



Dauphin

CITY PLAN







LAND ACKNOWLEDGEMENT

The city of Dauphin is located on Treaty 2 Territory and the land on which we gather is the traditional territory of Anishinaabeg, Cree, Oji-Cree, Assiniboine, Dakota, and Dene Peoples, and the homeland of the Métis Nation. We respect the Treaties that were made on these territories, we acknowledge the harms and mistakes of the past, and we dedicate ourselves to move forward in partnership with Indigenous communities in a spirit of reconciliation and collaboration.



**Minister of Municipal and Northern Relations
Minister of Indigenous Economic Development**

Legislative Building, Winnipeg, Manitoba R3C 0V8 CANADA

January 29, 2024

His Worship David Bosiak
Mayor
City of Dauphin
mayor@dauphin.ca

Dear Mayor Bosiak:

City of Dauphin Development Plan Amendment By-law 06/2023

I am pleased to advise that the above-noted by-law has been approved pursuant to clause 51(1)(a) of The Planning Act.

I am returning one copy of By-law No. 06/2023 to your office for your records. The by-law will come into full force and effect upon Third Reading, in accordance with Section 52 of The Planning Act.

Please be reminded to send me a certified electronic copy of By-law No. 06/2023 following Third Reading. Please send my copy of the by-law in care of the Dauphin Community Planning office at dauphincrp@gov.mb.ca.

I would like to commend council on your continued planning efforts. I wish you great success in your future planning and development initiatives.

Sincerely,

Honourable Ian Bushie
Minister

Enclosure

- c. Sharla Griffiths, City Manager
Sue Lucas, Community Planner



CITY OF DAUPHIN

BYLAW 06/2023

Being a Bylaw of the City of Dauphin to Adopt a Development Plan

WHEREAS Section 40(1) of *The Planning Act* provides authority for the preparation of a development plan;


AND WHEREAS Section 45(1) of *The Planning Act* provides authority for the adoption of a development plan;

NOW THEREFORE COUNCIL OF THE CITY OF DAUPHIN, DULY ASSEMBLED, THEREBY ENACTS AS A BYLAW AS FOLLOWS:

1. The development plan, attached hereto and forming part of this bylaw, is hereby adopted.
2. This bylaw shall be known as the *City of Dauphin Development Plan*.
3. Bylaw 14/2010, being a bylaw of the City of Dauphin to adopt the *City of Dauphin Development Plan*, and all amendments thereto are hereby repealed.
4. The Development Plan shall take force and effect on the date of third reading of this bylaw.

DONE AND PASSED by the Council of the City of Dauphin in regular session assembled, this day of 2023.

BY-LAW No. 6-2023 is hereby
 Approved pursuant to clause
 51(1)(a) of *The Planning ACT*
 This 29th day of Jan, 2024



Minister of Municipal and Northern Relations

David Bosiak, Mayor

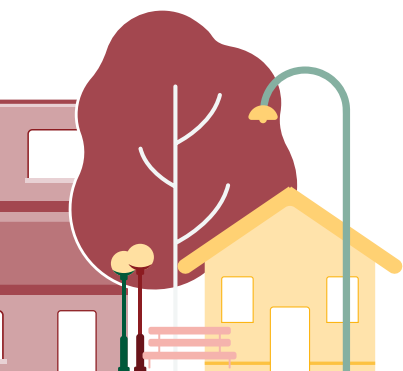
Sharla Griffiths, City Manager

READ A FIRST TIME this 26th day of June 2023.
 READ A SECOND TIME this 14th day of August 2023.
 READ A THIRD TIME this day of 2023.



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INTRODUCTION

What is Dauphin? To some, it is a place they call home and a place where they want to see their families thrive, and to others it is where their next outdoor adventure starts. Dauphin is its people – people who want to see their city grow and flourish. People who have called Dauphin their home for generations, newcomers who recently became a part of the community, or visitors who see Dauphin as a starting point of their next endeavour. Dauphin’s strength lies in its diverse residents and visitors who interact and shape the city, and its urban and natural environment.

THE CITY PLAN

The City of Dauphin Development Plan (‘City Plan’) is a summary of the City’s vision, goals, and policies, prepared in accordance with the provisions of *The Planning Act* (C.C.S.M. c. P80) and the Provincial Planning Regulation (MR 81/2011).

Development Plans are high-level plans that present the long-term vision for the community. They provide a framework consisting of strategic directions, objectives, and policies that help the community to achieve its goals and realize the vision for the city. Development Plans address challenges such as housing, transportation, economic development, infrastructure, and natural and social environments. Municipalities are required to develop and regularly update their Development Plans under the Provincial *Planning Act*.

The purpose of the City Plan is to guide future decision-making and to ensure that development takes place in an efficient and sustainable manner. As a guiding document to the Zoning Bylaw and other municipal documents, the City Plan will assist in prioritizing actions and decisions that impact both land use and the City’s social and economic objectives.



The Planning Act requires that a Development Plan must:

- Present plans and policies of the City respecting its purposes and its physical, social, environmental, and economic objectives.
- Direct sustainable land use and development through maps and statements of objectives.
- Set out measures for implementing and monitoring the plan.
- Include such other matters as the Minister or Council consider advisable.

The Provincial Planning Regulation outlines policy areas that must be addressed in a Development Plan. These are expressed in the Provincial Land Use Policies, and Development Plans must be generally consistent with them.

Successful implementation of this plan depends to a large degree on whether its policies can guide local development and action in a variety of contexts over the next 20 years. Planning decisions must be sensitive to local conditions in specific areas of the city, while at the same time advancing the plan's goals and objectives. Development Plans should be reviewed and updated periodically, usually every five to 10 years. This strategic document was developed in collaboration with the community to serve the City of Dauphin over the next 20 years.

HOW TO READ THIS PLAN

The City Plan is divided into three main sections:

Our Story

Who we are as a City today and what we have heard throughout the City Plan process.

Our Vision

Who we want to be in the future and six key goals to help us get there.

Our City Structure

The physical elements of our City, how they work together, and guidance for how to adapt and change to support our vision.



The key elements of the Vision section:

Goal – the pillars of the plan that serve as a foundation on which to build specific policy direction



COMMUNITY AND INNOVATION

The community is the centerpiece of every city. A city cannot function without people. When community members work together, they come up with innovative solutions to many challenges our city faces. As a community, we must ensure that Dauphin cultivates a culture of entrepreneurship and innovation to ensure that our city thrives in the future.

26 City of Dauphin

Objective – the strategic directions that the policies support to achieve the goal



CI1 Foster community engagement and collaboration through meaningful partnerships

- a) Collaborate with different levels of government, Indigenous communities, and government agencies to address complex social planning issues.
- b) Form partnerships to support poverty reduction and community health and wellbeing, reduce homelessness and food insecurity, and provide affordable housing options.
- c) Promote consultation with the Rural Municipality of Dauphin regarding development proposals within close proximity of either side of the municipal boundary.
- d) Encourage cooperative partnerships with our neighbours when deemed to be of joint benefit in fostering the future healthy growth of the community.
- e) Enter discussions on boundary adjustments or intermunicipal partnerships involving tax and cost sharing agreements when appropriate.

CI2 Leverage post-secondary educational opportunities and innovation to enhance local investment

- a) Partner with institutions to offer additional post-secondary educational opportunities in Dauphin.
- b) Promote cooperation between post-secondary institutions with local industries, especially in designated Employment and Innovation Areas.
- c) Collaborate with all levels of government, Indigenous communities, government agencies, non-profit organizations, and business incubators to bolster innovation.
- d) Cultivate a culture of entrepreneurship and innovation.
- e) Support initiatives from the Dauphin Entrepreneurial Hub.
- f) Create a positive business climate to attract businesses that focus on innovation.

City View 27

Policies – the individual actions that can be taken to achieve the strategic direction and overall goal

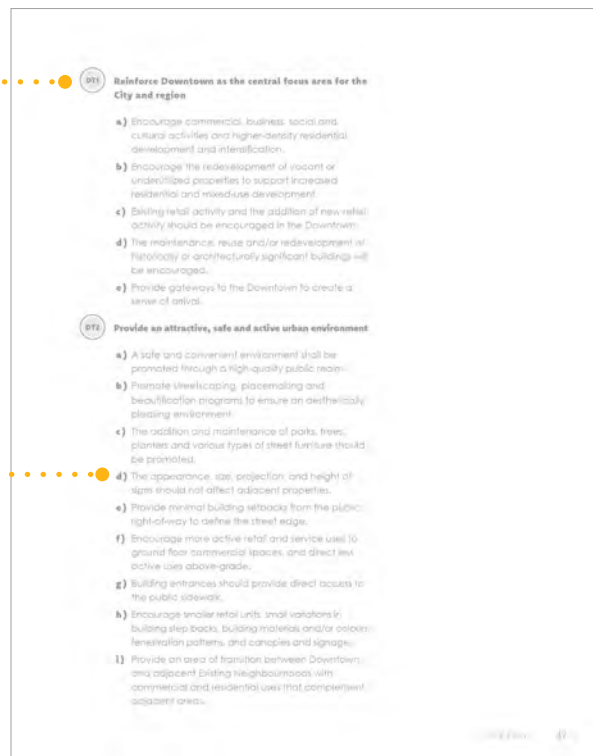
The key elements of the City Structure section:

City Structure Component

Intent – how each component of the City structure is intended to function

Objective – the strategic directions that the policies support to achieve the intent

Policies – the individual actions that can be taken to achieve the strategic direction and intent





OUR STORY

We live in complex and challenging times. Planning for the future in the wake of great socio-economic changes, technological advancements, and environmental crises is more important than ever. We must choose how we want to grow and thrive. Our choices must be informed by what we know about our community, but also recognize what we love about our city and use that as the foundation of our future success. The choices might not be easy, but with courage, determination, and passion we have for our city, we can all work together towards a brighter future for Dauphin. We need a bold vision and a clear strategy to make informed choices for the betterment of our community. The City Plan is the guiding document and the most important tool to help us realize our vision. Each strategic direction, objective, and policy recommendation in the Plan represents an intentional choice about where we want to see Dauphin in the next 20 years and how we will get there.

COMMUNITY PROFILE

Dauphin, Manitoba is a city located on Treaty 2 Territory, 300 kilometres (km) northwest of Winnipeg, along the Vermillion River. It is the largest city and the regional centre for the Parkland Region. It is a distribution and transportation centre due to the surrounding agricultural belt. Dauphin is also a tourism hub where visitors enjoy great natural assets, adventure opportunities, and cultural events and festivities. Besides agriculture and tourism, industries in Dauphin include manufacturing, healthcare, education, and retail.

Dauphin has a rich and longstanding history. The current site of the city lies on the traditional territories of the Anishinaabeg, Cree, Oji-Cree, Assiniboine, Dakota, and Dene Peoples who lived (and continue to reside) in the area for hundreds of years before the first European explorers arrived in the mid-1700s.

Settlers began arriving in the area in 1883, and two early settlements, Gartmore and “Old Dauphin,” were established. With the coming of the railway in 1896 – the line ran roughly halfway between the two villages – settlement shifted to the present site. This coincided with the beginning of Ukrainian settlement in the area – previously most arrivals had been of British background.

Dauphin was granted a village charter on July 11, 1898, with George Barker as the first mayor. In 1901 Dauphin was incorporated as a town, with George King as mayor and became a City in 1998 with Virginia Jamieson as mayor. Dauphin became an important centre for the transportation of grain. Farming still plays a central role in the economy of the area.

Dauphin’s location provides residents with numerous amenities, including beautiful parks and trails, and abundant recreational activities. The community is home to major employment, educational, and regional destinations including the Dauphin Public Library (headquarters of the regional branch system), Assiniboine Community College, Kinsmen Aquatic Centre, and Vermillion Sportsplex. The city also has many outdoor and local and regional tourism opportunities, including proximity to Dauphin Lake, Duck Mountain Provincial Park, and Riding Mountain National Park and is within the Riding Mountain Biosphere Reserve.





Land Uses

Dauphin has a total land area of 12.6 square kilometres. The city has largely developed within a 2.5 square kilometres section of land, with the greatest distance between the farthest points in the city being less than 5 kilometres.

Dauphin is made up of diverse neighbourhoods that provide a range of living environments. For the most part, Dauphin's neighbourhoods are relatively low-density, comprised predominantly of single-detached, semi-detached, and townhouses with densities ranging from 20-35 units per net hectare.

Key destinations include educational institutions, community centres, commercial districts, and parks. Many of these are clustered in major destination areas throughout the city including high concentrations Downtown and in the south end of the city.



Demographics

According to the 2021 Census, the population of Dauphin is approximately 8,368 residents. Growth over the last census period has been flat. Over the last 25 years, there has been a 1.2% growth in Dauphin's population (102 residents).

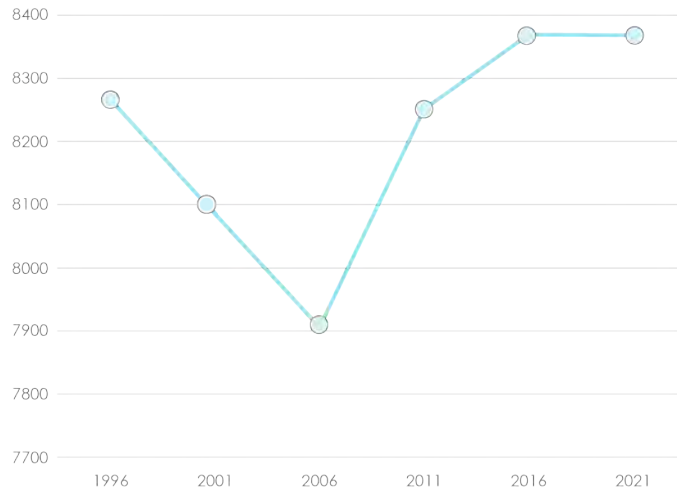


Figure 1: Historic Population

Dauphin has an aging population when compared to Manitoba's overall population. Approximately 24% of Dauphin's population is 65 years and over (compared to Manitoba at 17%). The median age in Dauphin is 41.2 and the average age in Dauphin is 42.4, slightly above the median (38.4) and average (39.7) ages of the province's population. Between 2016 and 2021, Dauphin experienced a minor shift in the composition of its population as its younger population (0-14 years) increased relatively by 1.5%, while the population 65 years of age and older decreased by 2.5%.



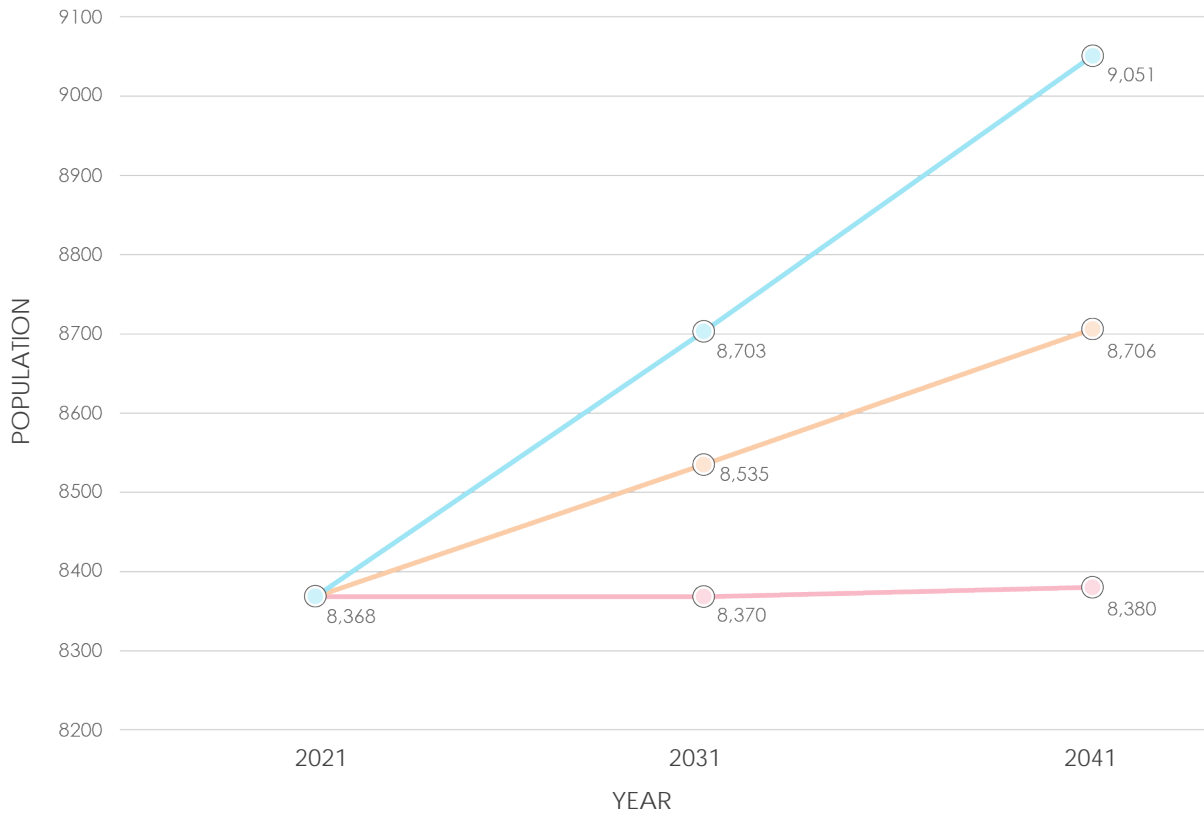
Figure 2: Age Distribution



In 2016, 4.4% of Dauphin's residents were born outside of Canada. Between 2011 and 2016, Dauphin experienced a significant increase in immigration compared to previous years.

Population Projections

Low, medium, and high population growth scenarios were prepared for Dauphin based on historical population changes over the last 25 years (1996 to 2021 censuses). Based on these projections, Dauphin could grow between 10 and 680 residents over the next 20 years. By 2041, the population of Dauphin could be between 8,380 and 9,051 residents. Baseline (low) growth projections are more consistent with recent trends, which would see Dauphin's population remain unchanged over the next 20 years.



Yearly Change	Baseline (low)	Medium 0.2% Annually	High 0.4% Annually
2021	8,368	8,368	8,368
2026	8,370	8,451	8,535
2031	8,370	8,535	8,703
2036	8,375	8,620	8,877
2041	8,380	8,706	9,051

Figure 3: Population Projections



Housing

Dauphin has a total of 3,780 households (2021 Census) with an average household size of 2.2. The majority (72%) of households in Dauphin are two persons or fewer. The majority (73%) of residents live in single-detached private residences.

According to the 2021 Census, 62% of households own their home, while 38% rent their home. Dauphin has an older housing stock that is mostly single-detached homes, with 72% of homes being constructed before 1980. Approximately 85 new dwelling units were constructed between the 2016 and 2021 Census years.

