

**BY-LAW NO. 7243**

**BEING A BY-LAW of the City of Brandon to amend the North Brandon Gateway Secondary Plan.**

**WHEREAS Section 63(1) of The Planning Act enables the adoption of a secondary plan by-law;**

**AND WHEREAS it is deemed necessary and expedient to update the North Brandon Gateway Secondary Plan to facilitate the development of an area in northern Brandon;**

**NOW THEREFORE the Council of the City of Brandon, duly assembled, enacts as follows:**

- 1. The North Brandon Gateway Secondary Plan By-law No. 7079 be amended by deleting Schedule “A” and replacing it with Schedule “A” attached to this by-law.**
- 2. This by-law shall come into full force and take effect on the day following its passage.**

**DONE AND PASSED by the Council of the City of Brandon duly assembled this    day of    A.D. 2019.**

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**MAYOR**

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**CITY CLERK**

**Read for a first time this                      day of                      A.D. 2019**

**Read for a second time this                      day of                      A.D. 2019**

**Read for a third time this                      day of                      A.D. 2019**



City of Brandon  
**NORTH BRANDON GATEWAY**  
Secondary Plan

Schedule A of By-law 7079

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## PURPOSE OF THE PLAN

As a growing regional service centre, the City of Brandon (the City) has an interest in providing a high quality of life for its residents and an inviting gateway into the City for the traveling public. The North Brandon Gateway Secondary Plan (the Secondary Plan) for lands in the area of the Trans-Canada Highway, 18th Street and 1st Street will shape future development along the City's northern edge. The broader goals and objectives of the Secondary Plan are outlined in the Brandon & Area Planning District Development Plan (the Development Plan) and include a focus on the provision of affordable housing, a high degree of pedestrian and cyclist connectivity, and economic development. Specific principles to guide development in North Brandon are included in Part 3 of this Secondary Plan.

Changes in the City's local economy in recent years have encouraged further population growth, putting additional pressure on the City's housing market, in particular high-quality affordable housing. Through this Secondary Plan, the City will provide a clear framework to bring developable land in the North Hill online for both residential and commercial development. Appropriate land use designations, progressive residential densities and urban design guidelines are included in this Plan to ensure new development integrates seamlessly with the City's urban fabric and provides a sustainable, affordable solution over the long-term.

In addition to the broader objectives included in the Development Plan, the Secondary Plan focuses on:

*Edges, Connections and Transitions:* The Secondary Plan area is the City's northern gateway. Development in this area should provide a seamless transition between the

City's urban core, surrounding transportation corridors and rural lands.

*Extending Servicing Infrastructure:* Cost-efficient and innovative water, waste water and drainage infrastructure are required to support development in the Secondary Plan area. The Secondary Plan aligns the City's ongoing infrastructure planning with future demand in the Plan Area.

*Growth Management:* The Secondary Plan area presents an important opportunity for the City to address growth management issues by exploring options for a mix of uses on the site that yield transit-supportive densities, increased internal and external connectivity, and options for affordable housing development.

## HOW TO READ THIS DOCUMENT

The Secondary Plan provides policies for guiding the long-term development and growth of the City's North Hill. Policies included in the Secondary Plan correspond directly to the vision and policies detailed in the Development Plan. While the Secondary Plan is primarily a land use plan, it also addresses other elements that will support a sustainable future for the Secondary Plan area and the broader city.

This Secondary Plan should be read in its entirety as many aspects of the plan are closely integrated. Policies included in one section may apply in other areas. The Development Plan, along with the City of Brandon Zoning By-law (the Zoning By-law), provide important policy context and implementation tools for this Secondary Plan.

This Plan is organized as follows:

- Parts 1 to 3 provide context, principles and establish the overall framework of the Secondary Plan
- Parts 4 to 8 include policies for specific land uses within the Secondary Plan area. These parts should be interpreted and applied in conjunction with the Development Plan and Zoning By-law.
- Parts 9 to 12 address municipal servicing, transportation and urban design in support of development within the Plan Area.
- Parts 13 to 15 provide guidance on costing, phasing, plan implementation and future studies.
- Schedules provide mapping to illustrate the special application of policies and will generally guide planning and development decisions in the Secondary Plan area.

## 1 PREFACE

Section 1.1 of the Development Plan highlights the City of Brandon's goal to establish a "stronger presence near the Trans-Canada Highway in order to reflect the 'real' Brandon." The Development Plan also indicates that this goal—along with complementary goals regarding sustainable development—will be achieved through the development of a secondary plan for the North Brandon Gateway area.

This Secondary Plan is prepared in accordance with The Planning Act and the Development Plan, and advances the vision and goals of the City of Brandon's Roadmap for Growth Strategic Plan and the Brandon & Area Planning District Growth Strategy. The Secondary Plan area is anticipated to accommodate a planned population of approximately 7,000 to 12,000 people across all areas designated for residential and mixed-use purposes.

### 1.1 Location of the Secondary Plan Area

The Secondary Plan area is located at the City of Brandon's northern boundary, adjacent to the Trans-Canada Highway. The Secondary Plan area is situated in an area generally known as the North Hill as shown on Figure 1.

The Secondary Plan area is bound by Highland Avenue to the north and the proposed realignment, as per the Manitoba Infrastructure and Transportation Functional Design Study (2002), of PTH 1A in the east and PTH 10 to the west. Clare Avenue generally defines the Secondary Plan area's southern boundary, with the Northern Pines Golf Course lands extending the Secondary Plan area to the south towards Braecrest Drive.

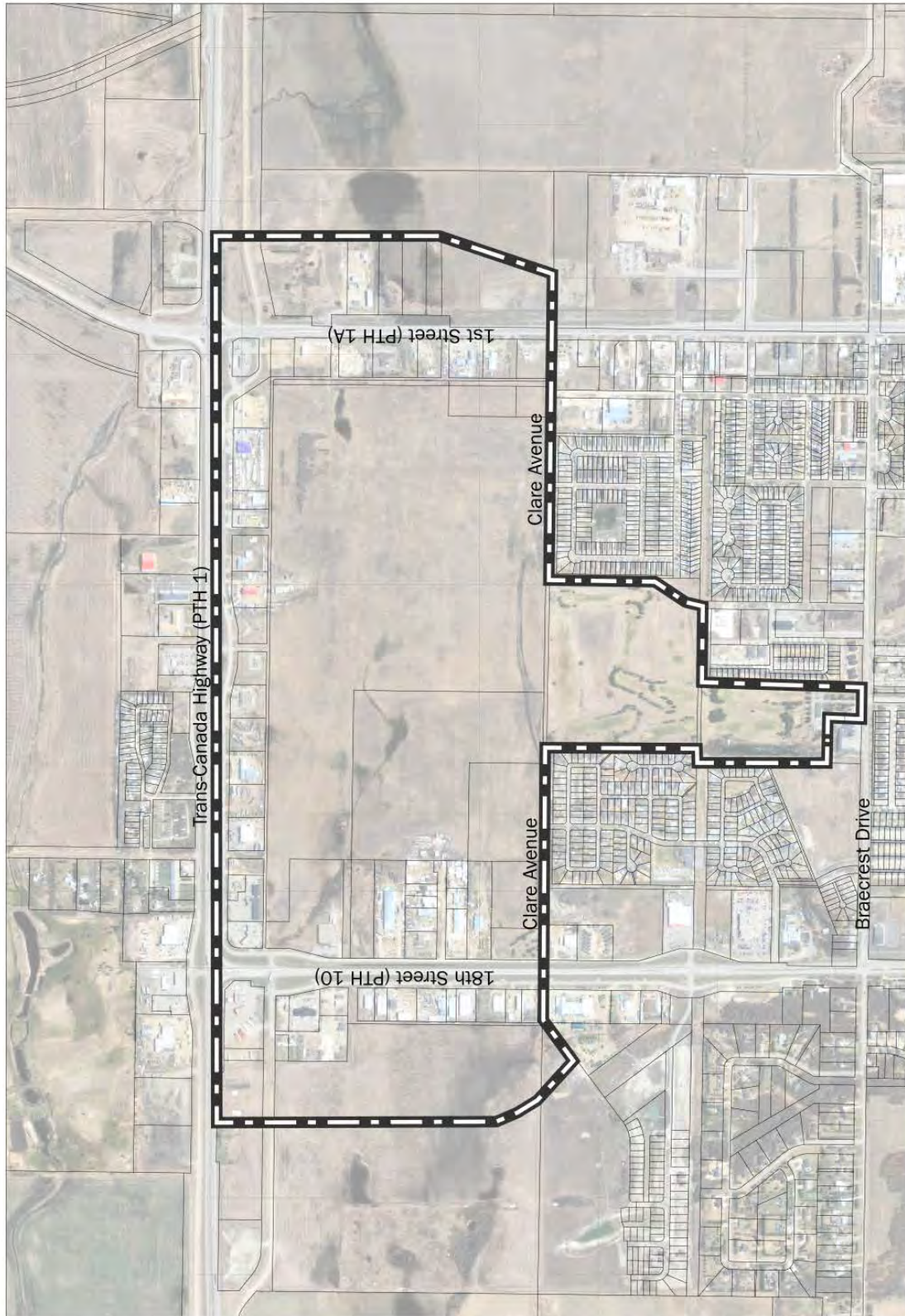
## 1.2 Objectives of the Plan

The objectives of the Secondary Plan are as follows:

- To prepare a Secondary Plan that is consistent with The Planning Act and in conformity with the Development Plan, and which advance the goals of the City of Brandon's Roadmap for Growth;
- To ensure that future planned land uses in the Secondary Plan area reflect long-term land use needs in both the immediate community and the City of Brandon more broadly;
- To precisely define the boundary and provide for an effective interface between the Secondary Plan area, the Trans-Canada Highway, and the current and future alignments of PTH 1A and PTH 10;
- To maximize potential for sustainable development through the form and structure of the community that concentrates activities such as schools, mixed-use areas, community uses, density along transit corridors, pedestrian and bicycle access, and features an interconnected street network;
- To ensure that the Secondary Plan takes into consideration the proximity of Assiniboine Community College and other community and institutional uses; and
- To develop the Secondary Plan area as a complete community that incorporates a balanced mix of uses, including mixed-use development and a wide variety of residential housing types. It will harmoniously integrate residential and commercial uses with community facilities such as schools, parks, and other community uses, as well as open space and recreation areas;
- To incorporate sustainable site and building design principles to conserve energy and natural resources; and

- To promote community safety through neighbourhood design and consideration for naturally occurring emergencies.





