectives for sustainable land use and development.

The Development Plan must also embody sustainability principles expressed by the SCP and the MPP by orderly physical, social, economic and environmental developments and should also be generally consistent with the Provincial Planning Regulation and the City of Thompson ACE.
PART II
OVERALL THOMPSON PLANNING DISTRICT AREA
4.1. ISSUES

4.1.1. The Thompson Planning District faces challenges in providing affordable housing options to its residents.

4.1.2. Due to changing economic trends, there is a strong need to reassess the resource management and other opportunities in order to broaden the economic base.

4.1.3. The Planning District’s northern location warrants special consideration towards energy conservation practices.

4.1.4. Changes in the mining and hydro-electric power generation industries need to be addressed to ensure a stable employment base in the region.

4.1.5. Future locations of new livestock operations need to ensure that they do not have negative impact on adjacent properties, people and natural environment.

4.1.6. The nature and intensity of new developments, if not regulated appropriately, may have negative impact on the Burntwood River shoreline and the overall water quality.

4.2. OBJECTIVES

4.2.1. To promote economic diversification of the Planning District.

4.2.2. To provide effective and efficient District-wide services in accordance with the Planning District’s financial capabilities.

4.2.3. To provide an economic plan that reflects the nature of the Planning District.

4.2.4. To ensure that the City of Thompson continues to play an important role in the future economic growth of Northern Manitoba and beyond.

4.2.5. To maximize development opportunities in all sectors for the benefit of the Planning District and its residents.

4.2.6. To encourage communication and coordination between the various agencies within the Planning District with regards to recreational opportunities.
5 GENERAL DEVELOPMENT POLICIES

The following general development policies shall apply to the entire Thompson Planning District.

5.1. NEW DEVELOPMENT

5.1.1. Any new private sector developments as well as public works projects shall be planned and implemented to:
   a) Adhere to Provincial regulations and policies.
   b) Adhere to the Water Resources Conservation Act.
   c) Conform to the policies described in this Development Plan.

5.1.2. Any new development of land, building or structure that may have historical or archeological significance in the Local Government District of Mystery Lake will be required to:
   a) Seek assistance of the Historic Resources Branch and respect its "Basic policy statement Relative to Heritage Resources" to help determine whether sites or structures have enough historical potential to warrant protection.
   b) Ensure that the new development or demolition does not endanger any existing or identified site or structures of historical, ecological, architectural or archaeological significance.

5.1.3. Any new infill, brownfield as well as greenfield development will be required to:
   a) Provide comprehensive servicing analysis by an authorised licenced engineering company to prove that adequate capacity is available at the existing water treatment facilities, and existing facilities for disposal of bio solids as identified under the Water Protection Act.
   b) Seek Provincial approval in order to alter, enlarge or extend a waste management system or a waste disposal site.

5.2. ENVIRONMENT

5.2.1. No permanent development will be permitted in areas that are:
   a) Subject to flooding; or
   b) Low lying, marshy, erosion prone or of an unstable nature.

5.2.2. Where application is made for development in such environmentally sensitive areas, the Planning District Board, in consideration of the necessary Development Plan amendment and/or Zoning By-law change, shall consider, among other things:
   a) The existing environment and/or physical hazards;
   b) The potential impact of these hazards;
   c) The proposed methods by which these hazards may be overcome in a manner consistent with accepted engineering techniques and resource management practices; and
   d) The inclusion of special clauses within Development Agreements relating to unsuitability and restricted development.

5.2.3. Any development, initiative or practice that may negatively impact the quality of water in the Burntwood River will be strictly prohibited or restricted with appropriate regulations in accordance with regulations under the Water Protection Act.

5.2.4. Limited development may be allowed along the Burntwood River and its shore area subject to the following criteria:
   a) Any development involving new permanent or temporary buildings within Hydro setback area will be prohibited unless approved by Manitoba Hydro.
   b) The lands below the Manitoba Hydro Severance Line shall be kept in the public domain and may be leased to private sector service providers for providing recreational services including boating, skiing, recreational float plane flying, picnicking and passive recreational and historical uses of the waterway.
   c) Enhance public access to the river's edge, preserve water quality, and ensure bank stability.
d) Maintain a consistent vegetated buffer between developed areas and the waterway(s) to ensure that there is sufficient riparian vegetation to hold soils in place, minimize runoff effect, encourage bank stability and enhance the water quality and aquatic ecosystem.

e) Development agreements will encourage the re-establishment of native riparian vegetation along damaged or altered river bank areas of the water course(s).

5.2.5. Maximize the quality of the environment of the Thompson Planning District by minimizing the potential pollution of water, air and land and by preserving the unique or special attributes of the area's landscape.

5.2.6. Where appropriate, the incorporation of best available technologies for the mitigation or impacts to the environment will be employed.

5.2.7. Shoreline development shall be regulated in a manner which will ensure public access, preserve water quality, and ensure bank stability.

5.2.8. Substances containing nitrogen or phosphorus should not be added to the Burntwood River in accordance with regulations under the Water Protection Act.

5.2.9. Natural areas and habitats shall be protected from incompatible land use activity and development where:

a) rare or endangered flora or fauna have received provincial designation and protection under either the Manitoba Endangered Species Act or the federal Species At Risk Act;

b) lands have been designated as Protected under the Protected Areas Initiative;

c) lands have been identified as Wildlife Management Areas;

d) other sensitive wildlife or fish habitats or other ecologically significant areas have been identified, or;

e) Private lands have been voluntarily protected by landowners under the Conservation Agreements Act.

5.2.10. Surface water and groundwater quality and quantity shall be protected in accordance with the Water Protection Act, the Water Rights Act and the Fisheries Act (Canada).

5.2.11. Encourage water conservation and apply Water Sensitive Urban Design (WSUD) Best Practices in the design and construction of seasonal housing and recreation areas.

5.2.12. Public access to natural areas and wildlife habitat will be encouraged, where feasible, to foster appreciation for land and the enjoyment of nature, but such access would not exceed the capability of the area to sustain the environment and ecosystem integrity. In cases where private lands are involved, access to the areas will be subject to the approval of landowners.

5.2.13. Proposed developments located near waterways and water bodies that have the potential to alter, disrupt or destroy aquatic habitat; including the riparian area, will be referred to Manitoba Conservation for review.

5.2.14. Developments and the use of land adjacent to (within 1 mile) designated provincial parks, wildlife management areas or other protected areas will be referred to Manitoba Conservation for review to ensure that future development or changes in land use will not adversely affect the sustainability of the area or the resident flora and fauna.

5.3. SUSTAINABLE DEVELOPMENT

5.3.1. All development shall be designed and planned to ensure that environmental, economic, social and development activities meet the needs of the present without compromising the ability of future generations to meet their needs.

5.3.2. The LGD of Mystery Lake and the City of Thompson will promote sustainable development principles and initiatives to improve quality of life in the region by:

a) minimizing the potential pollution of water, air and land and by preserving the unique or special attributes of the area's landscape.

b) Incorporating best available technologies for the mitigation of impacts to the environment will be employed.
c) Supporting social programs and cultural initiatives.

5.4. **SOCIAL DEVELOPMENT**

5.4.1. The LGD of Mystery Lake and the City of Thompson will share social responsibilities within the region by:

a) Creating a desirable community for the limited seasonal rural population that promotes well-being, safety and extends the opportunity for choice to citizens of the City and Planning District in meeting their basic needs and aspirations.

b) Ensuring that any seasonal resort development that exists or is created in the Rural Development Area has sufficient access to social services that are provided in the City of Thompson.

5.5. **ECONOMIC DEVELOPMENT**

5.5.1. The City's location is directly related to the existence of a high grade ore body and, although at a considerable distance, Thompson is directly linked to the southern part of the province by a major northern link, Provincial Trunk Highway (PTH) 6. PTH 6 is a primary arterial and part of the National Highway System. It is a direct link to major national and international highways.

5.5.2. The industrial base and overall economy of the Planning District is subject to cyclical world market conditions. Emphasis must be placed on diversifying the economy by establishing long range economic strategies that will identify a greater variety and number of industries and services and lobbying for the development of these industries and services within the City and Planning District.

5.5.3. The presence of large scale commercial or industrial development within the Planning District is of significant importance and such uses should be designated to minimize the potential for problems which may arise from the proximity of incompatible land uses.

5.5.4. Support large scale industrial and commercial uses which would contribute to the local economy through the provision of jobs and support for local business.