In 2019, the City of Dauphin completed a housing study to assess the needs and demands of the housing market. The report concluded that:

- The City must actively engage developers and builders to encourage, facilitate, assist, and advance the development of housing to address projected housing needs.
- Potential housing growth and change in Dauphin over the next 10 years would require about 125 to 140 additional lots.
- The City should also work actively to attract seniors, rural residents, and individuals currently living throughout the region and beyond.
- Income levels in Dauphin enable the community to afford housing across the housing continuum from social housing to affordable to market housing options.



Read more: Housing and Neighbourhoods (page 41)



Labour and Income

According to the 2021 Census:

- The median household income in Dauphin is \$60,800.
- 29% of households in Dauphin earn under \$39,999 before taxes.
- 28% of households in Dauphin earn between \$40,000 and \$79,999 before taxes.
- 35% of households earn over \$80,000.
- 58% of Dauphin's population actively participate in the work force (Manitoba: 64%).
- The employment rate is 93% (Manitoba: 92%) and the unemployment rate is 7% (Manitoba: 8%).
- Employment in Dauphin's key industries include healthcare and social assistance (25%), retail trade (19%), accommodation and food services (8%), and public administration (6%).
- The most common occupations in Dauphin are sales and service (28%), education, law and social, community and government services (16%), business, finance, and administration (15%), and health (15%).
- 7.3% of the labour force work from home.
- 82% of the labour force work at a 'usual place of work' while 11% have no fixed workplace address.
- 92% of work within the city, 4% work within the region, 3% work elsewhere in the province, and fewer than 1% commute out of province.
- 87% of workers commute by car/truck/van to work, 10.2% of workers walk, 1.5% bike, and 1.5% travel by other methods.

Note: These numbers changed slightly from 2016 to 2021, likely due to the shift to more remote and flexible working due to COVID-19.



Read more: Community and Innovation (page 30), Local Economy and Tourism (page 44)

Sustainability

Over the next several decades, climate change models project that Dauphin will experience additional extremely hot days and extended heat waves. In the recent past (1976-2005), the city averaged 11 very hot days where the temperature exceeded +30°C. By mid-century (2051-2080), Dauphin is projected to experience approximately 45 very hot days.

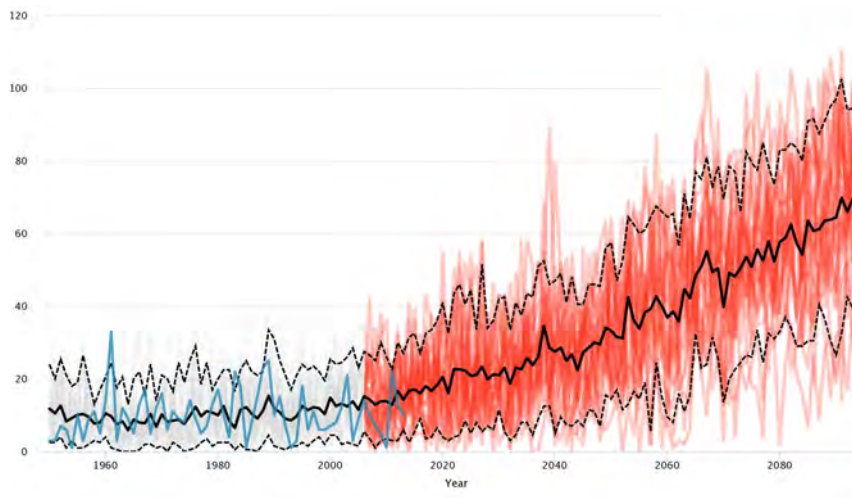


Figure 4: Climate Projections (Source: Climate Atlas of Canada 2.0)

In March 2020, the City of Dauphin finalized its Community Energy and Emissions Plan (CEEP). The CEEP contains the City's goals for the reduction of energy consumption and greenhouse gas emissions. The CEEP laid out a bold vision for the City "to become Manitoba's most sustainable City by becoming the first Manitoban City to reach Carbon Neutrality and Net Zero Energy Status for Municipal operations".

The City's Greenhouse Gas Inventory found that the transportation sector was the greatest contributor to Greenhouse Gas emissions, representing 33.7% of the total, or approximately 33,748 tonnes (t) of CO². The second-highest energy consumer in the community was the residential sector, with 33.0% of the total consumption. The commercial sector accounted for 31.9% of total energy consumption, and the industrial sector accounted for 1.3%.



The CEEP also established goals for GHG emission reductions. The community goals consisted of two possible targets. The first commitment was for a 6% per capita reduction in emissions over 10 years, which would save approximately 3,615.8 t of CO² annually (the equivalent of removing 764 cars from the road). The second more ambitious target was for 6% off unmodified 2018 levels, which would save approximately 5,022.5 t of CO² (the equivalent of removing 1,061 cars from the road).

The City has undertaken several sustainability initiatives in recent years. The first Level 3 Rapid Charging station for zero emission vehicles in the Parkland was installed at City Hall in 2021. The City has also installed solar panels on several municipal buildings. A compost storage site was constructed at the landfill in 2018. The City also operates a rainwater management and collection system to water municipal plantings and trees.



Read more: Climate Leadership and Resilience (page 34)

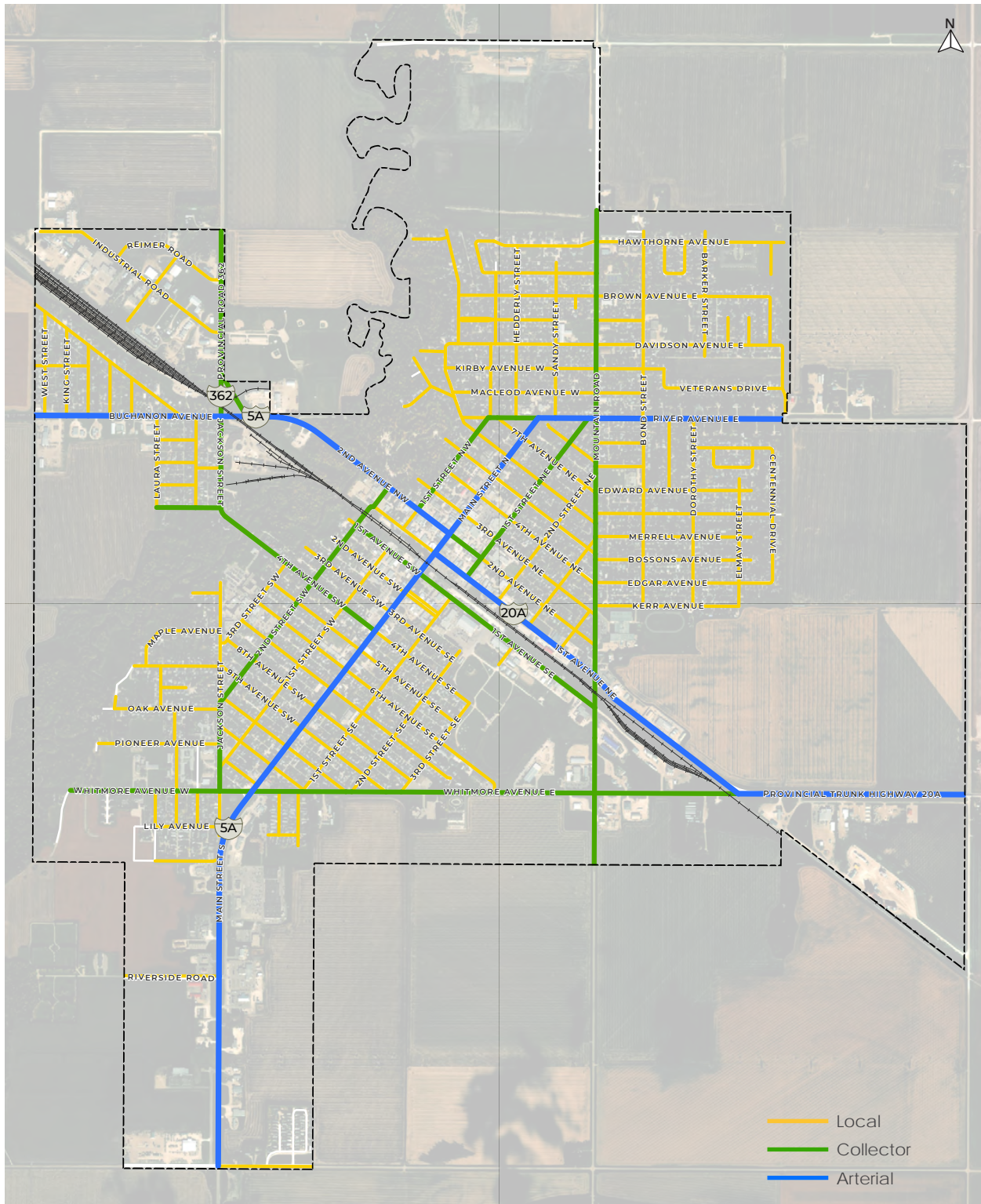


Figure 5: Transportation Network (Road Classification)

Transportation

The Provincial highways system within the city consists of PTHs 5A and 20A, and PR 362.

Arterial streets, intended to function as major through routes, include: 2nd Avenue NW, 1st Avenue NE, Main Street N, and Main Street S.

Collector streets, intended to carry through traffic from local streets to arterial streets, include: Mountain Road, 1st Street NW, 1st Street NE, 4th Avenue SW, 1st Avenue SE, 2nd Street SW, River Avenue, Whitmore Avenue, Keyes Street, and Jackson Street.

The local street system provides direct access to property and connection to the collector street system for short trips. In Dauphin many of the existing local streets are connected directly to an arterial street without an intervening collector. Direct connection from local to arterial streets can create many conflicting traffic movements on arterial streets, which impact speed, capacity, and safety.

There are approximately 68 km of sidewalks and trails within the city. 48 km of streets have sidewalks (either on one or both sides), while 30 km of streets do not presently have sidewalks.

Dauphin's bicycle network is made up of a variety of both on-street and off-street facilities including on-street bicycle lanes, paved shoulders, signed bicycle routes, as

well as paved and unpaved multi-modal pathways. There are approximately 1.9 km of bicycle lanes and paved shoulders, 5.3 km of signed bicycle routes, and over 4.1 km of off-street pathways.

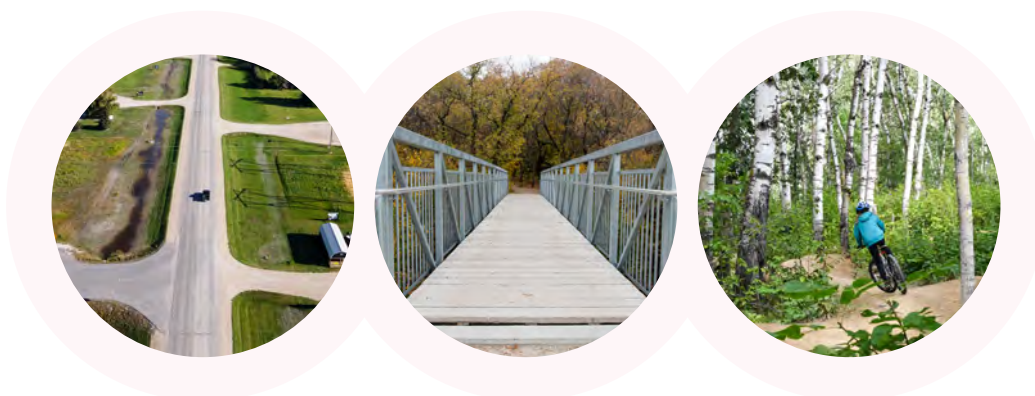
The City's 2021 *Active Transportation Strategy* outlines key goals to achieve the City's vision of being a leader in active transportation in Manitoba by 2030. These include:

- Develop a complete active transportation network that connects all neighbourhoods in the city.
- Improve the safety and accessibility of vulnerable road users.
- Support effective land-use planning to build an environment that makes walking and cycling convenient and enjoyable.
- Ensure that the active transportation network is equitable and accessible for all users.
- Foster a culture for active transportation.
- Establish Dauphin as "Manitoba's Cycling City".

The strategy also identifies priority networks for sidewalks, trails, pathways, and bicycle routes to be constructed over the next 20 years.



Read more: Climate Leadership and Resilience (page 34), Health and Well-Being (page 38), Local Economy and Tourism (page 44), City Infrastructure (page 88)



Infrastructure

Water

The City of Dauphin Public Water System provides potable drinking water and also supplies potable water to a private water system in the RM of Dauphin. The City obtains surface water from Edwards Creek and can draw water from Edwards Lake inside Riding Mountain National Park when required depending on the available supply naturally occurring in Edwards Creek. Vermillion Reservoir Dam is operated by the Province and is also used when needed.

The existing water distribution network is gravity fed and made up of pipes of various ages, sizes, and materials. Pipe ranges from 100 mm to 400 mm in diameter with most of the pipe being 150 mm in diameter.

The distribution system is comprised of 3,337 active metered service connections – 88.8% residential services, 10.8% commercial services, and 0.4% rural services.

The Water Treatment Plant is located approximately 16 km south of the city in the RM of Dauphin. Treated water produced from the Water Treatment Plant meets all health and aesthetic objectives as stated in the Guidelines for Canadian Drinking Water Quality.



Read more: City Infrastructure (page 86)



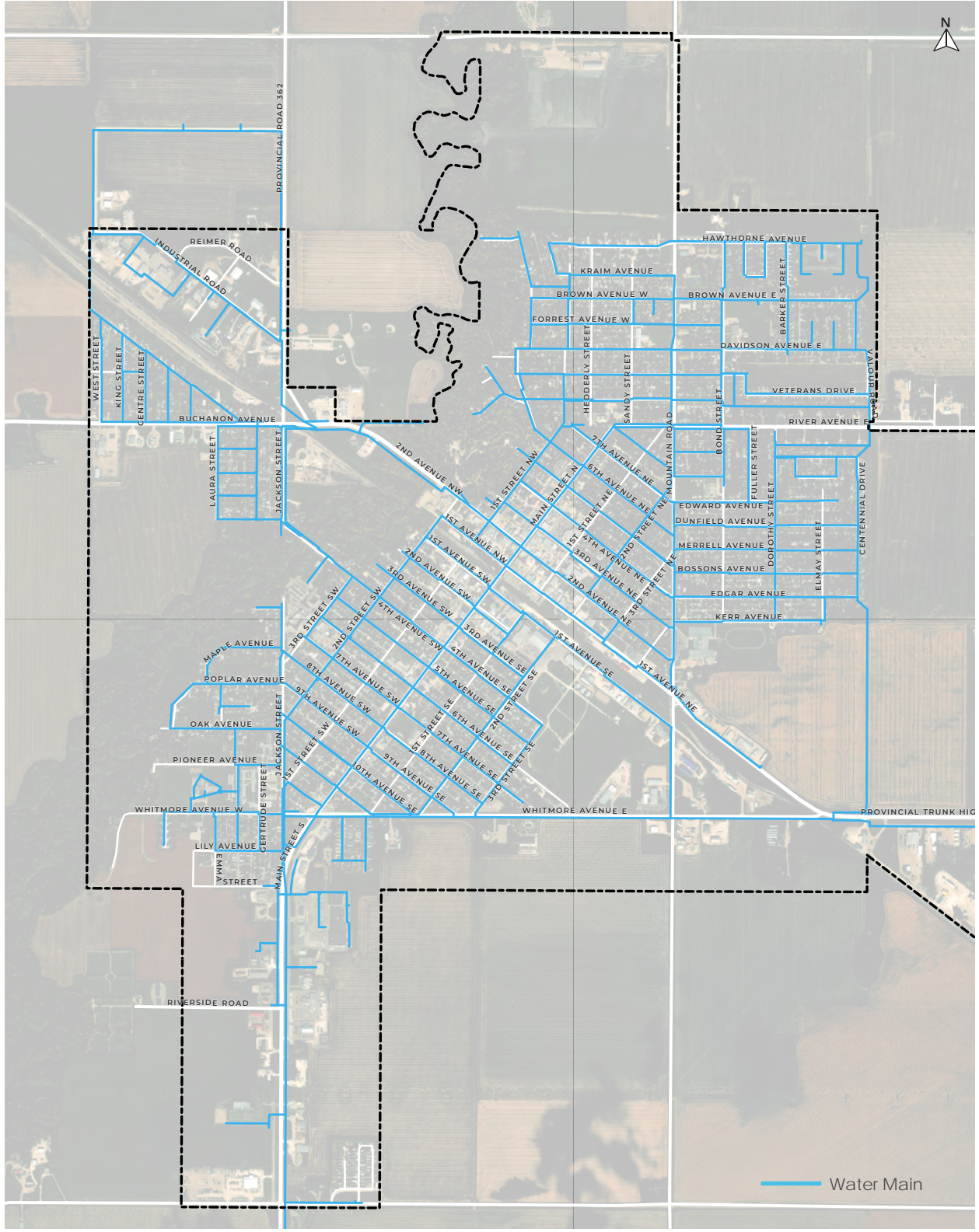


Figure 6: Water Infrastructure

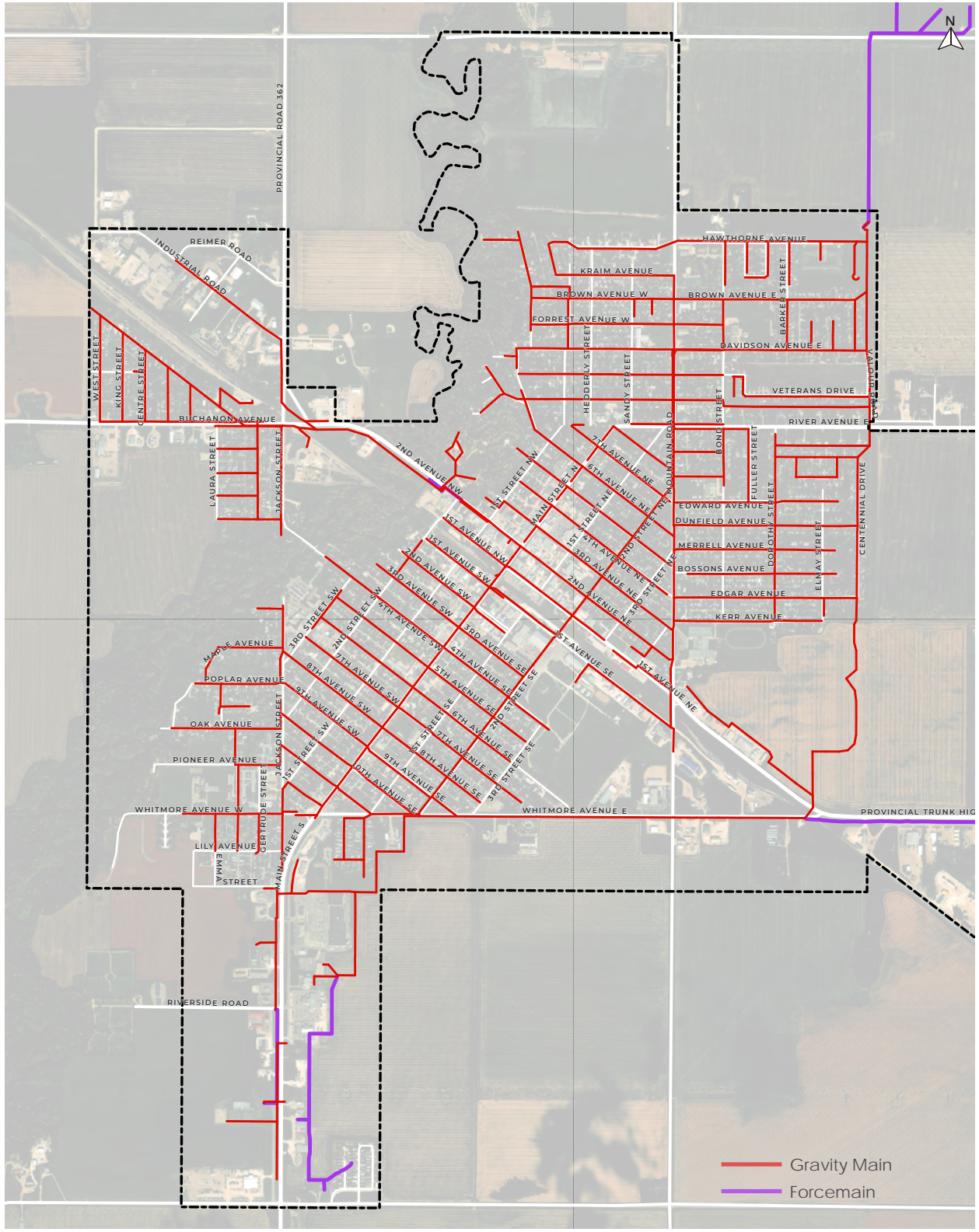


Figure 7: Wastewater Infrastructure

Wastewater

The City currently operates a lagoon consisting of one aerated primary cell and six facultative storage cells, which includes a 122-day storage period. The City utilizes a gravity sewer collection system with three lift stations that deliver sewage to the lagoon. The existing lagoon has a storage capacity of 95 days.