**Figure 1: North Brandon Gateway Secondary Plan Area**



### 1.3 Existing Land Uses

#### 1.3.1 Summary of Existing Land Uses

The City of Brandon has considerable landholdings within the Secondary Plan area. The City's lands were previously used for agricultural purposes and remain undeveloped as "greenfield" lands. Commercial uses are located along the major transportation corridors that define the Secondary Plan area's northern, eastern and western boundaries. These larger-scale commercial uses serve both local and regional markets. A Manitoba Hydro sub-station is located at Highland Avenue and Black Street along the Secondary Plan area's northern boundary. Commercial uses similar to those within the Secondary Plan area are also present on the north side of the Trans-Canada Highway.

The Northern Pines Golf Course is a privately owned and operated nine-hole course within the Secondary Plan area. In the southern portion of the Secondary Plan area, residential uses are located south of Clare Avenue. Assiniboine Community College's North Hill Campus is located within a kilometre of the Secondary Plan area on PTH 1A. The Corral Centre, a regional retail centre, is also located approximately a kilometre south of the Secondary Plan area on PTH 10.

#### 1.3.2 Existing Land Use Designations and Zoning

*Brandon & Area Planning District Development Plan 2013*

The Development Plan identifies the Secondary Plan area under a "Future and Existing Secondary Plan Areas" designation. The Development Plan identifies Regional Retail uses along major corridors including the Trans-Canada Highway, the existing PTH 1A and PTH

10, and the proposed realignment of both Provincial Trunk Highways. This Regional Retail land use extends into the interior of the Secondary Plan area. In the south end of the Secondary Plan area at Clare Avenue and PTH 1A, the Development Plan identifies a small strip of Commercial land. A linear Parks/Open Space area is identified within the Secondary Plan area to provide a buffer between Regional Retail and Residential uses. In addition, the Northern Pines Golf Course is identified in the Development Plan as Parks/Open Space.

*City of Brandon Zoning By-law (By-law No. 7124)*

See Figure 2 for a map of existing zoning within the Secondary Plan area. The Zoning By-law identifies a Commercial Highway (CHW) Zone along the Trans-Canada Highway. A Commercial Arterial (CAR) Zone is located directly south of this CHW Zone. Both east and west sides of PTH 10 are also zoned CAR. The west side of PTH 1A is zoned CAR, with the same zoning applying to four parcels on the east side of the street. The areas on both the east and west of the Secondary Plan area proximate to the proposed realignment of PTH 1A and PTH 10 are zoned Agricultural (A). A large Residential Single Detached (RSD) Zone is centrally located on City-owned land within the Secondary Plan area. This RSD Zone is flanked on both the east and west by Development Reserve (DR) Zone lands. The Northern Pines Golf Course is zoned Parks and Recreation (PR).



**Figure 2: Existing Zoning within the Secondary Plan Area**

### 1.3.3 Fixed Elements of the Plan

Within the Secondary Plan area, there are a number of elements that are fixed. These include:

#### *Utilities*

- A Manitoba Hydro sub-station is located near the intersection of Highland Avenue and Black Street along the Secondary Plan area's northern boundary.

#### *Environmentally Sensitive Areas*

- Manitoba Conservation has not identified any Environmentally Sensitive Areas within the Secondary Plan area. However, mature trees and woodlots should, to the extent possible, be incorporated into Open Spaces. Natural drainage areas should also be considered for use as storm water management areas.
- Should Environmentally Sensitive Areas be identified within the Secondary Plan area, The Conservation Agreement Act and The Endangered Species Act shall take precedence over this Secondary Plan.

#### *Cultural Heritage Sites/Archaeological Artifacts*

- No cultural heritage sites have been identified within the Secondary Plan area.
- Should Cultural Heritage Sites or Archaeological Artifacts be identified within the Plan Area, Section 17.0 of the BAPD Development Plan and The Heritage Resources Act shall take precedence over this Secondary Plan.

## 1.4 Regulatory Context

### 1.4.1 The Planning Act

The Planning Act (the Act) sets the legislative framework for planning in Manitoba. The Act addresses all levels of planning, with specific provisions for municipal planning and documents including development plans, secondary plans, and subdivisions. This Secondary Plan is subject to Part 4 of the Act.

### 1.4.2 Brandon & Area Planning District Development Plan 2013

The Development Plan provides a long-term vision for the City as well as specific direction on issues such as growth management, land use, housing, recreation and culture, municipal infrastructure, and transportation. The Development Plan also identifies specific areas within the City requiring a Secondary Plan.

### 1.4.3 City of Brandon Zoning By-law

The Zoning By-law implements the Development Plan, providing for its day-to-day administration. The Zoning By-law ensures decisions made by administration, Council, and the public reflect and are in compliance with the objectives and overall vision of the Development Plan.

The Zoning By-law aims to protect the health, safety and welfare of the public. It contains enforceable regulations that encourage orderly growth and protect the community from conflicting land uses. It classifies property in appropriate zoning districts according to land use type and intensity.

#### **1.4.4 Other Plans and Policies**

Other plans and policies referenced throughout this Secondary Plan provide both direction and support for implementation. These plans and policies include but are not limited to the following:

- a) City of Brandon Greenspace Master Plan
- b) Brandon Area Road Network Development Plan
- c) City of Brandon Water Conservation Plan
- d) City of Brandon Affordable Housing Strategy
- e) Brandon Economic Development Strategy

## **2 INTERPRETATION**

The Secondary Plan refines and complements the provisions of the Development Plan. The detailed policies in the Secondary Plan shall supersede the policies in the Development Plan. Where the Secondary Plan is silent on matters contained in the Development Plan, the relevant provisions of the Development Plan shall govern.

### **2.1 Policy Application**

In cases where the word **“may”** is included in a policy, it is provided as a guideline or suggestion toward implementing the intent of the policy.

In cases where the word **“should”** is used in a policy, the policy is intended to apply to a majority of situations. However, the policy 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 policy.

In cases where the words **“shall”** or **“will”** are included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from if the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

## **2.2 Schedules**

The Secondary Plan forms part of the Development Plan. The area outlined on the Schedules, attached hereto and forming part of the Secondary Plan, constitutes the Secondary Plan Area. The Secondary Plan area shall be developed generally in accordance with the Schedules. For the purposes of the Secondary Plan, references made to “areas designed” shall mean areas designated on the Schedules. Except where otherwise indicated, elements in the schedules cannot be adjusted without an amendment to the Secondary Plan.

### **2.3 Amendments to the Plan**

The Secondary Plan is adopted as a by-law of the City of Brandon. Amendments are required to follow the procedure established in PART 6: Zoning By-laws under The Planning Act through application to the Planning & Buildings Department. Supporting information to evaluate and justify the amendment will be required to the satisfaction of the Planning & Buildings Department.

### **2.4 Monitoring Review & Evaluation**

This Secondary Plan is intended to be a dynamic document that will change as circumstances change within and adjacent to the Secondary Plan area. The City shall undertake periodic reviews of the Secondary Plan to ensure the Secondary Plan remains consistent with the objectives and policies of the Development Plan.

### 3 COMMUNITY STRUCTURE

#### 3.1 Community Structure Elements

The structure of the Secondary Plan is primarily defined by the following three features:

- a) the area's existing land ownership structure, specifically a 64 hectare (158.3 acre) area owned by the City;
- b) the proposed re-alignment of Highland Avenue in the north of the area, as well as the future proposed re-alignment of PTH 10 in the west and PTH 1A in the east; and
- c) the general direction of natural drainage from northwest to southeast across the area.

#### 3.2 Community Structure Principles

The community structure for the Secondary Plan area is based on several principles that are intended to guide all development in the Secondary Plan area.

##### *Land Use Principles*

The Secondary Plan:

- a) includes a variety of land use designations to allow for flexibility of land uses in the future and evolution of the community over time;
- b) maximizes the total area for mixed use development;
- c) promotes appropriate transitions in land use from the Secondary Plan area to existing and planned surrounding uses;
- d) gives specific consideration to residential-commercial, residential-highway, and commercial-highway interfaces, providing an appropriate buffer and transition between uses; and
- e) provides opportunities for sufficient commercial or retail space to support the neighbourhood and regional markets.

