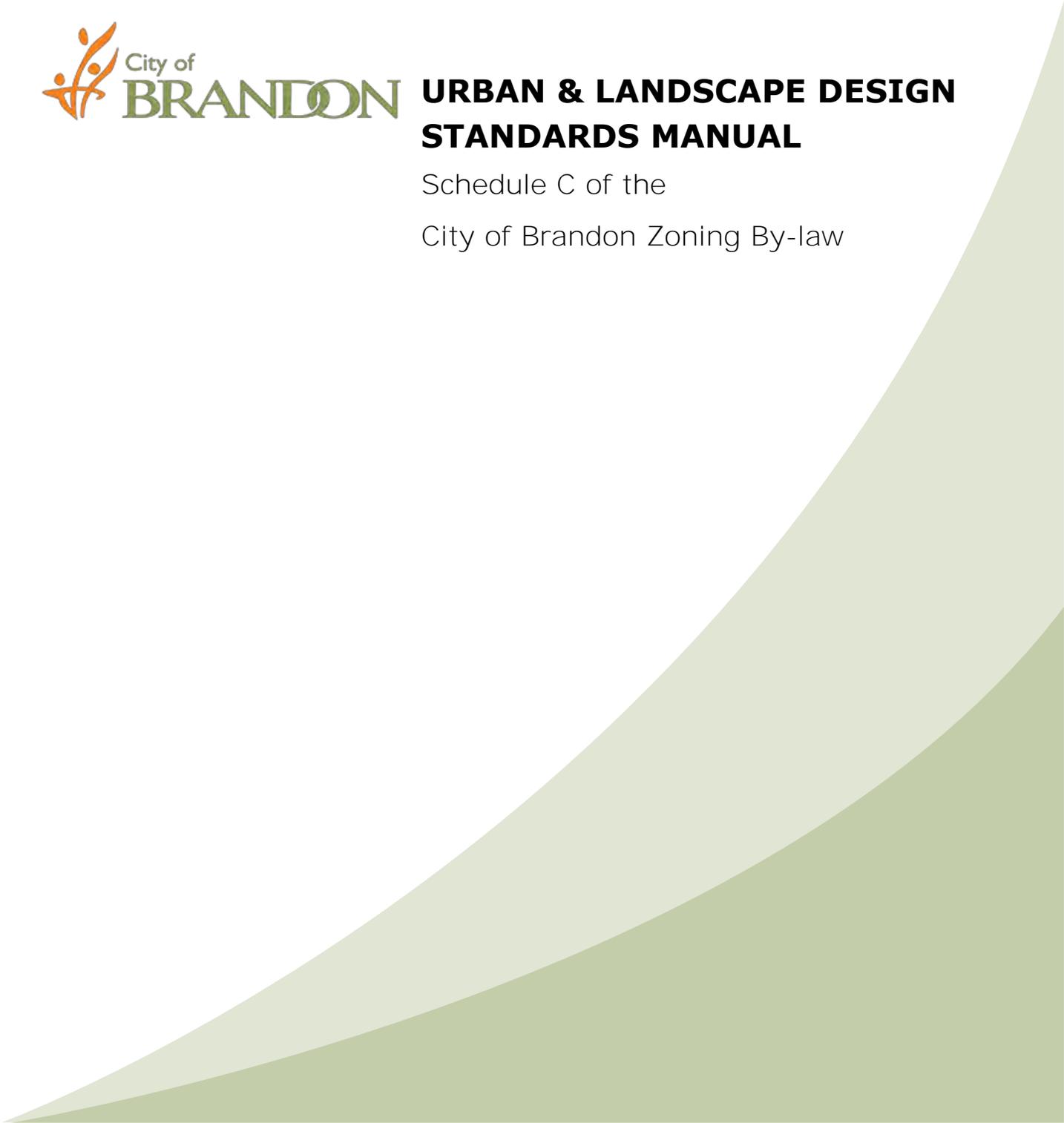




URBAN & LANDSCAPE DESIGN STANDARDS MANUAL

Schedule C of the
City of Brandon Zoning By-law



Part 1—Introduction

The Urban & Landscape Design Standards Manual intends to promote quality urban design in the City of Brandon. The Manual identifies standards for all new development and redevelopment on properties located within the City of Brandon. These standards establish minimum expectations of the community, while at the same time are intended to provide design flexibility and opportunity for creativity and innovation.