The 2016 Wastewater Lagoon and Collection System Study recommends converting the lagoon to a continuous discharge system utilizing the existing gravity discharge pipe to the Vermillion River. The lagoon would require upgrades to meet current effluent discharge requirements including ammonia limits, phosphorus limits, and disinfection requirements. Upgrades to the lagoon are planned to be completed by 2027.

The existing sewer system is made up mostly of gravity sewers with some pressure sewer systems on the outskirts of the city, which flow into the gravity system. The gravity pipes vary in material and age. The majority of the pipes are constructed of either tile (49%), concrete (41%), or PVC (10%), with a small amount of cast iron and ductile iron. The pipes were installed over the last century with the oldest pipes having been installed in 1911 and the newest pipes installed in 2022.

There are three lift stations in the Lift Station 1 - located at the northeast corner of the city and Lift Station 2 - located on 2nd Avenue NW near 2nd Street NW, and Lift Station 3 - located near Eric Irwin Way on the West Service Road of Main Street S. All flow from the wastewater system flows into Lift Station 1 where it is pumped directly to the lagoon.



Read more: City Infrastructure (page 86)



Drainage

The city is located adjacent to the Vermillion River, which ultimately conveys all stormwater runoff from the city to Lake Dauphin. While many of the municipal drainage systems in Dauphin discharge directly to the Vermillion River, large parts of the city are serviced by intermediate drainage systems (such as Salt Creek, the Northeast Storm Drain, and Old Edwards Creek), which leave the city, collecting runoff from areas outside the city, before connecting with the Vermillion River outside the city.

The general slope of the land through the city is from southwest to northeast. On the east side of the Vermillion River the natural tendency for surface runoff is to flow away from the major watercourse in the area towards Old Edwards Creek or the Northeast Storm Drain. As a result, some of the land drainage stormwater systems closer to the Vermillion River that discharge directly to the Vermillion River are installed adverse to the natural grade, which is less than ideal from a drainage system design perspective.

The established areas of the city contain urban roads with curbs and gutters leading to catch basins connected to the underground drainage system. The major streets leading into the City all contain drainage ditches.

The 2021 Storm Drainage Study included a preliminary design of a dry pond system for the south part of the city, which currently drains to Whitmore Avenue E at PTH 20. The preliminary design is based on the City's preferred 'distributed-pond' conceptual design alternative, with additional relief of the Whitmore Avenue E ditch to the northeast Storm Drain. The drainage plan addresses the drainage from existing development on Main Street S, drainage entering the ditch on Whitmore Avenue from an area north of Whitmore Avenue near 1st Street SE, and post-development runoff from all the currently undeveloped (agricultural) lands within this area of the City.



Read more: City Infrastructure (page 87)

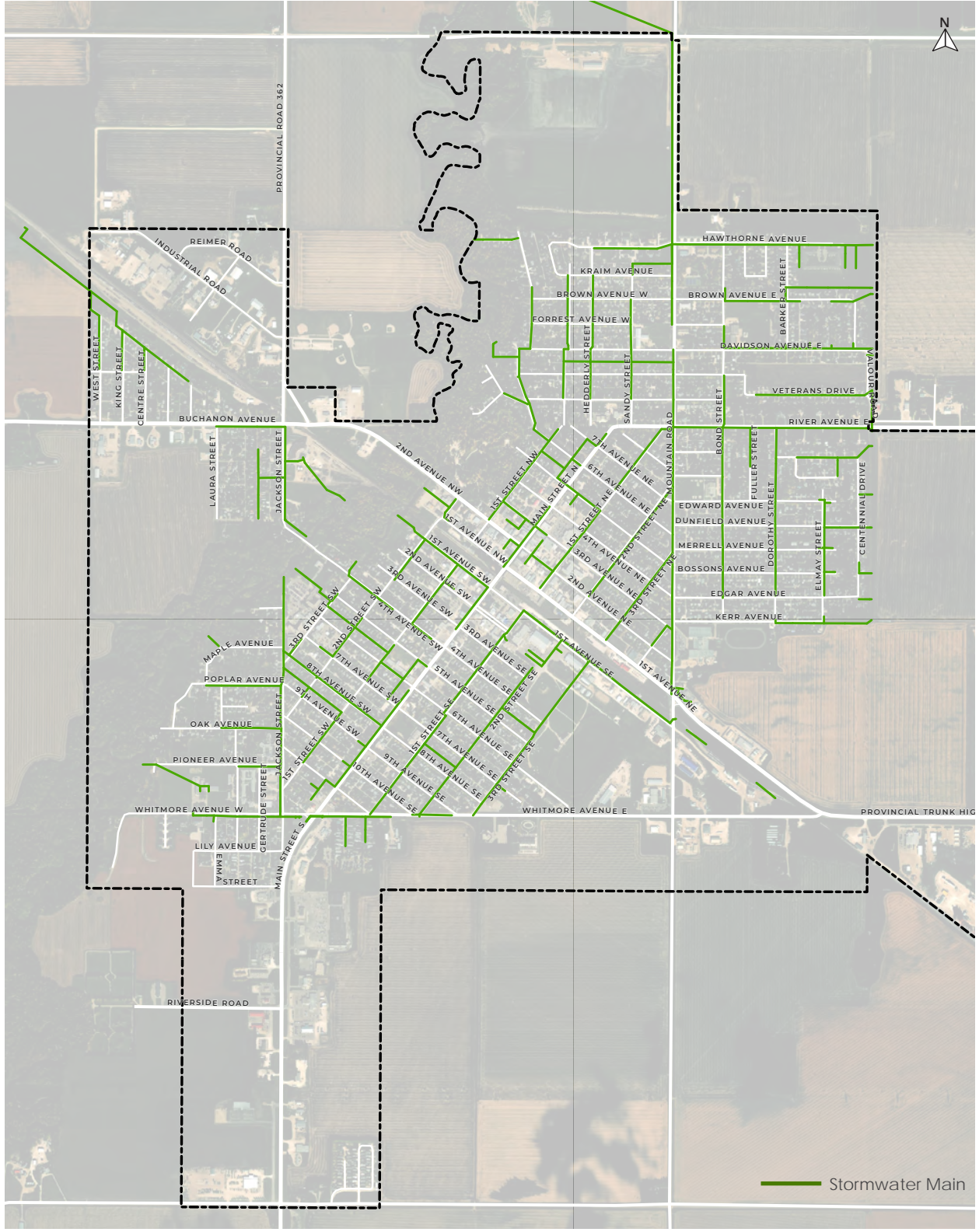


Figure 8: Stormwater Infrastructure

CITY PLAN PROCESS

The planning process for the City Plan took place between spring and fall 2023 and was completed in five phases.





Stakeholder and Community Engagement

City Plans are products of collaboration among communities, staff, and elected officials. This collaboration produced a shared vision that is the core of this Plan. To ensure that as many voices as possible were heard, a variety of engagement techniques were used. The feedback from the community-informed strategic directions and policy ideas are embedded in this Plan.

A series of intensive engagement sessions were held in June 2022. During this week, the City engaged with almost 200 community members. Public events included a community open house at City Hall where community members had the opportunity to learn about the City Plan and share their vision for the future of Dauphin. An online survey received more than 150 responses, and nearly 20 community stakeholder one-on-one interviews were conducted. Lastly, four staff workshops and two Council presentations were conducted through the engagement process.

An open house was held in October 2022 to present a draft of the City Plan. Approximately 20 community members attended. A paper and online survey on the proposed vision, goals, and objectives received approximately 80 responses.





What We Heard

Stable growth

There is a desire for Dauphin to grow at a stable rate. Participants would like to see more families (especially younger families) come and stay in the area. Most respondents indicated that they would like to see Dauphin's population to be between 10,000 and 16,000 in the next 20 years. Solid foundations need to be in place to attract new immigration, including employment opportunities and housing options.

Pride in environmental assets

Dauphin has many natural assets that residents enjoy, including parks, trails, and green spaces. Participants emphasized that living in the Parkland region and being close to Riding Mountain National Park and within the Riding Mountain Biosphere Reserve should be utilized for future tourism opportunities. Respondents also noted that they enjoy the local parks and trails, especially around the Vermillion River, and would like to see an expansion of the existing network of greenways and green spaces.

Need for new development

Respondents highlighted the need for more residential, commercial, and light industrial development in the city. Residents would like to see more housing options that would cater to the needs of newcomers, students, young families, and existing residents. They also expressed their concern about housing affordability, stating that home prices keep increasing. Participants would like more commercial developments that would provide more retail, dining, and entertainment choices for residents. Lastly, they would like to see more light industry in Dauphin, which would serve as an economic generator for the city.

Indigenous partnerships

Respondents stated that meaningful partnership between the City and Indigenous groups is important and that existing efforts should be continued and expanded. Respondents noted that efforts must be made to ensure everyone feels safe and welcomed in Dauphin.

Cultural events and festivities

Participants shared that the city has a lot of cultural events and festivities that they are proud to host and enjoy attending. They are also proud of the city's strong Ukrainian heritage. Residents also emphasized that the city has a vibrant arts and culture scene.

Small-town character

Participants said that preserving Dauphin's small-town character is important. As a result, future population growth and urban development should not change the city's look and feel. Residents appreciate that they can access services and amenities without needing to drive long distances.

Safety concerns

Many respondents mentioned that they are concerned about safety. Stronger partnerships with the RCMP and mental health awareness and support opportunities need to be expanded to help residents at risk of homelessness and substance challenges.

Tourism and light industry

Respondents believe that Dauphin can be a tourism hub and a centre for light industry. Having two strong, main economic branches would help the city to grow, attract new residents and investments, provide more quality employment opportunities, and expand the city's tax base.





OUR VISION

The vision statement was formulated in collaboration with the community, Council, and administration and encapsulates what we want to achieve with this City Plan.

We are a city where community collaboration, innovation, and adventure inspire an inclusive, sustainable, and healthy future for all.

OUR GOALS

The community vision statement informs six goals that guide decision-making and serve as a foundation on which to build specific policy direction. The goals are derived from the vision statement and represent themes most important to the community. As such, they are framed as pillars of the new Dauphin City Plan.



**COMMUNITY
AND INNOVATION**



**CLIMATE LEADERSHIP
AND RESILIENCE**



**HEALTH
AND WELL-BEING**



**HOUSING
AND NEIGHBOURHOODS**



**LOCAL ECONOMY
AND TOURISM**



**TRUTH
AND RECONCILIATION**



CI

COMMUNITY AND INNOVATION

The community is the centrepiece of every city. A city cannot function without people. When community members work together, they come up with innovative solutions to many challenges our city faces. As a community, we must ensure that Dauphin cultivates a culture of entrepreneurship and innovation to guarantee that our city thrives in the future.

**CI1****Foster community engagement and collaboration through meaningful partnerships**

- a) Collaborate with different levels of government, Indigenous communities, and government agencies to address complex social planning issues.
- b) Explore partnerships to support poverty reduction and community health and well-being, reduce homelessness and food insecurity, remove disability barriers, and provide affordable housing options.
- c) Promote consultation with the Rural Municipality of Dauphin regarding development proposals within close proximity of either side of the municipal boundary.
- d) Encourage cooperative partnerships with our neighbours when deemed to be of joint benefit in fostering the future healthy growth of the community.
- e) Explore inter-municipal partnerships involving tax and cost-sharing agreements when appropriate.

CI2**Leverage post-secondary educational opportunities and innovation to enhance local investment**

- a) Partner with institutions to offer additional post-secondary educational opportunities in Dauphin.
- b) Promote cooperation between post-secondary institutions and local industries, especially in designated Employment and Innovation Areas.
- c) Collaborate with all levels of government, Indigenous communities, government agencies, non-profit organizations, and business incubators to bolster innovation.
- d) Promote a culture of entrepreneurship and innovation.
- e) Support entrepreneurial initiatives through Community Futures Parkland.
- f) Foster a positive business climate to attract businesses that focus on innovation.



CI3

Provide engaging and equitable community services for everyone

- a) Ensure access to a base level of municipal services for everyone, directly or facilitated through partnerships.
- b) Analyze and expand existing public recreation infrastructure.
- c) Foster partnerships with all levels of government, Indigenous groups, and government agencies to develop a strategy to connect existing recreation assets in the region.
- d) Continue to collaborate with the Rural Municipality of Dauphin on the shared governance and ongoing enhancements to the Riverside Cemetery.

CI4

Promote trust through meaningful, inclusive, and informed community and regional engagement

- a) Strive to address any systemic barriers to community participation to ensure all community voices are heard.
- b) Encourage public feedback opportunities when significant land use proposals and other decisions are being considered.



C15

Promote the value of arts and culture

- a) Support arts and cultural programs, services, and facilities.
- b) Continue to support and collaborate with the Dauphin & District Allied Arts Council and Watson Art Centre to promote the growth and success of the arts.
- c) Encourage public art initiatives.
- d) Promote public events and festivals.
- e) Continue to support and collaborate with Dauphin’s Countryfest and Canada’s National Ukrainian Festival to promote the growth and success of keystone festivals and events in the region.

C16

Protect, preserve, and promote our built and natural heritage resources

- a) Continue to protect Provincially designated heritage sites in the city including the former Dauphin Town Hall (now Watson Art Centre), the Ukrainian Catholic Church of the Resurrection, and the former Canadian National Railway Station.
- b) Identify and protect heritage resources including buildings, structures, landscapes, heritage sites, and other areas of historical, architectural, and/or archaeological significance, while ensuring public access.
- c) Protect heritage resources from incompatible or potentially incompatible land uses and/or development that may threaten their integrity or operation.



CLIMATE LEADERSHIP AND RESILIENCE

We understand that we live in unprecedented times. Severe climate events are happening at a rate where we can no longer consider them a rare occurrence. It is more important than ever to take a proactive approach to dealing with climate crises. By being proactive, we can mitigate the effects of climate change. Implementing climate adaptation measures will strengthen Dauphin's climate resiliency, which will have a positive impact on people's health and well-being, the natural and built environment, and the economy.



CR1 **Establish Dauphin as a leader in climate resiliency**

- a)** Promote sustainable land use and development.
- b)** Develop a municipal Climate Action Plan.
- c)** Prioritize sustainable modes of transportation that reduce greenhouse gas emissions.
- d)** Evaluate and pursue feasible models for public transportation.
- e)** Develop measurable targets for reducing greenhouse gas emissions.
- f)** Work towards phasing in zero emission passenger vehicles for City operations.
- g)** Promote active commuting and carpooling.
- h)** Expand the existing active transportation network.
- i)** Explore the feasibility of an idling policy for municipal vehicles.
- j)** Work towards incorporating solar photovoltaics (PV) in municipal buildings when feasible.
- k)** Encourage building designs that meet Leadership in Energy and Environmental Design (LEED) standards.
- l)** Pursue energy-saving measures in the development and renovation of City facilities.



CR2 Preserve and restore environmental assets

- a)** Determine the vulnerability of existing environmental assets to climate change.
- b)** Strive to protect existing trees and plant new trees.
- c)** Encourage the use of climate-resilient plants and native species for landscaping both in the public and private realm.
- d)** Continue to protect and preserve the Vermillion River Valley.
- e)** Promote the construction of community gardens and other food production opportunities.
- f)** Consult with all levels of government on projects that can have a significant impact on the environment.



Read more: Green Areas and Corridors (page 71)

CR3 Expand sustainable infrastructure and programs

- a)** Explore partnerships with organizations to promote and provide incentives for clean and renewable heating for new buildings.
- b)** Explore programs that encourage staff commuting by active modes of transport.
- c)** Support opportunities for zero emission vehicle charging stations.
- d)** Encourage the creation of a pilot shared micro mobility program (e.g. e-bike share).
- e)** Work with partners in the private and public sector to increase uptake of Provincial, Federal, and utility-based building energy retrofit programs.
- f)** Collaborate with local Indigenous community partners to explore Federal funding programs that support alternative and renewable energy projects.



CR4

Enhance community awareness and actively monitor and communicate targets

- a)** Support actions that reduce energy use through public education programs, advanced metering programs, and innovation in efficient energy use.
- b)** Promote programs that expand community knowledge on benefits of energy-efficient homes.
- c)** Promote initiatives that expand community knowledge on benefits of electric vehicles.



HEALTH AND WELL-BEING

Healthy communities are happy and vibrant communities. Promoting health and well-being has many positive outcomes. The average lifespan increases, pressure on the local health system decreases, and residents are happier. Community well-being is a result of a variety of factors including social, economic, environmental, cultural, and political conditions. When these conditions work in harmony, residents' well-being flourishes.

HW1

Increase healthy living and recreational opportunities for all

- a) Support efforts to achieve well-being in all dimensions of health including physical activity and mental and emotional wellness.
- b) Continue to encourage recreational programming and recreational facilities that promote health and well-being.
- c) Ensure equitable access to recreation opportunities for all residents.
- d) Work with surrounding municipalities and Indigenous partners to provide more affordable recreational opportunities.
- e) Develop a Recreation Master Plan.

