

BIRD RIVER SECTOR PLAN STUDY

prepared for:

L.G.D. of ALEXANDER

by:

WESTLAND PLANNING CONSULTANTS
1977

IN CONSULTATION WITH MUNICIPAL PLANNING BRANCH

PART 1 — TEXT



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FIGURE I - STUDY METHODOLOGY

serious boating conflicts are the most obvious impact development has

SUMMARY OF FINDINGS

The Bird River lying as it does on the fringe of the Canadian Shield displays nearly all of those features sought after by the recreationist.

The predominance of privately owned shoreline along the navigable section of the river has permitted extensive summer cottage and recreation development.

The Alexander District Development Plan identified the Bird River as requiring a comprehensive sector plan prior to further development.

Generally, topographic relief is not perceived as being a major limiting factor for development in the study area.

Bird River surface water area comprises 288.59 acres, including all bays and inlets.

Provincial and National Park proposals for areas north of the Bird
Flooding is restricted to lands owned by Manitoba Hydro and is not considered a limitation.

On the other hand, they may relieve some of the development pressure within the study area.
Present experiences indicate accessibility of potable groundwater varies considerably over the study area.

Approximately 300 seasonal recreation sites established on Lac de Bonnet have easy access to the Bird River.
It is estimated the study area accommodates a maximum of 900 user/residents along 4.5 miles of waterway. Approved developments will bring this maximum in excess of 1,000 people.

Manitoba Hydro is concerned about the encroachment of seasonal resort developments upon hydro storage lands.
More than 50% of the development on the river can be considered semi-permanent.
The Environmental Protection Branch urge upgrading of existing solid waste disposal facilities.

In excess of 200 power boats were counted in the study area on an August weekend.

Serious boating conflicts are the most obvious impact development has made on the Bird River.

Even by cutting in half standards commonly applied elsewhere in Canada and the U.S.A., the Bird River was found to have a capacity for only 58 boats.

Access to Lac du Bonnet does not appear to be of any significant importance to boating patterns on the Bird River.

Generally, there are no alternatives available to water oriented recreation in the study area.

Residents spoken to by the study team have expressed attitudes that would not favour further development within the study area.

Regional resource extraction has a significant impact on the study area.

Provincial and National Park proposals for areas north of the Bird River are likely to induce more recreationists to the surrounding area.

On the other hand, they may relieve some of the development pressure within the study area.

Approximately 300 seasonal recreation sites established on Lac du Bonnet have easy access to the Bird River.

Manitoba Hydro is concerned about the encroachment of seasonal resort developments upon hydro storage lands.

The Environmental Protection Branch urge upgrading of existing solid waste disposal facilities.

Department of Highways indicate there is a possibility that PR 315 will undergo a relocation east of the Bird River Bridge.

The Alexander District Development Plan establishes policies and objectives to guide recreation development. The Sector Plan must be compatible with these guidelines.

The major limitation in the study area centres on the boating capacity of the water body.

The continuation of the present style of development with its orientation to water use will lead to further overcrowding and will accentuate the existing surface water use conflicts.

The Development Plan makes specific reference to avoid development in areas where overcrowding would lead to a deterioration in the quality of the recreation experience.

Further boat oriented development in the study area will lead to significant deterioration in the quality of the recreation experience.

The predominance of lease type developments in the study area present land use problems.

Underlying objectives of the Sector Plan is to improve upon the current conditions in the study area.

The planning options available to the community have been narrowed greatly by the manner and form of present development.

Both sector plan alternatives are based upon a common set of planning principles.

It is necessary for the L.G.D. to undertake the preparation of zoning regulations; improve regulatory authority over leasehold developments; improve waste disposal facilities and monitor user satisfaction irrespective of the sector plan finally adopted.

Option #1 for the sector plan contemplates no further development in the study area.

Option #2 for the sector plan contemplates limited, controlled development.

I. INTRODUCTION

1.1 Background to the Study:

The Bird River study area lying as it does in the fringe of the Canadian Shield displays nearly all of those features sought after by the recreationist. Its attractiveness stems from its rugged terrain, ample tree cover and good accessibility to excellent fishing and boating waters. The predominance of privately owned shoreline along the navigable section of the river has permitted extensive summer cottage and recreational development to occur. Recently, the growing demands for seasonal home sites in Manitoba, combined with the Bird River's excellent accessibility to Winnipeg (less than two hours on modern paved highways), has manifested itself in increased pressures for the subdivision of the remaining undeveloped private lands in the study area.

The Local Government District of Alexander, which has the responsibility to plan and control land usage in the study area, recognized the pressures for development and the limitations of the physical resource base. The approved Alexander District Development Plan identified the Bird River Area as requiring a comprehensive sector plan prior to further development. In addition, the L.G.D. Development Plan directed that the sector plan be formulated based on the recreational capability of the area. The latter would be determined through the analysis of the resource base and existing use patterns.

Westland Planning Consultants were engaged to carry out that portion of the Study centred on the navigable section of the Bird River.

The specific study objectives included:

- a) To compile for the L.G.D. of Alexander and Municipal Planning Branch relevant base information and base maps for the study area.
- b) To develop a simplified methodology for land analysis which would be useful to the L.G.D. on a day to day basis.

- c) To assess the capability of the study area to sustain additional summer cottage developments.
- d) To provide two development plan alternatives for the study area.

Appendix 1 consists of the entire Terms of Reference of the study. It should be noted that the original study area as described in the Study Outline was later modified at the request of the L.G.D. of Alexander.

1.2 Summary of Study Methodology

Figure 1 depicts the study approach used by Westland Planning Consultants in preparing this report. The steps are numbered and discussed briefly in this section. The references to section numbers in Figure 1 describe the sections of this report in which the information is presented.

Step A: Inventory of Physical Resource Base

This includes the preparation of the required base maps, and collection of available information on topography, tree cover, soils, surface water conditions, etc.

Step B: Limitations of Physical Resource Base

A simplified system of assessing the physical resource base suitability was developed based on the available data.