5.5.5. Tourism and recreation are means by which the economy within the Planning District can be enhanced.

5.5.6. The TEDWG process shall provide immediate direction on specific priorities, such as Housing and establish a framework for continued collaboration between regional stakeholders and continued action to support economic diversification and development over the long-term.

5.6. **LIVESTOCK OPERATION**

5.6.1. Livestock operations are defined as sites with 10 or more animal units.

5.6.2. Livestock operations shall not be permitted within the boundary of City of Thompson.

5.6.3. Livestock Operations shall not be allowed in the LGD of Mystery Lake within the setback and separation distances specified in the Zoning By-law in the following instances:

a) around the City of Thompson;

b) along waterways and around water bodies (Minimum setback of 100m);

c) around Provincially designated parks (including Paint Lake Provincial Park, Sasagui Rapids and Pisew Falls);

d) Around recreation facilities such as Mystery Mountain Winter Park, cottage developments and designated areas such as Thompson Airport.

5.6.4. Livestock operations will not be allowed on Class 6 or 7 soils or unimproved organic soils (as determined by detailed soil survey at a scale of 1:50,000 or better), which cannot be used for sustainable agricultural production.

5.6.5. All livestock operations are subject to provincial regulations regarding manure management and confined livestock areas.

5.7. **HISTORICAL RESOURCES**

5.7.1. No development, land use or demolition shall be permitted in the Planning District that endangers any existing or identified structures of historical, ecological, architectural or archeological significance.
6 IMPLEMENTATION STRATEGY

6.1. ADVOCACY AND INCENTIVES

6.1.1. The LGD of Mystery Lake and the City of Thompson shall advocate for:

a) Use of sustainable building practices and products within its jurisdictions; and

b) Use of innovative methods for recycling waste and minimizing the amount of solid waste going to the regional landfills.

6.1.2. The LGD of Mystery Lake and the City of Thompson shall advocate for use of on-site waste water management systems to properly construct, maintain and/or decommission these systems to minimize the potential for contamination of local surface water and ground water resources.

6.1.3. The LGD of Mystery Lake and the City of Thompson shall establish or explore potential for incentive programs:

a) To encourage residents and businesses to practice recycling and separating waste at source.

b) That may provide financial and/or non-financial benefits to land owners and building owners that may actively contribute towards preservation of historically significant buildings, landscapes and culturally significant areas.

6.1.4. The City of Thompson shall offer educational/ awareness programs for residents and commercial developers about the Water Protection Act, Water Rights Act and negative impacts of draining substances containing nitrogen and phosphorus into the Burntwood River.

6.1.5. The City of Thompson and LGD of Mystery Lake will encourage citizens to avoid using lawn fertilizers containing phosphorus.

6.2. REGULATION AND ENFORCEMENT

6.2.1. A Zoning By-law pursuant to Section 68 of the Planning Act shall only be passed if it is generally consistent with this Plan.

6.2.2. As additional lands with inherent hazards become identified, the City of Thompson shall zone these lands in the implementing Zoning By-law to encourage their development as areas of major open space, agriculture, conservation, or recreation in accordance with the policies contained in this Plan.

6.2.3. The Zoning By-law Maps will identify land(s) designated by order-in-council and/or regulation by the province.

6.2.4. Separation distances for livestock operations will be established in the Zoning By-law as set out in the Provincial Planning Regulation, and are to be considered to be mutual between existing livestock operations and any new recreational and residential developments.

6.2.5. In areas where livestock operations may locate, they will be considered Conditional uses in the Zoning By-law.

6.2.6. Given the extent of organic soils in this Planning District, and the lack of readily available detailed soil survey information, the Council/Board shall review individual proposals for livestock operations in the LGD of Mystery Lake on a site-by-site basis. Therefore, the conditional use threshold in the zoning by-law will be lower than the provincial minimum requirement in order to consider these opportunities as they arise.

6.3. POTENTIAL PARTNERSHIPS

6.3.1. The City of Thompson and the LGD of Mystery Lake shall work together for mutual benefit and undertake periodic reviews of the existing municipal tax sharing agreements between the City and the LGD of Mystery Lake. This agreement would ensure that services are being funded equitably in light of the tax base in effect in each municipality.

Regional Concerns

6.3.2. The Planning District shall ensure that it is aware of the characteristics of and the issues that concern the broader region surrounding the Planning District and shall liaise with neighbouring areas.
**Regional Strategy**

6.3.3. In accordance with the *Planning Act*, the Planning District will work with the adjoining municipalities to join together to create a regional strategy to improve and coordinate land use and development in the region, and promote cooperation. Such strategies may address matters such as common goals, land supply, infrastructure, and development. It may be of benefit to the region to investigate the creation of such a strategy.

**Statutory Authorities and Public Works**

6.3.4. While nothing in this Plan shall affect the powers of Federal and Provincial agencies to undertake public works by authority granted under other statutes, the Planning District Board shall endeavour to ensure that such development complies with the general intent of the Plan and shall be compatible with the type, quality and character of the land use area in which it is proposed.

6.4. **MONITORING AND REVIEW**

6.4.1. The City of Thompson and the LGD of Mystery Lake shall undertake yearly housing inventory assessments to ensure that an adequate housing lot inventory is available for new housing developments on greenfield sites for two to three years of advance requirement.

6.4.2. The Development Plan must not be thought of as static, nor should the community be committed to an inflexible policy document for an extended period of time. If new trends or unforeseen needs arise, the Development Plan can, and should, be amended to address these changes. Similarly, all by-laws and development programs which are relevant to the Development Plan should be reviewed and re-evaluated.

6.4.3. Proposed land uses or developments that do not conform to the principles and policies set out in the Development Plan require amendments to the Development Plan before the said proposals can be put into effect. However, before making any amendment, the Planning District Board should study the effect of the proposal on the intent and spirit of the Development Plan to ensure that the proposed change is compatible with other policies and principles in the document.

6.4.4. Section 59 (1) of the *Planning Act* allows for the detailed review of Development Plans to be scheduled to set forth a schedule upon which the Development Plan will be reviewed. Based on this regulation, the Development Plan will be reviewed generally every 5 years.
## ISSUES AND OBJECTIVES

The extensive public consultation undertaken for this project, helped to formulate the following key issues faced by the LGD of Mystery Lake and the City of Thompson. The Development Plan outlines specific objectives and policies to address these issues. The implementation strategy, in turn, will provide a specific action plan to ensure that the policies are implemented to achieve the intended outcomes.

### 7.1. ISSUES

#### 7.1.1. ISSUES

Future expansion of existing residential, commercial and institutional land uses north of the Burntwood River is cost prohibitive due:

- a) Servicing constraints.
- b) A lack of amenities for future populations.
- c) Topographical constraints.

#### 7.1.2. ISSUES

The scale, density and character of new residential and commercial developments in mature neighbourhoods may have adverse impacts on maintaining the existing character of mature neighbourhoods due to:

- a) Inappropriate transition between existing low density areas and new higher density projects.
- b) Inappropriate building scale.
- c) Loss of historically significant buildings and landscapes.

#### 7.1.3. ISSUES

Existing residential areas face challenges to project a positive image due to:

- a) Lack of enforcement in the existing mobile home parks.
- b) Lack of strong urban design guidelines for private built form and public realm.
- c) Lack of maintenance of the existing housing stock.

#### 7.1.4. ISSUES

The downtown area face challenges to project a unique identity of the City of Thompson due to:

- a) Lack of engaging built form;
- b) Lack of walkable streets;
- c) Lack of appropriate mix of land uses;
- d) Lack of public outdoor open spaces;
- e) Excessive surface parking areas; and
- f) Lack of residential land uses.

#### 7.1.5. ISSUES

The City of Thompson is unable to provide affordable housing options to its existing and new citizens due to:

- a) Lack of availability of affordable serviced land; and
- b) Existing zoning constraints.

#### 7.1.6. ISSUES

The current open space structure in the City of Thompson does not achieve walkability between different parts of City due to:

- a) Gaps in the existing trail networks; and
- b) Lack of sufficient open spaces, parks and plazas in the downtown area.

#### 7.1.7. ISSUES

The City of Thompson is experiencing safety and security issues in certain parts of the City due to:

- a) Concentration of higher density housing and lack of supporting amenities in the Eastwood neighbourhood.
- b) Lack of mixed use developments in the downtown area.