HW2

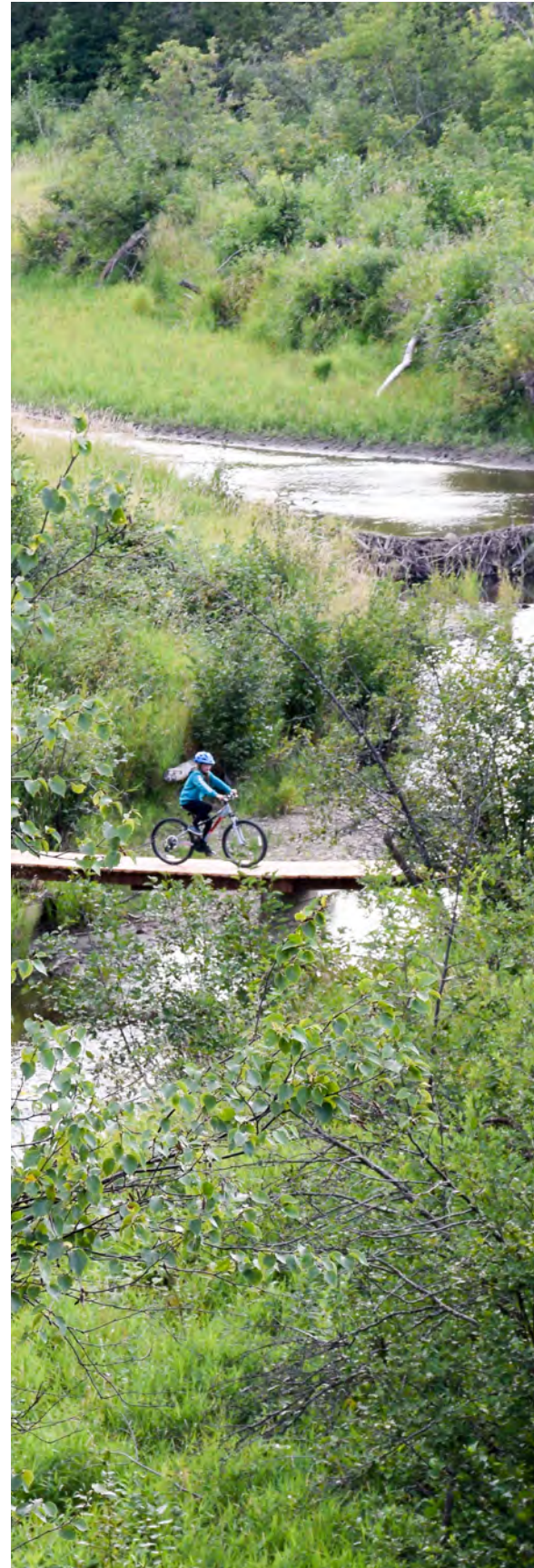
Support social equity and poverty alleviation

- a) Honour the dignity, worth, lived-experience, and contributions to community life of all people, and foster a local culture of inclusion, listening, and respect.
- b) Consider the social impacts of all city initiatives and projects.
- c) Support and partner on efforts to prevent, reduce, and alleviate local poverty and homelessness through a community economic development approach that addresses systemic barriers to opportunity and participation.
- d) Continue working with stakeholders to ensure adequate programming, services, and infrastructure that meet the needs of all residents.

HW3

Design the community for all ages and abilities

- a) Promote and support age-friendly initiatives.
- b) Analyze and improve universal and barrier-free accessibility features in the public realm (e.g. sidewalks, crosswalks, ramps)
- c) Ensure that public buildings are accessible to all users.
- d) Design public spaces that promote intergenerational socialization.





HW4

Invest in active transportation and road safety

- a) Maintain and expand the existing active transportation network.
- b) Implement the Dauphin Active Transportation Strategy.
- c) Support more active transportation options (e.g. e-scooters or e-bikes).
- d) Introduce traffic calming measures where appropriate.

HW5

Foster community safety for all

- a) Develop and implement a Community Safety and Well-Being Plan.
- b) Continue meaningful collaboration with the local police service (Dauphin RCMP).
- c) Provide bylaw enforcement through adequate staffing and resources.
- d) Support the development of programs that address mental health challenges in collaboration with the Province and local non-profit organizations.
- e) Educate residents on theft prevention.

HW6

Support access to food security

- a) Explore the feasibility of establishing a year-round market facility to support local growers, improve access to local food, and promote the agricultural sector.
- b) Support community-scale food system supports such as community kitchens and community and school gardens.
- c) Pursue affordable access to healthy food production and distribution as a fundamental component of community health, poverty reduction, and community gathering.
- d) Support opportunities for urban agricultural practices on vacant and underutilized lots throughout the city.
- e) Pursue opportunities for integrating edible landscaping into public lands, where appropriate.



HN

HOUSING AND NEIGHBOURHOODS

Housing is an essential element of a thriving city. Ensuring our neighbourhoods can support the wants and needs of all residents is intrinsically intertwined with many other aspects of the Plan. Addressing housing shortages and housing affordability must be at the forefront of this Plan. Encouraging development of a variety of housing types in existing and future neighbourhoods is essential to provide appropriate housing for all.



Enhance our existing neighbourhoods while accommodating additional housing

- a) Address housing needs while creating more complete neighbourhoods and sustainable communities.
- b) Promote residential infill development that is sensitive to existing neighbourhood design and character.
- c) Encourage and allow the development of attached and detached secondary suites.
- d) Encourage the development of increased residential density in and around existing or planned commercial areas and corridors.



Read more: Established Neighbourhoods (page 57), New Neighbourhoods (page 61), Mixed-Use Areas (page 68), Major Corridors (page 79), Local Corridors (page 81)





HN2

Encourage and support the provision of all housing types across the housing continuum

- a)** Promote a diversity of housing types and unit sizes in new residential subdivisions and rezoning applications.
- b)** Maximize the housing potential of existing land assets (sites and buildings) owned by non-profits and governments, including the City, through strategic partnerships and knowledge sharing.
- c)** Consider alternative parking ratios and development standards and other alternative provisions of the Zoning Bylaw to assist in the provision of affordable housing units.
- d)** Support innovative models of affordable housing such as prefabricated housing and the adaptive re-use of buildings, through technical and regulatory support, using pilot projects, or housing demonstration projects.
- e)** Support the development of universally-accessible residential units in all new housing developments.

HN3

Support innovative affordable housing programs

- a)** Identify and promote housing initiatives and funding that provide the rapid development of housing and supports for people experiencing, or at risk of, homelessness.
- b)** Explore partnership opportunities between the City, Province, housing providers and agencies, private developers, and community groups, to provide innovative affordable housing options.



LOCAL ECONOMY AND TOURISM

As the regional centre of the Parkland, Dauphin can support local businesses to thrive and promote the integral contributions of the tourism industry and agricultural sector to the city's economic health. The policies outlined in the City Plan are developed to support Dauphin's economic development and prosperity, which meets the needs of the community, retains existing businesses, and attracts new investment to the community.

ET1

Provide opportunities for local businesses to grow and thrive

- a) Support a balanced economy by supporting a mix of retail, commercial, service, and industrial uses.
- b) Aim to attract new businesses in sectors that will positively contribute to Dauphin's year-round economy.
- c) Collaborate with local businesses and non-governmental organizations on business attraction and retention.
- d) Foster partnerships to secure funding opportunities that will assist in attracting new businesses.
- e) Support and show leadership in the development of renewable energy projects, and in agricultural and industrial innovation.
- f) Promote resident return after education.

ET2

Attract and retain light industry

- a) Attract year-round industries that complement the existing agricultural and tourism sectors.
- b) Collaborate with the Parkland Chamber of Commerce and Rural Manitoba Economic Development Corporation.
- c) Foster collaboration among different industries and educational programs.



Read more: Downtown (page 54), Employment and Innovation Areas (page 66), Mixed-Use Areas (page 68)





ET3

Increase tourism activity through agri-tourism, adventure, and experiential tourism

- a)** Partner with the Rural Municipality of Dauphin and Travel Manitoba to promote Dauphin as a tourism hub for the Parkland Region.
- b)** Promote Dauphin’s tourism assets on local, regional, national, and international levels.
- c)** Expand tourism opportunities to ensure visitation in off-peak seasons.
- d)** Capitalize on the city’s natural heritage to generate tourism opportunities.
- e)** Promote the integration of farming with agri-tourism and experiential tourism.
- f)** Expand existing adventure tourism opportunities to increase visitation and boost the local economy.

ET4

Establish Dauphin as Manitoba’s Cycling City

- a)** Promote the connection to Riding Mountain National Park and Northgate Trails mountain biking facility.
- b)** Expand the existing cycling infrastructure to attract more visitors.
- c)** Ensure main tourism destinations are connected within the active transportation network.
- d)** Encourage the development of a bike-share program.
- e)** Improve accessibility of the existing cycling infrastructure.
- f)** Promote Dauphin as a Cycling City.
- g)** Develop programs promoting active transportation (e.g. Bike to Work Day).



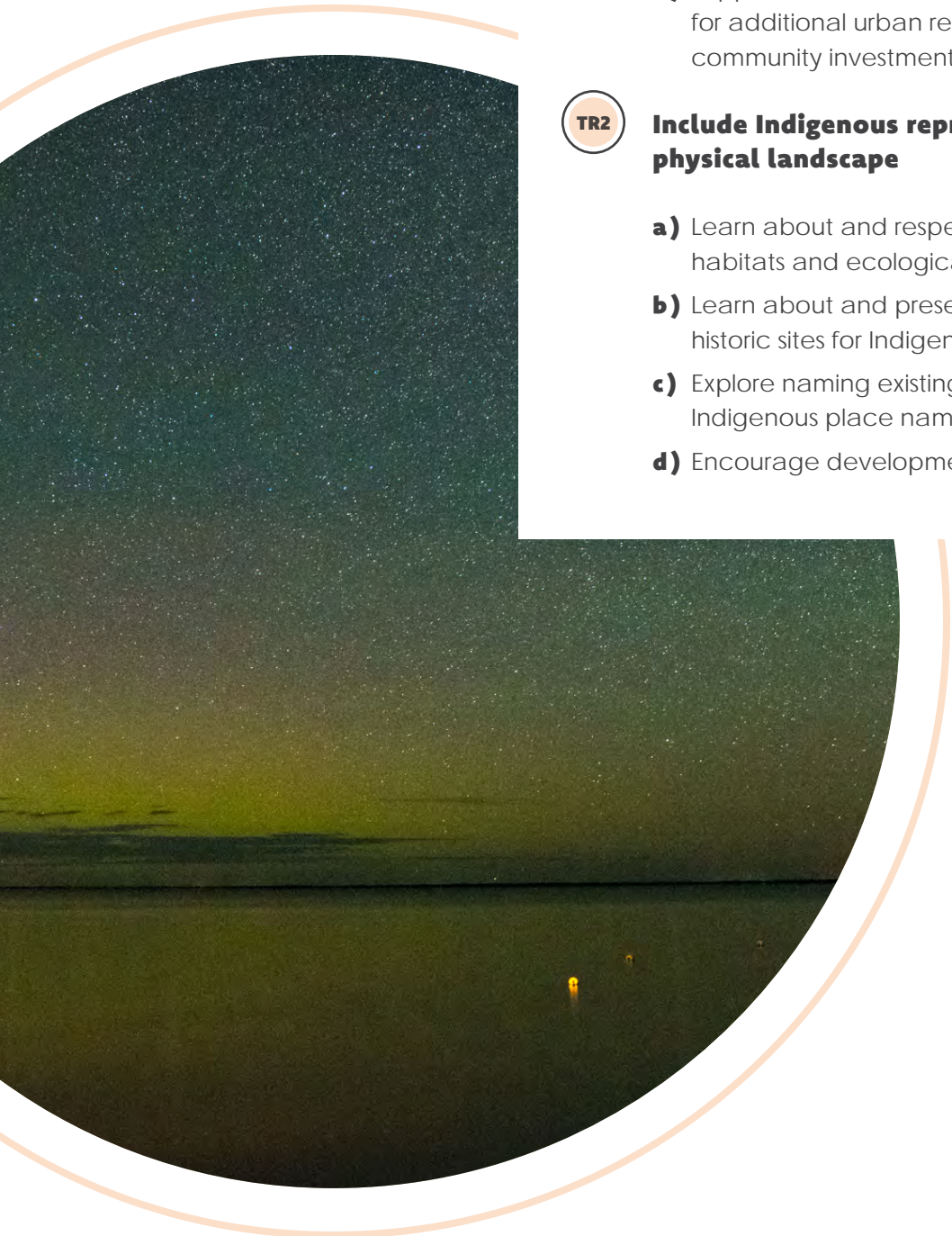
Read more: City Infrastructure (page 88)



TRUTH AND RECONCILIATION

Dauphin is located on Treaty 2 Territory, which is the traditional territory of Anishinaabeg, Cree, Oji-Cree, Assiniboine, Dakota, and Dene Peoples, and the homeland of the Métis Nation. Given the recent discoveries around former residential schools across Canada, it is more important than ever to work collaboratively to build and revitalize relationships among Indigenous and settler Canadians.

Reconciliation is important because it asks us how we treat each other as human beings, and what kind of future we want to create for our children. To talk the talk is not enough; we need to walk the walk. That is why this goal is framed as Truth and ReconciliAction.



TR1

Welcome and facilitate the creation of urban reserves

- a) Work in good faith with First Nations governments to negotiate Municipal Development and Services Agreements and to support harmonized bylaws and land use planning.
- b) Support the Additions to Reserve process to allow for additional urban reserve development and community investment.

TR2

Include Indigenous representation in the physical landscape

- a) Learn about and respect traditional natural habitats and ecological corridors.
- b) Learn about and preserve and promote historic sites for Indigenous communities.
- c) Explore naming existing neighbourhoods using Indigenous place names.
- d) Encourage development of Indigenous public art.



TR3

Foster ongoing relationships and partnerships with Indigenous communities

- a)** Cultivate meaningful relationships with Treaty 2 Nations (Anishinaabeg, Cree, Oji-Cree, Assiniboine, Dakota, and Dene Peoples) and the Métis Nation.
- b)** Champion Indigenous representation and public participation in all City-led initiatives.
- c)** Establish respectful, consistent, and effective engagement practices.
- d)** Promote public events and festivities organized by First Nations and Métis communities.
- e)** Encourage joint economic development initiatives.
- f)** Provide support to Indigenous-owned and -operated local businesses.
- g)** Partner with Indigenous communities to create new tourism opportunities by utilizing existing regional tourism assets.

TR4

Focus on education and community communication

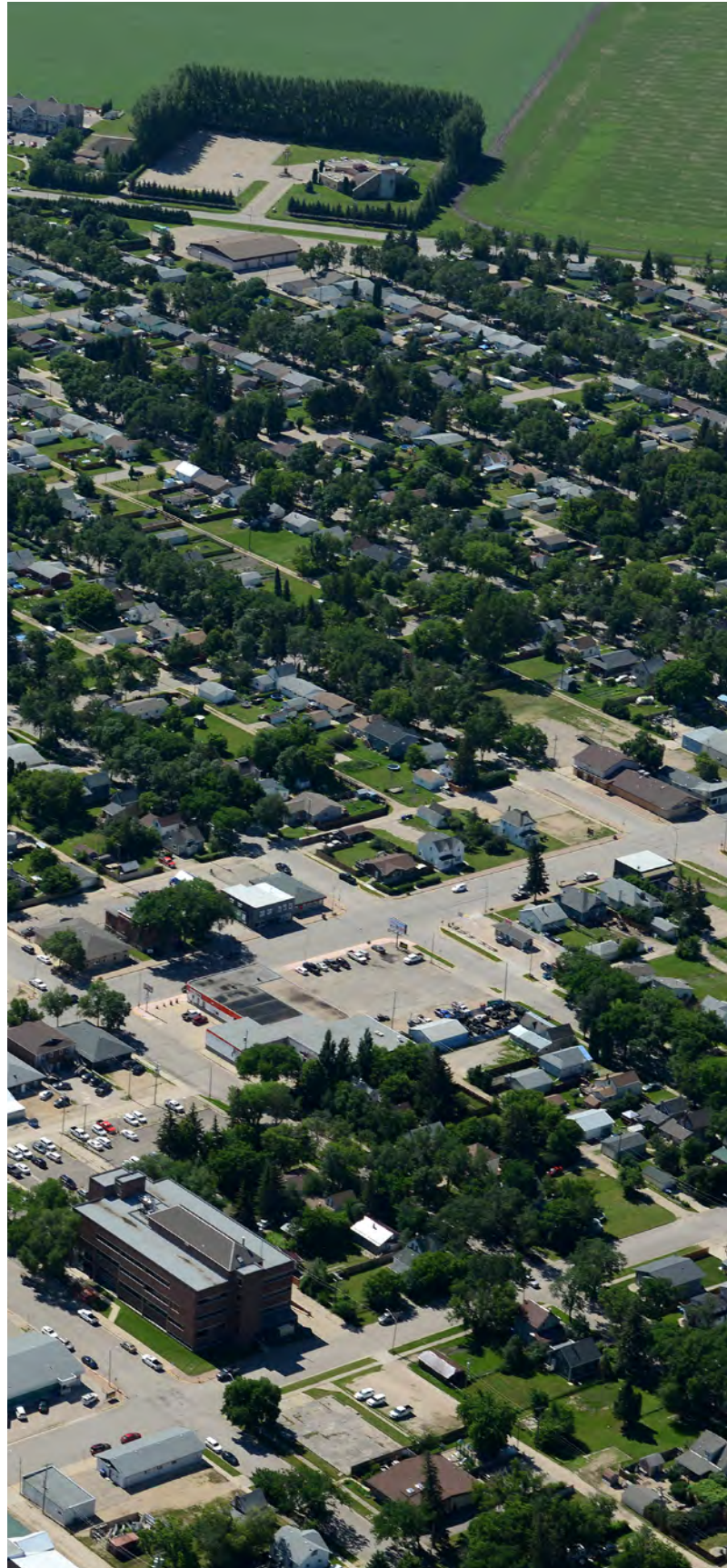
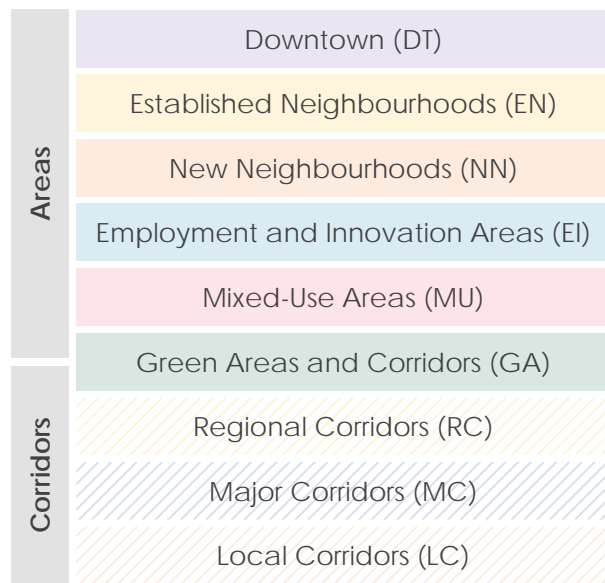
- a)** Provide educational opportunities for youth through collaboration with Indigenous groups.
- b)** Educate residents about the past and the importance of truth and reconciliation.
- c)** Ensure that City reports, plans, and proceedings begin with a land acknowledgement.
- d)** Inform the public about Indigenous-led and co-organized cultural events and festivities.