1.1 OBJECTIVES

The Urban & Landscape Design Standards Manual identifies the following objectives:

- To create a strong community image by enhancing the character and quality of the built environment.
- To encourage social, civic and physical activity.
- To minimize the impact of development on the environment.
- To provide efficient and convenient multi-modal transportation connections.
- To facilitate safe and healthy living environments.
- To integrate new developments which respect the scale, intensity, building and site design of the existing built form.
- To alleviate adverse impacts on adjacent land uses generated by new developments through urban and landscape design.

1.2 HOW TO USE THIS DOCUMENT

- a) The Urban & Landscape Design Standards Manual refines and complements the provisions of the Development Plan and any applicable Secondary Plan, and is supplementary to the provisions in the Zoning By-law.
- b) Unless exempted, the provisions herein are applicable to all new development and redevelopment on sites zoned for residential, commercial, institutional or industrial uses for any of the following:
 - The enlargement, alternation, or conversion of any building or structure;
 - The establishment of a use of land or a building or structure; and
 - The change, extension, or enlargement of a use of land, or a use of a building or structure.
- c) Notwithstanding subsection 1.2(b), compliance with the provisions herein is not required for the following:
 - Interior renovations;
 - A change of use not resulting in the increase of intensity or density of the use of land;
 - Accessory buildings;
 - Single detached dwellings, semi-detached dwellings and mobile/modular homes, but provisions 3.3(b), 3.3(e), 3.3(f), 4.1(d), and 4.2(c) and 5.1(a) still apply;
 - All uses located within the **IH** Industrial Heavy Zone; and
 - All uses located within **IG** Industrial General and **IR** Industrial Restricted Zones, but Part 5 and 6 pertaining to landscaping still apply.
- d) The extent of compliance with the provisions herein shall be at the determination of the Director or designee based on the location, intensity and density of the use proposed.

1.3 INTERPRETATION

- a) In cases where the word “**may**” or “**encourage**” is included in a standard, it is provided as a guideline toward implementing the intent of the standard, most importantly, to promote desirable qualities through collaborative efforts with designers, developers, and local communities.
- b) In cases where the word “**should**” is used in a standard, the standard is intended to apply to a majority of situations. However, the standard may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the standard.
- c) In cases where the word “**shall**” is included in a standard, the standard is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory standard, the quantities or standards may be deviated provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, but the intent of the standard is still achieved.
- d) Where there is a conflict between the standards in this manual and the standards in a Secondary Plan, the standards in the Secondary Plan shall prevail.

1.4 APPEALS

- a) Pursuant to Section 71(3-e) of The Planning Act, the interpretation of these standards may be appealed to the City of Brandon Planning Commission.

Part 2—Definitions

Aisle – refers to a lane within a parking area, typically adjacent to parking spaces, which allows vehicular access through the parking area.

Amenity space – refers to an area composed of on-site, common or private, indoor or outdoor space, designed for active or passive recreational use.

Berm – refers to an elongated strip of mounded earth which provides separation between two adjacent areas.

Boulevard – refers to the public area, typically grassed, between the edge of a street surface and a site line.

Building mass – refers to the general shape or shapes that make up a building.

Crown Cover – refers to the percentage of land which will be covered by the crown or canopy of plant materials at their maturity.

Hard landscaping (Hardscaping) – refers to a type of site design element that prominently uses hard materials such as stone, brick or timber rather than plant materials.

Landscaped areas – refers to those portions of a site which are surfaced at a minimum with grass, groundcovers, decorative paving, mulch, or a combination thereof, and contain shrub and/or tree planting as required in these standards.

Landscaped islands – refer to raised areas within parking areas which contain landscaped areas.

Multi-Modal - Transportation connections for all modes of movement, including pedestrian, cycling, and vehicular.