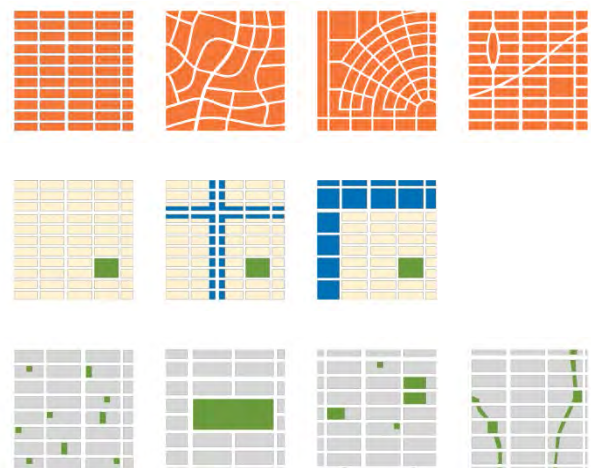
##### *Block Structure Principles*

The Secondary Plan:

- a) includes a block structure that provides regular development blocks and allows for appropriate transition between land uses; and
- b) provides appropriate configuration and sufficient space for municipal servicing and open spaces.



**Figure 3: Example of a pedestrian-oriented commercial district**



**Figure 4: Example block structures showing street network types, land use mix, and greenspaces.**



### *Greenspaces and Community Uses Principles*

#### The Secondary Plan:

- a) maximizes opportunities for the development of recreational trails through the Secondary Plan area, and for connections to a broader network of trails outside of the Secondary Plan area;
- b) maximizes opportunities for a connected network of greenspaces and open spaces;
- c) includes a variety of greenspace types, including but not limited to a larger celebration greenspace and leisure greenspaces. A celebration greenspace should be accessible to pedestrians and cyclists, as well as by future transit and automobile. Leisure greenspaces should be accessible to pedestrians and cyclists;
- d) locates greenspaces so as to maximize their capacity and to be used as a buffer or interface between land uses;
- e) maximizes opportunities for green corridors extending to and from greenspaces, as well as street-to-street connections through greenspaces;
- f) includes lands held for a school to adequately serve the needs of the future neighbourhood;
- g) includes community facilities located on visible and accessible land; and
- h) maximizes the proximity of community facilities to greenspaces and residential neighbourhoods.

### *Density Principles*

#### The Secondary Plan:

- a) encourages a variety of land use configurations and site widths and depths to allow for the development of appropriate building styles, heights, massing, architectural features, and landscaping.

- b) includes higher-density residential developments along arterial and collector streets, as well as public spaces and retail.

### *Edges and Connections Principles*

#### The Secondary Plan:

- a) promotes continuous east-west and north-south connections through the Secondary Plan area;
- b) allows for future connections between the provincial and municipal street networks;
- c) promotes a direct, connected, and easy-to-navigate arterial and collector street network and maximizes arterial and collector street connectivity;
- d) promotes a street and pedestrian network design that provides direct pedestrian access to arterial and collector streets and future transit routes; and
- e) maximizes the ability to develop off-street bicycle lanes and trails along corridors and within greenspaces that link to the City's broader trail network.



**Figure 5: Accessible greenspace in Brandon**



**Figure 6: Multi-use trails connecting residential areas to greenspaces**

## **4 RESIDENTIAL**

Residential areas within the Secondary Plan provide for a range of housing options, from single detached dwellings to apartments, in complete and integrated residential neighbourhoods. Secondary Plan policies and zoning standards allow flexibility to accommodate a range of residential unit types, facilitating affordability and proactive response to changing market conditions.

Compatible uses such as open spaces, commercial areas, and community uses will be integrated into Residential areas to better meet the recreational and local retail needs of residents. The design of residential areas should support active transportation options and access to streets, sidewalks, and on- and off-street trails.

### **4.1 General Policies**

- 4.1.1 Residential Low Density and Moderate Density areas shall be developed in the general locations as shown on Schedule A: North Gateway Land Use & Greenspace.
- 4.1.2 Development within all Residential areas should provide a variety of housing types, styles, sizes and tenures to facilitate affordability in each neighbourhood.
- 4.1.3 Open space, commercial and community uses and other similar and accessory uses to the above will be integrated in Residential areas as part of a complete community.

## **4.2 Residential Low Density Policies**

- 4.2.1 Residential Low Density areas should be developed with a mix of residential zones including Residential Single Detached (RSD), Residential Mobile/Modular Home (RMH), and Residential Low Density (RLD) Zone uses in accordance with the Zoning By-law.
- 4.2.2 Small-lot single detached, street-oriented townhouse, and multiple unit dwellings will be the predominant residential types within Residential Low Density areas.
- 4.2.3 Development within Residential Low Density Areas should typically be within a density range of 18 units per net hectare to 40 units per net hectare.
- 4.2.4 Where RSD and RLD zones are located on the same development block and adjacent to a collector street, RLD types will have frontage on a collector street with buildings oriented to the street, and RSD types will be oriented to local streets.
- 4.2.5 Secondary suites shall be allowed within all Residential Low Density areas in accordance with the appropriate zoning standards in the Zoning By-law.

### **4.3 Residential Moderate Density Policies**

- 4.3.1 Residential Moderate Density areas should be developed with Residential Moderate Density (RMD) Zone uses in accordance with the Zoning By-law.
- 4.3.2 Apartments and townhouses will be the predominant residential types within Residential Moderate Density areas.
- 4.3.3 Single detached dwellings and mobile/modular homes shall not be permitted in Residential Moderate Density areas.
- 4.3.4 Development within Residential Moderate Density Areas should typically be within a density range of 41 units per net hectare to 86 units per net hectare.
- 4.3.5 Residential Moderate Density areas should be located near a collector street, or Community Use, Mixed Use, or Open Space areas.
- 4.3.6 Greenspaces within Residential Moderate Density areas will be located with visual and physical links to the adjacent public streets.
- 4.3.7 Greenspaces shall be provided throughout Residential Moderate Density areas to meet the active and passive recreational needs of residents.



***Figure 7: Examples of Residential Low Density housing***



***Figure 8: Examples of Residential Moderate Density housing***

## 5 MIXED USE

Mixed Use areas within the Secondary Plan provide a vibrant mix of uses along important corridors and at strategic gateways within the community. Mixed Use areas provide opportunities for integrating commercial/retail, office, institutional, community, open space, and residential uses. These areas will promote neighbourhood sustainability by providing direct access to retail, personal services and employment within walking distance of most residents. In addition, Mixed Use areas provide opportunities for a mix of residential and non-residential uses at higher densities.

Mixed Use areas can include mixed-use development (e.g. buildings that include commercial/retail uses at grade with residential or office uses above, or development consisting of a mix of uses in different single-use buildings on the same property), or broader areas (e.g. zones or designations) containing a mix of uses. "Single use" buildings refer to buildings that contain only residential, commercial/retail, office, institutional, or community uses, excluding accessory uses.

### 5.1 General Policies

- 5.1.1 Mixed Use developments shall be developed in the general locations as shown on Schedule A: North Gateway Land Use & Greenspace.
- 5.1.2 Standalone residential development within Mixed Use areas should typically be within a density range of 41 units per net hectare to 86 units per net hectare.
- 5.1.3 Residential Moderate Density policies found in Section 4.3 of this Secondary Plan shall apply to all residential development within Mixed Use areas.

- 5.1.4 Single detached dwellings and mobile/modular homes shall not be permitted within Mixed Use areas.
- 5.1.5 High quality urban design is required in the development of Mixed Use areas at all stages of development. Pedestrian and cycling amenity, accessibility safety, and comfort shall be paramount design considerations, with a primary design focus on the relationship between the public and the private realms.
- 5.1.6 Mixed Use areas should be developed with predominantly Residential Moderate Density (RMD) Zone uses. Open Space (OS) Zone uses are encouraged in Mixed Use areas. Limited Commercial Neighbourhood (CN), Commercial General (CG), and Commercial Arterial (CAR) Zone uses are permitted in accordance with the appropriate zoning standards.
- 5.1.7 Mixed Use areas will accommodate a mixture of residential and commercial uses.



**Figure 9: Example of a Mixed Use block with active commercial uses at street level and residential second storeys**

- 5.1.8 Development within Mixed Use areas shall provide active uses (e.g. storefronts) along the edges of public streets.
- 5.1.9 Until the Province of Manitoba realigns PTH 1A and PTH 10 in accordance with the Functional Design Study of PTH 1 West and Connecting Highways to Brandon, Sections 6.1 and 6.3 of this Secondary Plan shall also apply to Mixed Use areas adjacent to PTH 1A and PTH 10.
- 5.1.10 Additional uses permitted in the Industrial Restricted Zone under the Zoning By-law may be considered as conditional uses on existing Mixed Use sites adjacent to Moreland Avenue until Residential areas adjacent to Moreland Avenue sites are fully developed.

## **6 COMMERCIAL**

Commercial uses are provided within exclusively commercial areas, mixed-use areas, and residential areas. Minor commercial uses are provided in Residential and Mixed Use areas to deliver services for local residents, while major commercial uses are provided in Commercial and Mixed Use areas to deliver services for the community at large.