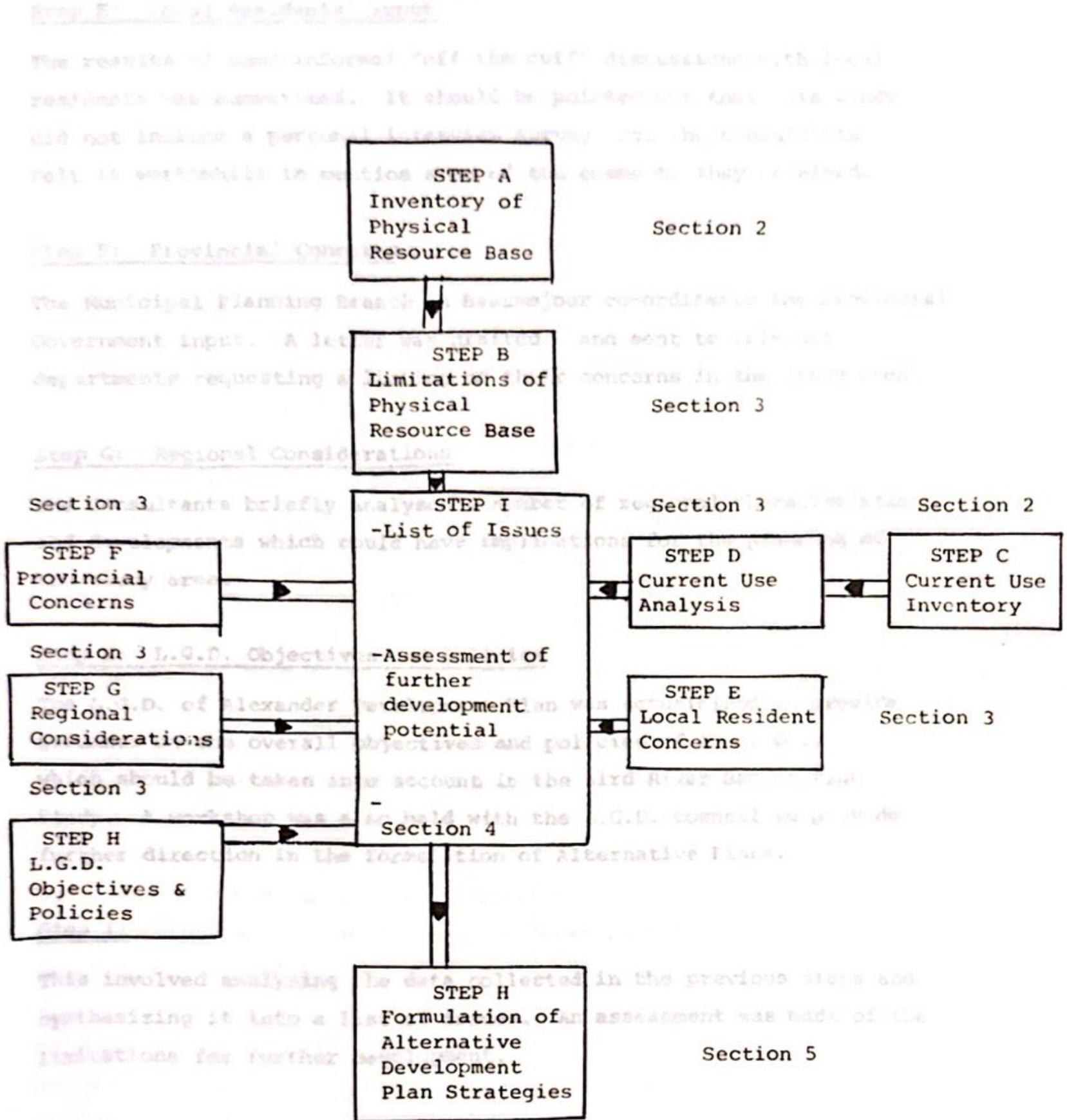
Step C: Land Use Inventory

Base maps and property ownership maps were developed and current land and water uses were plotted.

Step D: Current Use Analysis

Current use was assessed and weighed against physical resource base considerations.

FIGURE 1 Study Methodology



Step 3:

Two alternative development plan strategies were formulated for the consideration of the L.G.D. These reflect as best as possible all of the concerns and issues that evolved through this study.

Step E: Local Residents' Input

The results of some informal "off the cuff" discussions with local residents was summarized. It should be pointed out that this study did not include a personal interview survey, but the consultants felt it worthwhile to mention some of the comments they received.

Step F: Provincial Concerns

The Municipal Planning Branch in Beausejour co-ordinated the Provincial Government input. A letter was drafted and sent to relevant departments requesting a listing of their concerns in the study area.

Step G: Regional Considerations

The Consultants briefly analysed a number of regional characteristics and developments which could have implications for the planning of the study area.

Step H: L.G.D. Objectives and Policies

The L.G.D. of Alexander Development Plan was scrutinized to provide guidance on the overall objectives and policies of the L.G.D. which should be taken into account in the Bird River Sector Plan Study. A workshop was also held with the L.G.D. council to provide further direction in the formulation of Alternative Plans.

Step I:

This involved analysing the data collected in the previous steps and synthesizing it into a list of issues. An assessment was made of the limitations for further development.

Step J:

Two alternative development plan strategies were formulated for the consideration of the L.G.D. These reflect as best as possible all of the concerns and issues that evolved through this study.

1.3 Study Limitations

It is important to recognize a few of the study constraints which should be taken into account when reviewing the Alternative Strategies:

- i) The consultant was directed to collect available information for the study area. Monetary constraints dictated that no new research into the resource base could be undertaken.
- ii) No detailed soils information or groundwater studies were found to exist for the study area.
- iii) Provincial Government input was limited to that collected through the Municipal Planning Branch.
- iv) Public input by local residents was limited to a few conversations with local residents met throughout the course of field work. Further public input can be solicited by the L.G.D. through public meetings to review the Alternative Plans.

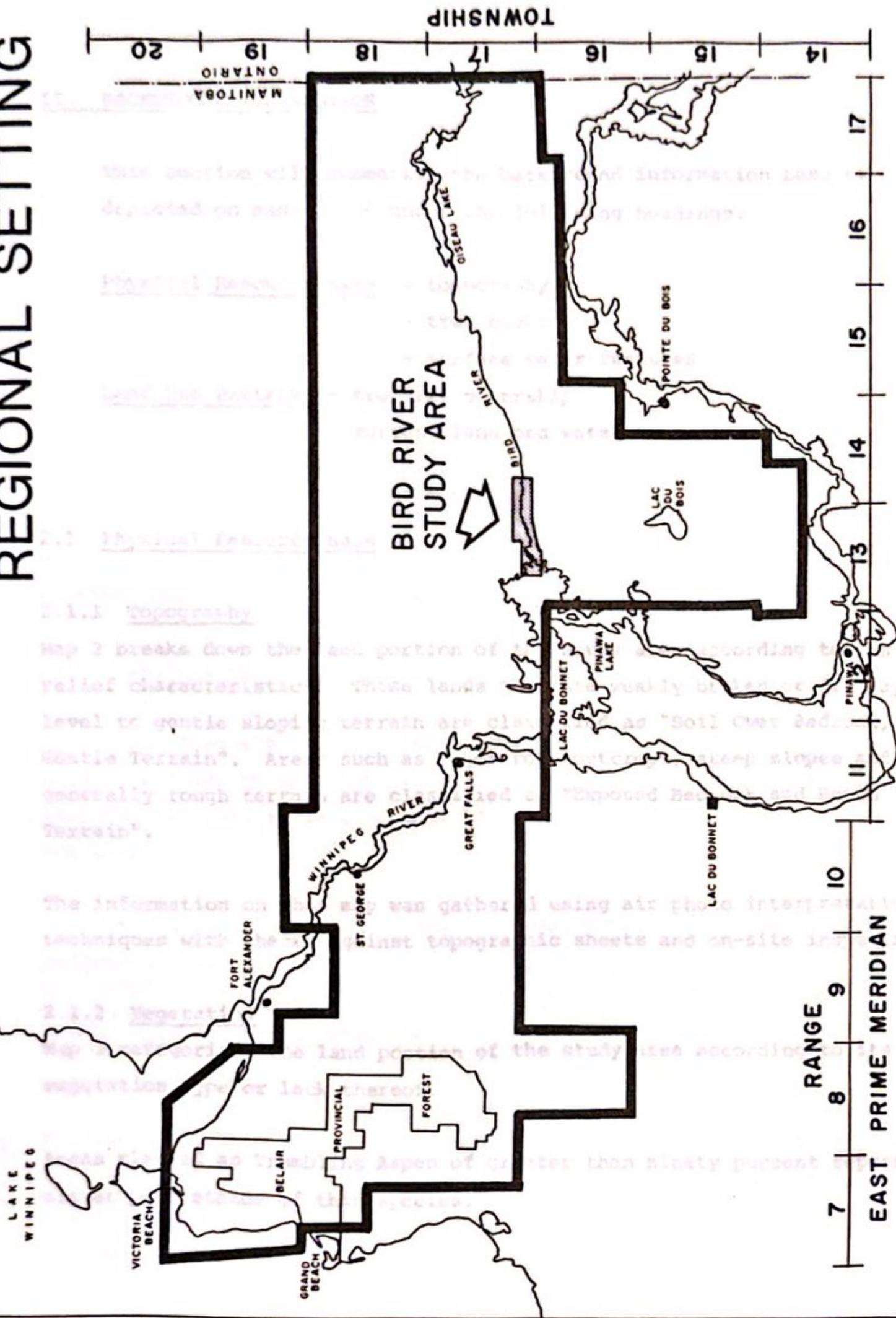
1.4 Study Area Boundaries

Map 1 provides an outline of the study area boundaries. The latter represents a corridor which is approximately four miles long and a mile wide centered on the navigable portion of the Bird River.

These general study limits were further refined to focus on all of the privately owned lands in the area as well as the Crown land fronting on the river.

The area to the south of PR315 west of the first Bird River Bridge and the area to the north of PR315 to the east of the bridge were excluded from the study because of the predominance of Crown Land and the barrier effect of this major roadway.

REGIONAL SETTING



map 1

L. G. D. of ALEXANDER

II. BACKGROUND INFORMATION

This section will summarize the background information base as depicted on maps 2 - 6 under the following headings:

- Physical Resource Base - topography
- tree cover
- surface water features

- Land Use Patterns - property ownership
- current land and water use

2.1 Physical Resource Base

2.1.1 Topography

Map 2 breaks down the land portion of the study area according to its relief characteristics. Those lands that are weakly broken or display level to gentle sloping terrain are classified as "Soil Over Bedrock, Gentle Terrain". Areas such as major rock outcrops, steep slopes and generally rough terrain are classified as "Exposed Bedrock and Rough Terrain".