Open space buffer – refers to a linear strip of land, developed as a landscaped area, which separates two adjacent land uses and/or activities.

Public reserve – refers to open space, dedicated through the subdivision process, which typically is developed as public greenspace.

Secondary Street – refers to the street not adjacent to the front site line of a corner site.

Semi-private space – Common areas within private developments where public access is allowed.

Walkway – refers to all active transportation connections, including sidewalks, pathways and trails.

Part 3—Site Design

3.1 PEDESTRIAN & BICYCLE MOVEMENT

- a) Sites should be designed to promote the use of alternative modes of transportation by,
 - promoting connectivity, safety and convenience,
 - providing access to transit routes and stops,
 - providing walkway connections from amenity spaces and building entrances to streets and greenspaces, and
 - locating buildings, parking areas, amenity spaces and walkways to minimize vehicle conflicts with pedestrian routes.
- b) For larger sites, multiple walkway routes should be provided to surrounding streets and greenspaces (Figure 1).
- c) Walkways should be hardsurfaced and raised above the surface of the parking area when located in or adjacent to a parking area.
- d) Primary pedestrian routes should be emphasized through wider walkways and enhanced landscape treatments.
- e) Pedestrian crossings should be provided at major vehicle intersections. Raised surfaces are encouraged.
- f) Commercial uses are encouraged to provide a mix of paving materials to be located near the main building entrances to better define the priority for pedestrian access.
- g) Visible and secure bicycle parking should be included within all large developments.

3.2 AMENITY SPACES

- a) Large commercial & institutional sites should incorporate amenity spaces, primarily located between building entrances and the street.
- b) For large residential sites where private yards are not included, common amenity spaces should be provided. These amenity spaces should be located centrally to the site or in a prominent location such as a street corner or principal building entrance (Figure 2).
- c) Amenity spaces should be buffered from vehicle movement and parking areas.
- d) Amenity spaces should include amenities which encourage social and physical activity such as play structures, community gardens, public art, bicycle parking and common sitting areas.



Figure 1: Pedestrian route through townhouse development



Figure 2: Residential Amenity Area

3.3 VEHICLE MOVEMENT

- a) Sites should be designed to
- promote safe vehicle movement,
 - provide alternative access points and unobstructed routes for emergency access in accordance with City of Brandon Fire Department & Emergency Services' policies,
 - provide unobstructed routes for refuse trucks in accordance with City of Brandon Sanitation Department policies, and
 - minimize the adverse impacts of vehicle movement on adjacent residential uses (noise & light).
- b) Vehicle approaches shall be located and designed to reduce vehicular-pedestrian conflicts, promote safe vehicle movement and improve traffic flow. All vehicle approaches from a street shall be approved by the Engineering Department in accordance with the City of Brandon Traffic By-law.
- c) Shared vehicle approaches are encouraged.
- d) Drive-through facilities should be designed to locate stacking lanes out of view from the principal street.
- e) ~~Where residential sites are serviced by a functioning lane, all vehicle access and parking should be from the lane.~~ For residential sites located on streets with functioning lanes where there are few or no front driveways, the development of new driveways should be from the lane.
- f) For residential sites located on streets with functioning lanes where front accesses are predominant, the development of new front driveways may be granted. When a front driveway is granted, the prominence of the driveway should be minimized by limiting the width of the driveway, maximizing the amount of the landscaped area in the required front yard and recessing the garage.

- f g) Residential corner sites not serviced by a lane should have vehicle access exclusively from the secondary street.

3.4 PARKING

- a) Parking areas should not be located directly against a building. Walkways and landscaping should be provided as a buffer between parking areas and buildings.
- b) Parking areas should be designed to reduce vehicle conflicts with pedestrians (Figure 3).
- c) Loading and shipping areas should be located to the side or rear of the building.
- d) Parking areas shall be designed to minimize vehicle obstructions to utility poles, fire hydrants, refuse enclosures and emergency access.
- e) Hardsurfaced parking areas should be clearly defined with curbing located a minimum of 1.0m from any site line.
- f) For residential sites, parking areas should be located internal to the site, behind or beside any proposed buildings. Underground parking areas are encouraged (Figure 4).
- g) For commercial or institutional sites parking is encouraged to be located internal to the site, behind or beside any proposed buildings.