### **6.1 General Policies**

- 6.1.1 A variety of commercial land uses are encouraged within the Secondary Plan area to provide a range of services and generate local employment opportunities.
- 6.1.2 Development within Commercial areas will include buildings and landscaped areas that are compatible with adjacent land uses and ensure a high level of visual and aesthetic quality.
- 6.1.3 Over the long-term, the Secondary Plan area can support a maximum gross floor area of 49,904 square metres of new commercial development to serve regional commercial/retail demand. This development may include, but is not limited to, large-format retail centres.
- 6.1.4 Of the potential 49,904 square metres of new commercial development within the Secondary Plan Area, a gross floor area of between approximately 17,796 and 19,923 square metres should serve local community needs. Local-scale development may include, but is not limited to, grocery stores, restaurants, retail stores, and personal services.



## 6.2 Minor Commercial Policies

- 6.2.1 The Commercial Neighbourhood (CN) Zone is permitted in Residential Moderate Density and Mixed Use areas as part of a complete community.
- 6.2.2 CN Zones shall be developed in a manner that ensures compatibility with and appropriate transition to adjacent residential neighbourhoods.
- 6.2.3 Development within CN Zones should provide convenient local shopping opportunities and services, and minimize the need to travel outside of the Secondary Plan area for area residents' daily needs.
- 6.2.4 Development in CN Zones should provide pedestrian and cyclist connections between commercial and residential areas via on- and off-street trails.



***Figure 10: Example of neighbourhood commercial***

## 6.3 Major Commercial Policies

- 6.3.1 Commercial General (CG) and Commercial Arterial (CAR) Zones are permitted in Mixed Use I, Mixed Use Civic, and Commercial areas, in the general locations as shown on Schedule A: North Gateway Land Use & Greenspace, as part of a complete community.
- 6.3.2 Standalone residential developments shall not be permitted in Commercial areas.
- 6.3.3 The Commercial Highway (CHW) Zone is permitted in Commercial areas along the Trans-Canada Highway (PTH 1).
- 6.3.4 All commercial development along major roadways and highways, through high-quality urban design, should provide for an enhanced appearance at major gateways into the City of Brandon.
- 6.3.5 New development within CAR and CHW Zones should be located on sites large enough to accommodate adequate parking, loading, internal circulation and landscaping requirements.
- 6.3.6 New large format development within CAR and CHW Zones should provide adequate buffering, landscaping and screening to mitigate negative impacts on adjacent land uses.
- 6.3.7 New large format development within CAR and CHW Zones should display a high standard of architectural appearance and design.



- 6.3.8 Mixed-use development along the existing 18<sup>th</sup> Street North corridor should have a distinct commercial character. A mix of commercial/retail, office and residential uses within buildings will be encouraged.
- 6.3.9 The southwest block at the intersection of the existing 18<sup>th</sup> Street North corridor and the future realignment of Highland Avenue shall be considered the most appropriate location for large format regional retail uses.
- 6.3.10 Existing commercial uses along Highland Avenue will continue to serve the traveling public along the Trans-Canada Highway. As realignment and redevelopment of Highland Avenue occur over time, new commercial development along the corridor shall be subject to the policies of this Secondary Plan, particularly Parts 5 and 11.
- 6.3.11 Commercial development along the existing 1<sup>st</sup> Street North corridor will continue to have traditional commercial character including, but not limited to, commercial establishments, implement and vehicle sales, automotive service uses, and accessory storage for such uses.
- 6.3.12 Commercial uses should be located to face public streets with parking in the rear or middle of the development.
- 6.3.13 Notwithstanding Section 6.1.3, until the Province of Manitoba realigns PTH 10 in accordance with the Functional Design Study of PTH 1 West and Connecting Highways to Brandon, Commercial development along the 18<sup>th</sup> Street North corridor may continue to have a

traditional commercial character with parking in front of the development.



***Figure 11: Example of landscaping and setbacks for large format retail centres***

## 7 COMMUNITY USE

Community Uses play an important role in supporting community liveability, social cohesiveness, and place making. These uses may include educational institutions, places of worship, health care facilities, day care centres, libraries, nursery schools, and other similar uses.

### 7.1 General Policies

- 7.1.1 Land reserved for a public elementary school under the jurisdiction of the Brandon School Division is shown on Schedule A: North Gateway Land Use & Greenspace.
- 7.1.2 Community uses, with the exception of a public elementary school under the jurisdiction of the Brandon School Division, will be clustered in Mixed Use areas (see Part 5.0).
- 7.1.3 If not required for the development of a school, other community uses may be permitted on the reserved land without an amendment to the Secondary Plan provided that such uses are compatible with surrounding land uses and subject to the inclusion of appropriate provisions in the Zoning By-Law.
- 7.1.4 Where an elementary school is not yet developed on a particular site, the site shall remain landscaped, and the establishment of other permitted uses in accordance with the appropriate zoning standards is encouraged.
- 7.1.5 School buildings should be designed and encouraged to integrate a variety of uses that benefit the community and reinforce the role of the school as the

social, educational, and activity centre for the community.

- 7.1.6 The reserved land for a public elementary school site shall be a minimum of 4.0 hectares in size with frontage on a local street as shown on Schedule A: North Gateway Land Use & Greenspace and Schedule B: Road Plan. This minimum can be a combination of public reserve and school reserve areas, as long as the areas are contiguous to each other.
- 7.1.7 The predominant use of the land within a school site shall be for educational and recreational uses, including but not limited to public and private schools, sports fields, parks, and playgrounds.
- 7.1.8 Consider the design of the school site and its adjacent streets to allow for safe and effective multi-modal transportation connections and access.



**Figure 12: Example of a school site**

## 8 OPEN SPACE

Open Spaces within the Secondary Plan area will meet a high standard of design, be well-maintained and safe. Open Spaces will accommodate both active and passive recreational experiences.

Areas designated as Open Space are shown on Schedule A: North Gateway Land Use & Greenspace. As a key structural element of the Plan, the linear Open Space network provides pedestrian and cyclist access to all areas of the community and to the broader City.

### 8.1 General Policies

- 8.1.1 Areas designated as Open Space should be developed with a mix of Open Space (OS) and Parks and Recreation (PR) Zone uses in accordance with the appropriate zoning standards.
- 8.1.2 Open Spaces comprise of all greenspaces and the network connecting the greenspaces, and they shall be developed in the general locations as shown in Schedule A: North Gateway Land Use & Greenspace.
- 8.1.3 Open Space uses shall be developed as attractive elements of the public realm within the community.
- 8.1.4 Lands designated as Open Space are intended to achieve a linked greenspace system.
- 8.1.5 Multi-Use Trail connections will play a key role in linking greenspaces throughout the community.
- 8.1.6 Open Spaces shall be located and designed to maximize visibility and safety.
- 8.1.7 The design and configuration of each greenspace, trail and pathway shall be consistent with the City of Brandon Greenspace Master Plan.
- 8.1.8 Lands required for infrastructure services and lands not suitable for development shall not be included within the dedication of public reserve as defined in the Act. This includes, but is not limited to, lands required for drainage purposes, retention ponds, lands susceptible to flooding, wetlands, ravines, and gullies.
- 8.1.9 Existing vegetation, wetlands, and drainage courses should be preserved and integrated into the open space design where possible.
- 8.1.10 Open spaces shall be located and designed to ensure pedestrian and cyclist safety and comfort, with consideration to Crime Prevention through Environmental Design (CPTED) principles, lighting and maintenance, and passive surveillance.



**Figure 13: Example of a multi-use trail**

## **8.2 Celebration Greenspace Policies**

- 8.2.1 In accordance with the City of Brandon Greenspace Master Plan, the celebration greenspace should be developed as a key community focus area and community destination.
- 8.2.2 The celebration greenspace should provide recreational facilities and programming at a community scale.
- 8.2.3 The celebration greenspace should address the community-level recreational needs and contribute to the recreational opportunities of other nearby communities.
- 8.2.4 The celebration greenspace should have a minimum site area of approximately 5.0 hectares.

## **8.3 Leisure Greenspace Policies**

- 8.3.1 The precise location and design of leisure greenspaces shall ensure a high degree of active transportation accessibility from adjacent Residential and Mixed Use areas.
- 8.3.2 In accordance with the City of Brandon Greenspace Master Plan, leisure greenspaces are intended to serve local neighbourhoods, and may include both active and passive recreation areas in addition to linkages to the off-street Multi-Use Trail system.
- 8.3.3 Leisure greenspaces may support or provide links to:
  - a) Focal Points, as described in Section 11.3 of this Secondary Plan;
  - b) Entry points to the off-street Multi-Use Trail system; and

- c) Areas without direct access to the off-street Multi-Use Trail system.

- 8.3.4 Leisure greenspaces should have a minimum site area of approximately 1.0 hectare.

## **8.4 Environmental Greenspace Policies**

- 8.4.1 The precise location and design of the environmental greenspace shall ensure the preservation of existing natural areas such as woodlots.
- 8.4.2 In accordance with the City of Brandon Greenspace Master Plan, the environmental greenspace may include passive recreation areas and features in addition to linkages to the off-street Multi-Use Trail system.
- 8.4.3 The environmental greenspace should have a minimum site area of approximately 1.0 hectare.

## **8.5 Multi-Use Trail System Policies**

- 8.5.1 The location of the trail system shall generally follow the alignments as shown on Schedule A: North Gateway Land Use & Greenspace.
- 8.5.2 The intersections of on- and off-street trails with arterial and collector streets should be designed to promote safety and may include grade-separated crossings or controlled intersections such as stop signs, roundabouts, or pedestrian signals.