The information on this map was gathered using air photo interpretation techniques with checks against topographic sheets and on-site inspections.

2.1.2 Vegetation

Map 3 categorizes the land portion of the study area according to its vegetation type or lack thereof.

2.1.2.1 Property Ownership

Property ownership information was collected and synthesized in visual form on Map 5. Areas classed as Trembling Aspen of greater than ninety percent represent almost pure stands of this species.

Stands were Trembling Aspen comprise more than seventy percent of tree cover in association with one or more of the following species: jackpine, white spruce, balsam fir, black spruce or white birch, are also depicted.

Stands of greater than ninety percent jackpine, white spruce and black spruce are also individually categorized.

Willow/alder and Marsh/Muskeg associations predominate in wet areas.

The "Treed Rock" category represents those areas where thin soil cover exists over rock outcrops permitting very sparse tree cover.

Developed areas have not been categorized.

Most of the information on vegetation cover has been generalized from Manitoba Forest Inventory system.

2.1.3 Surface Water Features

Map 4 describes the important water and shoreline features of the study area. Depicted on this map are shoreline accessibility conditions, identifiable weed areas and other boating obstructions. Beach areas are also shown.

The information collected on this map came from field work and air photo interpretation.

2.2 Current Land and Water Use

2.2.1 Property Ownership

Property ownership information was collected and synthesized in visual form on Map 5. This information comes from the Assessment Roles, registered plans of subdivisions, hydro water storage area plans, and highway plans.

2.2.2 Land and Water Use Patterns

A field survey was undertaken to determine existing use patterns of both the land and water resource base of the area.

Existing cottages, residences, trailers, a church camp, a tourist lodge, a waste disposal grounds, and other features are depicted on Map 6.

A survey of river use was also undertaken to determine the number of boats, types and location of boating activity and man-related river constraints. This information is depicted on Map 4.

3.1.1 Topography

A glance at Map 2 shows that Provincial Road 115 takes the route of least topographic resistance through the study area. On the south side of the Bird River, it is surrounded by existing private developments on a comparatively large red-tan loam valley locally known as rugged terrain. Similar conditions prevail on a smaller scale on the north side of the river in the eastern half of the study area.

By comparison, the area west of the Bird River Bridge on the north shore of the river is generally less disturbed by rugged terrain than the south shore. Part of the ridge the terrain is equally rugged as both north and south shores.

Rugged topography has not in the past deterred development. Both private and public developments have been situated on what may be described as very difficult terrain.

There are, however, very contour areas which display severe limitations to development. These areas are for the most part isolated and display such characteristics as steep slopes or swamps and rising lands.

III. ANALYSIS

The purpose of this section is to analyze the various factors that affect the capability of the study area to accommodate further development. The factors to be discussed include the physical resource base, current use patterns, local resident concerns, regional considerations, Provincial Government concerns and the Local Government District of Alexander Development Plan Objectives and Policies.

3.1 Physical Resource Base

The relationship between the physical resource base and the settlement areas on the Bird River are discussed in terms of topography, tree cover, surface water and groundwater.

3.1.1 Topography

A glance at Map 2 shows that Provincial Road 315 takes the route of least topographic resistance through the study area. On the south side of the Bird River, it is segregated from existing resort developments by a comparatively large ridge broken only briefly by less rugged terrain. Similar conditions prevail after PR315 crosses to the north side of the river in the eastern sector of the study area.

By comparison, the area west of the Bird River Bridge on the north shore of the river is generally less disturbed by rugged terrain than the south shore. East of the bridge the terrain is equally rugged on both north and south shores.

However, rugged topography has not in the past deterred development. Both private and public developments have been situated on what may be described as very difficult terrain.

3.1.3 Surface Water

There are, however, very obvious areas which display severe limitations to development. These areas are for the most part localized and display such characteristics as exposed bedrock or swamp and muskeg lands.

Generally, topographic relief is not perceived as being a major limiting factor in the study area.

3.1.2 Vegetation

The majority of the study area is composed of trembling aspen with scattered jackpine, white spruce, black spruce, balsam fir and white birch. These tree stands are generally found in fresh to moist soil conditions which cover the majority of the study area.

The north side of the river in particular is dominated by trembling aspen.

Pure stands of jackpine occur on the south side of the river in high, dry areas.

Fields and meadows are scattered along the river and represent remnants of past agricultural efforts.

The areas of willow/alder, marsh/muskeg, fields and meadows, treed rock and stands of jackpine in dry surface moisture conditions all have limitations for seasonal home developments. The L.G.D. Development Plan discourages development in areas lacking tree cover unless it is accompanied by a tree planting program.

Pure stands of any tree species are not as suitable for development as mixed stands. Besides displaying better screening characteristics, mixed stands of vegetation provide insurance that any tree disease affecting a particular species will not destroy all the tree cover in that area.

3.1.3 Surface Water

The Bird River is not the typical 'meandering' type of river generally found within the prairie regions of this province. The strong topographic relief of the Canadian Shield has done more to shape the river's character than the natural erosion forces of water. The fact that the river was once only a creek and was created as part of a large reservoir system should also be noted.

At the eastern extremity of the study area, the River enters via a scenic stretch of rapids and then gently flows a brief 4.5 miles with little deviation to Lac du Bonnet.

Within the study area the Bird River ranges in width from less than 100 feet to a maximum of approximately 600 feet. Its average width is estimated to be approximately 350 feet. This relatively narrow river channel displays no natural beach areas and is characterized by some very steep rock banks up to an estimated 70 feet in height. This, of course, is typical of newly created water bodies serving as reservoirs.

The navigable portion of the river channel itself is comparatively deep. The shoreline drops off very quickly in all areas towards the centre of the channel. This particular feature is not conducive for swimming by small children or the inexperienced. The fringe areas along almost the entire shoreline are characterized by extensive weed growth. This, together with the steeply sloping river bottom, render the Bird River an unattractive swimming area for most.

The Bird River surface water area covers 288.59 acres including all bays and inlets.

Flooding on the Bird River is restricted to the lands owned by Manitoba Hydro and is not considered a limitation.

Some localized erosion of the shoreline has occurred and seems to be accelerated because of increased wave action resulting from heavy boat use.

There is little or no data on water quality for this area. It is likely that this water system is nutrient rich since there have been some signs of algae blooms in the late summer months. The water quality aspect should be monitored to ensure development does not cause a deterioration in quality.

3.1.4 Groundwater

Groundwater appears to be the most important source of water for drinking. However, it is and has been supplemented by treated river water as in the case of the Church Camp. It was related to the study team by representatives of the Church Camp that the well was shallow - hard pan or bedrock was struck at or near the twenty foot level. As such, the well tended to dry out periodically and water requirements had to be supplemented by the river.

These same general conditions can be reasonably expected to occur in those areas displaying rugged terrain. In the Canadian Shield rugged terrain is commonly associated with bedrock at or near the surface. The reader is directed to Map 2 for information on terrain analysis.

The limited availability of potable groundwater is not the only concern. In areas like the above where the groundwater aquifer is very near the surface and where the overlying soils have a high permeability there are severe limitations to the use of septic fields.

In such conditions the use of a septic field will very probably result in the pollution of both the groundwater source and eventually the river itself.

More detailed water quality and availability information is lacking. However present experiences at some study area sites indicates accessibility to adequate supplies of potable groundwater varies considerably.

If further development occurs, it is incumbent on the developer to provide proof that adequate supplies of potable water will be provided to residents.

3.1.5 Physical Resource Summary: the Limitations Map

Map 7 outlines areas that have limitations for seasonal home developments. It should be noted that this map is based on existing information only and that the collection of further information (such as soils data) will likely indicate other areas with limitations.

The areas with site limitations provide a relatively simple summary of lands that have one or more characteristics that would hinder the capability of the site to sustain seasonal home development. These characteristics range from wet areas dominated by willow and alder to overly dry sites dominated by fragile jackpine stands. Areas characterized by exposed bedrock with thin soil cover are equally fragile and thus easily susceptible to over-use.

Areas without tree cover (meadows and fields) are also considered to have limitations for development as can be seen by examining existing developments in treeless areas. These sites provide little privacy and foster an "urban" atmosphere where more than one tier of development has occurred.