Figure 3: Parking area designed to reduce vehicle and pedestrian conflicts



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3.5 ACCESSIBLE DESIGN

- a) Accessible parking and loading spaces shall be located in close proximity to principal building entrances.
- b) A curb ramp should be provided to the principal building entrances from accessible parking spaces and pedestrian walkways.
- c) Pedestrian routes and walkways should be designed with depressed curbs at pedestrian crossings throughout the site.
- d) Texture changes are encouraged to identify a change in slope and a pedestrian crossing.

3.6 REFUSE & UTILITIES

- a) Refuse areas shall be enclosed and screened from view by solid opaque fencing or landscaping up to the height of the objects being concealed (Figure 5).
- b) Refuse areas should be located beside or behind buildings to minimize their visual impact from the street.
- c) Notwithstanding 3.6(b) when a refuse area is located to be visible from a street, the enclosure shall improve the overall aesthetic of the streetscape. The enclosure shall use high quality materials incorporating design elements of the principal building (Figure 5).
- d) The location of refuse areas shall not generate negative impacts on nearby residences and adjacent properties.
- e) Mechanical and utility equipment should be located out of view from the street or screened from view.

3.7 FENCING

- a) Fencing may be used in addition to landscaping to buffer adjacent non-compatible uses.
- b) Fences visible from the street are encouraged to incorporate landscaping.
- c) Fences visible from the street should consider the overall aesthetic of the streetscape through use of high quality materials incorporating architectural elements of the principal buildings (Figure 6).
- d) The use of sheet metal, chain-link or similar wire fencing with slats is discouraged when visible from a street.



Figure 5: Refuse screening with design elements of principal building



Figure 6: Contextually appropriate fencing

3.8 SUSTAINABLE PRACTICES

- a) Sites are encouraged to
- facilitate the efficient use of energy through building orientation, window and door placement, landscaping and other appropriate design solutions,
 - facilitate the efficient use of water through water efficient irrigation systems and native or adaptive landscaping,
 - reduce the quantity and improve the quality of storm water runoff by reducing impervious surfaces,
 - promote urban agriculture in the form of community gardens,
 - reduce the heat island effect through the use of absorptive surfaces and shading of non-absorptive surfaces,
 - minimize the disturbance on the site by incorporating existing natural features and grades, and
 - provide protection from the wind in the winter and the sun in the summer.

3.9 SIGNAGE

- a) Signage should be appropriately scaled and designed to complement the character of the area.
- b) Freestanding signs are encouraged to incorporate architectural elements of the principal building.
- c) Large commercial and institutional sites are encouraged to design signage to establish a distinct identity or design theme throughout the site.
- d) Decorative and directorial signs are encouraged to be located at major entrances of larger sites.

3.10 SAFETY

- a) Public and semi-public areas such as parking areas, walkways, and amenity spaces should be located to allow for natural surveillance provided from buildings and the street (Figure 7).
- b) On-site lighting should not create blind spots around entryways and walkways.
- c) Pedestrian access points to larger sites should be clearly defined through landscaping, building placement or walkway material.
- d) Narrow spaces created by the placement of buildings and landscaping should be avoided which are not supported with natural surveillance and security lighting.
- e) Sites are encouraged to be designed to provide residents safety from extreme weather events, such as the inclusion of a common underground facility within a modular home park.



Figure 7: Semi-public space with good natural surveillance

3.11 LIGHTING

- a) The placement and design of lighting shall ensure that the “light trespass” onto adjacent residential sites is minimized.
- b) Pedestrian scale lighting is encouraged along primary pedestrian routes and activity areas.
- c) Decorative light fixtures are encouraged, and may be coordinated with other amenities to unify sites with a distinct identity or design theme (Figure 8).
- d) Low level lighting for buildings and landscaped areas is encouraged.



Figure 8: Decorative light fixtures

3.12 VIEWS

- a) Amenity spaces, buildings, principal entrances or public art are encouraged to be located to create interesting views from the street and from within the site (Figure 9).