OUR CITY STRUCTURE

Cities consist of different physical elements that make up their structure. The purpose of this section is to increase our understanding of these physical elements and how they work together to ensure the proper functioning of our city. These elements provide a strong foundation for our city's growth. City-building components are future-oriented, which is why it is important to envision what these areas will be in the future.

To guide land use and development in Dauphin, the City Structure is made up of the following areas and corridor overlays:



CITY STRUCTURE AREAS

Areas are distinct parts of the city distinguished by their unique physical features and development patterns. It is important to develop policies that ensure that these areas work in conjunction with each other and guide future development and community prosperity. Context-specific policies guide us in how we address future changes and development patterns in our community, as well as in how we effectively manage anticipated urban growth.



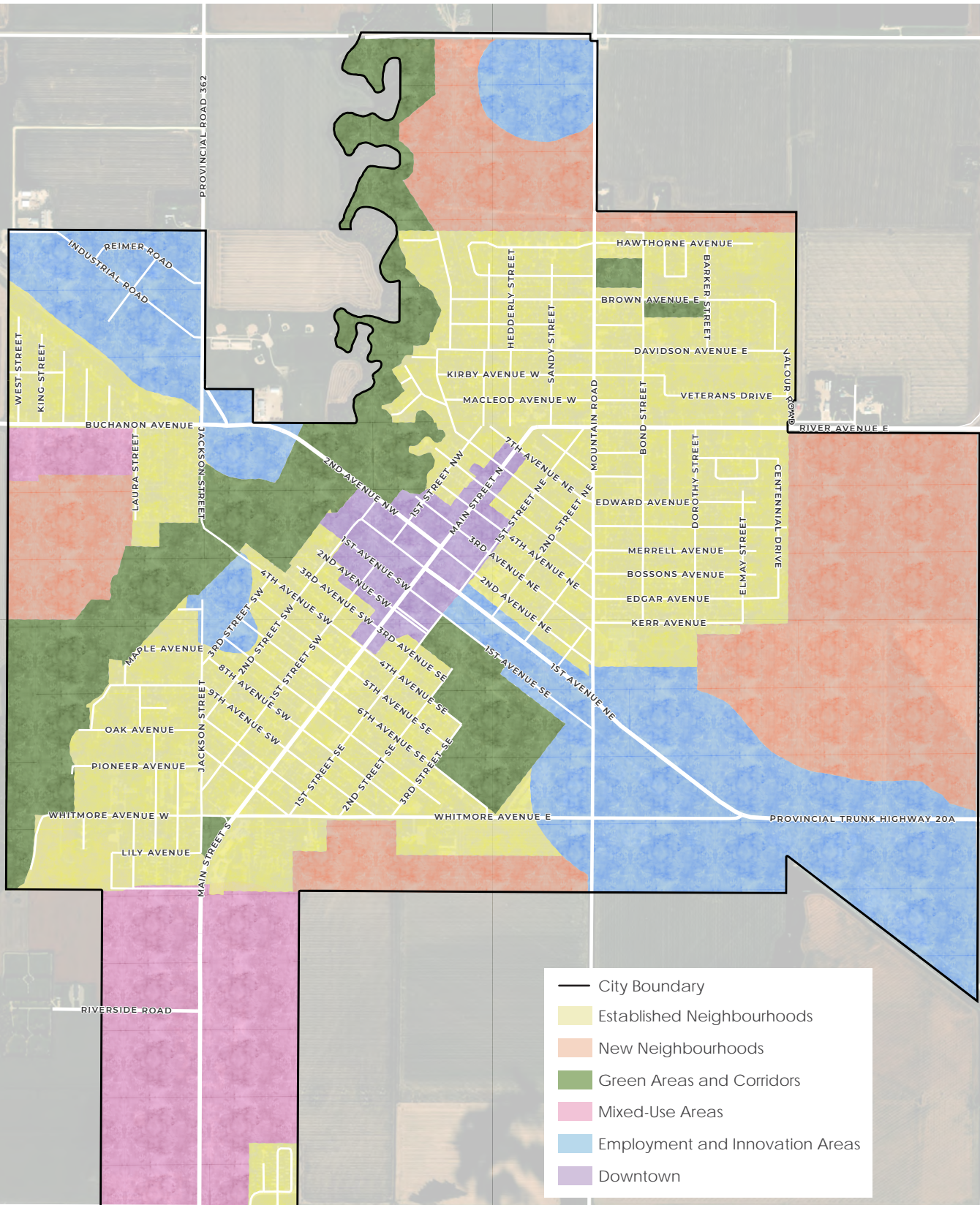


Figure 9: City Structure Areas



DOWNTOWN

Our Downtown contains the greatest diversity of land uses and services. It is a mixed-use, centrally-located area that encompasses vibrant residential neighbourhoods, commercial space, and civic uses. Due to its diversity, the Downtown is one of the most significant areas of development opportunity and growth management.

The Downtown offers the most pedestrian-friendly environment and best access to active transportation options. The streetscape will be activated and visually appealing to promote community interactions. Greenspace in this area will be critical to increase the quality of life. The City and the community will shape the Downtown together, with the City putting forward strategies that support a vibrant Downtown core.

DT1

Reinforce Downtown as the central focus area for the City and region

- a) Encourage commercial, business, social, and cultural activities and higher-density residential development and intensification.
- b) Encourage the redevelopment of vacant or underutilized properties to support increased residential and mixed-use development.
- c) Support existing retail activity and encourage the addition of new retail activity in the Downtown.
- d) Encourage the maintenance, reuse and/or redevelopment of historically or architecturally significant buildings.
- e) Provide gateways to the Downtown to create a sense of arrival.

DT2

Provide an attractive, safe, and active urban environment

- a) Promote a safe and convenient environment through the high-quality design of public spaces.
- b) Promote streetscaping, placemaking, and beautification programs to ensure an aesthetically pleasing environment.
- c) Promote the addition and maintenance of parks, trees, planters, and various types of street furniture.
- d) The appearance, size, projection, and height of signs should not affect adjacent properties.
- e) Provide minimal building setbacks from the public right-of-way to define the street edge.
- f) Encourage more active retail and service uses to ground floor commercial spaces, and direct less active uses above-grade.
- g) Building entrances should provide direct and barrier-free access to the public sidewalk.
- h) Encourage smaller retail units, small variations in building setbacks, building materials and/or colours, fenestration patterns, canopies, and signage.
- i) Provide an area of transition between Downtown and adjacent Established Neighbourhoods with commercial and residential uses that complement adjacent areas.



DT3

Provide an enhanced pedestrian experience and active transportation network

- a) Promote Downtown as the main pedestrian-oriented area of the city.
- b) Provide adequate and suitably landscaped parking areas within Downtown but not along Major Corridors.
- c) Support the growth of the city's pedestrian and cycling network in accordance with the Active Transportation Strategy.
- d) Discourage auto-oriented uses Downtown (e.g. drive-thrus, car washes)

DT4

Promote coordinated Downtown planning and investment opportunities

- a) Encourage collaboration with and between local and regional stakeholders to prioritize Downtown economic development initiatives and partnerships.
- b) Support the expansion of programming including street festivals, parades, and other special events.
- c) Develop a Downtown Action Plan to engage the community to prioritize strategic investment areas and programming opportunities.
- d) Locate the most significant cultural institutions within or in close proximity to the Downtown to ensure easy access for all community members.
- e) Reduce or remove accessory parking minimum requirements in the Downtown.





ESTABLISHED NEIGHBOURHOODS

Currently, the majority of residential development is in the form of single-unit residential. These neighbourhoods are relatively low density. The cost of maintaining the existing infrastructure is challenging and can present a challenge for the City's long-term financial sustainability.

Accommodating additional growth in a context-sensitive manner is a good approach to densifying existing single-unit residential neighbourhoods. Introducing new housing opportunities would have a positive impact on affordability. Additional density would also support potential infrastructure upgrades and bring different land uses and services into predominantly single-unit residential neighbourhoods to shape complete communities. Examples of different housing types include secondary suites, lot splits, duplexes, and four-plexes, which will become more common in these neighbourhoods. Existing green infrastructure and heritage resources will be protected.





Encourage new compatible residential development

- a) Provide housing options for residents in a manner that complements existing development in Established Neighbourhoods.
- b) Residential development should generally follow the following typology:

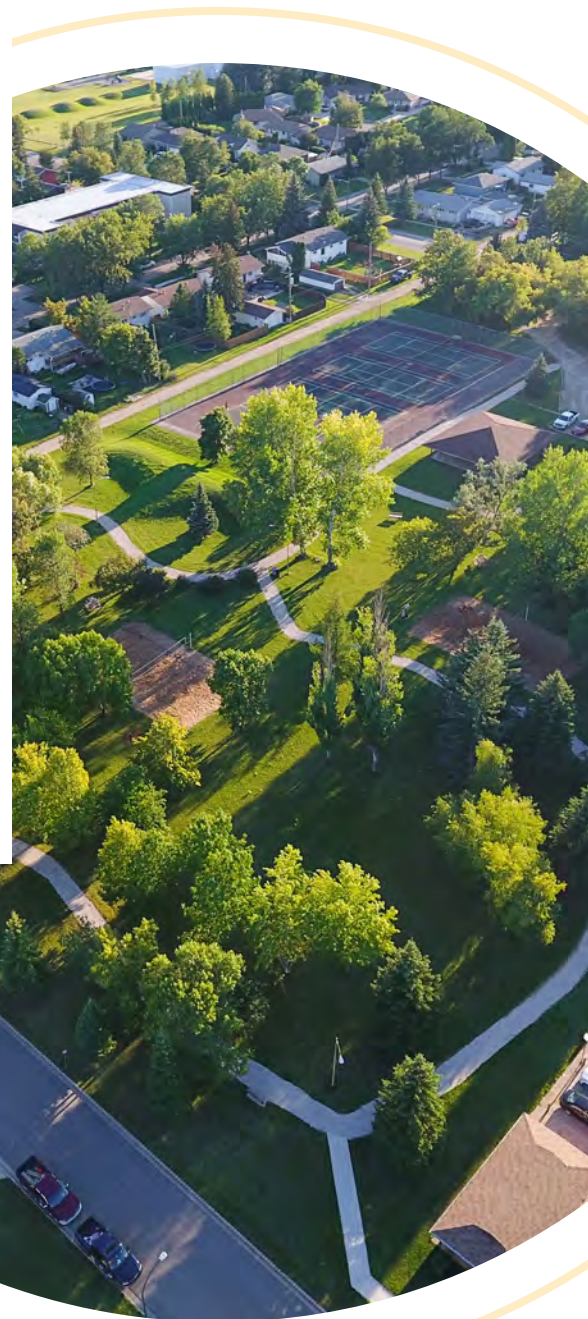
Type	Housing Types	Height
Small Scale	Single-unit, two-unit (semi-detached, duplex), secondary suites (attached, detached)	1-3 stories
Medium Scale	Townhouses (row or stacked), four-plexes, walk-up apartments, low-rise apartments	3-4 stories
Large Scale	Mid-rise multi-unit apartments	4-6 stories

- c) Large- and Medium-Scale development will generally be encouraged and accommodated adjacent to Major Corridors (MC) and Green Areas and Corridors, where compatible with adjacent land uses.
- d) Medium-Scale development will generally be encouraged and accommodated adjacent to Local Corridors (LC) and on collector streets (IN8) where compatible with adjacent land uses.
- e) Small-Scale residential development will be accommodated along local and collector streets (IN8) throughout Established Neighbourhoods.
- f) Infill housing opportunities will be encouraged where feasible in Established Neighbourhoods.
- g) Detached secondary suites will generally be accommodated on properties with public lane access.
- h) Mobile/manufactured homes shall be directed to mobile/manufactured home parks or mobile/manufactured home subdivisions.

EN2

Ensure development is of a high standard of design and construction

- a)** Development will respect and reinforce the general physical patterns and character of Established Neighbourhoods with respect to:
 - i. Patterns of streets, blocks and lanes, parks, and public building sites that provide good connections to the surrounding streets and open spaces
 - ii. General size and configuration of lots
 - iii. Heights, massing, scale, and type of dwelling unit compatible with nearby residential properties
 - iv. Lot sizes and densities
 - v. Setback of buildings
 - vi. Continuation of special landscape or built form features that contribute to the unique character of the adjoining lands
- b)** Encourage the construction of energy and water efficient buildings.
- c)** Encourage a high-quality design aesthetic for all development and new construction.
- d)** Council may adopt design guidelines in the future that will be used to assess and review development applications.



EN3

Provide access to local services, amenities, public and institutional uses for all residents

- a)** Encourage and accommodate (where feasible) neighbourhood commercial uses (such as small-scale retail and services) adjacent to Local Corridors, Regional Corridors, and collector roads.
- b)** Encourage and accommodate (where feasible) neighbourhood public and institutional uses (such as child care centres, places of worship, schools, libraries, community centres, public parks, and recreation facilities) adjacent to Local Corridors, Regional Corridors, and collector roads.
- c)** Non-residential development should generally be compatible with existing residential development.
- d)** Home occupations and businesses should generally be supported through provisions in the Zoning Bylaw.

EN4

Support a variety of transportation options

- a)** Ensure that the transportation options provided facilitate movement through the City.
- b)** Invest in upgrading the existing transportation network.
- c)** Promote active modes of transportation and continue developing the active transportation network.
- d)** Continuously work towards increasing the safety of all road users.



NEW NEIGHBOURHOODS

New Neighbourhoods encompass undeveloped land areas to the north, south, east, and west of established neighbourhoods and are destined for future development. These lands are not currently served by a full range of municipal services. Future neighbourhoods will be transformative, sustainable, well-designed, and pedestrian-oriented residential areas.

NN1

Plan to establish New Neighbourhoods

- a)** Ensure the availability of an adequate supply of land designated New Neighbourhood to meet a variety of future housing needs.
- b)** Priority should be given to developing lands already serviced.
- c)** Connect New Neighbourhoods to existing Established Neighbourhoods through direct and efficient transportation and servicing connections.
- d)** An overall concept plan illustrating the layout of future roadways, building lots, and servicing systems will be required before development and/or subdivision is permitted in New Neighbourhoods.
- e)** New Neighbourhoods adjacent to Provincial highways must follow the requirements outlined in IN7.

NN2

Allow for a planned and orderly transition to New Neighbourhoods

- a)** On lands designated for New Neighbourhood development, existing agricultural operations may continue until the land is required for residential purposes.
- b)** Non-agricultural developments will generally not be allowed within these areas until an overall concept plan has been approved as per New Neighbourhoods - NN1(d).
- c)** Certain agricultural operations such as greenhouses, nurseries, market gardens, and similar operations may be considered on smaller parcels of land as conditional uses until the land is required for residential purposes.
- d)** No new livestock operations or expansion of existing livestock operations shall be permitted within the city.

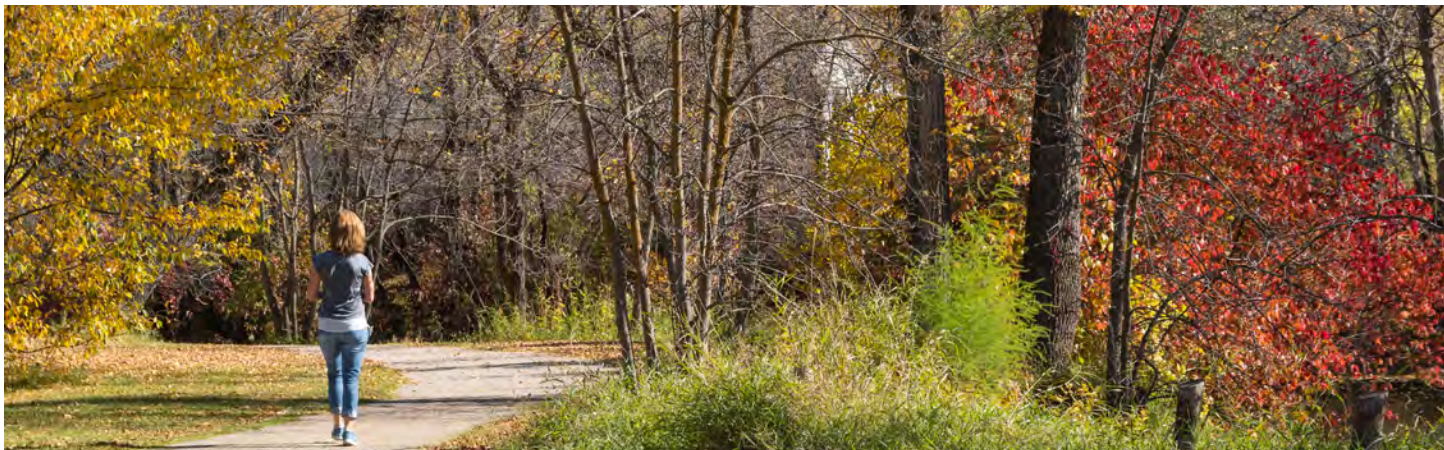


Ensure new compatible residential development

a) Residential development should generally follow the following typology:

Type	Housing Types	Height
Small Scale	Single-unit, two-unit (semi-detached, duplex), secondary suites (attached, detached)	1-3 stories
Medium Scale	Townhouses (row or stacked), four-plexes, walk-up apartments, low-rise apartments	3-4 stories
Large Scale	Mid-rise multi-unit apartments	4-6 stories

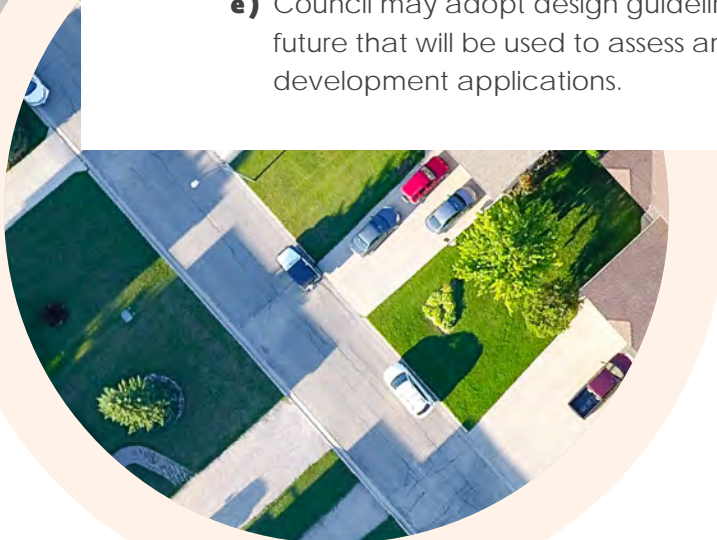
- b) Large- and Medium-Scale development will generally be encouraged and accommodated adjacent to Major Corridors where compatible with adjacent land uses.
- c) Medium-Scale development will generally be encouraged and accommodated adjacent to Local Corridors and on collector streets where compatible with adjacent land uses.
- d) Small-Scale residential development will be accommodated along local and collector streets.
- e) Detached secondary suites will generally be accommodated on properties with public lane access.
- f) No mobile/manufactured home parks shall be established in New Neighbourhoods.