Steep, inaccessible shorelines are also considered to hinder development and warrant designation as a limitation in some areas.

In conclusion, it should be noted that the designation of site limitations for a given area does not automatically preclude all development.

Each limitation affects the development potential of a given site to a different degree. For example, wet areas usually mean the total prohibition of any development in that locale. Other limitations such as dry sites or bedrock outcrops can be somewhat overcome by using very low densities. Areas lacking tree cover can be developed to low densities provided that buffer strips and a tree planting program are implemented prior to development.

3.2 Man-made Features

The relationship between the man-made environment and the settlement areas on the Bird River are discussed in terms of seasonal resort use, boating, other recreation activities, public services and regional developments.

3.2.1 Seasonal Resort Use

Within the study area there are 118 homes and cottages, 150 semi-permanent trailers and 50 occasional (campground) trailer sites.

In addition, there is the Church Camp which can accommodate a maximum of 95 campers and staff (has plans for expansion) and Tall Timber Lodge which has capacity for 80 visitors and ten staff.

Assuming an average occupancy figure of 3.5 people per cottage and trailer site, we estimate the study area accommodates a maximum of 900 user/residents along the 4.5 mile waterway.

The majority of these users are established on sites leased from the Manitoba Parks Branch, or leased from private land holders.

More than 50% of the development on the river can be considered semi-permanent. This semi-permanent development is best characterized by the trailer camp developments at the mouth of the Bird River and at the Bird River Bridge. Generally, the L.G.D. of Alexander has not in the past closely regulated trailer or lease developments on the Bird River. As a result, development densities have been unchecked and the concentration of users and accompanying water use conflicts are greatest at these locations.

Another factor that must be accounted for when describing seasonal resort use is a recently approved subdivision consisting of 31 lots on 80 acres of land owned by H.A. Raban. It is estimated this subdivision will eventually add approximately 100 users and 31 boats to the Bird River.

This means that the current development situated on the Bird River will accommodate in excess of 1,000 user/residents.

3.2.2 Boating

On an August weekend the study team counted over 200 power boats at various docks in the study area. This figure does not include boats on trailers, boats originating from Lac du Bonnet or otherwise brought into the study area.

Observation revealed existing seasonal resort users were for the most part boat-oriented. In other words, the greatest observed activities in the study area consisted of some form of boating activity. Among these activities, fishing, pleasure cruising, and water skiing predominated.

Current use patterns appear to favour use of river over the adjoining lake. A possible explanation for this may be the exposure of the adjoining portion of Lac du Bonnet to greater than average wave action. The lake's uninterrupted exposure to prevailing winds would account for these rough water conditions which in turn discourage most pleasure boating activities.

Boating conflicts appear most prevalent at the points of greatest user density. These are located off shore from the two trailer developments located respectively, at the mouth of the river and at the Bird River Bridge. The general type of boating conflicts experienced are among fast moving boats and slower vessels, between waterskiers, boats and swimmers, and in the case of Tall Timber Lodge; between boaters and seaplanes landing at the mouth of the river. The long, narrow configuration of the river and features such as the bridge further constrict boat use.

The narrowest portions of the river and in particular the bridge pose severe handicaps for boating; since it appears that only one channel under the bridge is suitable for general boat use, the area of the bridge is very constricting and dangerous given the speed of the

boats and use by waterskiers. The fact that a major development concentration adjoins the bridge area provides a further hazard.

It is worthwhile to examine boating use in the context of the size of the water body.

Standards are commonly applied as a general guide for forecasting the capacity of water bodies to sustain boats and hence development. For example the States of Louisiana¹ and Wisconsin² use the standard of one boat per twenty surface acres of water. Ontario³ uses one boat per ten surface acres of water although their definition of surface water excludes areas not suitable for boating (weedy areas, shallows, etc) and a two hundred foot protection zone around all shorelands and islands.

Standards for waterskiing used in Wisconsin, Louisiana and Ontario assume a desirable ratio of one boat per 40 acres of surface water.

Manitoba has no comparable standards although the Ontario example appears to have been used in the past. Given the total boatable water acreage in the study area is limited to 289 acres, it is easy to see that current boating use (over two hundred boats) has easily exceeded all of the standards. The calculation of surface water in the study area also includes many areas considered unsuitable for boating including shallow bays and weedy areas. Even using the standard of one boat per 5 acres which represents twice the acceptable density used in the other areas, the study area would still have a capacity of only 58 boats.

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1. Comprehensive Plan for Wisconsin Outdoor Recreation
 2. Louisiana Parks and Recreation Commission
 3. Lake Alert - Phase II - Ontario Ministry of Natural Resources

The fact that the river is short, 4.5 miles and narrow and that boating is by far the dominant recreational attraction, it only serves to emphasize its over-use.

Normally, the pressure on the river would be somewhat alleviated by the access to a large water body such as Lac du Bonnet. However, as already discussed, the lake does not appear to be used extensively by residents of the study area who appear to favour use of the river itself. Even if greater use of the lake occurred, the river would still be a busy place acting as a highway carrying study area boaters to the lake.

In conclusion, the evidence respecting river use indicates that boating use is at or has exceeded the capacity of the water body.

3.2.3 Other Recreation Activities

Swimming appears to be restricted to a number of isolated areas including the Church Camp and the trailer park adjacent the Bird River Bridge. Other than a trail system developed on Church Camp property, no alternatives have been presented to water oriented recreation. One new trend which appears to be growing is winter use revolving around the snowmobile.

3.2.4 Public Services

Information provided by the Manitoba Environmental Protection Branch suggests that existing seasonal resort development has surpassed capacity of the waste disposal grounds serving the study area. The L.G.D. of Alexander is now in the process of identifying and developing alternative sites. As a general rule increased development on the Bird River will require general improvements and expansion in the number of services provided by the L.G.D. For example, the predominance of holding tanks will necessitate proper liquid waste disposal grounds.

3.3 Local Resident Concerns

Local resident concerns will contribute greatly to the formulation of an acceptable land use policy for the Bird River. The Alexander Development Plan recognizes this and establishes as one of the L.G.D.'s general development policies the following:

"1.2(i) Land use decisions shall consider the major needs of the people in the area."

The commonly accepted values of the community, to a large extent, determine the opinions of the community on matters related to the quality of the living environment and land development.

It is suggested that where the general health, safety and well-being of the community are not threatened, the type and density of development be considered a local decision which should reflect local values.

The Consultant has not conducted a formal attitude survey within the study area. However, during the course of our field work we received comments from some area residents which may or may not be common to others in the study area. This of course will be easily verified in the public meetings preceeding the adoption of the Sector Plan.

Following is a summary of resident attitudes or comments volunteered to the study team:

1. Generally, the respondents expressed a concern over further seasonal resort development on the river.
2. The most commonly cited complaint was congestion on the river during weekends.
3. Development along the river shoreline was seen as being over-crowded.

4. One complaint expressed was the lack of courtesy among boaters for one another.
5. Several respondents suggested speed limits be placed upon the river to reduce boating conflicts and the likelihood of boating accidents.
6. A common response was that no further development should be permitted and the area be left as it is.

The foregoing, although not a conclusive indication of resident concerns, does provide a sampling of local values and a point of departure for policy formulation. The preparation of alternative Sector Plan strategies should endeavour to resolve or reduce, where possible, these concerns.

Both mining activities and mineral exploration are occurring in the area north and east of the study area. Forestry operations are also occurring in the same areas. The recent joining of the Day Lake Road (which is a northerly extension of Highway 10) to the Bennett Highway has opened a new area as part of a circle route accessible by either east or through the Pine Hill/Monquemes area.

Forestry and mining activities rely heavily on the road system. This means there will be a continued increase in heavy traffic in particular through the study area.

This expectation has led to pressure for upgrading the road from the First Blind River Bridge at Point to the dam. This could be discussed in section 3.31 and involve a major re-routing of the highway.

Besides causing noise problems, the heavy pulp and miller trucks pose additional dangers to cars waiting and entering the numerous access roads in the study area.

3.4 Regional Considerations

There are a number of external factors which must be taken into account in the future land use planning of the Bird River Study Area. To view the study area as an isolated unit without examining the impact of regional developments will not provide a true picture of the present and future situation.

The major factors to be accounted for include resource extraction industries in the region, new provincial and national Park proposals and recreational development on Lac du Bonnet.