Figure 9: View from street into residential site

3.13 PUBLIC ART

- a) Public art is encouraged for larger developments to create a unique identity and act as a gateway entrance to a site or building (Figure 10).
- b) Public art that serves multiple purposes and celebrates local history is encouraged.
- c) Public art should be located to not impede pedestrian connections.



Figure 10: Public art serving multiple purposes

3.14 RAILWAYS

- a) Building setbacks from the railway right-of-way are in accordance with the Railway Protection Overlay Zone.
- b) Reductions to the required setbacks may be considered, in consultation with the affected railway, in the following instances:
- Where the reduction in the required setback is mitigated by a reciprocal increase in the height of the safety berm; and
 - Where there are elevation differences between the railway and the site.
- c) Noise impact and vibration studies may be required as part of a rezoning or development plan amendment application to allow for residential development near a railway right-of-way.
- d) The adverse noise impact of railways on residential development may be mitigated by,
- constructing noise barriers along the railway right-of-way;
 - locating noise sensitive rooms such as bedrooms away from the railway side of the building;
 - enclosing balconies when facing a railway right-of-way; and
 - constructing walls, windows, and doors which reduce the transmission of noise into the building.
- e) Where the full required setback is provided for residential development, berms may be required in order to provide a maximum level of mitigation. Berms are to be constructed adjoining and parallel to the railway right-of-way with the following specifications:
- Principal Main Line: 2.5m above grade with side slopes not steeper than 2.5 to 1.
 - Secondary Main Line: 2.0m above grade with side slopes not steeper than 2.5 to 1.
 - Principal Branch Line: 2.0m above grade with side slopes not steeper than 2.5 to 1.
 - Secondary Branch Line: 2.0m above grade with side slopes not steeper than 2.5 to 1.
- f) Where the railway line is in a cut of equivalent depth, no berm should be required.
- g) Crash berms are encouraged where insufficient land exists to construct a standard berm (Figure 11).
- h) If applicable to the site conditions, a ditch or valley between the railway and the residential development property that is equivalent to or greater than the inverse of the berm may be considered in lieu of the berm.

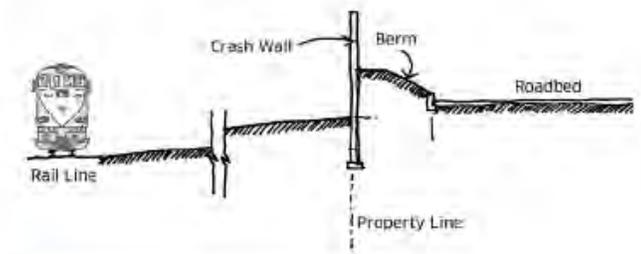


Figure 11: Example configuration of a crash berm

Part 4—Building Design

4.1 CONTEXT

- a) Where the proposed building is taller or larger than adjacent buildings, a transition in building height and form should be considered.
- b) A variety of roof-lines and architectural styles may occur within each residential block, but new development within or adjacent to low density zoned areas should be designed to maintain a consistent scale and height with existing adjacent buildings or the dominant style of the block (Figure 12).
- c) Additions to a building should complement the design of the existing building.
- d) Buildings should be located to maintain a similar front yard setback with adjacent buildings.
- e) Developments located within historical areas are encouraged to reference the Design Guidelines for Historic Residences in Brandon (Thompson).



Figure 12: Contextually compatible infill development

4.2 ORIENTATION & ENTRANCES

- a) Principal building entrances should be oriented towards the street and be designed to
 - be clearly identified and accessible,
 - be setback from any walkways to reduce pedestrian conflicts,
 - be well lit and visible from the parking area, street or adjacent buildings,
 - provide weather protection through the use of front porches, verandas, awnings and canopies, and
 - include architectural features and materials which accentuate the importance of the entrance.
- b) Corner buildings shall address both street frontages through building orientation, location of entrances and windows, and architectural features (Figure 13).
- c) Exterior stairways exceeding 1.5m in height should not be permitted between a principal building and a front or corner site line.