#### 7.1.8. ISSUES

The size of existing industrial lands is insufficient to accommodate potential future demand for light and heavy industrial land uses.

#### 7.1.9. ISSUES

The nature of new development near and along the shore lines may negatively impact the Burntwood River valley due to:

- a) Lack of strong enforcement for substances of a detrimental nature that may be drained in the river.
- b) Nature and intensity of built form allowed along and near the shoreline areas and below the Hydro Severance Line.
7.10. Vale’s decision to transition their Thompson operations to a mining and milling business, and phasing out smelting and refining by 2015, has major impact on the region due to a loss of direct and indirect jobs.

7.2. OBJECTIVES

7.2.1. Ensure that the Zoning By-law regulations align with the policies set out in the Development Plan.

7.2.2. Provide affordable market and non-market housing options throughout the City of Thompson.

7.2.3. Address safety and security issues throughout the City with specific focus on:
   a) The downtown.
   b) Eastwood neighbourhood.

7.2.4. Establish a strong cultural identity for the City of Thompson as a unique northern city offering a variety of opportunities and services in the following sectors:
   a) health,
   b) education and
   c) recreation

7.2.5. Establish appropriate initiatives, programs and policies that promote continued economic growth of the City of Thompson and the region by:
   a) Ensuring that a sufficient amount of serviced employment (commercial and industrial) land is available within the plan area.
   b) Ensuring that appropriate tourism and recreational facilities are available in the plan area.
   c) Ensuring that sufficient support amenities are planned to attract new people to the region.

7.2.6. Allow residential infill at strategic locations by achieving appropriate transition between low density and medium density residential areas.

7.2.7. Address challenges faced by existing mature residential areas by:
   a) Enhancing low density residential character within the existing low density mature residential neighbourhoods.
   b) Providing appropriate level of public amenities within areas with higher residential densities.

7.2.8. Provide opportunities for mixed use developments at appropriate locations in order to improve walkability.

7.2.9. Recognize Burntwood River Valley as a key public asset by:
   a) Improving connections between residential developments and river valley as well as local schools, downtown and neighbourhood commercial areas and promote walkability.
   b) Regulating the nature of new developments along the river valley.
   c) Preserving lands along the river banks in their natural state.

7.2.10. Promote the use of transit and alternative modes of movement throughout the City of Thompson and specifically in the Established Neighbourhoods Policy Area by:
   a) Expanding bus transit routes;
   b) Creating new bike routes;
   c) Improving the multiuse trail network; and
   d) Promoting use of active transportation
COMMUNITY DEVELOPMENT POLICIES

8.1. ESTABLISHED NEIGHBOURHOODS POLICY AREA

Vision
The purpose of the Established Neighbourhoods Policy Area is to maintain and enhance the character of existing neighbourhoods and allow affordable residential options within the City of Thompson. Although each neighbourhood will have its unique identity, the overall character of the public realm and built form will be consistent throughout this policy area. Mixed use developments and medium density housing types will also be allowed at strategic locations along the periphery of mature neighbourhoods adjacent to major transportation corridors. Higher density residential development shall be allowed along Princeton Drive, provided that it fits with the surrounding context and appropriate built form transition is in place. In general, the emphasis should be on strategic public realm and transit infrastructure improvements to promote walkability within neighbourhoods and improve connectivity to natural features, the downtown and new Yale Newman Development. Special emphasis should be placed on building complete communities that are adaptable for future changes and provide a range of housing options and supporting amenities for all age groups. In addition, Crime Prevention through Environmental Design (CPTED) principles should be incorporated within any new development. Overall revitalization of the existing urban fabric through the renovation of existing housing stock, and new infill opportunities should be promoted.

Policies

8.1.1. The Policy Area Maps in Appendix A and as described in this Section, indicates that the area designated as Established Neighbourhoods Policy Area shall have predominantly residential land uses including permanent single family, two family and multi-family residential and mobile home development. Other uses which are compatible with and which serve the basic residential function, such as parks and recreation, public institutional, as well as convenience commercial may also be permitted.

8.1.2. The approval decisions for new developments within the Established Neighbourhoods Policy Area shall be based on prioritizing infill development over other developments that may require extension of municipal services.

8.1.3. New residential developments on vacant lands in the Established Neighbourhoods Policy Area shall adhere to the following:

a) Maintain overall character of the neighbourhood.

b) Provide appropriate transition between lower density and higher density built forms.

c) Provide adequate buffers between residential lands and any public, institutional or commercial land uses.
8.1.4. Redevelopment and retrofitting of older housing stock within the existing residential areas shall be promoted. Rezoning of existing low density residential lots to higher density residential types shall be supported subject to the following criteria for location, size and density of the development:

a) Redevelopment of single detached housing located at the intersection of public streets to semi-detached housing.

b) Redevelopment of properties located along Thompson Drive to medium density housing.

c) New higher density housing provides on-site amenities;

d) New housing is consistent with the appropriate zoning; and

e) Parking requirements are accommodated within the parcel.

f) Higher density housing forms with building height above 4 storeys will be considered appropriate south of Station Road.

g) Medium density housing forms with building height up to 4 storeys will be considered appropriate north of Station Road.

8.1.5. New subdivisions shall be required to incorporate sustainable design principles by:

a) Promoting the use of energy efficient building materials;

b) Incorporating multiple housing types; and

c) Appropriate orientating of buildings to maximize solar energy gain.

8.1.6. The location, size and number of new open spaces, playgrounds, trails, community parks and recreation areas within Established Neighbourhoods Policy Area shall be guided by the following:

a) The principles and the direction established in the MPP shall be respected.

b) Gaps in the existing multi-use trail system as well as open space network are filled.

c) Geophysical land characteristics shall be considered when considering recreational development.

d) Improving walkability from residential neighbourhoods to school sites, the downtown and the Yale Newman Policy Area.

8.1.7. New neighbourhood commercial nodes will be considered at corner sites at the intersections of major local streets provided that:

a) The proposed land uses provide for a neighbourhood’s day to day convenience needs.

b) Built form provides appropriate transition from residential to commercial land uses and promotes active street frontages.

8.1.8. Redevelopment of existing properties to mixed use commercial as well as public amenities/institutional land uses will be considered at the following locations:

a) Intersection of Station Road and Princeton Drive;

b) Nelson Road and Yale Avenue; and

c) Princeton Drive and Thompson Drive.

8.1.9. New mobile home developments will be considered as a viable affordable housing option provided that:

a) They are developed as mobile home subdivisions and are contiguous with existing mobile home subdivisions.

b) New mobile home parks will be prohibited within the City of Thompson boundary.

c) New additions as well as developments in the existing Mobile Home Parks and subdivisions will be required to adhere to new Zoning By-law standards.

8.1.10. Parking requirements of existing and new residential, neighbourhood commercial and institutional developments with Established Neighbourhoods Policy Area shall be contained within individual parcels.

8.1.11. All intensive or higher order commercial uses such as department stores and markets shall be located primarily in the Downtown Policy Area.
8.1.12. The site design and built form of new developments along Station Road will be required to complement the streetscape improvement plans along Station Road and contribute to the beautification of this gateway.

8.1.13. New high density developments more than 4 storeys and any public institutional development will be required to submit a Crime Prevention Through Environmental Design (CPTED) assessment at the development permit stage by a qualified architectural or planning firm.

8.1.14. New residential developments along rail lines will be required to provide appropriate buffers and provide proof of noise mitigation techniques used for minimizing the noise impacts on residential properties.
8.2. DOWNTOWN/CORE POLICY AREA

**Vision**
The Downtown/Core Policy Area will establish a framework to attract new commercial, office and mixed use residential developments within the downtown in order to develop a distinct sense of place. It will also promote redevelopment and/or retrofit of the existing mall sites and commercial buildings. The focus of the new public realm improvements will be towards the creation of pedestrian friendly streets, creation of new pedestrian plazas, creation of smaller urban blocks, reduction in surface parking standards, and improving the downtown’s connections to the riverfront open spaces. Various municipal incentive programs will be developed in order to enable downtown revitalization.

**Policies**

8.2.1. The Policy Area Maps in Appendix A and as described in this Section, indicates that the area designated as Downtown/Core Policy Area shall predominantly have commercial office, residential and mixed use developments. Other uses which are compatible with the City’s central area and which provide necessary amenities and services for the downtown business centre, such as urban parks, plazas, recreational amenities, as well as public and institutional uses shall be permitted.