3.4.1 Regional Resource Extraction

Both mining activities and mineral exploration are occurring in the area north and east of the study area. Forestry operations are also occurring in the same areas. The recent joining of the Cat Lake road (which is a northerly extension of PR315) to the Bissett highway has opened a vast area as part of a circle route accessible by either PR315 or through the Pine Falls/Manigotagan areas.

Forestry and mining activities rely heavily on the road system. This means there will be a continual increase in truck traffic in particular through the study area.

3.4.2 (Lake) Lac du Bonnet

This expectation has led to pressure for upgrading the road from the first Bird River Bridge on PR315 to the east. This could (as discussed in section 3.5) involve a major re-routing of the highway.

Besides causing noise problems, the heavy pulp and mining trucks pose additional dangers to cars exiting and entering the numerous access roads in the study area.

Conversely, summer residents living along the lake shores also use the river for boating activities.

This translates to requirements for buffer zones between the highway and developments and stringent control for highway access to ensure proper site distances and a minimum of intersections.

3.4.2 Provincial and National Park Proposals

The establishment of a new provincial park to the north east of the study area has recently been announced. As well, a National Park proposal is being studied even further north along the Bloodvein River.

Both of these parks will rely on access via PR315 through the area. This will acquaint even more people with the attributes of the study area and could lead to additional pressures for development.

On the other hand, it is quite likely that the new parks will provide additional camping, trailer and even cottage sites (the latter in the provincial park).

This could take some of the pressure off the Bird River by supplying alternate recreational sites in this portion of Manitoba. The Bird River area will thus not be expected to keep accomodating the never ending demands for recreational sites.

3.4.3 (Lake) Lac du Bonnet

The linking of the Bird River with Lac du Bonnet creates an additional regional linkage which must be considered in this study. Given the critical factor of boat capacity as previously discussed, the ties with Lac du Bonnet become doubly important.

There is no doubt that a certain degree of use is made of the lake by residents of the study area. Conversely, summer residents living along the lake shores also use the river for boating activities.

A study done for the Municipal Planning Branch and the Rural Municipality of Lac du Bonnet by Garry Hilderman and Associates⁴ provides a brief analysis of some factors of concern to this study.

Existing development on the adjoining section of Lac du Bonnet (the adjoining section is defined as being that area to the west of the Bird River mouth extending to the mouth of the Lee River) totalled 142 seasonal residences plus a small campground at Poplar Bay. The consultant is aware that at least 150 new seasonal residence sites have been approved on this portion of Lac du Bonnet since 1973. It is estimated therefore that there are approximately 300 seasonal homes clustered on the southeast portion of the lake (southwest of the study area).

Hilderman assesses this portion of the lake as having a low capacity for development because of its configuration, susceptibility to severe wave action and limited water area of 1,318 surface acres.

Access to Lac du Bonnet therefore should not be relied upon to bolster the development potential of the Bird River Study area. Rather, this portion of the lake has its own limitations accruing from above average wave action, low development potential and existing levels of use.

3.5 Provincial Government Concerns

With the assistance of the Beausejour Office of the Municipal Planning Branch, the study team received responses from the following agencies: Manitoba Hydro, Environmental Protection Branch, Water Resources Division and the Department of Highways. Although the Provincial Parks Branch had been contacted, no response has been forthcoming to date.

4. Garry Hilderman & Associates - Lac du Bonnet Recreational Potential Study
1973

Following is a summary of the information received from the above agencies. For further elaboration the reader is referred to Appendix 2 containing the communications summarized.

3.5.1 Manitoba Hydro

Manitoba Hydro is concerned about the continuing problems of trailers and cottages encroaching upon hydro storage lands. It is Hydro's intention to initiate a severance line retracement program to determine the extent of the problem in the study area. There are no indications of the actions if any Manitoba Hydro may take to rectify the encroachment problem once it is documented.

3.5.2 Environmental Protection Branch

The Branch indicates the present solid waste disposal facility serving the study area is inadequate. Consequently, they urge that further development be made conditional upon upgrading the present disposal ground or the establishment of new facilities. In the event holding tanks are used for the collection of sewage wastes the Branch will require the identification of proper disposal sites. Furthermore the Branch indicates a prerequisite for development should be the proven availability of a source of potable water.

3.5.3 Water Resources Division

The Division has stated no flooding occurs on lands outside of the hydro reserves and that there may be minor, site-specific erosion and drainage problems.

3.5.4 Department of Highways

The department of Highways indicate PR315 carries considerable truck traffic serving mineral exploration and lumbering industries in addition to tourist traffic. The Department is presently studying alternatives

for re-locating PR315 east of the Bird River Bridge. One alternative being considered would extend 315 approximately three miles further east on the south side of the Bird River before crossing to the north side of the River.

The Department's general recommendations respecting area development involve the use of internal streets, consolidated highway access points and the establishment of buffer areas between developed lands and the highway.

3.6 The Alexander District Planning Scheme 1975-Objectives and Policies

The Bird River has traditionally been viewed as a seasonal resort area because of the extensive developments that have taken place in the past. Future recreation development along the Bird River must be compatible with the objectives and policies adopted for recreation land use in the Alexander District Planning Scheme 1975C.

The basic objectives of the plan with respect to recreation land use are stated in Section 2.2.1(1) and are as follows:

- "Objectives a) to protect the natural resources - land and water - ...from erosion or pollution
- b) to provide adequate public and private recreation space to meet present and future demands
- c) to protect the natural environment and character of the L.G.D. which forms the basis for the recreational activities in the area "

The District Planning Scheme also establishes a series of development policies intended to implement the above objectives. Those policies most pertinent to the Bird River study area are found in Section 2.2.1(2) and Section 2.2.2 of the Plan and are listed below:

" 2.2.1(2) Recreation Development Policies

- a) The degree and type of recreation development will be based on the capability of the resource to accommodate that use...
- b) Any proposed recreation development or associated commercial activities will be judged in terms of the demand for that land use in the Planning District and the Region. Harmful duplication of functions and services in the same area shall be avoided. Recreational development shall not be permitted in areas where it is felt that the addition of the new users will cause serious overcrowding or a significant deterioration in the quality of the recreational experience and/or of the environment.

2.2.2 Seasonal Home Subdivision Design Considerations

Linear shoreline development is to be discouraged since it is often visually unattractive due to the clutter of the shoreline and generally hinders public access to the waterbody. Clustering on the other hand increases the utility of the open spaces separating the clusters and promotes the concept of public parks systems linking the shoreline areas to the backshore developments.

Whenever topographical conditions are favourable with satisfactory access to the shoreline, seasonal home subdivisions should be developed according to the cluster principle.

Private leasehold developments, mobile homes, and trailer sites will be subject to the same guidelines and design principles as are applicable to other seasonal home areas. Whenever possible, mobile homes and trailers will be encouraged to locate in subdivisions specifically designed for these uses and separate from other cottage areas. "

These are the guiding principles which must be reflected in the Bird River Sector Plan. These principles focus attention upon and help define the real development issues in the study area. The following

section entitled "Synopsis of the Major Issues" provides the necessary basis or rationale to respond to these issues in the form of planning alternatives for the Bird River Sector Plan area.

The following sections of the plan provide a detailed description of the issues and the alternatives proposed to address them. The issues are listed in the following table, and the alternatives are described in the following sections.

4.1 Issues and Alternatives

The following table lists the issues identified in the plan and the alternatives proposed to address them. The issues are listed in the following table, and the alternatives are described in the following sections.

The following table lists the issues identified in the plan and the alternatives proposed to address them. The issues are listed in the following table, and the alternatives are described in the following sections.

Because of the extensive nature of the data and studies used in the study, a great deal of information will be provided to the public in the form of reports and maps.

4.2 Issues and Alternatives

The following table lists the issues identified in the plan and the alternatives proposed to address them. The issues are listed in the following table, and the alternatives are described in the following sections.

The following table lists the issues identified in the plan and the alternatives proposed to address them. The issues are listed in the following table, and the alternatives are described in the following sections.

IV. SYNOPSIS OF MAJOR ISSUES

This Section is intended to provide a summary of the major issues resulting from an analysis of all inputs into the study. These issues represent the major problem areas that must be addressed in the formulation of plan alternatives. The principles listed in the District Development Plan were instrumental in determining these issues.