- 8.5.3 An extensive system of off-street trails within a significant linear greenspace buffer acts as the primary organizing structure of the Secondary Plan area.
- a) Off-street trails represent an extension of the existing citywide trail system and reflect the off-street network of trails identified in the City of Brandon Greenspace Master Plan.
  - b) Off-street trails link directly to the celebration greenspace and leisure greenspaces to connect recreation amenities and community facilities located within greenspaces.
  - c) Where possible, off-road trails within the linear greenspace buffer should be aligned to include existing mature trees or woodlots.
  - d) Greenspace corridors accommodating off-street trails should have a minimum width of 15.0m. These corridors shall be wider if such corridors include a drainage channel as determined by the City.
- 8.5.4 A system of on-street trails may be accommodated within street rights-of-way, and may include:
- a) Separate, dedicated pedestrian sidewalks and boulevard bicycle pathways for street segments in proximity to heavy-use activity areas within the planned right-of-way;
  - b) Combined multi-use boulevard pathways for both pedestrians and cyclists within the planned right-of-way; or
  - c) Boulevard sidewalks for pedestrian use and delineated bicycle routes or dedicated bike lanes within the paved portion of the planned right-of-way.

## **9 INFRASTRUCTURE**

The Secondary Plan area shall be developed on the basis of the provision of a full range of infrastructure services including, but not limited to, potable water supply and distribution, sanitary sewers, sanitary pumping facilities, stormwater management facilities, and storm drainage facilities.

### **9.1 General Policies**

- 9.1.1 All major infrastructure shall be developed in the general locations as shown in Schedules C: Water Servicing, D: Waste Water Servicing, and E: Stormwater Management.
- 9.1.2 Infrastructure shall generally be located within the street rights-of-way, except where connecting to a development where the services are to be accommodated within the proposed property boundary.
- 9.1.3 Notwithstanding Schedules D: Waste Water Servicing, and E: Stormwater Management, should lands within the Secondary Plan area north of Clare Avenue be developed before lands within the Secondary Plan area between Braecrest Drive and Clare Avenue, sewer mains and drainage outflows may be located within the existing Lark Street right-of-way.
- 9.1.4 Development within the Secondary Plan area must be supported by sufficient capacity from existing infrastructure. The developer, in consultation with the City and prior to any development approval, must identify necessary improvements to existing off-site wastewater and water infrastructure.

9.1.5 Development shall incorporate best management practices whenever possible, including water conservation and reuse, “green” storm water infrastructure, and geothermal energy.

9.1.6 The Developer will be required to oversize any infrastructure required to support the full buildout of the Secondary Plan area.

9.1.7 Development shall consider the City of Brandon Water Conservation Plan.

## **9.2 Water Supply System Policies**

9.2.1 All off-site water supply system improvements shall be developed in accordance with Schedule C: Water Servicing.

## **9.3 Wastewater System Policies**

9.3.1 All off-site water supply system improvements shall be developed in accordance with Schedule D: Waste Water Servicing.

9.3.2 The wastewater system shall be separate from the land drainage storm sewer system. Combined systems are not acceptable.

## **9.4 Land Drainage System Policies**

9.4.1 All off-site land drainage system improvements shall be developed in accordance with Schedule E: Stormwater Management.

9.4.2 Storm water should be retained on-site where possible, within individual or shared facilities, and post-development flows shall be equal to or less than pre-development flows in all cases.

9.4.3 Storm water retention facilities shall be designed in accordance with the City of Brandon Engineering Design Standards, or, if this is not available, to accommodate a minimum 1:100 year storm event with post-development flows from developments within the Secondary Plan area being equal to or less than 1:5 year pre-development flows.

9.4.4 Where possible, retention ponds shall be naturalized and integrated within existing wetlands and greenspaces. Consultation with conservation organizations is encouraged.



## **10 TRANSPORTATION & TRANSIT**

Transportation and Transit policies for the Secondary Plan area focus on creating a balanced transportation system that provide a range of viable travel choices—walking, cycling, transit, and driving—that are seamlessly connected, safe, convenient, and affordable. A balanced transportation system will allow people to travel between important destinations in the Secondary Plan area and better connect the North Hill with the surrounding city.

### **10.1 General Policies**

- 10.1.1 Future development within the Secondary Plan area will generally adhere to the street network and block pattern set out in Schedule B: Road Plan to protect for future transit and multi-modal connectivity.
- 10.1.2 All development within areas identified as buffer lands in the Province of Manitoba's Functional Design Study of PTH 1 West and Connecting Highways to Brandon shall comply with the requirements of the Provincial authorities having jurisdiction.
- 10.1.3 The transportation network within the Secondary Plan area will be developed in accordance with the strategies outlined in Appendix E of the Brandon Area Road Network Development Plan, including traffic calming, access management, and Smart Growth and alternative mode strategies.
- 10.1.4 The multi-modal transportation network internal to the Secondary Plan area will be integrated with the City's broader transportation network to provide safe

and direct access to and from the Secondary Plan area.

- 10.1.5 Development should promote an efficient, well-connected and fully integrated transportation network.

### **10.2 Active Transportation Policies**

- 10.2.1 Commercial and institutional uses within the Secondary Plan area should provide convenient pedestrian access from developments to adjacent sidewalks and transit stops.
- 10.2.2 Development within the Secondary Plan area should be located and designed to minimize the need for pedestrians to walk across large open areas such as parking lots.
- 10.2.3 Pedestrian and cycling networks should be accessible for persons of all abilities.

### **10.3 Transit Policies**

- 10.3.1 Transit routes should be located along arterial or collector streets.
- 10.3.2 Locations of transit stops should be considered in the development of sites. Transit stops should be organized so they are within walking distance (generally 400m) of all uses, with particular emphasis on the following:
  - a) Residential uses within Residential Moderate Density and Mixed Use areas; and
  - b) Non-residential development, including but not limited to celebration and leisure greenspaces.

- 10.3.4 Transit stops should be designed so they are directly connected with adjacent pedestrian connections and the adjacent street.



**Figure 14: Brandon Transit bus in operation**

#### **10.4 Street Network Policies**

- 10.4.1 The street network should be designed to maintain convenient vehicle circulation without compromising the safety and attractiveness of the pedestrian environment.
- 10.4.2 Street crossings should be clearly marked and well designed so they are convenient and safe for pedestrians and visible to motorists.
- 10.4.3 Traffic calming or control measures may be considered in the design of all roadways, particularly the collector street roadways adjacent to a school site.
- 10.4.4 The street network should be designed to maximize focal point opportunities.
- 10.4.5 Boulevards shall be landscaped in accordance with the City of Brandon Urban & Landscape Design Standards.
- 10.4.6 To ensure effective winter maintenance, sidewalk locations relative to roadways may be determined by the City.
- 10.4.7 A 3.0m wide landscaped area shall be provided to the north of Clare Avenue for construction of an off-street trail and treed buffer between residential areas and the collector street.

#### **10.5 Street Hierarchy Policies**

- 10.5.1 Street types within the Secondary Plan area shall generally conform to the hierarchy identified in Policy 13.2.4 of the Development Plan, which includes expressways, arterial streets, collector streets, local streets, and public lanes.
- 10.5.2 Streets shall be designed in accordance with the City of Brandon Engineering Design Standards, or, if this is not available, the Transportation Association of Canada's Geometric Design Guide for Canadian Roads.
- 10.5.3 Where roads are identified as local roads in Schedule B: Road Plan, these roads shall be designated as local collector roads where the intent of these streets are to be designed to the standard of collector roads but allow more access for residential development.

## **11 URBAN DESIGN**

Urban design will be an essential component of the implementation of the Secondary Plan. High quality design in the public realm shall be provided in the development of all public greenspaces, streets, pedestrian and bicycle trails and linkages, buildings, and engineering projects. In addition, high quality urban design shall be achieved in the development of residential and non-residential properties by giving specific attention to building design, siting, orientation and massing, and landscape and streetscape design. Attention to these details shall not only be given in the context of individual development sites, but also with respect to how development relates to and interacts with adjacent lands and fits in the broader neighbourhood. A primary urban design emphasis shall be on the relationship of private development with the public realm, including streets, greenspaces, community facilities, and pedestrian and bicycle trails and linkages.

### **11.1 Urban Design Policies**

In addition to the City of Brandon Urban & Landscape Design Standards, Schedule C of the Zoning By-law, the following urban design policies shall guide development and define the specific character of the Secondary Plan area.

- 11.1.1 Development should establish compact urban structure and sustainable neighbourhood design consistent with the plan principles outlined in Section 3.1 of this Secondary Plan.
- 11.1.2 Development should support a highly walkable, pedestrian-oriented, transit-supportive, accessible community.

- 11.1.3 Development should establish a connected, integrated framework of greenspaces and recreational areas.
- 11.1.4 Development should establish identifiable compact urban form and architecture, with attention paid to building styles, heights, massing, architectural features, and landscaping.
- 11.1.5 Development should protect and enhance existing woodlots, mature trees and other ecological features.
- 11.1.6 Public and semi-public spaces in public and private developments should be designed as accessible spaces in accordance with The Accessibility for Manitobans Act and its associated regulations.
- 11.1.7 Public and semi-public spaces in public and private developments should be designed to promote year-round and day-long usage.
- 11.1.8 A mix of lot sizes within street blocks is encouraged to allow for integration of a variety of housing sizes and styles to accommodate a wider range of housing affordability.
- 11.1.9 Buffers with continuous landscaping should be provided on the perimeter of residential areas adjacent to the Manitoba Hydro substation.

