

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
1.3	Schedules A to D provide mapping to illustrate the special application of policies and will generally guide planning and development decisions in the Secondary Plan area.	Schedules Maps A to D through E provide mapping to illustrate the special application of policies and will generally guide planning and development decisions in the Secondary Plan area. Some policies and Maps may refer to additional sources of information for more detailed guidance. Map F, as a composite map of key elements from Maps A through E, is meant to be informative and not be legally authoritative.
1.4	The Secondary Plan area is located at the City of Brandon's southwest corner, including lands north of Patricia Avenue and south of existing and planned residential developments on both sides of 34 th Street (see Figure 1).	The Secondary Plan area is located at the City of Brandon's southwest corner, including lands north of Patricia Avenue west of 18th Street and south of existing and planned residential developments on both sides of 34 th Street (see Figure 1).
Figure 1	Figure shows original Southwest Brandon Secondary Plan area	Figure updated to include annexed lands southwest of 18 th Street and Patricia Avenue within Secondary Plan area
1.6.1	The largest landholdings within the Secondary Plan area were annexed into the city in 2012. Areas within the Secondary Plan are all privately owned and are largely undeveloped and rural in nature. Several existing large-lot single detached residential properties are located on the east side of 34 th Street as well as along 26 th Street and Maryland Avenue. Multiple non-residential uses are located in the vicinity of 26 th Street and Maryland Avenue, including a horse barn, an elementary school and a landscaping business. A Manitoba Hydro substation is located at 34 th Street and Patricia Avenue along the southern boundary of the Secondary Plan. The Secondary Plan area is adjacent to predominantly single detached dwellings to the north, a mobile home park to the east, and rural or agricultural lands to the south and west. The Brandon Shoppers Mall, a regional retail centre, is located within one (1) kilometre of the Secondary Plan area to the northeast on 18 th Street.	The largest landholdings within the Secondary Plan area were annexed into the city in 2012. A second annexation occurred in 2018 involving lands south of Patricia Avenue and west of 18th Street. Areas within the Secondary Plan are all privately owned and are largely undeveloped and rural in nature. Several existing large-lot single detached residential properties are located on the east side of 34 th Street as well as along 26 th Street and Maryland Avenue. Multiple non-residential uses are located in the vicinity of 26 th Street and Maryland Avenue, including a horse barn, an elementary school and a former landscaping business. A Manitoba Hydro substation is located at 34 th Street and Patricia Avenue along the southern boundary of the Secondary Plan. The Secondary Plan area is adjacent to predominantly single detached dwellings to the north, a mobile home park to the east, and rural or agricultural lands to the south and west. The Brandon Shoppers Mall, a regional retail centre, is located within one (1) kilometre of the Secondary Plan area to the northeast on 18 th Street.

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
1.6.2	<p><i>Brandon and Area Planning District Development Plan, 2013</i></p> <p>The Development Plan identifies most of the Secondary Plan area under “Future and Existing Secondary Plan areas” designation. The entire Secondary Plan area is currently designated as Residential.</p> <p><i>City of Brandon Zoning By-law No. 6642 & R.M. of Cornwallis Zoning By-law No. 1558/09/99</i></p> <p>In accordance with Section 188 of The Planning Act, the R.M. of Cornwallis Zoning By-law continues to be in effect for the two quarter sections of lands that were annexed into the city until the City of Brandon Zoning By-law is amended before it can apply to these annexed areas. The R.M. of Cornwallis Zoning By-law currently identifies an Agricultural General (AG80) zone for the annexed areas. The City of Brandon Zoning By-law identifies a Residential Large Lot (RLL) zone for the residential properties fronting 34th Street between Aberdeen Avenue and the quarter-section line. The school is zoned EI Educational and Institutional, while the remaining lands are zoned Development Reserve (DR). Please see Figure 2 for a map of existing zoning within the Secondary Plan area.</p>	<p><i>Brandon and Area Planning District Development Plan, 2013</i></p> <p>The Development Plan identifies most of the Secondary Plan area under “Future and Existing Secondary Plan areas” and “Residential” designations. The entire Secondary Plan area is currently designated as Residential. The lands south of Patricia Avenue annexed in 2018 are under an “Agricultural” designation. However, the Development Plan does not take into account the annexation that occurred in 2018, showing the boundary between the City and the R.M. of Cornwallis located along Patricia Avenue.</p> <p><i>City of Brandon Zoning By-law No. 6642 & R.M. of Cornwallis Zoning By-law No. 1558/09/99</i></p> <p>In accordance with Section 188 of The Planning Act, the R.M. of Cornwallis Zoning By-law continues to be in effect for the two quarter sections of lands that were annexed into the city until the City of Brandon Zoning By-law is amended before it can apply to these annexed areas. Though the City of Brandon Zoning By-law has increasingly come into effect in the area between 26th and 34th Streets near Maryland Avenue, and despite the R.M. of Cornwallis the 1999 version of the R.M. of Cornwallis Zoning By-law, as last amended, currently identifies an Agricultural General (AG80) Zone for the remainder of the annexed areas. The City of Brandon Zoning By-law identifies a Residential Large Lot (RLL) zone for the residential properties fronting 34th Street between Aberdeen Avenue and the quarter-section line. The school is zoned EI Educational and Institutional, while the remaining lands are zoned Development Reserve (DR). Please See Figure 2 for a map of existing zoning within the Secondary Plan area.</p>
Figure 2	Figure shows original zoning of Southwest Brandon Secondary Plan area	Figure updated to include annexed lands southwest of 18 th Street and Patricia Avenue within Secondary Plan area, and updated zoning as of this year