8.2.2. Redevelopment of existing mall sites will be promoted to allow a variety of commercial and office land uses in accordance with the following:

a) The principles and policies set out in the future Downtown Secondary Plan.

b) Existing larger urban blocks may be sub-divided into multiple smaller urban blocks by extending the surrounding streets in a grid pattern. Such new streets shall be dedicated to the City of Thompson as public right of ways.

c) New commercial and office buildings shall frame public streets.

d) Commercial uses which exhibit recognized hazard and nuisance features shall be considered conditional uses, and each such proposal shall be assessed on an individual basis against any performance standards available for that specific use. Such uses may be accommodated in general commercial areas if they are considered too much of a nuisance or too hazardous for a major, district or neighbourhood commercial area.

e) A servicing capacity study and Traffic Impact Assessment shall be submitted to the City of Thompson.

8.2.3. Intensification of existing mall sites shall also be considered, if the market demand exists, subject to the following:

a) A comprehensive long term site redevelopment plan is prepared including phasing in compliance with the policies set out in the future Downtown Secondary Plan.

b) Short-term development does not negatively impact the viability of the long term vision.

c) A servicing capacity study and Traffic Impact Assessment are submitted to the City of Thompson.
8.2.4. The location, size and number of new open spaces, urban parks, playgrounds, trails, community parks and recreation areas within the Downtown/Core Policy Area shall be guided by the following:
   a) The principles and the direction established in the MPP shall be respected.
   b) Gaps in the existing multi-use trail system as well as open space network are filled.
   c) Improving walkability from downtown to the river valley, residential neighbourhoods and Yale Newman area.
   d) Enable year-round outdoor gathering space for city scale public events.

8.2.5. New residential and commercial developments will be required to incorporate alternative ways of incorporating parking demand within their sites using methods such as structured parking, underground parking and shared parking.
   a) Surface parking areas shall be minimized.
   b) Where possible, surface parking areas shall be screened from public streets.
   c) Off-site parking options may be considered subject to detailed parking analysis.
   d) Proposals with reduced parking may be considered subject to comprehensive parking analysis and availability of transit alternatives in the area.

8.2.6. New developments along Cree Road and Churchill Street shall be required to contribute towards future development of these streets as mixed use pedestrian streets by:
   a) Orienting main frontages and entrances towards public streets;
   b) Screening surface parking areas from public streets; and
   c) Providing transparency at street level.

8.2.7. Development of mixed use housing will be promoted in the Downtown/Core Policy Area in accordance with the recommendations in the SCP at the following locations:
   a) Along Nelson Road between Station Road and Mystery Lake Road.
   b) Along the south side of Station Road between Mystery Lake Road and Nelson Road.
   c) Along Cree Road.

8.2.8. New residential mixed use developments shall be encouraged to submit a Crime Prevention Through Environmental Design (CPTED) assessment at the development permit stage by a qualified architectural or planning firm.

8.2.9. All new commercial, residential and office developments will be required to provide onsite outdoor amenity areas for their users in accordance with the applicable zoning.

8.2.10. New public and private developments along entrance corridors to the City of Thompson’s urban areas shall contribute towards promoting a positive image of the city through enhanced landscaping, public art and engaging built form. The specific nodes shall include:
   a) Mystery Lake Road (Between south of the Burntwood River and Thompson Drive).
   b) Intersection of Mystery Lake Road (Between Seal Road and Thompson Drive).

8.2.11. Future improvements to the road network within the Downtown/Core Policy Area will be required to incorporate a variety of measures such as wider sidewalks, improved crosswalks, traffic calming and other specific measures to improve walkability between key land uses.

8.2.12. New developments shall be encouraged to demonstrate incorporation of winter city design principles as well as sustainable design principles in site design, and building architecture at the development permit stage.
8.2.13. The northeast portion of the Downtown/Core Policy Area shall be developed to provide an appropriate transition of the downtown commercial uses to future developments in the Yale Newman Policy Area and shall adhere to the following:

- Auto oriented commercial infill developments on land parcels located west of Nelson Drive, north of Thompson Drive and east of Civic Buildings as well as along Moak Creek Road.
- Continuation of the Downtown’s public realm elements along Nelson Drive.

8.2.14. Designation of any land within the Downtown/Core Policy Area as Urban Reserve Land shall comply with the following:

- The use of land provides a commercially viable land use in conformance with the City of Thompson Zoning By-law.
- Appropriate municipal servicing agreements are in place for use of municipal services.
8.3. CAMPUS/ INSTITUTIONAL POLICY AREA

Vision
The land located between Thompson Drive and the river valley is envisioned to be a future Campus/ institutional centre within the City of Thompson. The policy area will provide a framework for strategic expansion of the University College of the North (UCN) Campus and a vision for accommodating a wide range of student as well as family-oriented housing. It is envisioned that the existing recreational and institutional activities within this area will be expanded in a cohesive manner with the UCN Campus. Development of specialised destinations such as the Thompson Regional Community Centre (TRCC) as well as potential institutions such as the Boreal Discovery Centre will be promoted. The Campus/ Institutional Policy Area will be developed as a signature place within the City of Thompson that will act as a community hub for educational, recreational as well as health and wellness needs of the residents and visitors. The future built form, vehicular network and pedestrian circulation should enhance the connectivity to and from this area with the river valley as well as surrounding neighbourhoods.

Policies

8.3.1. The Policy Area Maps in Appendix A and as described in this Section, indicates that the designation of lands under Campus/ Institutional Policy Area shall be predominantly used for educational, education related residential and commercial uses as well as city scale recreational and cultural land uses.

8.3.2. Mixed use commercial and residential uses will be considered part of the Campus/Institutional Policy Area provided that:

a) The primary purpose is to provide student housing and related convenience retail services.

b) Residential and commercial uses are integrated with educational land uses in a campus style layout.

c) Adequate buffers shall be provided between any public or institutional use and adjacent residential as well as commercial land uses.

8.3.3. New additions and infill developments in the Campus/ Institutional Policy Area shall ensure that:

a) They positively contribute to existing educational facilities.

b) The facility or space provides a unique identity and or cultural amenity.

c) Adequate off-street parking, loading and unloading facilities shall be provided for all public and institutional uses.
8.3.4. The location, size and number of new open spaces, urban parks, playgrounds, trails, community parks and recreation areas within the Campus/Institutional Policy Area shall be guided by the following:

a) The principles and the direction established in the MPP shall be respected.
b) Gaps in the existing multi-use trail system as well as open space network are filled.
c) Improving walkability from Campus/Institutional Policy Area to the river valley and surrounding residential neighbourhoods.
d) Geophysical land characteristics shall be considered for recreational development.
e) Enable year round outdoor gathering space for city scale public events.
8.4. INDUSTRIAL POLICY AREA

Vision
The purpose of this policy area is to support appropriate industrial land uses in the southern as well as eastern portion of the City of Thompson and promote these areas as prime economic and employment areas within the City and the region. The policy area will provide specific direction in terms of appropriate mix of desired industrial and commercial uses. The main focus will be to maintain and enhance industrial as well as employment character within this area. Appropriate buffer land uses and built form policies will provide guidance for appropriate transition between industrial uses within the policy area and non-industrial land uses in the surrounding areas.

Policies
8.4.1. The classification of land for industrial purposes as shown on the Policy Area Maps in Appendix A and as described in this Section, indicates that the predominant use in the areas so designated shall be for industrial purposes including: the entire range of manufacturing, processing, warehousing, wholesaling, industrial storage, and so on. Other uses which are compatible to and add to industrial component of the city, such as parks and recreation, public and institutional, commercial uses which are accessory to and part of the industrial use as conditional uses and public works may also be permitted.

8.4.2. All new industrial development shall be located in the designated industrial park areas, specifically:
   a) Light industrial uses in the southern boundary of the City of Thompson; and
   b) Heavy industrial uses in the eastern boundary of the City of Thompson adjacent to the railway station.

8.4.3. Any new industrial park sites shall:
   a) Be serviced by a public road access system.
   b) Incorporate eco-industrial park design principles.
   c) Ensure that storm water management issues are addressed through site design and grading.

8.4.4. Light industrial land uses located in the southern portion of the City of Thompson shall:
   a) Provide appropriate transition from adjacent residential and or commercial areas; and
   b) Allow large format warehouse retail stores except grocery stores.