Figure 13: Townhouse addressing both street frontages

4.3 BUILDING ARTICULATION

- a) Buildings should be designed to include a variety of building materials, colour, roof lines, and architectural features. Blank, at grade street wall conditions shall not be permitted on any street facing building façade (Figure 14).
- b) Architectural details for the front facade should be included on all side facades visible from a street.
- c) Windows should be arranged on all street-facing facades to provide opportunities for natural ventilation, light and surveillance.
- d) Row-houses should be arranged into buildings no wider than six dwelling units.
- e) Long building facades (vertical or horizontal) should provide visual relief through vertical and horizontal elements. Larger buildings should be designed to give the appearance of a collection of smaller structures.
- f) Buildings should be designed to minimize the exposure of the concrete foundation.
- g) Mixed use buildings should distinguish the different uses through architectural detailing, materials and glazing.
- h) Buildings should be designed so that units do not mirror and are easily distinguishable from each other.

4.4 PRIVACY

- a) Sites within or adjacent to residential low density zoned areas should be designed to
 - locate buildings to minimize any loss of privacy or sunlight on the private yard space of adjacent sites, and
 - locate and orient decks, balconies and rooftop patios to minimize privacy concerns of adjacent sites.

4.5 MATERIALS

- a) Decorative elements should be included around windows such as lintels, casings, sills and trim (Figure 14).
- b) Building materials and colours that complement and enhance the existing neighbourhood character are encouraged.
- c) Finish materials should extend to all sides of the building visible from a street, including building projections.
- d) Highly contrasting material and colour schemes are discouraged.



Figure 14: Residential development with variety of materials and well-articulated façades

Part 5—Landscape Design

5.1 GENERAL

- a) All areas of a site not required for vehicle circulation, parking, loading or recreational amenity should be developed as a landscaped area.
- b) Plant materials may replace fencing in appropriate locations.
- c) Trees in good health are encouraged to be protected and retained, and shall count towards the required landscaping.
- d) The required landscaping areas may be reduced where equivalent landscaping is provided elsewhere on-site.
- e) Landscape design should not reduce visibility or clear sightlines of public or semi-public areas.
- f) Crushed rock or other aggregate surfaces shall not be located directly adjacent to a public walkway.

5.2 BUFFERS

- a) Open space buffers should be provided between potentially incompatible uses to reduce the impact of adjacent uses, including:
 - Residential sites and commercial or industrial developments;
 - Residential sites and major arterial streets, provincial highways and railway corridors; and
 - Row house and apartment dwellings where the site adjoins a low density residential development.
- b) Where a special yard or open space buffer is required, it shall be developed as a landscaped area and contain perennial, shrub and tree

planting which create a minimum 75% crown cover.

5.3 BUILDING FAÇADES

- a) Perennial and/or shrub plantings shall screen the building foundation of any street-facing façade, and can be achieved as follows:
 - by placing planting beds 1.5m in width directly adjacent to the building foundation (Figure 15); or
 - by placing equivalent sized planting beds away from the building foundation in designated landscaped beds.
- b) Landscaping along building façades should be of sufficient size and width to reduce opportunities for vandalism and graffiti.



Figure 15: Front façade landscaping

5.4 PARKING LOTS

- a) All parking areas, loading spaces, aisles, lanes and other hardsurfaced or unpaved areas used for outdoor storage and other operations related to the operation of a business, should:
- be separated from any street-facing site lines by a landscaped area with a minimum width of 1.5m; and
 - include plantings that create a minimum 75% crown cover. (Figure 16)
- b) When visible from a street, landscaped islands should:
- be placed at the end of every row of parking spaces, adjacent to each internal aisle every 10 parking spaces, or at an entrance/exit;
 - have a minimum width of 2.5m and minimum depth of 6.1m; and
 - include plantings that create a minimum 75% crown cover.
- c) Parking areas of more than 250 parking spaces should include divider strips with a minimum width of 3.0m. The divider strips should contain a walkway connecting the principal buildings main entrance to the street.