4.1 Backshore Capability for Further Recreational Development

When examining the land resource base in isolation, a significant portion of the study area appears to be suitable for further recreational development based on the information collected to date. Map 7 can be used as a general reference in evaluating the land base.

This assessment of backshore capability reflects the land capability criteria listed in the L.G.D. Development Plan in sections 2.2.2 and Appendix A.

Because of the extensive bedrock outcrops and shallow soils in the study area, pumpout holding tanks will be the predominant form of sewage disposal.

4.2 Surface Water Recreational Capacity

The major limitation in the study area centres on the boating capacity of the water body.

There is no doubt that the present recreational development of the area is geared almost exclusively to boating activities. This is borne out by the high number of boats in the area and use patterns as observed by the study team.

Upon initial examination, it appeared access to Lac du Bonnet would somewhat make up for the limitations of the river. However, use patterns indicate that the majority of boating activity, including waterskiing and pleasure cruising, take place on the river. In any event, even if the river were not used, the two hundred plus motor boats based on the river would still use that waterway as a "water highway" to reach the lake.

As discussed in section 3.2.2, the present degree and type of use on the river probably exceeds the practical capacity of the water body.

The continuation of the present style of development with its orientation to water use will lead to further overcrowding and will accentuate the existing surface water use conflicts.

Even continued unregulated use by the current user/residents could lead to more serious consequences including personal injury, accidents, property damage and general deterioration in the quality of the experience.

The L.G.D. is apparently taking steps to rectify the current problems. The L.G.D. Development Plan makes specific reference to the principle of not permitting further development in areas where overcrowding would lead to a deterioration in the quality of the recreational experience. It is the opinion of the consultants that further boat oriented development in the study area will lead to a significant deterioration in the quality of the recreation experience.

Section 3.3 of this report alluded to a number of concerns that were identified through informal discussions with local residents.

4.3 Existing Development Issues

The predominance of lease type development in the study area has led to some additional problems. While there is no doubt that leased cottage and trailer lots provide relatively inexpensive vacation sites their high density and uncontrolled sprawl leave much to be desired.

Local residents feel that the current development is destroying the very basis

Tighter regulation of lease type development ,will be necessary to avoid even even further overcrowding and increased pressures on the resource base.

The L.G.D. Development Plan describes in Section 2.2.2 a policy aimed at ensuring trailer developments be subjected to the same guidelines and design principles that are applied to seasonal home developments.

The Local Government District should consider encouraging the redevelopment of the existing trailer concentrations at a lower density. Decreasing the density of the trailer developments will not only ease the pressures on the river use but could also improve the visual aesthetics of the area.

4.4 Public Service Requirements

The Environmental Protection Branch pointed out a number of deficiencies in the present methods of handling solid and liquid wastes emanating from the study area.

The L.G.D. is apparently taking steps to rectify the current problems associated with waste disposal. A new solid waste disposal site has been identified south of the study area. The requirements for disposal of liquid sewage wastes merit further study and action by the L.G.D.

4.5 Local Resident Concerns

Section 3.3 of this report alluded to a number of concerns that were brought to the attention of the study team through informal discussions with local residents.

It was interesting to note the concerns of these people with respect to the desirability of further development in an area viewed as already crowded. Apparently, the situation is reaching the point where some local residents feel that the overuse is destroying the very basis

for their being there in the first place. Even if no further development was allowed, current boating use on the river may require tight regulation to avoid serious accidents. This will no doubt have a negative effect on those local residents who came to the area to cruise and waterski in their leisure time.

The alternative plans and indeed the final plan for the area will have to take into account the concerns of the existing users. The Consultant does not pretend to have presented a complete reflection of the local concerns since a resident perception survey has not been undertaken.

The Local Government District will be responsible for obtaining a more detailed picture of resident concerns in the formulation of the final plan.

V. ALTERNATIVE SECTOR PLAN STRATEGIES

The underlying objective of the Sector Plan is to improve upon current conditions in the study area, or at the very least, maintain them and not permit them to slip below current levels. It is suggested five basic principles exist upon which the sector plan must be based. These principles, by their nature, do narrow greatly the options available to the community. Following are listed the major principles referred to above and upon which both sector plan alternatives have been based.

5.1 Bird River Planning Principles

1. The Bird River Sector Plan is to be compatible with the objectives and policy guidelines established in the Alexander District Development Plan.
2. Accept as given the existing location and form of development.
3. Regulate all land development and, if necessary, use of the Bird River waterway.
4. Do not add any further boat oriented development to the study area.
5. Encourage seasonal resort development to locate in areas outside the study area on lands more suited and less impacted by recreation development.

The following actions by the L.G.D. are recommended as being essential components to any land use strategy for the Bird River.

These include:

1. The preparation and adoption of a zoning by-law specifying permitted land uses, densities and regulations guiding land use.

2. Take the necessary steps to give the L.G.D. the same regulatory authority over leasehold developments as it now has over freehold developments. This generally will mean such things as the location, densities, leasehold tenures and facilities provided in leasehold developments must meet the approval of the L.G.D.
3. Improve solid waste disposal facilities and identify a location and method of liquid waste disposal acceptable to the Environmental Protection Branch.
4. Monitor resident/user satisfaction with the recreation experience on the Bird River.

The study team has prepared two sector plan options for the Bird River study area. They are presented below under the headings of (i) land use strategy; (ii) classification of lands; and (iii) planning policies.

5.2 Option #1: No Growth

5.2.1 Land use Strategy

Option 1 is based upon the assumption further seasonal resort development is not considered desirable by the study area residents. Basic to this assumption is the notion that recreation experience is inversely related to the density of development and use. The higher the seasonal resort development, the greater the water-use conflicts and the less satisfactory the recreation experience.

Option 1 therefore would not encourage further land development, but would encourage the redevelopment of the more densely populated trailer resorts to a level more compatible with the limitations of the water body.

5.2.2 Classification of Lands

Map 8, describing option 1, represents a planning strategy that would not permit further subdivision of lands. Only existing parcels of land held under separate title and fronting on a developed all weather public road would be considered building sites. Upon these sites, only one single family dwelling unit would be permitted. This generally precludes all development on lands not fronting upon an all-weather public road and located west of the Bird River bridge on the north shore and east of the Bird River bridge on the south shore.

5.2.3 Planning Policies

1. Pursuant to the Alexander Development Plan policies, trailer developments would be treated similarly to cottage developments. This would require redevelopment of the two existing trailer resort areas to lower densities. As an encouragement for redevelopment by resort owners, the L.G.D. should display a willingness to entertain the approval of a plan of subdivision for seasonal resort development provided the resulting development density is the lesser of the two following:

- i) maximum density to be one family resort site per net 2 acres; or
- ii) maximum ratio of redeveloped sites to existing leased sites to be 1:3

A further encouragement for trailer resort redevelopment may be achieved by not extending L.G.D. approval to the transfer by the operator, of a vacated lease to another party.

2. Other than provided above further subdivision of land will not be approved.

3. Only existing lots which front directly upon an improved all-weather public road would be considered building sites.
4. To improve boating safety, a limit on boat speeds will be placed in an area extending 1,000 feet on either side of the Bird River bridge. The bridge has only one navigable passage for boats. This represents both a boating bottleneck and a hazard, especially in view of the adjoining high density resort development. The boating speed limit would be enacted through by-law adopted by the L.G.D. It would be enforced by the R.C.M.P. with copies of the by-law being sent to the Department of Transport and the Canadian Coast Guard.

It would also be advisable for the L.G.D. to monitor boating activities over time to determine if there is a need for modifying or extending existing boating controls to other areas on the river.

5.3 Option 2: Limited Controlled Development

5.3.1 Land Use Strategy

This option is premised on the fact that some further development may be possible if the orientation of such development is focused on recreational activities other than boating. A number of other conditions would have to be met before this option could be accepted. These are detailed further in this section. It should be emphasized that the added amount of development possible under this option would be minimal and considered mainly as "infill" on suitable lands already served by road access.

This option is considered to represent the maximum development desirable for this area without seriously deteriorating the quality of the recreational experience.

5.3.2 Classification of Lands

Map 9 describing option 2 provides an indication of how the lands would be classified if this were the selected Development Plan option.