8.4.5. Location, size and number of new open spaces, trails, within the Industrial Policy Area shall be guided by the following:
   a) The principles and the direction established in the MPP shall be respected; and
   b) Gaps in the existing multi-use trail system as well as open space network are filled.
8.5. **YALE-NEWMAN POLICY AREA**

**Vision**

The Yale-Newman Policy Area provides an excellent opportunity to develop a contemporary mixed use community in the north-east portion of the City to accommodate new urban growth. It is envisioned to be a walkable community, with a wide range of low, medium and higher density residential types. The future road network and open space pattern for this area will ensure that connectivity to the riverfront is enhanced by careful design of vehicular and pedestrian circulation. This area will be developed as a unique destination within the City of Thompson with large as well as small format retail commercial opportunities, enhanced natural areas and public amenities. This area will be developed as a natural extension of the downtown with a continuation of similar public realm character. The internal transportation network will improve the connectivity of this area with the downtown as well as new developments to the north and east areas of the City.

**Policies**

8.5.1. The Policy Area Maps in Appendix A and as described in this Section, indicates that the area designated as Yale-Newman shall predominantly have a mixed use character with an appropriate balance between large format commercial and residential land uses. Other uses which are compatible with and which provide necessary amenities and services, such as parks and recreation, public and institutional as well as convenience commercial may be permitted.

8.5.2. No new development will be allowed within the Yale-Newman Policy Area prior to the approval of a secondary plan. The secondary plan for this area shall provide specific direction with respect to:

   a) Land use composition;
   b) Preferred open space network;
   c) Walkability and site-level mixed use;
   d) Mix of housing types including affordable housing; and
   e) Appropriate residential densities.

8.5.3. Prior to approval of any new developments in accordance with the secondary plan, in this policy area, the developer will be required to:

   a) Conform to the overall intent of the policy area as a mixed use community with large format retail as a major anchor;
   b) Conform to a transportation study that determines:
      i) the potential impact of new development on existing municipal roads including Mystery Lake Road; and
      ii) the requirement of any new transportation facilities in the Policy Area,
   c) Submit a comprehensive servicing analysis report including water, sewer, storm water management and other utility extensions for the particular site; and
   d) Ensure that open spaces are developed in accordance with the policies established in the secondary plan and the MPP.
8.5.4. The new road network in the Yale-Newman Policy Area shall:
   a) Respect existing topography;
   b) Improve connectivity between downtown and Nelson Road;
   c) Avoid use of cul-de-sac streets, and encourage grid pattern development; and
   d) Promote connections to the river valley and also provide future connection towards an eastern, north and south roadway system.

8.5.5. Location, size and number of new open spaces, urban parks, playgrounds, trails, community parks and recreation areas within Yale-Newman Policy Area shall be guided by the following:
   a) Preserve environmentally sensitive land along the riverfront as identified in the SCP;
   b) Improve walkability from Yale-Newman lands to the downtown and the river valley;
   c) Ensure outdoor public gathering areas are designed along the riverfront and future commercial anchor; and
   d) Shoreline park and recreation development shall be regulated in a manner which will ensure public access, preserve water quality, and ensure bank stability.

8.5.6. The future built form shall maximise the views of the river valley for all residential developments by:
   a) Providing lower density, low rise buildings along the riverfront and higher density, high rise buildings at the eastern boundary of the policy area; and
   b) Providing variation in the built form.
8.6. FUTURE DEVELOPMENT POLICY AREA

Vision
The Future Development Policy Area will allow limited commercial, residential, rural residential and recreational land uses within preferred areas for future development identified on Map 2: City of Thompson Policy Area. The size, intensity and nature of the development will be determined based on servicing constraints.

Policies
8.6.1. The Policy Area Maps in Appendix A and as described in this Section indicates that the area designated as Future Development Policy Area shall allow future development only within preferred areas for future development as identified on the Map. The nature and intensity of future land uses shall be decided on a case-by-case basis subject to infrastructure including self-contained or municipal servicing provisions in compliance with provincial policies. Some of the key land uses allowed in this policy area shall include but not limited to highway commercial, commercial, rural residential, parks, recreational and institutional land uses.

8.6.2. The areas that may be capable of highway commercial development shall address the following issues prior to designating them for commercial development.
   a) Third party interests and ownership,
   b) tax-sharing agreements (including differential mill rates and service fees) and availability of developable areas.
   c) New strip commercial development with additional accesses to PR 391 shall require permit from Manitoba Infrastructure and Transportation. Any new development is encouraged to utilize existing accesses.

8.6.3. Areas identified for future parks or recreation areas shall be reserved until they are required for development, and shall be preserved from encroachment by land uses which may endanger their future use.

8.6.4. Location, size and number of new open spaces, urban parks, playgrounds, trails, community parks and recreation areas within Future Development Policy Area shall be guided by the following:
   a) The principles and the direction established in the MPP; and
   b) Area immediately north of Burntwood River, East of City of Thompson boundary, and west of PR 391 should be preserved in its natural state for its future development as wilderness park as proposed in the MPP.
   c) The need to provide a variety of regional level recreational activities with focus on natural environment.

8.6.5. Shoreline park and recreation development shall be regulated in a manner which will ensure public access, preserve water quality, and ensure bank stability.
   a) Unless specifically otherwise allowed, no permanent development shall take place in the Hydro setback area. Such uses which are compatible with the environment, or which can be justified as an acceptable risk in a hazard area such as, docking facilities, boat marinas, parks, recreation areas and their related facilities, forestry stations and public works may be permitted.

8.6.6. Any new subdivision in the Future Development Policy Area shall be in conformance with the City of Thompson Zoning Bylaw and subdivision regulations established in the Planning Act.
9 TRANSPORTATION AND SERVICING POLICIES

9.1. TRANSPORTATION

9.1.1. Transportation development within the community shall be regulated in accordance with the following:

a) All roads used for public access within the City and Planning District shall conform to Transportation Association of Canada (TAC) standards.

b) Landscaped open areas shall be linked with the pedestrian walkways and any linear park system developed within the Planning District.

9.1.2. Because of its importance as a regional and provincial carrier, new development shall be strictly controlled in the immediate vicinity of the following highways and Provincial Roads in order to avoid any interference with the main function of this highway:

a) PTH #6 south of Thompson has been designated as a primary arterial highway.

b) PR 391, north of Riverside Drive and PR 280 has been designated as a primary arterial highway.

9.1.3. Any proposed new accesses or construction proposed within the statutory control areas adjacent to PTH6, PR391 and PR 280 shall require permits from Highway Traffic Board or Manitoba Infrastructure and Transportation (MIT).

9.1.4. Where possible, new development within the Established Neighbourhoods Policy Area shall utilize internal roadway system. Any new access from PTH6 shall require permits from Highway Traffic Board or Manitoba Infrastructure and Transportation (MIT).

9.1.5. A Transportation impact Assessment may be required by the City of Thompson in the following instances:

a) New developments along regional roads and provincial highways requiring additional accesses from the highway or Provincial Roads.

b) In the opinion of City of Thompson, the scale of new development may have significant impact on local traffic.

9.1.6. A visual depiction of the various road classes within the City of Thompson are shown in Map 3 of Appendix B.

9.2. WATER AND SEWER

9.2.1. Developments requiring the construction, upgrading or extension of water supply or wastewater collections systems must meet provincial requirements.

9.3. WASTE

9.3.1. Waste disposal systems for new residential buildings in un-serviced areas must conform to Provincial standards.

9.4. OTHER UTILITIES

9.4.1. Developers will be required to secure approvals from Manitoba Hydro, to provide electrical service to new developments.

9.4.2. In conformity with the Manitoba Hydro Act the Planning District shall support actions necessary to provide for the continuance of a supply and use for the needs of the community.
IMPLEMENTATION STRATEGY

10.1. ADVOCACY AND INCENTIVES

10.1.1. The City of Thompson will advocate for:

a) Promoting Thompson as a unique northern city with a variety of economic, cultural, employment and recreational opportunities for everyone.

b) Active involvement of citizen groups in development of new neighbourhood-based programs, initiatives and festivals to promote community identity.

c) Establishing a Municipal Parking Authority to allow for shared parking solutions and reducing parking requirements for individual sites within the Downtown/Core Policy Area.