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
1.6.3	<p><i>Utilities and Roads</i></p> <ul style="list-style-type: none"> • A Manitoba Hydro substation is located at the northwest corner of the intersection of Patricia Avenue and 34th Street along the Secondary Plan area’s southern boundary. • 34th Street and Patricia Avenue are roadways developed within rights-of-way (ROW’s) established by the Dominion Land Survey since 1871. <p><i>Environmentally Sensitive Areas</i></p> <ul style="list-style-type: none"> • No Environmentally Sensitive Areas have been identified within the Secondary Plan area. <p>[No changes to rest of this section]</p>	<p><i>Utilities and Roads</i></p> <ul style="list-style-type: none"> • A Manitoba Hydro substation is located at the northwest corner of the intersection of Patricia Avenue and 34th Street along the Secondary Plan area’s southern boundary. • 34th Street and Patricia Avenue are roadways developed within rights-of-way (ROW’s) established by the Dominion Land Survey since 1871. • PTH 10 runs along the eastern edge of the Secondary Plan area. <p><i>Environmentally Sensitive Areas</i></p> <ul style="list-style-type: none"> • No Environmentally Sensitive Areas have been identified within the Secondary Plan area. A wetland is located southwest of the intersection of Patricia Avenue and 18th Street. For all land use decisions within and surrounding the wetland, The Conservation Agreement Act shall take precedent over this Secondary Plan. Should other 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. <p>[No changes to rest of this section]</p>
Figure 3	Figure shows constraints and considerations within original Secondary Plan area	Figure updated to include newly annexed area and shows new constraints and considerations within the expanded Secondary Plan area
1.7.4	<p>Municipal Board Order E-10-150</p> <p>Municipal Board Order E-10-150 approved the annexation of land from the R.M. of Cornwallis into the City of Brandon subject to various conditions, some of which will have an effect on the development of the Secondary Plan area.</p>	<p>1.7.4 Municipal Board Orders E-10-150 and E-18-061</p> <p>Municipal Board Order E-10-150 approved the annexation of the two quarter-sections of land flanking 34th Street from the R.M. of Cornwallis into the City of Brandon subject to various conditions, some of which will have an effect on the development of the Secondary Plan area.</p> <p>Municipal Board Order E-18-061 approved the annexation of land southwest of the 18th Street/Patricia Avenue intersection to increase the amount of developable commercial retail land in the City, and to ensure the wetland remains part of the City’s storm water management network.</p>