NN4

Ensure development is of a high standard of design and construction

- a) Development will respect and reinforce the following general physical patterns and character:
 - i. Patterns of street, blocks and lanes, parks, and public building sites that provide good connections to the surrounding streets and open spaces
 - ii. General size and configuration of lots
 - iii. Heights, massing, scale and type of dwelling unit compatible with nearby residential properties
 - iv. Lot sizes and densities
 - v. Setback of buildings
 - vi. Continuation of special landscape or built form features that contribute to the unique character of the adjoining lands
- b) Encourage the construction of energy and water efficient buildings.
- c) Encourage the construction of universally accessible and/or visitable buildings and residential units.
- d) Encourage a high-quality design aesthetic for all development and new construction.
- e) Council may adopt design guidelines in the future that will be used to assess and review development applications.



NN5

Provide access to local services, amenities, public and institutional uses for all residents

- a)** Encourage and accommodate (where feasible) neighbourhood commercial uses (such as small-scale retail and services) adjacent to Local Corridors, Regional Corridors, and collector roads.
- b)** Encourage and accommodate (where feasible) neighbourhood public and institutional uses (such as child care centres, places of worship, schools, libraries, community centres, public parks, and recreation facilities) adjacent to Local Corridors, Major Corridors, and collector roads.
- c)** Consult with the local school division and Public Schools Finance Board to determine the need for new schools, associated sports fields, and day care facilities, as required, to serve the community.
- d)** Non-residential development should generally be compatible with existing residential development.
- e)** Home occupations and businesses should generally be supported.

NN6

Support a variety of transportation options

- a)** Ensure that the transportation options provided facilitate movement through the city.
- b)** Invest in upgrading the existing transportation network.
- c)** Promote active modes of transportation and continue developing the active transportation network.
- d)** Continuously work towards increasing the safety of all road users.



EMPLOYMENT AND INNOVATION AREAS

Employment and Innovation Areas are the employment hubs of Dauphin. These areas will accommodate future job growth, training, and economic development. It is important to foster optimal use of land to provide a stable operating environment for businesses and institutions to thrive and innovation to flourish. Supported land uses include commercial, light industrial, and institutional (including post-secondary facilities).

E11**Support employment and economic development opportunities**

- a) Promote and support Employment and Innovation Areas to ensure City and regional competitiveness.
- b) Ensure there is an adequate supply of serviceable land for future economic development including commercial, industrial, and institutional uses.
- c) Encourage and attract light industry in appropriate locations.
- d) Foster partnerships with post-secondary educational institutions to support local economic development.
- e) Collaborate with local businesses on creating new employment opportunities.
- f) Discourage the conversion of Employment and Innovation Areas to other designations.
- g) Generally prohibit residential uses in Employment and Innovation Areas.
- h) Two-unit and multi-unit development may be considered adjacent to hospital area.

E12**Create an attractive and welcoming environment for all users**

- a) Encourage a high standard of design and connectivity along collector and arterial roads, through landscaping, fencing, and architectural elements.
- b) Provide minimal building setbacks from the public right-of-way to define a street edge, where feasible.
- c) Encourage pedestrian-friendly design where possible.
- d) Storage, display areas, and parking spaces shall prevent unsightly and distracting displays of equipment and materials.
- e) Utilities and services to the premises, including utility poles, street lighting, drainage ditches, surface pavement, and entrance and exit points, shall be carefully designed.
- f) Encourage the provision of employee amenity areas.
- g) Buffer and protect Employment and Innovation Areas from encroachment by other incompatible land uses.
- h) An overall concept plan illustrating the layout of future roadways, building lots, and servicing systems will be required before development and/or subdivision is permitted.
- i) Employment and Innovation Areas adjacent to Provincial highways must follow the requirements outlined in IN7.

E13**Ensure that institutional uses and services are available to everyone**

- a) Ensure that institutional uses effectively serve the entire community.
- b) Integrate institutional uses through connected transportation networks.



MIXED-USE AREAS

Mixed-use areas provide the widest range of land uses including commercial activities, housing, employment, amenities, services, and sustainable transportation options. In addition to encouraging new development, the City will facilitate the transition of existing commercial areas to mixed-use areas through redevelopment and infill. As these areas have high pedestrian volumes, the City will foster the creation of a pedestrian-friendly environment with an engaging and attractive public realm.



MU1

Encourage the transition of existing commercial areas to mixed-use

- a) Allow for long-term residential mixed-use intensification in accordance with the policies in MU3.
- b) Allow for a diversity and intensification of commercial, retail, service, entertainment, and institutional uses.
- c) Consider light industrial uses where compatible in use, design, and form with surrounding development.

MU2

Ensure that Mixed-Use Areas continue to function as prominent retail destinations that serve a City-wide and regional population

- a) Discourage the creation of new commercial areas outside of Mixed-Use areas to encourage retail intensification.
- b) Encourage the redevelopment, infill, and expansion of existing commercial areas as the preferred method of accommodating new commercial development.



MU3

Encourage compatible residential development

a) Residential development should generally follow the following typology:

Type	Housing Types	Height
Medium Scale	Townhouses (row or stacked), four-plexes, walk-up apartments, low-rise apartments	2-4 stories
Large Scale	Mid-rise multi-unit apartments	4-8 stories

- c) Direct the highest densities and Large Scale development adjacent to Major and Regional Corridors.
- d) Encourage Medium Scale development throughout Mixed-Use Areas.
- e) Small Scale residential development will not be considered in Mixed-Use Areas.

MU4

Ensure development is of a high standard of design and construction

- a) Establish a fine-grained network of local and internal streets with sidewalks and street trees.
- b) Design ground-floor building frontages to reinforce a pedestrian scale.
- c) Encourage the consolidation of parking areas to create a pedestrian-oriented environment.
- d) Encourage the construction of energy and water efficient buildings.
- e) Encourage a high-quality design aesthetic for all development and new construction.
- f) Council may adopt design guidelines in the future that will be used to assess and review development applications.



GREEN AREAS AND CORRIDORS

Dauphin is fortunate to have tremendous environmental assets. Preserving and enhancing natural assets will reduce our vulnerability to extreme weather events, enhance the community's resilience to climate change, and reduce greenhouse gas emissions. Preservation and protection of our natural heritage must be a priority for our city. Green areas and corridors also enhance community health and well-being and encourage active transportation.

GA1**Protect and preserve existing environmental assets**

- a)** Preserve and enhance the natural character of the Vermillion River, its vegetative cover, and the biodiversity of the area.
- b)** Preserve the Vermillion River for its natural, cultural, and recreational value.
- c)** Ensure bank stability around the Vermillion River and protect areas at risk from potential flood and erosion damage.
- d)** Encourage conservation and recreation-oriented programs to educate residents on the importance of the Vermillion River for the community.
- e)** Examine the possibilities for enhancing the protection of vital environmental assets.
- f)** Ensure that existing environmental assets reflect the natural and cultural heritage.
- g)** Recognize the value of urban trees to store carbon, reduce water run-off and erosion, buffer windstorms, and mitigate summer heating impacts.
- h)** Strive to expand urban tree canopy coverage by partnering with other interested agencies towards the broader goal of facilitation of carbon capture and providing a more pleasant pedestrian environment.



**GA2****Create and foster attractive, welcoming, and accessible public spaces**

- a)** Ensure that public spaces contribute to the enhancement of the environment, liveability, and appeal of the city.
- b)** Ensure that the spatial distribution of parks and public spaces in the city is equitable and ensures easy access for all residents.
- c)** Acquire land for new parks and green spaces, when feasible.
- d)** Ensure that parks and open spaces are accessible for everyone.
- e)** Promote the creation of new parks and green spaces, while upgrading existing ones.
- f)** Improve the connectivity between existing parks and green spaces through active transportation corridors.
- g)** Ensure parks, public spaces, and green spaces are accessible for all residents.
- h)** Schools and child care centres should be allowed adjacent to and within Green Areas and Corridors, where appropriate.

CITY STRUCTURE CORRIDORS

Corridors are linear overlays that represent ideal locations for accommodating the most transformative change by concentrating future intensification and density throughout the city.



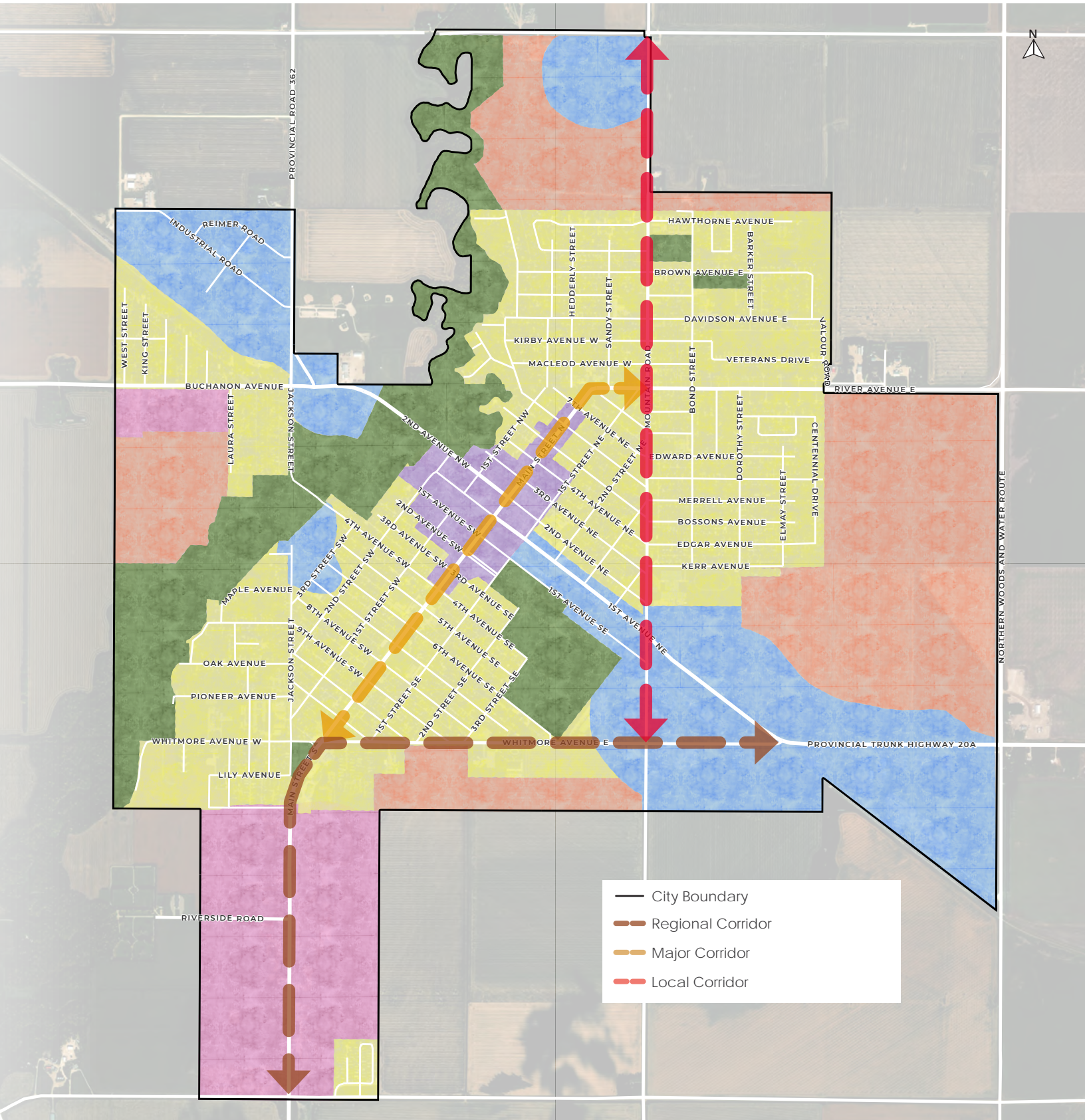


Figure 10: City Structure Corridors



REGIONAL CORRIDORS

Regional Corridors are designed to support efficient movement of people, goods, services, and information. They complement existing employment and population clusters and provide options to support long-term mixed-use, commercial and industrial expansion through carefully planned intensification.



Encourage commercial and industrial intensification adjacent to Regional Corridors

- a)** Support development at a height and scale compatible with surrounding land uses.
- b)** Encourage large-scale mixed-use, commercial and industrial development to seek locations along Regional Corridors.
- c)** Locate highway commercial sites adjacent to arterial streets and highways, primarily on the outer limits of the city.
- d)** Development proposals along Provincial Highways shall be required to consult with and, as necessary, seek approval from the Provincial department responsible for highways.





Provide a safe, comfortable, and attractive public realm

- a)** Storage, display areas, and parking spaces shall be designed to prevent unsightly and distracting displays of equipment and materials.
- b)** Utilities and services to the premises, including utility poles, street lighting, drainage ditches, surface pavement, and entrance and exit points, should be designed to not be unsightly and/or distracting.
- c)** Design and locate the number and variety of signs along major highways to enhance the overall appearance and effectiveness.
- d)** Use landscaping and buffering to provide continuity between the various sites as well to enclose storage and display areas.
- e)** Ensure the design of Regional Corridors provides safe connections to the active transportation network.
- f)** Encourage auto-oriented commercial uses (such as those that cater to the drive-by or traveling customer or require outdoor storage or sales) to locate along Regional Corridors.
- g)** Development should balance safe, convenient access and the maintenance of traffic flows along the arterial streets and highways.



MAJOR CORRIDORS

Major Corridors encourage development patterns that support higher density and street-oriented development. It is important to include design features that will enhance accessibility, safety, and attractiveness for active modes of transportation due to higher density and higher traffic volumes.





Encourage strategic residential intensification adjacent to Major Corridors and provide local commercial amenities and opportunities for the surrounding neighbourhood and community

- a) Support development at a height and scale compatible with surrounding land uses.
- b) Encourage small-format commercial development to seek infill locations within Major Corridors.
- c) Direct higher intensity residential development towards Major Corridor areas close to established Mixed-Use Areas and Downtown.
- d) Direct light industrial and auto-oriented commercial uses (such as those that cater to the drive-by or traveling customer or require outdoor storage or sales) towards Major Corridor areas in proximity to Employment and Innovation Areas.



Provide a comfortable pedestrian environment and attractive public realm

- a) Provide minimal building setbacks from the public right-of-way to define the street edge.
- b) Encourage more active retail and service uses to occupy ground floor commercial spaces, and direct less active uses above-grade.
- c) Ensure that building entrances provide direct and barrier-free access to the public sidewalk.
- d) Encourage smaller retail units, small variations in building setbacks, building materials and/or colours, fenestration patterns, canopies, and signage.
- e) Auto-oriented commercial uses should provide connectivity between buildings, parking areas, and public sidewalks.
- f) Ensure the design of Major Corridors provides safe modes of active transportation and connections to the active transportation network.



Provide opportunities for Major Corridors in new communities

- a) Designate new Major Corridors in future New Neighbourhoods to provide appropriate opportunities for mixed-use intensification.
- b) Ensure new Major Corridors follow a high standard for design and active transportation integration as outlined above.



LOCAL CORRIDORS

Local Corridors encourage development patterns that support low to medium density and street-oriented development on a neighbourhood scale. It is important to include design features that will enhance accessibility, safety, and attractiveness for active modes of transportation.



Provide a comfortable pedestrian environment and attractive public realm

- a)** Provide minimal building setbacks from the public right-of-way to define the street edge.
- b)** Construct new, and continue improving, existing sidewalks to enhance safety and accessibility.
- c)** Promote efforts to enhance the streetscape.
- d)** Ensure the design of Local Corridors provides safe modes of active transportation and connections to the active transportation network.



Provide neighbourhood-scale amenities and opportunities

- a)** Support development at a height and scale compatible with surrounding land uses.
- b)** Encourage small-format commercial development to provide basic neighbourhood services.