10.1.2. The City of Thompson will explore the viability of the following potential incentive programs such as:

a) Development incentive grant program, which may provide housing grants to new residential developments located within the Downtown/Core Policy Area.

b) Façade Improvement Grant Program, which may provide matching grants to private property owners in order to encourage them to improve the character of their building facades. Such a Façade Improvement Grant Program may be established for properties along Cree Road and Churchill Street.

c) Affordable Housing Grant Program that may involve grants to individual property owners to undertake retrofitting of their existing buildings or building legal secondary suites.

d) Community Improvement Grants for various neighbourhood initiatives such as installation of public art, block parties, block clean-up and other related initiatives.

10.1.3. The City of Thompson will provide ongoing support initiatives for:

a) Improving safety and security in all neighbourhoods.

b) Beautification of public streets, parks and other public areas in order to improve the visual appeal of the City as a whole.

10.2. REGULATION AND ENFORCEMENT

10.2.1. For successful implementation of the Development Plan the City of Thompson will utilize the following regulatory and enforcement framework in accordance with the Planning Act, Municipal Act and other regulations:

a) Zoning By-law:

i) Subsequent to the adoption of the Development Plan, the City of Thompson shall adopt Zoning By-laws for its jurisdiction. The Zoning By-law shall generally conform to the principles, policies and Policy Area Maps set out in the Development Plan.

ii) The Zoning By-law shall establish land use zones and development requirements for each zone. It shall prescribe the permitted and conditional uses of lands for each zone, buildings and structures and the general development standards including lot size and frontage requirements.

iii) A Zoning By-law shall also provide for the issuing of development permits and the procedures whereby an application for a development permit is to be made and processed. In this regard, the Development Plan is used as a guide in preparing or amending the Zoning By-laws and to establish the applicable development standards. For example, the Policy Area Maps of this Development Plan shall provide guidance in preparing the necessary zoning maps of the Zoning By-laws.

iv) In studying an application for re-zoning, the City of Thompson shall base its decisions on the objectives and policies laid down in the Development Plan.

v) Proposed zoning amendments that do not conform to the Development Plan and Policy Area Maps attached thereto, require an amendment to the Development Plan prior to amending the zoning.
b) Subdivision regulations: Subdivision regulations shall be established/revised to allow the City of Thompson to control the subdivision of land under the authority vested in it by the Planning Act. Section 125 of the Planning Act states that a subdivision of land shall not be approved unless the Council of the Municipality in which the land proposed for subdivision is located, has by resolution given its approval, with or without conditions. Hence the appropriate authority will approve a subdivision application only when the policies of the Development Plan and appropriate Zoning By-laws are complied with.

c) Building By-law: The City of Thompson will establish building by-laws to ensure that new or renovated buildings conform to the Manitoba Building Code and such other related codes and standards as deemed necessary in order to protect the safety of the public, have adequate fire provisions and meet health requirements. The Building By-Law and Building Safety and Property Standards By-Law for the City of Thompson have been adopted. Maintenance Standards and Occupancy By-laws may also be adopted.

d) Development agreements: Wherever applicable, developers may be required to enter into an agreement with the Municipality regarding the level of and standards of workmanship for services and utilities, the dedication of land for public uses, the phasing of development, the developer's financial commitments to the public, and the posting of bonds to guarantee the completion of the project. These agreements shall ensure that the development will take place in conformance to the Plan and in such a manner that the general well-being of the community or the surrounding property owners will be protected.

e) Land Acquisition: The City of Thompson may acquire land for the purpose of implementing any existing or future phase of the Development Plan in accordance with Section 66 of the Planning Act and Section 250(2) of the Municipal Act. This will facilitate the local authority's need to secure necessary land for the implementation of the Development Plan.

10.2.2. In order to achieve the vision established for this Policy Area and recommendations of the SCP, the following new zones shall be created in the new Zoning By-law:

a) C-DTR (Commercial– Downtown Revitalization): To allow residential mixed use development in the Downtown/ Core Policy Area.

b) C-MU (Commercial- Mixed Use): To allow mixed use buildings with commercial retail and office uses at the ground floor and residential uses above.

c) C-LF (Commercial- Large Format): To provide specific redevelopment regulations to establish new large format auto oriented commercial anchor developments with additional focus on pedestrian comfort.

10.2.3. The condition and repair of housing stock throughout the City and Planning District shall be regulated by the enforcement of a maintenance standards and occupancy by-law.

10.2.4. Secondary plans shall be prepared in accordance with the Planning Act to guide future redevelopment and infill within the Downtown/ Core Policy Area and the Yale-Newman Policy Area to guide:

a) Preferred future roadway networks and urban fabric;

b) Future open space network;

c) Detailed land use mix and nature of built form; and

d) Infrastructure improvement/extension requirements.

10.2.5. The City of Thompson will update the ticket By-law at the City to establish strict penalties for persons violating the building By-law, Zoning By-law and other Municipal By-laws. Special emphasis shall be given to enforcement measures.
10.3. **PARTNERSHIPS**

10.3.1. The City of Thompson will work with the Province and Vale and explore potential opportunities for additional land annexation required for future growth as per the Policy Area Map 1.

10.3.2. Commercial/industrial Urban Reserves: The City of Thompson recognizes that Commercial/Industrial Urban Reserves are an important socio-economic development for First Nations. The establishment of a Commercial/Industrial Urban Reserve - a separate jurisdiction within an existing municipality - does present some technical challenges in establishing methods of land use control and an equitable process for service delivery. Upon receiving a request from a First Nation the City of Thompson will enter into negotiations with that First Nation for an appropriate services agreement to facilitate the establishment of a Commercial/Industrial Urban Reserve. There are existing agreements that can be used as the basis of negotiations for future agreements.

10.3.3. The City of Thompson will work with partners to establish a multi-use recreational facility in association with the Government Air Seaplane Base on the north shore of the Burntwood River.

10.3.4. The City of Thompson will work with Manitoba Infrastructure and Transportation to explore a variety of traffic calming solutions and also achieve appropriate balance between the role of PTH/ Mystery Lake Road/ PR391 as strategic route in northern Manitoba as well as an important roadway within the City of Thompson’s downtown area.

10.3.5. There are series of organizations where the development of partnerships can be pursued, including the following:
   a) Local developers
   b) Keewatin Tribal Council (KTC)
   c) Manitoba Housing
   d) Manitoba Hydro
   e) Manitoba Keewatinowi Okimakanak
   f) Manitoba Metis Federation (MMF)
   g) Nisichawayasihk Cree Nation (NCN)
   h) Northern Regional Health Authority (NRHA)
   i) Public Utilities Board
   j) Thompson Chamber of Commerce
   k) Thompson Housing Agency (THA)
   l) Thompson Neighbourhood Renewal Corporation (TNRC)
   m) Thompson Regional Airport Authority (TRAA)
   n) Thompson Regional Community Centre (TRCC)
   o) Thompson Unlimited (TU)
   p) University College of the North (UCN)
   q) Vale

10.4. **MONITORING AND REVIEW**

10.4.1. The City of Thompson will regularly analyse and review its land requirements necessary to meet ongoing market demands and work with Vale, the Province and the LGD of Mystery Lake to explore the possibility of future expansion of its boundaries in accordance with the direction established in this Development Plan.

10.4.2. The City of Thompson will undertake a comprehensive financial review to identify monetary costs involved in the extension of services including water, sewage, roads, storm water management systems as well as a parks network for implementation in future expansion areas including the Yale Newman lands.

10.4.3. The City of Thompson will ensure that appropriate funds are available in its annual budget for maintenance of the parks and recreational facilities as well as implementation of new capital projects in accordance with the MPP.
PART IV

RURAL DEVELOPMENT AREA
11. **KEY ISSUES AND OBJECTIVES**

11.1. **ISSUES**

11.1.1. Development potential is restricted in the rural area due to a variety of limitations including:

a) Servicing constraints;

b) Lack of rural transportation infrastructure;

c) Minimal developable building sites due to topographical constraints;

d) The International Nickel Company of Canada agreements (1956);

e) High environmental value of the surrounding landscape and a high sensitivity to development; and

f) Lack of amenities for any population growth.

11.2. **OBJECTIVES**

11.2.1. To develop the most diversified economic potential while enhancing the quality of life, and to provide effective and efficient Planning District wide services in accordance with the Planning District’s financial capabilities.

11.2.2. Develop land uses that are planned and designed to be compatible with their surroundings and will prevent or minimize conflicts and avoid dangers to public health, safety and the environment.