## 11.2 Design Considerations for Development Applications

In addition to the City of Brandon Urban & Landscape Design Standards and the Urban Design policies outlined above in Section 11.1, the City may evaluate land use applications within the Secondary Plan area against criteria that may currently exist or that the City may choose to develop in the following areas:

- a) Road and block pattern;
- b) Building height;
- c) Lot coverage;
- d) Minimum built frontage;
- e) Phasing of new development;
- f) Gateway sites and focal points;
- g) Buildings and built form;
- h) Pedestrian and cycling amenity;
- i) Parking, loading, and service areas;
- j) Lighting;
- k) Streetscape;
- l) Services and utilities;
- m) Landscaping;
- n) Accessibility; and
- o) Compatible development.

## 11.3 Gateway Sites and Focal Points

Several key locations will function as gateway areas or focal points within the Secondary Plan area, in recognition of their importance as significant intersections. The advantages of higher visibility, natural light, and views make gateway sites good locations for landmark buildings. These gateway sites should include buildings, landscape elements, and public art that establish urban landmarks in the Secondary Plan area. Future buildings at these locations should be designed to frame the intersection, and have sufficient building height, massing and architectural detail to highlight their visual importance as urban anchors and focal points. Opportunities to develop focal points as civic spaces should also

be captured through enhanced landscape design and public art.

*Regional gateways include:*

- a) The future intersection of the 18<sup>th</sup> Street North corridor and the realigned Highland Avenue (service road); and
- b) The future intersection of the 1<sup>st</sup> Street North corridor and the realigned Highland Avenue (service road).

*Local gateways include:*

- a) The future intersections of Clare Avenue with the 18<sup>th</sup> Street North and 1<sup>st</sup> Street North corridors.

*Focal points include:*

- a) The proposed roundabout located at the intersection of Braecrest Drive and the proposed north-south local street, and
- b) The proposed roundabout located at the intersection of Clare Avenue and the proposed north-south local street.



**Figure 15: Example of a Gateway Intersection**

## **12 IMPLEMENTATION**

### **12.1 Development Phasing Policies**

- 12.1.1 To ensure that development of the Secondary Plan area proceeds in an efficient and economical manner, development will generally follow the provision of servicing infrastructure.
- 12.1.2 The first phase of development within the Secondary Plan area should generally move from Bracreast Drive northwards to Clare Avenue to follow the main route for land drainage and wastewater infrastructure originating from Bracreast Drive.
- 12.1.3 The second phase of development within the Secondary Plan area should generally move from Clare Avenue northwards towards the future Highland Avenue alignment. The construction of Clare Avenue should initiate the second phase of development.
- 12.1.4 The general phasing of development identified in Subsections 12.1.2 and 12.1.3 does not preclude out-of-sequence development within the Secondary Plan area. Phasing of development may be adjusted without amendment to this Secondary Plan subject to the following:
- a) The availability and capacity of servicing infrastructure enables a neighbourhood to be developed outside of the general phasing scheme; and
  - b) A neighbourhood plan for the development has been prepared to the satisfaction of the City.

12.1.5 The density provisions prescribed in the Secondary Plan or the Zoning By-law might only be achieved upon the completion of all phases, rather than on a phase-by-phase basis.

12.1.6 Development of open spaces should be in the beginning phase(s) of development to ensure residents in the Secondary Plan area have access to open space.

12.1.7 Where open spaces coincide with the Secondary Plan area's drainage system, those open spaces should be developed at the same time as the drainage system.

12.1.8 Phasing within the Secondary Plan area shall be directed by an analysis of the existing infrastructure network to determine the number of dwelling units that can be developed. The development of lands prior to this analysis being completed may be considered pending the submission of an impact analysis demonstrating how the proposed development can be accommodated within the existing infrastructure network.

### **12.2 Cost of Development Policies**

12.2.1 Developers shall be responsible for developing on-site improvements, including but not limited to roadways, sidewalks, multi-use trails, open spaces, storm water conveyance and retention ponds, water and sewer lines, and lighting.

12.2.2 On-site improvements that provide recreational services for the community at large, such as a celebration

greenspace, may be funded jointly with the City.

12.2.3 Developers shall be responsible for funding a proportionate share of off-site improvements in accordance with the City of Brandon Development Charges By-law, including but not limited to transportation, wastewater, water, and drainage required to service the full buildout of the Secondary Plan area. Developers shall also be responsible for funding a proportionate share of off-site improvements not covered under the City of Brandon Development Charges By-law.

12.2.3 At the time of subdivision, a developer shall dedicate, without compensation, the following lands:

- a) Collector and local street rights-of-way;
- b) Storm water management facilities and other lands not suitable for development;
- c) Open spaces as public reserve; and
- d) School site(s).

12.2.4 Implementation of this Secondary Plan requires the development of a financial model that:

- a) Defines landowner and/or developer and City of Brandon costs; and
- b) Defines a cost-sharing framework for landowners and/or developers to ensure the cost of servicing infrastructure is distributed fairly across landowners and/or developers.

12.2.5 A fiscal impact analysis may be required for certain development proposals, such as neighbourhood plans, that have a significant impact on municipal infrastructure.

12.2.6 Where developers construct oversized infrastructure as per Section 9.1.6 of this Secondary Plan, they shall be reimbursed for the additional costs incurred in accordance with the Council-approved Development Agreement Parameter for oversized services and developer reimbursement.

### **12.3 Neighbourhood Plan Policies**

12.3.1 The Secondary Plan area comprises a number of individual landowners, with the majority of vacant lands held by the City. Comprehensive development of land across individual ownerships will be encouraged through the development of neighbourhood plans and the development approvals process in order to achieve integrated and coordinated development.

12.3.2 Neighbourhood plans will demonstrate compliance under final buildout conditions. Each phase of the development undertaken by the proponent should allow for future phases in accordance with the neighbourhood plan.

12.3.3 Neighbourhood plans will be adopted through a resolution of City Council before or in conjunction with a rezoning and/or subdivision application prior to development of lands within the neighbourhood plan area.



12.3.4 The neighbourhood plan may be amended from time to time through a resolution of City Council. However, all such amendments should continue to demonstrate, to the satisfaction of the City, the ability to ultimately achieve compliance with and maintain the intent of this Secondary Plan and the Zoning By-law.

12.3.5 Minor modification to the Neighbourhood Plan boundaries may not require an amendment to this Secondary Plan if the City determines that the modification will further the objectives set forth in the Secondary Plan, and will provide greater community benefit as a result of the proposed modification.

12.3.6 A neighbourhood plan shall be prepared by the proponent in consultation with a registered professional planning consultant (RPP), and at a minimum should address the following:

- a) Detailed site assessment of all features that affect development, including but not limited to topography, ground and surface water evaluation, preliminary geotechnical investigation, phase 1 environmental site assessment, shallow utilities and street rights-of-way, and integration with existing development;
- b) Information detailing the consultative process utilized when preparing the neighbourhood plan;
- c) Information detailing how the neighbourhood plan implements the Development Plan and this Secondary Plan;

- d) Projections for population, net density, employment, and dwelling units (by type);
- e) Layout of future roadways, pedestrian connections, and transit routes/stops;
- f) Land use concept, identifying proposed zones within the neighbourhood plan area, including the provision of public reserve and school lands;
- g) Design of infrastructure networks, including water supply, wastewater, and land drainage;
- h) Conceptual design of all public reserve areas;
- i) Conceptual layout of building lots, with lot sizes;
- j) Traffic impact assessment;
- k) Building design considerations such as the variety of unit types and styles, building materials, and unit orientation;
- l) Impact and cost analysis of the proposed development on existing infrastructure and soft services, and how these impacts have been considered and addressed. This includes all off-site infrastructure upgrades resulting from the development; and
- m) Phasing of development.

## **12.4 Zoning By-law Amendment Policies**

12.4.1 Lands shall have proper zoning districts before development of such lands may occur.

12.4.2 Rezoning of lands within the Secondary Plan area shall conform with the Secondary Plan and an approved neighbourhood plan.

12.4.3 Rezoning of lands should be processed in accordance with the phasing plan associated with an approved neighbourhood plan.

12.4.4 The City may consider amendments that provide flexibility in development standards that will further support the objectives and policies set forth in the Secondary Plan. These amendments may include, but be not limited to, the following:

- a) Property assemblage incentives;
- b) Sensitive edge buffering;
- c) Development flexibility and incentives (e.g. bonus zoning);
- d) Development standards updates; and
- e) Risk management design measures.

## **12.5 Subdivision Policies**

12.5.1 Subdivision of lands within the Secondary Plan area shall conform to the Secondary Plan, an approved neighbourhood plan, and the Zoning By-law.

12.5.2 Subdivision of lands should be done in phases in accordance with the phasing plan associated with an approved neighbourhood plan.

12.5.3 The City reserves the right to request new or updated information to support the neighbourhood plan to demonstrate compliance with Section 12.3.5 of this Secondary Plan at the time of subdivision application.

## **12.6 Site Design Analysis Policies**

12.6.1 Prior to the development of any one of the Residential Moderate Density or Mixed Use areas, a site design analysis may be completed in accordance with Subsection 16.2.3 of the Development Plan for review and approval by the City. The proposed development shall conform to the Secondary Plan, an approved neighbourhood plan and the Zoning By-law.