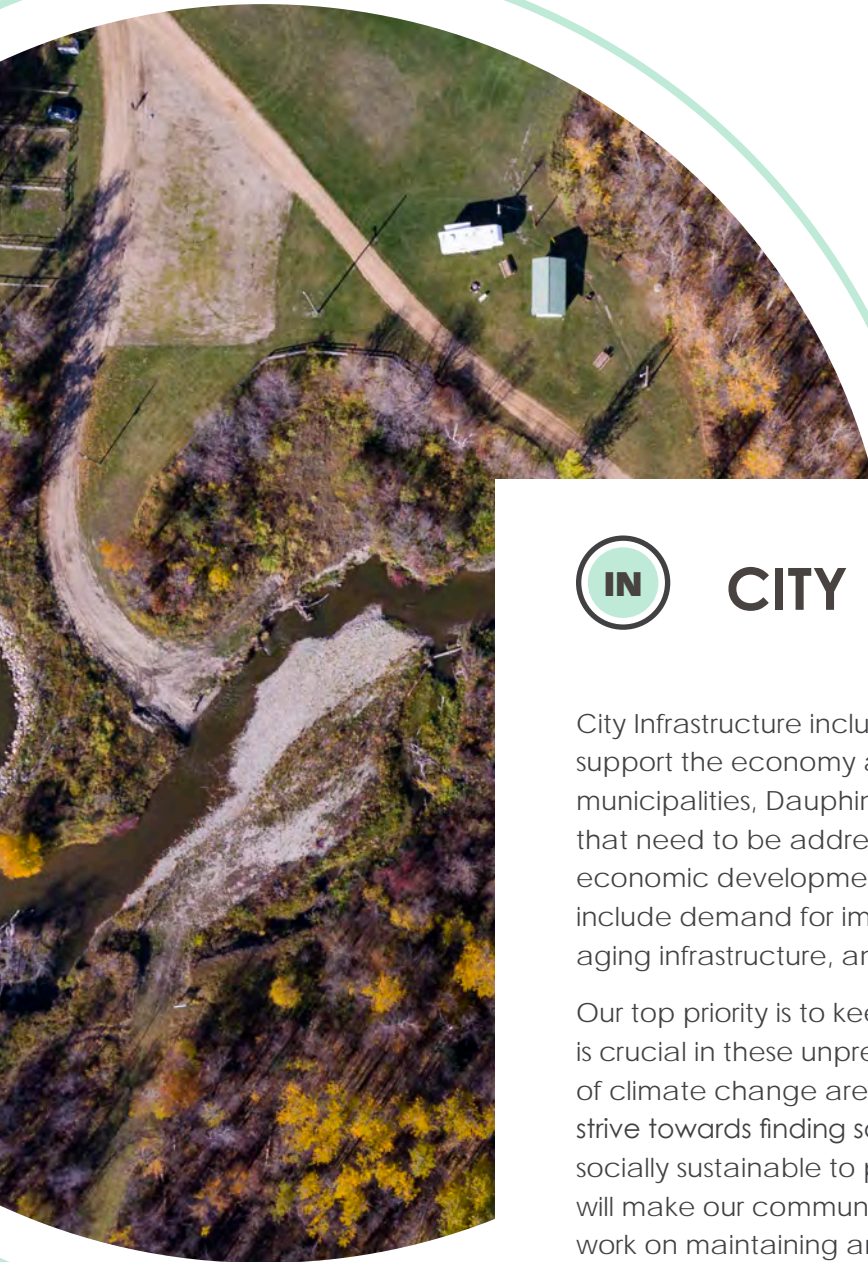
GENERAL LAND USE POLICIES

The following General Policies shall apply to development throughout the city:

- a)** The Provincial Land Use Policies are a Regulation under *The Planning Act* and serve as a guide for the City in undertaking Plan amendments or statutory reviews of the City Plan.
- b)** All new development in the city shall be consistent with this Plan.
- c)** The implementation of the Municipal Zoning Bylaw, subdivision and development approvals, and public works shall be consistent with the provisions and intent of this document.
- d)** No subdivision of land shall be permitted unless it conforms with the general intent and provisions of this Plan and *The Planning Act*.
- e)** Multi-lot subdivisions will be circulated to the local school division to enable planning for enrollment and school bussing.
- f)** Developments that create hazardous situations, or are subject to environmental hazards, shall not be permitted unless the hazard has been removed or appropriate mitigative measures have been taken that will protect life and property.
- g)** Where differing land uses abut each other and the potential for conflict exists, appropriate mitigative measures may be required as a means of minimizing the impact on adjacent lands.
- h)** In approving new developments, consideration shall be given to the current and projected demand for that particular type of use.
- i)** To avoid premature fragmentation of land, the supply of lots should bear a reasonable relationship to the demand for or consumption of lots.
- j)** To prevent the unnecessary or premature subdivision and servicing of land, the City may require that a supply and demand study be undertaken to obtain an overall picture with respect to the availability of suitable undeveloped lots of that particular use.
- k)** New development should include parks and open space areas or connect to existing park and open space areas whenever possible. Council may request land dedication or cash-in-lieu for public reserve purposes as part of a development application.
- l)** A public reserve dedication may be required as a condition of subdivision approval. Where public reserve land intended for public recreation uses (e.g. parks, trails) is proposed within a new subdivision, appropriate access to that reserve land shall be provided. In addition, efforts should be made to provide adequate access to existing public reserve land that is intended for public recreational uses.

MAP INTERPRETATION

- a)** Boundaries between structure areas as illustrated on the map are intended to serve as guidelines only and are not to be interpreted as precise dimensions or locations. Situations may necessitate a degree of flexibility in the application of these boundaries, provided that they comply with the general intent of the Development Plan.
- b)** Zoning Bylaw boundaries may differ slightly from the City Plan; however, in no case should the difference be contrary to the intent of the City Plan.
- c)** Where there is development that does not currently comply with the long-range policies reflected in the City Plan, these areas may still be zoned in the municipal Zoning Bylaw according to their present use in order to avoid the creation of non-conforming uses, provided that the overall intent of the plan is maintained. Zoning applied to a property may conflict with the City Plan to accommodate existing uses until such time as the property is redeveloped in alignment with the objectives and policies of the City Plan. In these cases, subdivision and development proposals must be consistent with City Plan policies.
- d)** Crown Lands areas, including Provincial forests, wildlife management areas, ecological reserves and Provincial parks, are under the administration and control of the Province of Manitoba and Government of Canada, and as such have been exempted from the policies in the City Plan.
- e)** Closed public reserve lands and public roads will take on the same designation as adjacent lands to avoid unnecessary amendments.
- f)** Interpretation of the land use maps and policy intent of this City Plan is at the discretion of the Municipality.



CITY INFRASTRUCTURE

City Infrastructure includes systems and services that support the economy and quality of life in a city. Like other municipalities, Dauphin is facing infrastructure challenges that need to be addressed to support future social and economic development of the community. The challenges include demand for improved services in the community, aging infrastructure, and regulatory directives.

Our top priority is to keep our citizens healthy and safe. This is crucial in these unprecedented times where the impacts of climate change are becoming regular occurrences. We strive towards finding solutions that are economically and socially sustainable to provide infrastructure services that will make our community prosper. We will simultaneously work on maintaining and managing existing infrastructure and investing in new infrastructure that will support the growth of our city.

The most effective tool to achieve efficient service delivery is to take on a proactive approach and focus on growth management. Gently densifying existing areas, especially the Downtown, mixed-use areas, and corridors will support infrastructure improvements that will service the growing population and have a positive impact on long-term maintenance costs.

IN1**Provide and ensure a high level of municipal service delivery**

- a)** Adopt an Asset Management Policy to ensure sustainable service delivery.
- b)** Ensure that municipal infrastructure is maintained in good repair.
- c)** Encourage maximum use of existing municipal infrastructure prior to the expansion of the system.
- d)** Ensure that appropriate municipal services can be extended to support new development in a sustainable manner.
- e)** Maintain a reserve capacity or development program in the municipal service system that will readily accommodate new development.
- f)** Maintain up-to-date record drawings of all municipal utilities.
- g)** Continue to collaborate on servicing initiatives with the Rural Municipality of Dauphin when deemed to be of mutual benefit to the City and the RM.
- h)** Incorporate long-term planning of municipal services in the 5-year capital budget.
- i)** Request an engineering impact assessment of new development on the existing and future provision of municipal services to the area and the impact, if any, on the surrounding area, where deemed appropriate by the scale, nature, or location of a proposed development.
- j)** Require development applicants to contribute towards the costs of necessary upgrades to municipal infrastructure arising as a result of the development proposed, where deemed appropriate by the scale, nature, or location of a proposed development.
- k)** Complete all underground renewals, replacements, and installations as far ahead of pavement construction or reconstruction as possible, and plan in conjunction with roadway pavements or improvements to prevent unnecessary disturbance of paved surfaces.

IN2**Ensure public utilities are appropriately accommodated in existing and future development**

- a)** Consult and cooperate with the public utility service providers, when appropriate, in evaluating and approving any subdivision or development proposal to ensure services can be provided in a sustainable manner.
- b)** Consult with the public utility service providers to ensure that their service interests and approval functions are effectively coordinated with local development and approval processes.
- c)** Recognize that essential activities of the public utilities will be permitted in all land designation areas.

IN3

Ensure the water system is in an acceptable state of operation and performance to support existing and future demand

- a) Ensure the quantity and rate of delivery is adequate to meet present and future fire protection needs.
- b) Operate, maintain, and monitor the Water Treatment Plant such that it produces treated water that meets or exceeds Federal and Provincial guidelines and regulations.
- c) Ensure the water source is protected through liaison and consultation with Parks Canada, the RM of Dauphin, and other appropriate Provincial agencies.
- d) Maintain a program for the provision, repair, and replacement of water facilities.
- e) Replace and improve water mains based on available funds and an internal analysis of the frequency of leaks and breaks and the ability of the system to meet health and safety standards.
- f) Evaluate requests for provision of water services outside of the City boundaries on a case-by-case basis.

IN4

Ensure the wastewater system is in an acceptable state of operation and performance to support existing and future demand

- a) Meet all water quality effluent regulations.
- b) Direct expansion of the trunk sewer system towards areas that have been designated for immediate or near future development.
- c) Monitor wastewater flows to be prepared for the expansion/upgrade of pumping and treatment facilities prior to wastewater flows reaching the rated capacity of these facilities, or the limits of the Clean Environment Commission licensing order.
- d) Undertake regular maintenance at the wastewater lagoon to ensure proper operation of the facility.
- e) Ensure all effluent discharge into the Vermillion River complies with current Province of Manitoba environmental regulations.
- f) Maintain a program for the provision, repair, and replacement of wastewater facilities.
- g) Consider feasible and economical means of reducing extraneous flows to allow the main pump-house and treatment facilities to serve a larger population.
- h) Evaluate requests for provision of wastewater sewer services outside of the city boundaries on a case-by-case basis.



Ensure the drainage system is in an acceptable state of operation and performance to manage flooding, overloading, and excess runoff

- a)** Work cooperatively with the RM of Dauphin, the Inter-Mountain Watershed District, Parks Canada, and Provincial departments, as appropriate, in the development and maintenance of surface drainage systems and the overall management of storm runoff within the city.
- b)** Encourage strategies and solutions to minimize storm runoff.
- c)** Employ a storm drainage scheme that will allow for a separation of the land drainage and the wastewater sewer system in new developments.
- d)** Construct separate land drainage sewers in existing areas and retention/detention ponds in new development areas, if applicable.
- e)** Encourage a system of open channel drainage and retention/detention ponds, or other engineered solutions, in the design of future development areas.
- f)** An engineered lot grading plan indicating building and lot elevations, along with proposed drainage patterns will be required for any property that is being newly developed, re-developed, or proposed to have significant expansion of its buildings. The developer may also be required to provide projected engineered storm runoff calculations.
- g)** Concept plans identifying potential implications to the provision of municipal services, including consideration of surface drainage issues, may be required by, and at the expense of, the development proponent for any proposed substantive new development.
- h)** Development should result in no increase in storm flows to the highway ditch system. Where this is unavoidable, the costs of revisions required to the existing highway drainage system, which are directly associated with a development, will be the responsibility of the developer. Such costs may alternatively be subject to a cost-sharing agreement.
- i)** Drainage information at a functional design level will be required before approval is granted for any significant development proposal is brought forward in the Mixed-Use Area and Regional Corridor along Main Street S. The appropriate Provincial departments will be consulted in determining whether information at a functional design level will be required.
- j)** Small development projects should be encouraged to incorporate systems of roof and/or parking lot ponding, mild graded green spaces, and similar features to reduce the runoff from the newly developed land.
- k)** Plan land drainage improvements as far ahead as possible to prevent unnecessary disturbance of roadway surfaces.

IN6

Ensure the landfill and waste diversion facilities are in an acceptable state of operation and performance to support existing and future demand

- a) Continue to pursue waste diversion strategies, including the promotion of recycling and composting.
- b) Conduct an analysis to determine the estimates of useful life of the current landfill site.
- c) Plan for future landfill and waste diversion expansion.

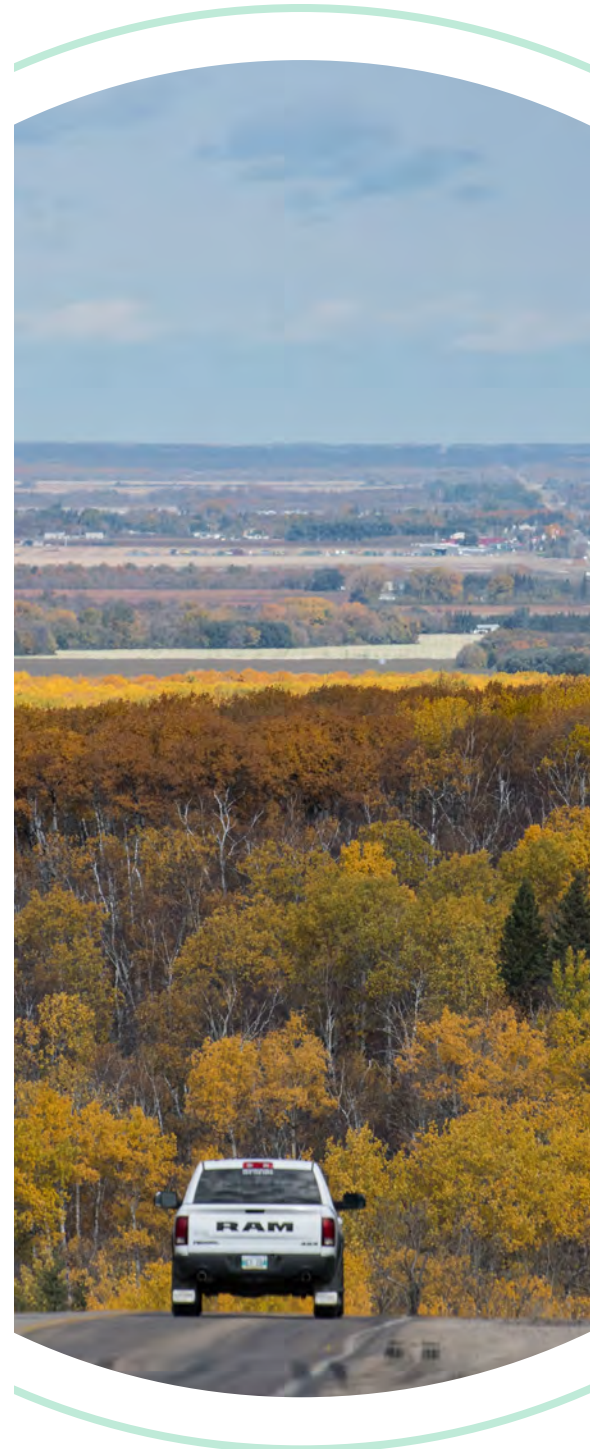
IN7

Ensure the efficient and safe functioning of highways under Provincial jurisdiction

- a) A permit is required from the appropriate Provincial authority for any new, modified, or relocated access, or to intensify the use of an existing access to a Provincial highway, for any site adjacent to a Provincial road or Provincial trunk highway that is not the responsibility of the City. A permit is also required from the appropriate Provincial authority for any structures proposed, or to change or intensify the use of an existing structure, within the controlled area adjacent to a Provincial highway.
- b) Ensure development does not limit the capability of a Provincial highway to move all modes of traffic safely and efficiently or impact access to Provincial Roads (PRs) and Provincial Trunk Highways (PTHs).
- c) Encourage developments to have internal road networks with limited access to PRs and PTHs.
- d) Prohibit proposed developments that may have a detrimental impact on safety and/or the efficient operation of the Provincial highway system, unless mitigation measures suitable to the Province are incorporated.
- e) Consolidate access points to the Provincial highway system in collaboration with the Province on the location, design, and implementation of controlled intersections, where warranted, through development of an Access Management Strategy.



- f)** Encourage the clustering of uses, such as commercial developments, and the establishment of an internal road system, to reduce the use of frontage roads when planning new areas of development in proximity to a Provincial highway.
- g)** Provide adequate buffering between the Provincial Trunk Highways and any adjacent residential developments.
- h)** Any new development bordering one side of a major transportation corridor or facility (such as a highway or rail line) shall be directed to the same side of a corridor to maintain maximum safety conditions by eliminating unnecessary cross corridor movements.
- i)** The developer shall be responsible for the cost of any access and/or intersection improvements and/or traffic controls identified in a traffic impact study as a result of the proposed development, and will be implemented to the satisfaction of the City and the authority having jurisdiction over the affected highway.
- j)** Prohibit development in areas designated for highway widening or expansion unless provisions suitable to the Province are made to accommodate future widening or expansion.
- k)** No additional development should be considered within the control circle area centred at the intersection of PTH 20 / PTH 20A S, in order to accommodate any future highway system enhancements.
- l)** Development adjacent to PTH 5A needs to consider any future planned upgrades to PTH 5A.
- m)** Development near the eastern limit of the city should incorporate an internal road system so as not to rely on PTH 20 for access.





Establish safe and efficient transportation facilities and services for all users that are well-integrated with land use planning

- a) Maintain a street classification system within a transportation network including both existing and proposed streets.
- b) Encourage orderly and efficient development of the street system in accordance with the following classifications and planning requirements:

Street Type	Average Daily Traffic	Requirements
Local	<1,000 vehicles per day	<ul style="list-style-type: none"> • Where feasible, direct connection between local and arterial streets should be restricted. • Direct connection between local and collector streets should be encouraged.
Collector	1,000 – 4,000 vehicles per day	<ul style="list-style-type: none"> • Direct connection between collector and arterial streets should be encouraged. • Private access to collector streets and on-street parking should be kept to a minimum, and public lanes provided as an alternative access. • Crosswalks should be provided and clearly signed in residential areas at regular intervals. • In New Neighbourhoods, crosswalk and sidewalk provision should be a requirement within a development agreement during the initial stage of development approval.
Arterial	>4,000 vehicles per day	<ul style="list-style-type: none"> • Direct access to arterial streets should be limited to collector streets and other arterials where efficient traffic control devices can be used. • Crosswalks should be provided and clearly signed in residential areas at regular intervals. • In New Neighbourhoods crosswalk and sidewalk provision should be a requirement within a development agreement during the initial stage of development approval. • Buffering should be provided adjacent to all arterial streets abutting residential areas.

- c)** Minimize disruption to local development when street upgrading is required.
- d)** Provide and maintain an efficient and economical pedestrian and cycling network in accordance with the Active Transportation Strategy.
- e)** Construct sidewalks in conformance with predetermined patterns or on the northern and eastern sides of right-of-ways, adjacent to lot lines and provide a maximum of feasible separation between pedestrians and vehicular traffic. In the cases of relatively short, lightly used streets, such as cul-de-sacs, however, the sidewalks, may be adjacent to the curb.
- f)** Provide flexible requirements for the provision of off-street parking spaces as part of the Zoning Bylaw.
- g)** Continue to monitor on-street parking and initiate a parking study if required.
- h)** Continue to apply design standards and require right-of-way cross sections for streets.
- i)** Retain municipal road allowances for public access. Any clearing, cultivation, cropping, or use of unimproved road allowances should be approved by the City.
- j)** New multi-lot subdivisions with a proposed public road should have two points of access/egress to facilitate safe traffic circulation and allow for adequate emergency access as recommended by the relevant subdivision regulations.
- k)** Limit the use of flag-shaped lots and private roads or shared driveways in subdivision design to ensure direct access to public roads, civic addressing standards are maintained, emergency service liabilities are limited, and potential conflicts regarding access are avoided.
- l)** Plan and design new public roadways created through the subdivision process, along with related infrastructure (e.g. streetlights, traffic control devices), to service both existing and future requirements and in accordance with applicable City standards.
- m)** In accordance with the provisions of *The Planning Act*, the construction of roadways and associated infrastructure will be subject to a development agreement between the City and the developer. Development costs shall be borne by the developer.
- n)** Functional planning studies may be required from time to time to investigate specific transportation problems or potential problems as determined by Council.

IN9

Minimize and/or mitigate risks that are associated with active rail corridors

- a) In general, discourage development that would require new crossings over the Canadian National Railway.
- b) New development on lands adjacent to existing active rail corridors in the municipality should conform to the minimum setbacks outlined in the Federation of Canadian Municipalities Rail Association of Canada guidelines and CNR's requirements.
- c) When residential development is proposed for land near the railway, a portion of land may be required as a public reserve to provide a buffer between the residences and the railway.