11.2.3. Ensure that the Zoning By-law regulations align with the policies set out in the Development Plan.

11.2.4. Continue a strong connection between people in the City of Thompson and the LGD of Mystery Lake to the natural environment through preservation and maintenance.

11.2.5. Establish and maintain recreational opportunities that work to increase the connection of people and nature while still respecting the significance of the environmental features.

11.2.6. Limit development to areas that can support the proposed use and have sufficient services and transportation infrastructure and do not negatively affect the natural features.

11.2.7. Recognize the Burntwood River valley as a key public asset by:

a) Providing connections to residents in select locations that minimize the impact on the river valley.

b) Regulating the nature of new developments along the river valley.

c) Preserving lands along the river banks in their natural state.

11.2.8. Continue to promote resource development that:

a) Provides employment opportunities for the residents of the City of Thompson and LGD of Mystery Lake.

b) Includes full life-cycle plans including a reclamation plan that returns resource development sites to their natural state.

11.2.9. Provide transportation networks, through various modes, that connect the City of Thompson to:

a) The LGD of Mystery Lake;

b) The surrounding region; and

c) The province of Manitoba.
COMMUNITY DEVELOPMENT POLICIES

12.1. RURAL DEVELOPMENT POLICY AREA

12.1.1. The classification of land as Rural Development Policy Area, as shown on the Policy Area Maps in Appendix A, and described in this Section as Long Term development Policy Area, indicates that, unless specifically otherwise allowed, no permanent development shall take place.

12.1.2. The LGD of Mystery Lake shall be developed and maintained according to the development objectives stated in Part IV, Section 12.

12.1.3. Uses that are compatible with natural resource management, mineral resource extraction and recreation can be considered in the Rural Development Policy Area.

12.1.4. Permanent residences in the LGD of Mystery Lake should not be permitted except as otherwise specifically allowed.

12.1.5. The LGD of Mystery Lake shall support the actions by Governments and agencies to maintain and enhance the utilization of the natural resources of the Planning District specifically: forestry, fishery, wildlife, minerals by ensuring that land use decisions are made in a collaborative manner.

Mineral Exploration and Development

12.1.6. The Planning District will honor existing “mineral access rights” associated with a valid mining claim or lease as well as other existing land and development rights and encourage environmentally sound mineral exploration, extraction and development.

12.1.7. The Thompson Nickel Belt is identified as having a high mineral potential and shall be protected from conflicting surface land uses that could interfere with access to this resource.

12.1.8. The existing mineral exploration rights and leases are shown in Appendix A.

12.1.9. Mining activity shall be based upon the principles of sustainable development.

12.1.10. Once depleted, mineral lands shall be rehabilitated to a condition or use that is environmentally safe, stable and compatible with adjoining lands and as close as possible to its original state.

Agricultural Development

12.1.11. Economically viable agricultural operations should be encouraged on suitable land.

12.1.12. Grazing will be permitted on Class 6 or 7 soils or unimproved organic soils (as determined by detailed soil survey at a scale of 1:50,000 or better), which cannot be used for sustainable agricultural production.

12.1.13. Preserve existing and potential agriculturally productive land in the Planning District to the greatest extent possible; and to encourage the development of agricultural operations that will enhance the Planning District’s ability to become more self-sufficient in the provision of locally grown produce.

12.1.14. Take appropriate action to protect, where possible, identified arable soil areas for future agricultural development.

12.1.15. Agricultural operations, as they develop, shall be afforded protection from conflicting uses that could restrict their agricultural viability.

Parks and Recreation Development

12.1.16. Parks and recreational uses including the whole range of public parks, recreation and sports areas, as well as preservation and enhancement of historical and archaeological sites shall be considered in Rural Development Policy Area.

12.1.17. Geophysical land characteristics shall be considered when considering recreational development proposal.

12.1.18. Shoreline park and recreation development shall be regulated in a manner which will ensure public access, preserve water quality, and ensure bank stability.

12.1.19. Such uses which are compatible with the environment, or which can be justified as an acceptable risk in a hazard area such as, docking facilities, boat marinas, parks, recreation areas and their related facilities, forestry stations and public works may be considered.
12.1.20. The adjacent Paint Lake Provincial Park is dedicated under the Provincial Parks Act and managed by the Provincial Parks and Natural Areas Branch and shall continue to serve as a major recreational focus for residents and visitors to the Planning District. The development of a larger recreation/tourism node around the Mystery Mountain Winter Park, including other facilities to diversify both winter and summer recreation potential should follow the direction outlined in the MPP.

12.1.21. All recreation development will be in alignment with the policies of the MPP.

12.1.22. Identify dedicated snowmobile/ATV trails to be further developed, upgraded and maintained to provide linkages to Mystery Mountain Winter Park, Paint Lake and other seasonal residential areas around Thompson.

Crown Land

12.1.23. Although Crown land lessees are subject to the Crown Lands Act, they need to abide to local land use controls established through the Development Plan and its implementing Zoning By-law.

Seasonal Resort

12.1.24. New recreational developments should be considered in the Rural Development Policy Area subject to following criteria:

a) Areas near lakes and areas that are relatively close to Thompson with potential for new seasonal resort/residential development.

b) Existing areas such as Moak Lake and Setting Lake should be investigated as potential seasonal residential development areas.

c) Recreational developments shall be permitted only to the carrying capacity of the resource being utilized and appropriate levels shall be determined and monitored by the appropriate Provincial Government Department.

d) Areas that may have potential for future recreation shall be reserved until they are required for development and shall be preserved from encroachment by land uses which may endanger their primary intended function.

e) A public reserve shall be provided in conjunction with water related developments, the depth of which shall be based upon adequate access, scale of proposal, vegetation preservation, and physical characteristics such as gradient and flood susceptibility.

f) Trailers, shacks, derelict vehicles and rubbish piles shall be prohibited in cottage developments.

g) Sewage disposal and water supply shall be the responsibility of the individual lot owners or tenants, subject to Municipal by-laws and Provincial regulations and approvals.

h) Residents and commercial developers should be encouraged to avoid using lawn fertilizers that contain phosphorus.

i) Any new recreational development site shall utilize existing accesses to PTH #6/ PR 391/ PR 280 and shall not compromise the current as well as future function of this key transportation corridor in northern Manitoba.
13 TRANSPORTATION AND SERVICING POLICIES

13.1. TRANSPORTATION

13.1.1. Ensure that all roads used for public access within the Planning District conform to Transportation Association of Canada (TAC) standards.

13.1.2. Areas to be developed should be planned in such a way that development generally accesses provincial highways via internal roads.

13.1.3. PTH #6 south of Thompson and PR 391 north of Thompson is designated as a primary arterial highway. PR 280 has been designated as a secondary arterial highway.

13.1.4. New development shall be strictly controlled in the immediate vicinity Highways #6, PR 280 and PR 391 in order to avoid any interference with the main function of this highway.

13.1.5. Permits are required for accesses and construction along PTHs and PRs in accordance with the Highways and Transportation Act and the Highways Protection Act with the exception of the designated portions of these highways where the City of Thompson is the traffic authority.

13.1.6. Development that would have a detrimental impact on the function of a provincial highway, or development that would be adversely affected by a highway, should not be allowed to locate near a provincial highway.

13.1.7. Development that contributes to the evolution of a row of lots, (strip development), each relying on direct access to the highway, shall not be permitted adjacent to a provincial highway.

13.1.8. Developments or subdivisions shall not be permitted in areas designated for highway widening or expansion unless provisions suitable to the Province are made to accommodate future widening or expansion.

13.1.9. When evaluating potential developments, access and traffic impacts should be considered.

a) Any future development to be located south of the Burntwood Road within the Established Neighbourhoods Policy Area as well as the Industrial Policy area shall utilize the existing internal road network within the City of Thompson.

b) Locate new development in central locations or in such a way so as to make possible the most economic and efficient use of existing roads, services and utilities.

13.1.10. A visual depiction of the various road classes within the L.G.D. of Mystery Lake are shown in Map 1 of Appendix B.

13.2. WATER

13.2.1. Developments requiring the construction, upgrading or extension of a water supply or development of a water supply system must meet provincial requirements.

13.3. SEWER

13.3.1. Developments requiring the construction, upgrading or extension of a wastewater supply or development of a wastewater supply system must meet provincial requirements.

13.4. STORM WATER

13.4.1. Storm water management will be dealt with in an overland manner for any rural development except for large scale industrial or commercial uses where onsite storm water management is required.