## **12.7 Open Space Master Agreement Policy**

12.7.1 The greenspace network envisioned in this Secondary Plan will benefit all landowners. However, the area of greenspace conveyances, capital costs and shared benefits of the greenspace network may not be evenly distributed across landowners. Where land conveyances and shared capital costs are involved, the City may require that there is a binding agreement in place between landowners, which may or may not include the City, on appropriate sharing of capital costs prior to the development of land within the Secondary Plan area, and as part of the neighbourhood plan and/or land use application process.

## 13 FUTURE STUDIES & PLANNING

13.1 Urban design studies of specific areas within the Secondary Plan area should be developed using the principles outlined in Section 12.1 of this Secondary Plan as a general framework. Urban design studies may be prepared for the following areas within the Secondary Plan area:

- a) **The existing 18<sup>th</sup> Street Corridor:** As the Province of Manitoba implements the Functional Design Study of PTH 1 West and Connecting Highways to Brandon, the existing 18<sup>th</sup> Street North corridor will devolve to the City. As an arterial street with a gateway function, 18<sup>th</sup> Street will evolve over the 25-year planning horizon of this Secondary Plan into a vibrant, pedestrian-oriented mixed-use corridor.
- b) **The realigned Highland Avenue (Service Road):** The realignment of Highland Avenue will provide east-west access across the northern edge of the Secondary Plan area. As a provincial service road linking arterial commercial, mixed-use and residential areas located between two gateway corridors (PTH 10/18<sup>th</sup> Street North and PTH 1A/1<sup>st</sup> Street North), the function of Highland Avenue as an interface should be studied further.

13.2 The urban design studies and implementation guidelines for the major street corridors shall address the following:

- a) The provision of a high-quality streetscape that is pedestrian focused and coordinated on both sides of the street;
- c) The promotion of a higher order of built form and intensity along the existing 18<sup>th</sup> Street North corridor in recognition of its role as an arterial street and gateway to the City from the Trans-Canada Highway;
- d) The location and distribution of all land uses and general building envelopes, including establishing setbacks and built frontage requirements that reinforce the street edge and provide spatial definition to the public realm;
- e) The minimum requirements for building coverage and landscaping, and maximum limits for paved areas relating to parking lots, driveways, queuing lanes, and loading and service areas;
- f) The design and siting of parking and loading/service areas to minimize the visual impact of such areas from the street;
- g) The provision of high-quality design in all buildings fronting the corridor;
- h) The location of street intersections, the location and coordination of all access points (including pedestrian and cycling access locations), and necessary street and signalization improvements;
- i) The incorporation of medians at gateway sites, and their appropriate landscape treatment;

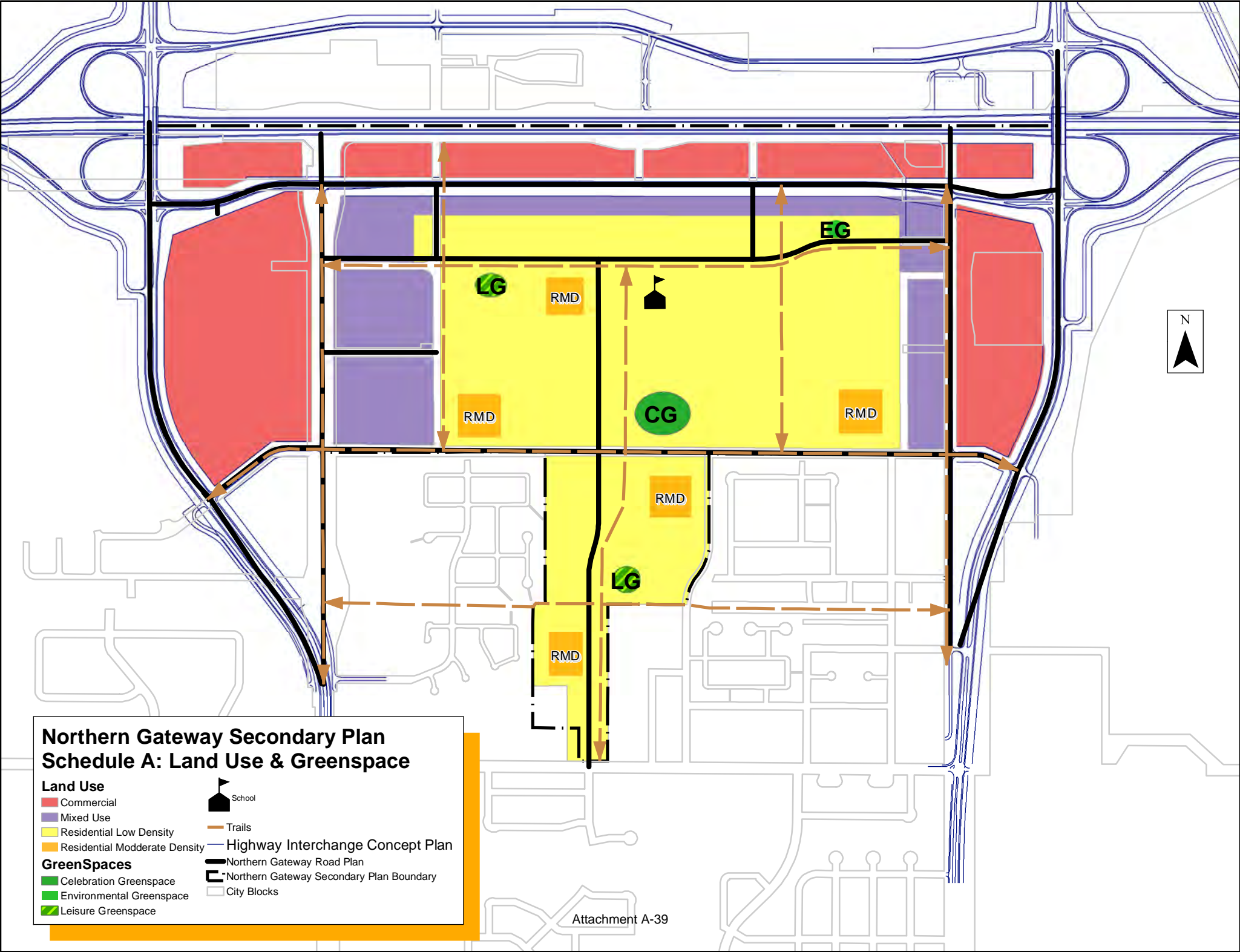
- j) The distribution of transit routes, bus stops, trails, and walkway linkages to minimize walking distances to destinations;
- k) Safe, attractive, and convenient access to sidewalks and on- and off-street pedestrian and bicycle trails and linkages;
- l) Street operating criteria including operating speed, traffic signal progression, right-of-way width requirements, access spacing, and placement of raised medians, consistent with the intended function of the street; and,
- m) The consideration of safety and Crime Prevention through Environmental Design (CPTED) principles in the design of the streetscape and abutting lands.