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
2.2	Residential areas within the Secondary Plan provide for a range of housing options, from single detached dwellings to multi-family dwellings. Secondary Plan policies intend to provide flexibility in order to accommodate a range of housing types, to promote affordable housing and to provide flexibility that responds to changing market conditions. The design of residential areas should support active transportation options and access to streets, sidewalks, and on- and off-street trails.	2.2 Residential areas within the Secondary Plan provide for a range of housing options, from single detached dwellings to multi-family dwellings. Secondary Plan policies intend to provide flexibility in order to accommodate a range of housing types, to promote affordable housing and to provide flexibility that responds to changing market conditions. The design of residential areas should support active transportation options and access to streets, sidewalks, and on- and off-street trails multi-use paths .
2.2.2.3	Residential Low Density areas shall include a mixture of the predominant housing types identified in policy 2.1.2.2 in a variety of forms and parcel sizes. Development within Residential Low Density areas should typically be within a density range of 15 to 40 units per net hectare.	Residential Low Density areas shall include a mixture of the predominant housing types identified in policy 2.1.2.2 in a variety of forms and parcel sizes. Development within Residential Low Density areas should typically be within a density range of 15 to 40 30 units per net hectare.

2.3	<i>None—new</i>	<p>2.3 COMMERCIAL</p> <p>The Commercial area within the Secondary Plan provides a mix of uses, from large sites dedicated for regional commercial services to commercial retail servicing the local community. Portions of sites near arterial streets, such as Patricia Avenue and PTH 10, are intended for larger scale regional retail uses with the potential for smaller “pad” commercial sites fronting the street and breaking up the surface parking lot. Site development and buildings facing 18th Street (PTH 10) serve as a gateway into south Brandon and should be designed to a higher standard (e.g. building façades, landscaping). Commercial development along internal roadways and near greenspaces may be smaller in scale with a focus on entertainment and shopping services that encourage community interaction. These uses will provide a high level of connectivity to active transportation pathways, providing access through and within each site for a variety of modal users.</p> <p>The design of Commercial areas within the Secondary Plan should encourage human gathering and interaction, and incorporate design elements, such as bike racks, adequate lighting, and multi-use paths, that encourage active transportation throughout the Secondary Plan area (see Figure 6). Sites along arterial streets and multi-use paths will orient to the street or path, providing opportunities for pedestrian access along the street or path, with parking directed to the interior of the site. The Commercial area should include human scale elements by providing adequate walkway widths, site landscaping and buildings with a variety of architectural features (see Figure 7).</p> <p>2.3.1 General Policies</p> <p>2.3.1.1 Commercial uses shall be developed in the general locations as shown in Schedule A: Southwest Brandon Land Use Plan.</p> <p>2.3.1.2 Standalone residential developments are not permitted in Commercial areas unless they are incorporated as part of a larger site plan that supports and transitions the commercial area to standalone moderate density developments.</p>
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		<p>2.3.1.3 New development should be located on sites large enough to accommodate adequate parking, traffic flow, loading, internal circulation, drainage, and landscaping requirements.</p> <p>2.3.1.4 Development in Commercial areas should connect to active transportation infrastructure where possible and add active transportation amenities (e.g. bike parking, water stations) on site to accommodate alternative modes of travel.</p> <p>2.3.1.5 Commercial developments should transition to adjacent residential uses through building materials, building height/scale, and site landscaping/buffering.</p> <p>2.3.1.6 Commercial developments adjacent to collector streets, local roads, and multi-use pathways should provide an enhanced appearance through the use of access fronting high-pedestrian traffic areas, and should include a variety of building materials, colour, and architectural features (see Figure 8). On-site parking should be minimized along collector streets and local roads, and instead be directed to the interior of the development.</p> <p>2.3.1.7 Development adjacent to PTH 10 should provide visually appealing elements through building design and landscape elements (e.g. planting beds, public art, signage) to add visual appeal as the southern gateway to the City.</p> <p>2.3.1.8 Commercial uses that offer or add to a hub for community gathering and activity (e.g. cafés, restaurants) are encouraged to locate in close proximity or adjacent to the environmental greenspace. These uses should provide outdoor spaces (e.g. patios, public seating) with frontage along the greenspace and direct pedestrian connections from the buildings to the greenspace.</p> <p>2.3.1.9 Commercial uses may be in a Mixed Use area as shown in Schedule A: Southwest Brandon Land Use Plan if the site is located on an arterial or collector street and there is adequate servicing.</p> <p>[Renumber all subsequent sections and policies under Part 2 (e.g. 2.3 Mixed Use becomes 2.4 Mixed Use)]</p>
Figure 6	<i>None—new</i>	Figure 6: Multi-use Paths in Commercial Areas