Basically, existing development would be accepted except for the trailer areas which would be required to redevelop at a lower density in line with the Alexander Development Plan recommendations. The areas designated as possible sites for further development would be developed at a low density - 1 unit per 5 acres with a suggested minimum lot size of 1 acre with minimum frontage of 200 feet.

This density and lot size is in keeping with the limitations of the area and will help ensure that further development is well spaced, unobtrusive and provides adequate space for park areas and recreational activities.

No further subdivision of lands would be allowed except in the areas designated for further development.

The lands selected for development have no severe physical limitations and are accessible from existing roads. The lands on the north side of the river west of the bridge and lands on the south side to the east of the bridge are sparsely developed and should remain so to counter the heavy developments on the opposite sides of the river.

Having extensive development on both sides of the river would destroy much of the remaining "wilderness" value of the area by fostering an urban atmosphere.

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5.3.3 Planning Policies

1. Trailer developments will be required to decrease in density to conform more closely with the guidelines incorporated in the Alexander District Development Plan. The final density will be subject to negotiation between the owners of the trailer development, the L.G.D., and the Municipal Planning Branch. In order to lessen the impact of this measure on the current owner of the lands, it is suggested that a lowering in density could be achieved through a natural attrition process. For example, when a current trailer user leaves the development, his trailer space would not be re-allocated. Spaces would thus be acquired over a number of years.
2. The Local Government District would be required to implement speed limit controls on all that portion of the river in the study area. This would lessen the potential for accidents on the river, encourage use of Lac du Bonnet and effectively limit or ban waterskiing from the study area. The speed limits would be implemented through an L.C.D. bylaw and enforced by the Royal Canadian Mounted Police. The Federal Department of Transport and the Coast Guard should be advised of the bylaw.

Speed limits are judged to be required if any further development occurs.

3. The provision of alternate recreational opportunities would be mandatory in all new developments and should be encouraged in the existing ones.

It is hoped that the development of alternative recreational uses such as tennis courts, swimming pools, trail systems, horseback riding, trails, baseball diamonds, etc. will provide an alternative to boating use and hence relieve the pressure on the surface water use.

The concept of "merit zoning" may be introduced at the discretion of the L.G.D. This would allow slightly higher densities to occur in developments where the developer is providing alternate recreational opportunities in excess of those required by the L.G.D.

It should be stressed that it will be incumbent on the developer to actually build the above facilities, not just supply the required land.

2. THE STUDY AREA

2.1. THE STUDY AREA

generally, the area subject to study is identified by RMB 8 in the Alexander District Development Plan, Part 1 as the Bird River Study Area. The study is required to determine whether water resource developments are possible over the land and water resources characteristics of the area.

2.2. THE STUDY AREA

generally, the area subject to study is identified by RMB 8 in the Alexander District Development Plan, Part 1 as the Bird River Study Area. The study is required to determine whether water resource developments are possible over the land and water resources characteristics of the area.

APPENDIX 1

- 1. within 100m of the 1st bridge on the Bird River;
- 2. north of RMB 8 to the first bridge on the Bird River; and
- 3. south of RMB 8 to the Bird River after the first bridge.

TERMS OF REFERENCE

lands not to be included are the large tracts of Crown land situated to the north of the Bird River and Lae de Bonnet.

3. STUDY OBJECTIVES

- 1. To compile for the L.G.O. of Alexander and the Municipal Planning Branch relevant base information and base maps for the study area;
- 2. To develop a simplified methodology for land analysis which would be useful to the L.G.O. on a day-to-day basis;
- 3. To assess the capability of the study area to sustain different water resource developments;
- 4. To provide two development plan alternatives for the study area.

THE BIRD RIVER SECTOR PLAN STUDY

A. THE NEED

- Seasonal home developments are growing in popularity
- The Bird River and adjacent area has been subject to increasing pressures for this type of development.
- A study is required to determine whether more cottage developments are possible, given the land and water resource characteristics of the area.

B. THE STUDY AREA

Generally, the area subject to study is identified by MAP 9 in the Alexander District Development Plan Part I as the Bird River Study Area.

We would offer the following refinement of these general study boundaries by including only those lands located:

1. between PR315 and the R.M. of Lac du Bonnet municipal boundary;
2. north of PR315 to the first bridge on the Bird River; and
3. south of PR315 to the Bird River after the first bridge.

Lands not to be included are the large tracts of Crown Land situated to the north of the Bird River and Lac du Bonnet.

C. STUDY OBJECTIVES

1. To compile for the L.G.D. of Alexander and the Municipal Planning Branch relevant base information and base maps for the study area.
2. To develop a simplified methodology for land analysis which would be useful to the L.G.D. on a day-to-day basis.
3. To assess the capability of the study area to sustain additional summer cottage developments
4. To provide two development plan alternatives for the study area.

D. STUDY METHODOLOGY

GENERAL APPROACH

The study will correlate the area's bio-physical characteristics with land ownership patterns to determine suitability for development. In addition, the study should provide an assessment of surface water recreation capability. The results should be compiled and interpreted in the form of two development plan options to be accompanied by appropriate implementation guidelines and rationale.

METHODOLOGY

i. Cultural Features:

- Land ownership (compiled from assessment records) will be mapped for the entire area at a scale of 1 inch = 1000 feet
- Land uses will be plotted on the land ownership map(s)
- Roads, public utilities, reserve areas and other features will be plotted on an area base map of 1 inch = 1000 feet.

ii. Bio-Physical Features:

- An analysis will be made of the property ownership maps to determine the locations of privately owned and potentially developable properties.
- The general areas of these private holdings will be surveyed for their general bio-physical characteristics.

The above information will be consolidated into a report which will include:

- i. an introduction outlining the background to the study
- ii. maps and related text describing property ownership and current

- iii. land uses;
 - iv. airphotos displaying bio-physical information with accompanying explanatory text;
- If suitable airphotos can be located or provided for the south half of the study area these will serve as the bases for plotting the associated bio-physical characteristics.

- The above bio-physical information will be simplified into a terminology and meaning understandable to the layman. Information detail will be subject to the availability of data.
- The area's bio-physical capabilities and limitations will be presented in written form for each aerial photograph analyzed.

iii. Surface Water Features

- The surface water features of the Bird River will be described and analyzed. A recreation carrying capacity will be determined and explained based upon shoreline, water use and boating capacity.

iv. Development Plan Alternatives

- A summary discussion of the area, its potential and limitations for continued seasonal resort development will be presented as a prelude to the development plan alternatives.
- Two alternative planning strategies will be formulated based upon the study information and displayed on airphoto mosaics of the area. Wherever possible these will be accurate to property lines to avoid confusion and misunderstandings. A text will accompany each alternative as will recommended policy guidelines.

E. PRESENTATION FORMAT

The above information will be consolidated into a report comprised of:

- i. an introduction outlining the background to the study and terms of reference;
- ii. maps and related text describing property ownership and present land uses;
- iii. airphotos displaying bio-physical information with accompanying explanatory text;

- iv. maps, illustrations and photos describing surface water characteristics, shoreline conditions to be accompanied by text explaining carrying capacity;
- v. a summary discussion of the potential and limitations of the area to sustain additional seasonal home developments;
- vi. two development plan alternatives with accompanying policy options all to be displayed on airphoto mosaics.

Five copies of the report will be printed, one for the consultant and four for the client.

Upon completion of the study, Westland Planning Consultants will present their findings and final report to the L.G.D. Council.

F. LIMITATIONS AND UNDERSTANDINGS

1. There is a limited amount of information available in a useable form for the study area. The consultant will prepare base maps, property ownership maps, land use maps and do select airphoto interpretation in the study area. No further research will be undertaken except from existing sources.
2. The Municipal Planning Branch, Beausejour office, will supply office space, assessment roles, plans of survey and subdivisions, airphoto prints and negatives for the study area and be responsible for liaison with other government departments and agencies.
3. The consultants will be supplied with a letter of introduction signed by the Resident Administrator and local councillor to be used in field work.

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C. J. ...
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File: 1-19-72

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APPENDIX 2

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REPORTS BY PROVINCIAL DEPARTMENTS

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MUNICIPAL PLANNING BRANCH
P. O. BOX 30
125-234 FIRST STREET
WINDSOR, ONTARIO
N2A 2C0

MANITOBA

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Inter-Departmental Memo

Date 1977 07 19

From C. Lee, P. Eng.,
Environmental Engineer
Soil Pollution Control
Environmental Control Branch

Mr. D. Houghton
Senior District Planner
Municipal Planning Branch
Box 50, 125-250 First Street
BEAUSEJOUR, Manitoba R0E 0C0

Telephone 489-4511, Ext. 182

BIRD RIVER STUDY - L.G.D. OF ALEXANDER

File: 1-C-9-36

The main concern this Branch has is with respect to the solid waste disposal facility in the study area. At present, the existing waste disposal sites are inadequate and overloaded.