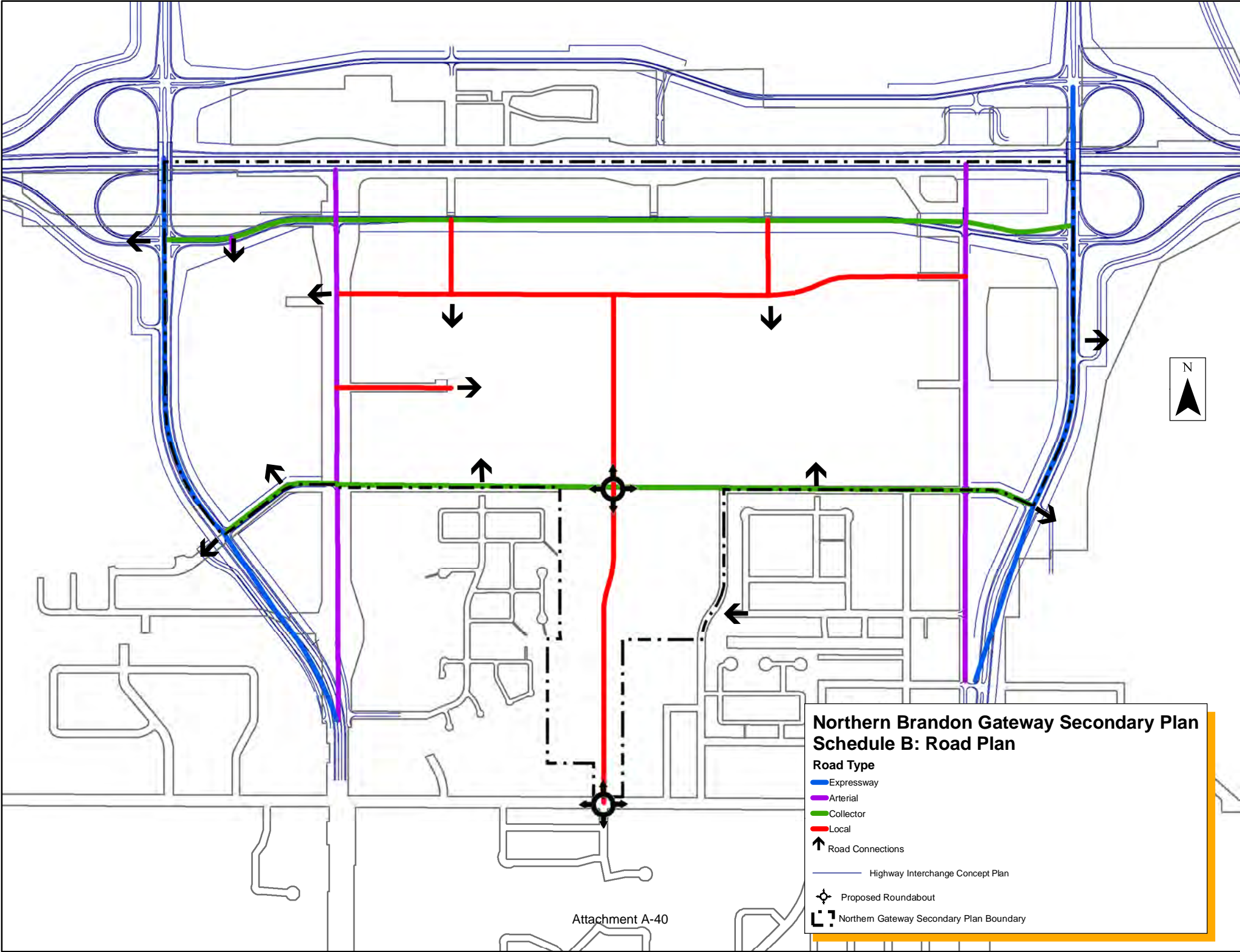
# DEFINITIONS

<b>Arterial street</b>	The primary function of this roadway classification is to support traffic movement of all vehicle types, usually with limited access and at a high speed. Parking is usually restricted during peak hours or prohibited throughout the day.
<b>Capital costs</b>	One-time costs associated with a new development and would include such things as sewer and water pipes, drainage facilities, roads, street lights, sidewalks, etc. It is very common for a developer to pay for these types of one-time costs, when completing a subdivision for example.
<b>Collector street</b>	A street designed to intercept, collect and distribute traffic between local collector and arterial streets.
<b>Corridor</b>	The lands along a collector or arterial street or highway that have the potential to provide a focus for moderate density mixed-use development that facilitate active transportation modes. Corridors link the Secondary Plan area to downtown Brandon and to the Trans-Canada Highway.
<b>CPTED</b>	Crime Prevention through Environmental Design, it is a set of design principles that reduce opportunities for crime and nuisance activity.
<b>Density</b>	The number of dwelling units within a given residential area, expressed as the number of dwelling units per net hectare.
<b>Fiscal impact analysis</b>	Evaluation of impact of a development or a land use change on the cost and revenues of a municipality serving the development.
<b>Gateway</b>	Lands that are strategically located because of alignment or intersection of transportation, land use, access, or other defining feature with shared importance to the City of Brandon, and where development will be considered that is appropriate to and supports regional integration, including economic and transportation-related activities. Gateways should be clearly defined through site design, signage, and higher quality landscaping.
<b>Gross land area</b>	The area, in hectares, of potentially developable land within the Secondary Plan area. Gross land area is derived from total land area less lands not suitable for development under The Planning Act (typically environmental features), high-order streets, and any existing development.
<b>Large-Format Commercial/Retail</b>	Commercial/retail development that serves a regional market, typically within single or mixed-use developments with large building footprints.

<b>Life-cycle costing</b>	The process to determine the sum of all the costs associated with an infrastructure asset or part thereof, including acquisition, installation, operation, maintenance, refurbishment, and eventual disposal.
<b>Mixed-Use</b>	Any development, or a single building, that combines residential with various uses such as commercial/retail, office, institutional, or community uses, where those functions are physically and functionally integrated while providing pedestrian connections and transit access.
<b>Multi-modal</b>	Transportation connections for all modes of movement, including pedestrian, cycling, and vehicular.
<b>Net developable land area</b>	The area, in hectares, of developable land within the Secondary Plan area. The net developable land is derived from the total land area less lands dedicated to municipal roads and servicing, and community infrastructure.
<b>Off-site improvement</b>	Above- or below-ground improvement associated with a particular development but located outside that area, such as upgrades of regional streets, wastewater treatment facilities, water treatment facilities, or celebration greenspaces and larger recreational facilities.
<b>On-site improvement</b>	Above- or below-ground improvement associated with a particular development, such as paving streets and rear lanes, leisure greenspaces, storm sewer systems, sanitary sewer lines, water mains, hydrants, sidewalks, boulevards, curbs, ditches, street lights, connections to existing services, area grading and leveling, street name plates, and landscaping of greenspaces and boulevards.
<b>Operating costs</b>	Costs associated with the ongoing day-to-day servicing and upkeep of public infrastructure, facilities, or buildings. This is typically the City of Brandon's responsibility once the developer has implemented or constructed the infrastructure, facilities, or buildings.
<b>Public realm</b>	Places and spaces shared by the public. This includes all public places, open spaces, and streetscapes.
<b>Semi-public space</b>	Common areas within private developments with public access.
<b>Total land area</b>	The area, in hectares, of all lands within the Secondary Plan area.
<b>Traffic calming</b>	Mitigation measures installed on streets to reduce traffic infiltration and/or speed to provide pedestrian safety in areas.







**Northern Brandon Gateway Secondary Plan  
Schedule B: Road Plan**

**Road Type**

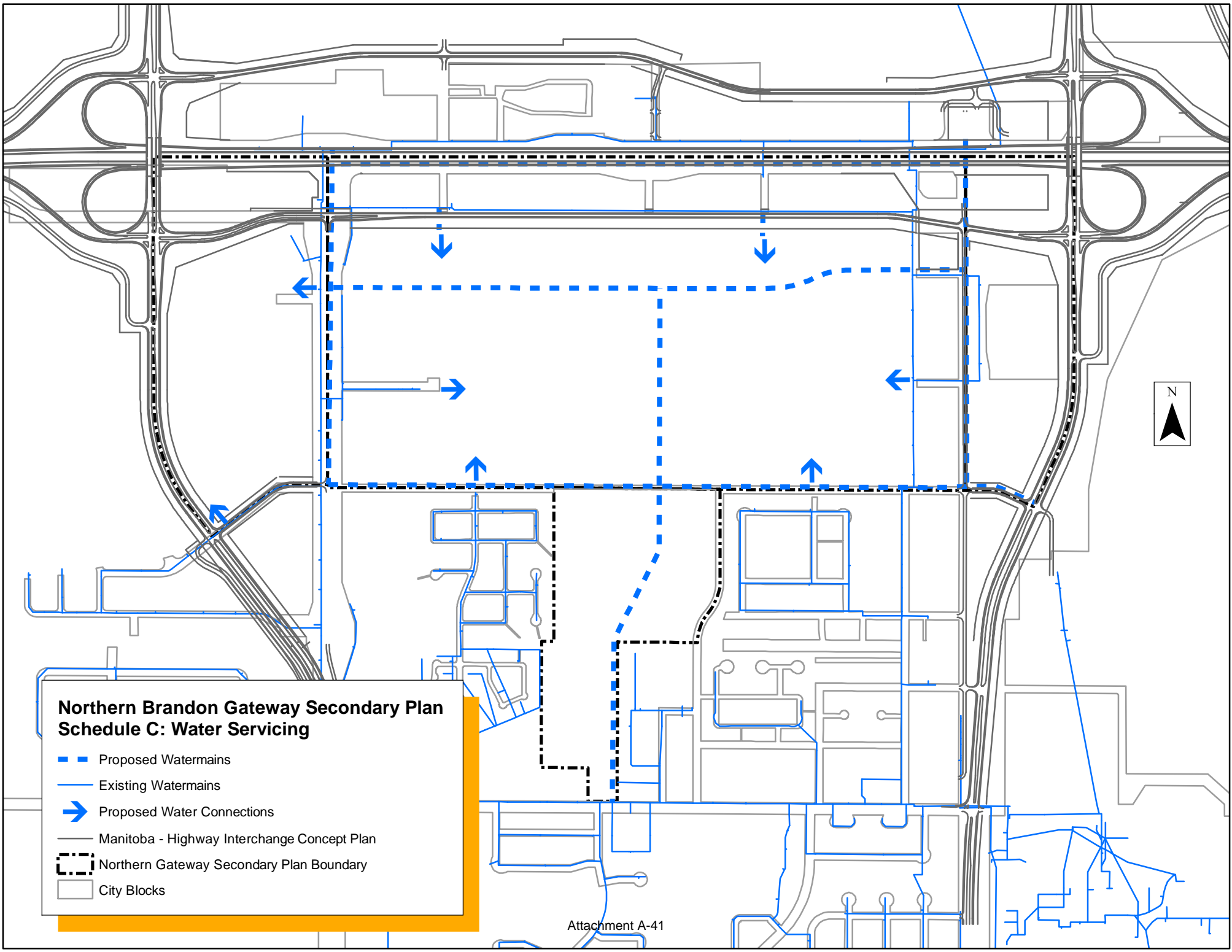
- Expressway
- Arterial
- Collector
- Local

↑ Road Connections

Highway Interchange Concept Plan

Proposed Roundabout

Northern Gateway Secondary Plan Boundary



**Northern Brandon Gateway Secondary Plan  
Schedule C: Water Servicing**

- Proposed Watermains
- Existing Watermains
- ➔ Proposed Water Connections
- Manitoba - Highway Interchange Concept Plan
- - - Northern Gateway Secondary Plan Boundary
- City Blocks