5.5 BOULEVARD TREES

- a) A minimum of one large boulevard tree per 12m of site frontage shall be provided. Where not possible, one small tree per 8m of site frontage is required.
- b) Boulevard tree species shall be in accordance with Section 6.1.
- c) Where a sidewalk is constructed or planned within the public right-of-way, boulevard trees shall be planted midway between the edge of the sidewalk and the edge of the street.

5.6 PLANT SELECTION & MAINTENANCE

- a) A variety of sizes and species of both deciduous and coniferous plants should be provided to provide year-round interest, colour and aesthetic appeal.
- b) All plant material used shall meet or exceed the minimum planting specifications in Section 6.2.
- c) All private landscaped areas, including shrub and tree plantings shall be maintained in accordance with the approved site plan. Any plant material that has suffered damage, died or been removed shall be replaced immediately.
- d) Trees, shrubs and other plant materials shall be placed in accordance with Section 6.3.
- e) The removal of any tree located on public property shall be in accordance with the City of Brandon Removal of Trees Policy.
- f) The installation of plant materials, as well as other landscaping, including but not limited to sodding, seeding and bed preparation, shall be done in accordance with Accepted Canadian Nursery Practices.
- g) All landscaping shall be completed prior to issuance of a final occupancy permit.



Figure 16: Landscaped area around parking lot

Part 6—Landscape Standards & Specifications

6.1 ACCEPTABLE BOULEVARD TREES

| TYPE | COMMON NAME |
|--|---|
| Large Trees – Deciduous <i>*Caliper range 50-70mm</i> <i>*Root ball size 70-90cm</i> | Baron Boxelder Maple Silver Maple Silver Cloud Maple Autumn Blaze Freeman Maple Mancana Manchurian Ash Patmore Green Ash Fall Gold Black Ash Northern Treasure Hybrid Ash Delta Hackberry Butternut American Basswood Little Leaf Linden Dropmore Linden Harvest Gold, Mongolian Linden Glenleven Hybrid Linden Siberian Elm Prairie Horizon Alder Ohio Buckeye Autumn Splendor Buckeye |
| Small Trees – Deciduous <i>*Caliper range 50-60mm</i> <i>*Root ball size 70-80cm</i> | Amur Maple Toba Hawthorn Snowbird Hawthorn Ornamental Crabapple Amur Cherry Mayday Tree American Mountain Ash European Mountain Ash Japanese Tree Lilac Golden Eclipse Tree Lilac Ivory Silk Tree Lilac |

6.2 MINIMUM PLANT SPECIFICATIONS

| TYPE | SPECIFICATION |
|-------------------------------------|--|
| Coniferous trees | 1.8-2.4m in height, evenly branched, full bushy trees, no broken leaders, well branched to grade, balled & burlapped or tree mover; wire basket. Guy wire. |
| Large and medium deciduous trees | 65-75mm caliper, 4.0-4.5m height, 12 major branches, 2.0m above grade, balled & burlapped or tree mover; wire basket. Double stake where required. |
| Small deciduous trees | 50mm caliper, 3.5-4.0m height, 10 major branches 1.75m above grade, balled & burlapped or tree mover; wire basket. Double stake where required. |
| Coniferous shrubs | 45cm height/spread, well formed, even growth. 2 gallon container stock. |
| Deciduous shrubs | 30-45cm, 4 minimum major basal branches. Well formed, bushy plants. 2 gallon container stock. |
| Perennials, vines and ground covers | 2 year plants from division. No. 1 grade, well developed, vigorous root system. |

6.3 PLANTING SETBACK REQUIREMENTS

| FROM | SHRUBS ¹ | TREES ² |
|--|---------------------|--------------------|
| Surface utility equipment | 0.5m | 3.0m |
| Streets, lanes, sidewalks | 1.0m | 1.0m |
| Underground services ² | 0.0m | 3.0m |
| Private approaches | 0.0m | 3.0m |
| <p><i>Notes to Table X:</i></p> <p><i>1 – measured from the trunk of tree or centre of shrub</i></p> <p><i>2 – shrubs and trees may need to be removed for future access to underground services</i></p> | | |

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