IN10

Protect and steward the City's waterways

- a) Ensure that development will occur in such a manner that upholds Provincial Water Quality Standards, Objectives, and Guidelines.
- b) Ensure the natural unimpeded flow of the waters of the Vermillion River by protecting the natural floodway and not aggravating upstream or downstream damage during times of flood.
- c) Encourage programs to monitor effluent output downstream of the City's lagoon outflow to better safeguard water quality in the Vermillion River.
- d) Monitor development proposals and encourage design standards that will minimize negative impacts of surface drainage emanating from the new development.
- e) Prior to the construction of all water control works, including drainage works, a proponent is required to apply for a Water Rights License to Construct Water Control Works, pursuant to *The Water Rights Act*.



IN11

Minimize and/or mitigate risks that are associated with hazard lands

- a)** Ensure lands lying in designated floodway areas are not be obstructed in any manner that impedes water flow and water storage during peak runoff.
- b)** Require flood mitigation measures to minimize flood damage risks for lands lying in designated floodway fringe areas.
- c)** Regulate development along the Vermillion River, its floodway and flood fringe, to ensure its protection.
- d)** Control and plan development to ensure that it is compatible with any risks or that the hazard has been eliminated or protected against.
- e)** Ensure development does not create any added risk to life, health, or personal safety.
- f)** Protect structures and services against any damage and strive to ensure they are fully functional during hazard conditions.
- g)** Prohibit activities that alter existing slopes or may accelerate or promote erosion or bank instability, unless appropriate mitigative measures have been taken to minimize the potential of such erosion or bank instability.
- h)** Preserve existing tree and vegetation cover, where appropriate, to reduce erosion and maintain bank stability.
- i)** Require proponents to complete engineering studies for development proposals in hazard areas. This should include impact analysis, and plans to eliminate the risk or reduce the risk to an acceptable level and propose remedial measures which restore or rehabilitate damage should it occur.



IN12

Minimize and/or mitigate risks that are associated with hazardous uses

- a) Direct hazardous uses to industrial areas where they may be separated from human occupancy areas and buildings.
- b) Council may request impact studies from a development proponent so that hazards and nuisances may be prevented or mitigated through the use of physical separation, natural or human-made barriers, operating techniques, building materials, design, location relative to transportation routes and prevailing winds or other means or considerations. These studies may also look at potential for air, soil, or water discharges, the nature of outdoor storage, and compatibility with adjacent uses.



ADMINISTRATION

LAND USE REGULATORY TOOLS

Zoning Bylaws

The City of Dauphin Zoning Bylaw must generally conform to the City Plan. The objectives and policies in the City Plan provide guidance when updating or considering an amendment to the Zoning Bylaw.

Conditional Use Approvals

Within the Zoning Bylaw there are provisions for the approval of various types of development as a conditional use in each zone. This process provides the City with the flexibility to review specific development proposals, to receive public input from nearby landowners, and to make decisions either approving or denying the proposals. In addition, this process provides the City with the opportunity to establish conditions of approval appropriate for each proposal. The policies and objectives contained in the City Plan provide guidance for the conditional approval process.

Variance Orders

The Planning Act enables the City to issue variance orders for the purpose of varying or altering the application of its Zoning Bylaw. The ways that a Zoning Bylaw may be varied are outlined in *The Planning Act*. Council may attach conditions to a variance order to maintain the intent and purpose of the City Plan or the Zoning Bylaw. Council may authorize administration to grant or refuse a minor variance as set out in *The Planning Act*.



LAND USE PLANNING TOOLS

Secondary Plans

Pursuant to *The Planning Act*, Council may, by bylaw, adopt a secondary plan to deal with objectives and issues within its scope of authority in a part of the City on any matter:

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

Concept Plans

Concept Plans may be used as a tool associated with the plan of subdivision or zoning proposal to assess how property development may best fit with adjoining lands, infrastructure, and regional transportation systems. They can provide direction for the incremental development of designated areas and allocation of servicing costs among benefiting landowners. Concept Plans generally include design layouts demonstrating the integration of proposed developments with adjoining lands and existing uses.

Council may require a Concept Plan and/or impact studies from a proponent in order to assess a development proposal. The components of the plans or impact studies will be determined by Council based on the nature and extent of the proposal.

DEVELOPMENT APPROVAL TOOLS

Development Permits

Any change in a land use or site development generally requires a development permit issued by the City. Before a development permit is issued, proposals are reviewed to determine their conformance with the City Plan and Zoning Bylaw.

Development Officer

Council may authorize the Development Officer to issue development permits, zoning memorandums, non-conforming certificates, and other similar documents and allow minor variances to the requirements of the Zoning Bylaw.

Subdivision Approval

Proposals involving the subdivision of land for individual or multiple lot development shall be subject to a review and approval process involving Council, utility companies, and certain Provincial departments. This process provides an opportunity for development proposals to be evaluated in accordance with the provisions of the City Plan. A subdivision proposal cannot proceed without the approval of Council and the Provincial approving authority. The City and/or the Provincial approving authority may attach conditions to a subdivision approval in accordance with *The Planning Act*.

Development Agreements

Approval of subdivisions and zoning amendments can be conditional upon entry into a development agreement that protects the interests of both the applicant and the City. A development agreement on a subdivision deals with the responsibilities of the applicant and the municipality in providing services to the land in question.

A developer may be required to enter into an agreement with the City regarding the level and standards of quality for services and utilities, the dedication of land for public uses, the phasing of development, the developers' financial commitments to the public, the posting of bonds to guarantee the completion of the project, and the extent to which tree removal will be permitted in the subdivision. This will ensure that the development will proceed in accordance with servicing standards and that costs will be borne by the developer.

A development agreement on a zoning amendment may deal with such issues as the use of the land, the siting of buildings, the installation of services, and the provision of open space.

Building Regulations

The Building Bylaw adopted under *The Manitoba Building and Mobile Homes Act*, establishes the minimum provisions or standards that new and renovated buildings must meet in order to protect the safety and health of the public. This controls the minimum standard of construction and maintenance within a developed or redevelopment area.

OTHER TOOLS AND PROGRAMS

Other Bylaws

The City has and may adopt other bylaws concerning the use, development and maintenance of land. These bylaws should align where possible with the City Plan and the Zoning Bylaw.

Capital Expenditure Program

Capital works programs and public improvements of the City should conform to the policies set out in the City Plan. This is an important implementation tool since the City may influence the rate and direction of growth through the provision of municipal services to land. Council should consult the City Plan when preparing and revising their annual 5-year capital expenditure programs.

Strategic Plans

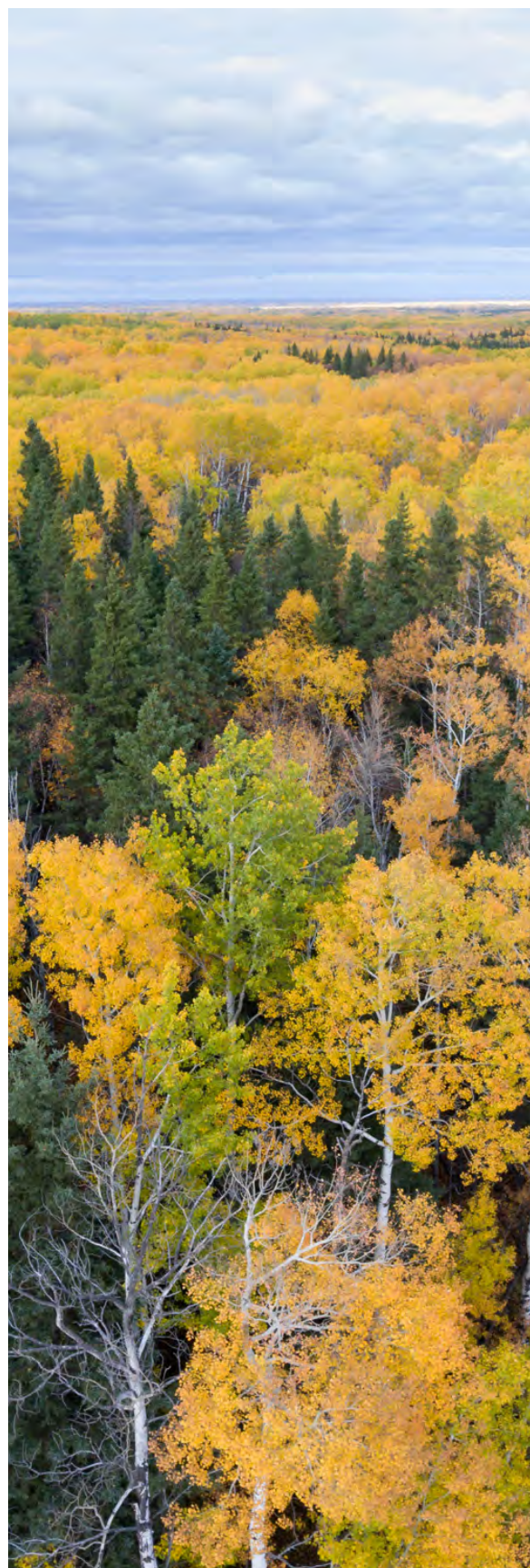
As outlined in *The Municipal Act*, the City may adopt a Strategic Plan. The Strategic Plan should be consistent with the City Plan. The City should also take into account and build upon existing or proposed community vision statements and action plans prepared as part of the consultation process to ensure consistent objectives, policies and programs.

Municipal Cooperation

Implementation of the City Plan may benefit from or require cooperation between two or more municipalities. *The Municipal Act* provides for tax-sharing agreements, service-sharing agreements, and cost-sharing agreements between municipalities.

Acquisition and Disposal of Land

The City may acquire an interest in land or sell, lease, or otherwise dispose of land for the purpose of implementing the City Plan.



MONITORING PERFORMANCE

Over the life of the City Plan, policy changes may be warranted from time to time. Similarly, new implementation initiatives may be needed, and priorities may require adjustment in response to the varied and changing conditions in the surrounding region. Progress and success can be determined from periodic assessments of the City Plan vision, goals, objectives, and policies.

These periodic assessments will look at the success of the development management strategies of the Plan and the quality of the environments we have created. These assessments may reveal emerging priority areas that may be addressed through the Zoning Bylaws, Capital Budgets, or changes to the City Plan itself.

The Planning Act provides that the City Plan may set out the date by which the Council must complete a review or within five years in accordance with Section 59(1).

INTERPRETATION

Words and expressions used in this development plan have the meanings ascribed to them in *The Planning Act* and the Provincial Land Use Policies, unless the context requires otherwise.

Boundaries between different land use designations as illustrated on the land use maps are intended to serve as guidelines only and are not to be interpreted as precise dimensions or locations. Situations may necessitate a degree of flexibility in the application of these boundaries, provided that they comply with the general intent of the City Plan. Zoning Bylaw boundaries may differ slightly from the City Plan; however, in no case should the difference be contrary to the intent of the City Plan.

Where there is development that does not currently comply with the long-range policies reflected in the land use concepts, these areas may still be zoned in the Zoning Bylaw according to their present use in order to avoid the creation of non-conforming uses, provided that the overall intent of the plan is maintained. Zoning applied to a property may conflict with the development plan designation to accommodate existing uses until such time as the property is redeveloped in alignment with the objectives and policies of the Plan. In these cases, subdivision and development proposals must be consistent with development plan policies.

Closed public reserve lands and public roads will take on the same designation as adjacent lands to avoid unnecessary amendments.

Interpretation of the land use maps and policy intent of this City Plan is at the discretion of Council and/or its designate.

DEFINITIONS

Accessible - Designed in a manner that allows ease of reach or ability to participate in activity or opportunities, including access to goods, services, buildings, places, and spaces.

Areas - Distinct parts of the City distinguished by their unique physical features and development patterns, as identified in the City Structure.

Active Transportation - Any mode of transportation by which people use their own energy to power their motion including walking, rolling, running, cycling, cross-country skiing, skateboarding, snow-shoeing, and use of a manual wheelchair.

Asset - Any resource, facility, infrastructure, or property that is owned by the City of Dauphin

Asset Management Plan - A planning tool for managing existing and new municipal assets in order to maximize benefits, reduce risks, and provide satisfactory levels of service to a community in a sustainable manner.

Built Environment - People-made places and spaces designed and constructed to serve their social, economic, and environmental needs.

City - Where capitalized as the "City of Dauphin" or the "City", refers to the City of Dauphin as a municipal government, or corporation. Where written in lower case as "the city" or as "Dauphin", refers to the physical area of the municipality.

Density - Population density is a measurement of population per unit area.

Developer - The individual or group undertaking an activity defined as development herein.

Development - The construction of a building on, over, or under land; a change in the use or intensity of use of a building or land; the removal of soil or vegetation from land; and the depositing or stockpiling of soil or material on land and the excavation of land.

Drinking Water System - A system used to pump, store, treat, and distribute drinking water, and includes the facilities and services used in the provision of drinking water.

Erosion - Land that, within a 50-year period, may be eroded away or become unstable due to the action of water contained in an adjacent water body.

Flood Mitigation - Measures taken to permanently protect individual buildings or other developments from flood damage.

Floodway - The portion of a flood risk area where flood waters are the deepest, fastest, and most destructive.

Hazard Lands - Lands subject to flooding, ponding, erosion, bank instability, flowing wells, high susceptibility to groundwater pollution, and poor subsoil characteristics for building purposes.

Hazardous Uses - Facilities or development, exclusive of railways and highways, that manufacture, handle, store, or distribute hazardous materials.

Heritage Resource - Heritage sites, heritage objects, and work or assembly of works of nature or of human endeavour that is of value for its archaeological, palaeontological, pre-historic, historic, cultural, natural, scientific, or aesthetic features, and may be in the form of sites or objects of a combination thereof.

Heritage Object - As defined in Part IV of *The Heritage Resources Act* (1986). Objects can include archaeological, heritage, paleontological, natural heritage and designated objects.

Heritage Site - A site designated as a heritage site under Part I of *The Heritage Resources Act* (1986). Important features of (a) the historic or pre-historic development of the province or a specific locality within the province, or of the peoples of the province or locality and their respective cultures; or (b) the natural history of the province of a specific locality within the province; may be designated a heritage site by the minister.

Higher Density Residential - Development that includes medium scale and large scale housing development types such as townhouses (row or stacked), four-plexes, walk-up apartments, low-rise apartments, and mid-rise multi-unit apartments.

Infill - The development of vacant parcels within previously built areas. These areas are usually already serviced by existing public infrastructure, such as transportation, water, wastewater, and other utilities.

Infrastructure - The physical assets developed and used to support the city's people and activities. The City's infrastructure inventory includes such assets as drainage, roads and right-of-way infrastructure, parks and green spaces, buildings, fleet vehicles, transit facilities, buildings, traffic control devices, recreation facilities, computer networks, library, etc.

Intensification - The development of a property, site, or area in an existing neighbourhood at a higher density than currently exists. Intensification can be achieved through redevelopment, infill, development of vacant/underutilized lots, or through the conversion of existing buildings.

Corridors - Linear areas that connect neighbourhoods, transport people, goods, and services, and contain a mix of street-oriented uses that incorporate retail, employment, and residential uses, developed at overall greater densities, as identified in the City Structure.

Livestock Operation - A permanent or semi-permanent facility or non-grazing area where livestock is kept or raised either indoors or outdoors, and includes all associated manure collection facilities.

Lower Density Residential - Residential development that includes small scale and some medium scale housing development types such as single-unit, two-unit (semi-detached, duplex), secondary suites (attached, detached), townhouses (row or stacked), four-plexes, walk-up apartments, and low-rise apartments.

Massing - The way in which a building's gross cubic volume is distributed upon the site, which parts are higher, lower, wider, or narrower.

Medium Density Residential - Residential development that includes medium scale housing development types such as townhouses (row or stacked), four-plexes, walk-up apartments, and low-rise apartments.

Micro Mobility - A range of small, lightweight devices operating at speeds typically below 25 km/h (15mph) and is ideal for trips up to 10km. Includes electric scooters, e-bikes, and similar options.

Mixed-Use Building - A building that can include residential, commercial, cultural, and institutional uses.

Mixed-Use Area - An urban area that can include residential, commercial, cultural, and institutional uses, and where those

functions are to some degree physically and functionally integrated.

Natural Assets - Parts of the natural environment, such as the river, creeks, and urban forest, that contribute to the provision of one or more engineered municipal services. (e.g. fresh water provision, stormwater management, flood mitigation)

Open Space - An area of outdoor land or water that is publicly owned or publicly accessible, including municipal parks, civic spaces, provincial or federal parkland, institutional campuses, and other public spaces.

Park - Any land acquired, developed, or used by the City as a public park, sports field, playground, recreational area, or cemetery, title to which is vested in the name of the City.

Placemaking - Involves the planning, design, management, and programming of shared use spaces to help define a community's cultural, economic, social, and ecological identity.

Redevelopment - The creation of new units, uses or lots on previously developed land in existing neighbourhoods.

Renewable Energy - Energy that is collected from renewable resources, which are naturally replenished on a human timescale, such as sunlight, wind, rain, watercourse, and geothermal heat.

Scale - The height, width, and length of a building in relation to its surroundings.

Secondary Plan - A statutory plan as defined by the *Planning Act* that directs the future land use patterns, transportation and utility networks, and sequence of development in specific areas of a community.

Servicing Standards - Standards that are intended to provide specific guidelines to

assist municipalities and developers in the design, preparation, and submission of plans and specifications for construction of municipal improvements and systems (e.g. roadways, water distribution systems, sewer systems, storm water facilities).

Setback - The distance between a building or development and a front property line.

Site - An area, place, parcel of land, building, structure, or an exterior or interior portion or segment of a building or structure, whether it is privately owned, owned by the City or owned by the Crown or an agency thereof.

Streetscape - All the elements that make up the physical environment of a street and define its character. This includes paving, trees and vegetation, lighting, building type and style, setback, pedestrian, cycle and transit amenities, street furniture, etc.

Sustainability - An approach that focuses on meeting the needs of the present without compromising the ability of future generations to meet their needs. It is composed of the three pillars of economic, environmental, and social.

Traffic Calming - The use of physical design and other measures to improve safety for motorists, pedestrians, and cyclists.

Universal Design - The design and composition of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability, or disability.

Urban Forest - The trees located within city limits, whether planted or naturally occurring. All trees found in a city, whether in parks, roadways, natural areas, or on private property are part of the urban forest.

Urban Reserve - Expansions to reserve lands undertaken by recognized First Nations, typically within an urban area.

Visitable Housing - Accessible design that allows social visits by people using a mobility device.

Walkability - The extent to which the built environment allows people to walk to get to everyday destinations. Walkability can be affected by street connectivity, mix of land uses, destinations, and pedestrian infrastructure.

Wastewater Management System - A system that is used to collect, store, treat, distribute, and dispose of wastewater, and includes the facilities and services associated with the management of wastewater.

Watershed - A land area that channels rainfall and snow melt to creeks, streams, and rivers.

Zero Emission Vehicle - Battery electric vehicles (BEV) or plug-in hybrid electric vehicles (PHEV) that have the potential to produce no tailpipe emissions.

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