13.4.2. Storm water flows in developed areas will need to be maintained to the pre-development flow rate.

13.5. OTHER UTILITIES

In conformity with the Manitoba Hydro Act the Planning District shall support actions necessary to provide for the continuance of a supply and use for the needs of the community.
14 IMPLEMENTATION STRATEGY

14.1 ADVOCACY AND INCENTIVES

14.1.1. The Planning District Board will, through a proactive approach with the Resource Management Boards, ensure that the concerns and interests of all the residents of the Planning District are made known and protected.

14.1.2. Local participation in the clarification, formulation, operation and maintenance of policies governing the use of adjacent provincial parklands shall be promoted.

14.1.3. The Rural Development Area features many diverse interests which need to work together to develop consensus on management of land and resources. A cooperative approach and commitment to negotiations is necessary to ensure that community/economic development proposed under the SCP and DDP is not in conflict with mineral exploration/resource development.

14.1.4. While Crown land is not subject to local land use controls, as established through the Development Plan and Zoning By-law, the Planning District Board and its municipalities shall encourage the Province to consult with the Planning District Board wherever practical, on land use decisions in the Planning District.

14.1.5. The Province shall be encouraged to generally follow the principles and policies established in this Plan and the regulations established in the implementing Zoning By-law, as guidelines in future land use decisions.

14.1.6. Prospective purchasers or lessees of Crown land should be made aware that their future private use of the land shall be subject to local land use controls, as established through the Development Plan and it’s implementing Zoning By-law.

14.1.7. As an integral part of the Northern Manitoba economy and future, the Planning District should be familiar with the characteristics of and the issues that concern the broader region surrounding the Planning District.

14.1.8. Close liaison with neighbouring areas by exchanging mutual concerns should be pursued by the member municipalities of the Planning District.

14.1.9. Continue to work in a cooperative manner with the various stakeholders of the Planning District on regional strategies or initiatives that may address matters such as common goals, land supply, infrastructure, and development.

14.1.10. Planning should be undertaken as to the feasibility of identifying both light and aerospace-oriented heavy industrial land on the north side of the main runway of the Thompson Airport for goods transfer, storage, warehousing and infrastructure needs.

14.1.11. The Planning District will endeavour to implement the tri-level Northern Development Strategy that includes the provincial, federal and municipal governments.

14.1.12. Manitoba Hydro, upon request of the developer, will provide electrical service to new developments.

14.2 REGULATION AND ENFORCEMENT

14.2.1. Development and the use of land adjacent to designated provincial parks, wildlife management areas or other protected areas will be reviewed by the Province to ensure that future development or changes in land use will not adversely affect the sustainability of the area or the resident flora and fauna.

14.2.2. As additional lands with inherent hazards become identified, they shall be placed in an appropriate zone in the implementing Zoning By-law to encourage their development as areas of major open space, agriculture, conservation, or recreation in accordance with the policies contained in this Plan. The provincial standard for separation distances for livestock operations will be exceeded by regulations in the Zoning By-law.
14.2.3. Permissible uses contemplated in seasonal resort areas should be recognized in the LGD of Mystery Lake Zoning By-law and are as follows:
   a) standard cottage subdivisions (accessible by land),
   b) isolated subdivisions (accessible by water),
   c) private, group or institutional camps,
   d) water access sites,
   e) marinas,
   f) wayside parks,
   g) campgrounds,
   h) developed beach and day-use areas,
   i) interpretive centres,
   j) trail systems for hiking, skiing or mechanized travel, and
   k) resorts and lodges.

14.2.4. Expand the boundaries of the area currently under the direct control of the Thompson Airport Authority, where necessary to support the ongoing growth at the airport.

14.2.5. In accordance with Section 33(1) of an agreement dated December 3, 1956 between the Province of Manitoba and The International Nickel Company of Canada (INCO), the boundaries of the City of Thompson will not be extended or altered without the consent of the mining company (now Vale).

14.2.6. Section 9(a) of an agreement dated December 16, 1966 between the Province of Manitoba and INCO (now Vale), all area residential and commercial development will occur within the boundaries of the City of Thompson, unless another town site is created.

14.2.7. The Zoning By-laws of the LGD of Mystery Lake shall generally conform to the principles, policies and Policy Area Maps set out in the Plan.

14.2.8. The Zoning By-law of the LGD of Mystery Lake shall:
   a) establish land use zones and requirements and prescribes for each zone the permitted and conditional uses of lands, buildings and structures and the general development standards thereof.
   b) provide for the issuing of development permits and the procedures whereby an application for a development permit is to be made and processed.

14.2.9. The Development Plan is used as a guide in preparing or amending the Zoning By-laws and establishing the applicable development standards.

14.2.10. In studying an application for re-zoning, the local authority bases its decisions on the objectives, principles, policies and the land use proposals laid down in the Development Plan. Proposed zoning amendments that do not conform to the Development Plan and Policy Area Maps attached thereto, require an amendment to the Development Plan prior to amending the zoning.

14.2.11. The Planning Act allows the local authority to control the subdivision of land under the authority vested in it.

14.2.12. Section 125 of the Planning Act states that a subdivision of land shall not be approved unless the Council of the Municipality in which the land proposed for subdivision is located, has by resolution given its approval, with or without conditions. Hence the appropriate authority will approve a subdivision application only when the policies of the Development Plan and appropriate Zoning By-laws are complied with.

14.2.13. Wherever applicable land developers may be required to enter into an agreement with the Municipality regarding the level of and standards of workmanship for:
   a) services and utilities;
   b) the dedication of land for public uses;
   c) the phasing of development;
   d) the developer’s financial commitments to the public; and
   e) the posting of bonds to guarantee the completion of the project.
14.2.14. Development agreements ensure that the development will take place in conformance with the Development Plan and in such a manner that the general well-being of the community or the surrounding property owners will be protected.

14.2.15. The LGD of Mystery Lake may pursue land acquisition pursuant to Section 66 of the Planning Act and Section 250(2) of the Municipal Act that grant power to a Municipality or Planning District Board to acquire land for the purpose of implementing any phase or feature of a Development Plan.

14.3. POTENTIAL PARTNERSHIPS

14.3.1. The City of Thompson will work with the Province and Vale and explore potential opportunities for additional land annexation required for future growth as per the Policy Area Map 1.

14.3.2. Ensure that the responsibilities of the LGD and City reflect the existing situation and are for the benefit of the Planning District as a whole.

14.4. MONITORING AND REVIEW

14.4.1. Any adjustment to the boundary of the City of Thompson will require a change to the maps included in Appendix “A” and consultation with the Province of Manitoba, the LGD of Mystery Lake and in accordance with the INCO Agreements.
Paint Lake Provincial Park

Birch Tree Mine

RGE 8WP RGE 7WP RGE 6WP
RGE 5WP
RGE 4WP
RGE 3WP RGE 2WP
RGE 1WP RGE 1EP

TWP 71 TWP 72 TWP 73 TWP 74 TWP 75 TWP 76 TWP 77 TWP 78 TWP 79 TWP 80

Thompson Mine

LEGEND
LGD OF MYSTERY LAKE BOUNDARY
WATERBODY
RIVER/STREAM
RAILWAY
URBAN DEVELOPMENT AREA
RURAL DEVELOPMENT POLICY AREA
POTENTIAL FUTURE URBAN GROWTH

JUNE 10, 2013
POLICY AREAS
LGD OF MYSTERY LAKE

See Inset
The following maps provide general reference with respect to the following:

• Road network hierarchy in the City of Thompson and the LDG of Mystery Lake
• Mineral resource information for the LGD of Mystery Lake
A general vision for each policy area within the City of Thompson is explained in the following Policy Area Concept Maps. These maps are for reference purposes only and should provide a general guidance to the development authority while reviewing future development applications.
POLICY AREA CONCEPT MAPS
CAMPUS/INSTITUTIONAL POLICY AREA

MAP 3

JUNE 10, 2013

KEY MAP

Burntwood River

Natural Area

Public Institutions/
Cultural Amenities/
Residential

Commercial/
Institutional
Frontage

Thompson Drive
*The Yale Newman Secondary plan should have regard to the direction established in the City of Thompson Master Parks Plan of preserving appropriate natural area adjacent to the Burntwood River, extending City’s public park system into the Yale Newman site and improving pedestrian connections to the Burntwood River.