Before further development is allowed, the responsible authority should ensure that existing waste disposal sites are upgraded, or a new site be established, so that they will be in compliance with Manitoba Regulation 208/76 (a regulation respecting waste disposal grounds). It is also a necessity that proper facilities for the disposal of liquid waste be provided within the waste disposal sites, as a majority of the residents will use holding tanks, or septic tanks and disposal fields as a means of sewage disposal.

All sewage disposal systems must be in compliance with Manitoba Regulation 272/76, a regulation respecting private sewage disposal systems.

The developer of any subdivision for seasonal purposes should provide an adequate supply of potable water. This should be done by establishing locations throughout the subdivision where residents can obtain water. The number of locations required will depend on the size of the subdivision.

J. A. Houghton
C. Lee

CL/mc
cc: Inspection Services

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MANITOBA HYDRO
INTER-OFFICE MEMORANDUM

J. A. Derksen

TO

D. Houghton, Senior

Property Department

District Planner

July 8, 1977

BIRD RIVER STUDY - I.G.D. OF ALEXANDER

We are in receipt of your letter dated June 24, 1977 wherein you requested Manitoba Hydro's co-operation regarding the above noted land use study. We would advise that Manitoba Hydro appreciates the opportunity for input into this program and wish to be included in any meetings to be held in this regard.

At present we have no solid data to provide you with, but we are aware of similar situations developing along the Bird River which reflect the current problem along the Lea River, i.e. trailers and cottages encroaching on Manitoba Hydro water storage lands. It is our intention to initiate a severance line retracement in this area following the implementation of our course of action on the Lea River.

It would be appreciated if you would advise this office of your first meeting concerning the above so as we may have a representative in attendance.

J.A. Derksen

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BEAUSEJOUR, MANITOBA
R0E 0G0

JUL 11 1977

MANITOBA

Inter-Departmental Memo

Date 77 07 18

From N. Mudry, P. Eng.
Director of Planning
Water Resources Division
1577 Dublin Avenue

Mr. D. Houghton
Senior District Planner
Municipal Planning Branch
125 - 250 First Street
Beausejour, Manitoba

Telephone 786-9418

Bird River Study, L.G.D. of Alexander, Manitoba.

File: 20.4.2

L.G.D. of Alexander

We acknowledge receipt of your letter of June 24, 1977. Lands subject to flooding by the Bird River are contained within the Winnipeg River Power Reserve or within the Manitoba Hydro Severance Area. Development would proceed outside of these areas and would therefore not be subject to flooding by the Bird River.

There may be lands within the study area which are subject to localized flooding, erosion, or drainage problems, however these are likely to be relatively minor problems which could be dealt with during the development of individual subdivisions and should have no serious bearing on the Development Plan for the area.

N. Mudry
N. Mudry

JUL 20 1977

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inter-departmental memo

Wou

Mr. Douglas Houghton
Senior District Planner
Municipal Planning Branch
125 - 250 First Street
Beausejour, Manitoba

Date 77 07 19

From Donald Lam
Planning Projects Engineer
Department of Highways
1075 Portage Avenue, Winnipeg

Subject: Bird River Recreational Study initiated by L.G.D. of Alexander.

On the basis of available information we would like to submit the following comments in response to your request by letter of June 24, 1977 with respect to preparation for the above-noted study:

1. Presently, Provincial Road No. 315 is the only provincial highway that serves the Bird River Study Area. Our records indicate that P.R. No. 315 carries not only considerable seasonal recreational and tourist traffic but also a significant amount of truck traffic involving heavy ore and pulp hauls. This highway has been paved from P.R. No. 313 to the existing Bird River crossing near the north-west corner of Section 1-17-13 E.P.M., and we intend to continue upgrading this highway further east. Currently, we are involved in a study to determine the best location for P.R. No. 315 east of the said river crossing. Preliminary findings indicate that the highway should perhaps stay on the south side of Bird River for another three miles or so before crossing the river at a new location somewhere in Section 8-17-14 E.P.M. Before adoption, this proposed relocation together with other alternatives will be subject to review by the Provincial Environmental Assessment Review Agency.
2. Having mentioned our plans for P.R. No. 315 and the primary function of this highway, we would now like to state our general concerns regarding any areas that may be found appropriate by the subject study for additional recreational development in the Bird River area. Being the Main arterial route in this area, P.R. No. 315 would likely be heavily relied upon for transportation to and from areas along the Bird River. It is therefore important that the area(s) to be designated for further recreational development in the Bird River Study Area be selected carefully, not only on the basis of its capability to support the type of land use proposed but also in keeping with the principle that future development can occur in a manner which will be considered compatible with the primary function of the adjacent highway. For example, areas designated for development should extend away from the highway as opposed to clustering along the facility so that there is ample room for such provisions as (i) an adequate buffer between the proposed development and the highway, (ii) sufficient and well integrated internal street systems to service all the lots proposed, and (iii) the needed landscaping to make the areas aesthetically pleasing to all including the travelling public on the highway.

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Director of Planning and Design

JUL 22 1977



HIGH SPEED POWER BOATS,
ARE COMMON ON THE RIVER

TRAILER DEVELOPMENT NEAR
BIRD RIVER BRIDGE

APPENDIX 3

SELECTED PHOTOGRAPHS OF THE STUDY AREA

WATERFRONT DEVELOPMENT
NEAR THE BRIDGE
OF THE RIVER





HIGH SPEED POWER BOATS
ARE COMMON ON THE RIVER

STILL LIFE WITH BOAT
ON RIVER

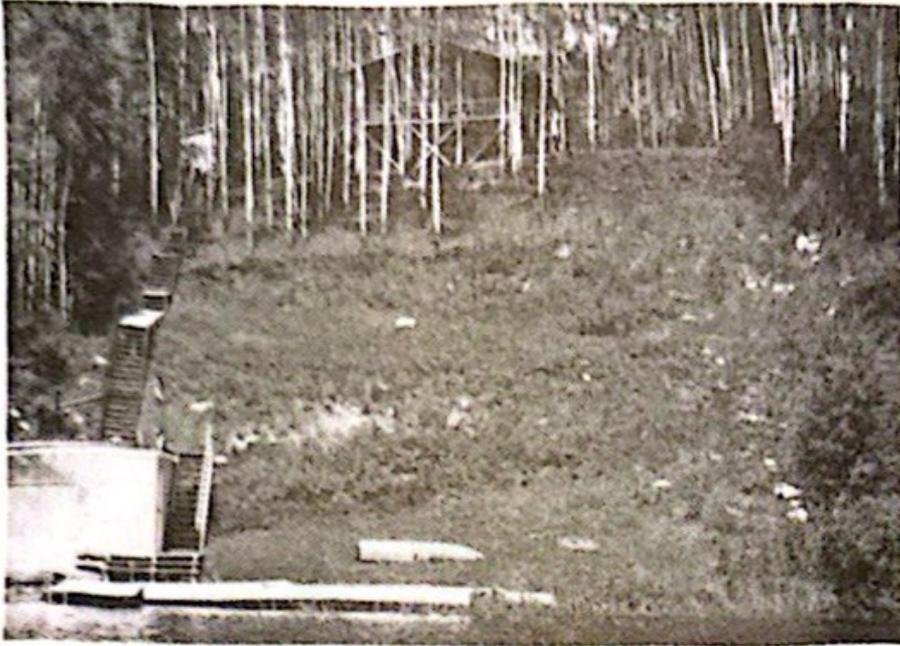


TRAILER DEVELOPMENT NEAR
BIRD RIVER BRIDGE

TRAILER DEVELOPMENT
NEAR RIVER BRIDGE



WATERSKIING IS POPULAR
DESPITE THE NARROW CONFINES
OF THE RIVER



STEEP SHORELINES ARE
CHARACTERISTIC OF SOME
PORTIONS OF THE STUDY
AREA



BOAT TRAFFIC NEAR
BIRD RIVER BRIDGE