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
Figure 7	<i>None—new</i>	Figure 7: Human Scale Elements in Commercial Areas
Figure 8	<i>None—new</i>	Figure 8: Sidewalk Extension in High-pedestrian Traffic Areas [Renumber all subsequent figures (e.g. Figure 6 becomes Figure 9, etc.)]
2.6.3.4	<i>None—new</i>	Leisure greenspaces shall include space for the potential establishment of community gardens. Community gardens shall be required to include parking requirements, connectivity, density of adjacent land uses, barrier-free accessibility, soil quality, and sun exposure.
2.6.4.2	The environmental greenspace along the western edge of the Secondary Plan area shall be further defined in a Neighbourhood Plan through the development application review process. Further evaluation is required to ensure sufficient land has been set aside to protect the natural area without overtaking of developable land.	Subject to Section 2.7 of this Secondary Plan, the environmental greenspace along the western edge of the Secondary Plan area shall be further defined in a Neighbourhood Plan through the development application review process. Further evaluation is required to ensure sufficient land has been set aside to protect the natural area without overtaking of developable land.
2.6.5.2	These landscaped buffer areas should be at minimum 9.0m wide. Where a multi-use trail is to be incorporated into a buffer area, the buffer area should be at minimum 12.0m wide.	These landscaped buffer areas should be at minimum 9.0m wide. Where a multi-use trail path or water, domestic sewer, or land drainage infrastructure is to be incorporated into a buffer area, the buffer area should be at minimum 12.0m wide.

<p>2.6.6</p>	<p>2.6.6 Multi-Use Trail System Policies</p> <p>2.6.6.1 Primary off-street trails are intended to connect to existing or future primary off-street trails along 34th Street, 26th Street, Maryland Avenue and Patricia Avenue, allowing for cross-city active transportation use.</p> <ul style="list-style-type: none"> a) Primary off-street trails along arterial streets should be developed within buffer areas adjacent and parallel to the arterial street ROW's. b) The primary off-street trail between Patricia Avenue and the intersection of Maryland Avenue and 26th Street, as well as the primary off-street trail generally running in an east-west direction in the middle of the Secondary Plan area, should be developed within the collector street ROW's. c) The primary off-street trail along Patricia Avenue west of 34th Street should loop through the natural area and east towards 34th Street to avoid a dead-end primary off-street path. <p>2.6.6.2 Secondary off-street trails are intended to provide connections between the primary off-street trails, community and neighbourhood greenspaces, natural areas and school sites, allowing for local active transportation use.</p> <p>2.6.6.3 Where possible, off-street trails within greenspace corridors and buffer areas should be aligned to include existing mature trees/woodlots.</p> <p>2.6.6.4 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.</p> <p>2.6.6.5 The intersections of trails and sidewalks 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.</p>	<p>NOTE: All instances of “multi-use trail” have been replaced with “multi-use path” in this section, including Figure 14 but except 2.6.6.5 as shown below</p> <p>[NEW] 2.6.6.1 Further to Map B: Multi-Modal Transportation, the multi-use path system shall be in accordance with Figure 20 of Appendix A: Southwest Brandon Secondary Plan Area Traffic Impact Study.</p> <p>2.6.6.2 Primary off-street trails are intended to connect to existing or future primary off-street trails along 34th Street, 26th Street, Maryland Avenue and Patricia Avenue, allowing for cross-city active transportation use.</p> <ul style="list-style-type: none"> a) Primary off-street trails along arterial streets should be developed within buffer areas adjacent and parallel to the arterial street ROW's. b) The primary off-street trail between Patricia Avenue and the intersection of Maryland Avenue and 26th Street, as well as the primary off-street trail generally running in an east-west direction in the middle of the Secondary Plan area, paths within Neighbourhood Plans should be developed within the collector street ROW's. <p>--</p> <p>2.6.6.5 Greenspace corridors accommodating off-street trails paths should have a minimum width of 15.0m. These corridors shall be wider Additional width shall be incorporated into the design of off-street pathways if such corridors include a drainage channel or other public infrastructure as determined by the City.</p> <p>2.6.6.6 The intersections of trails multi-use paths and sidewalks 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. Pedestrian crossing enhancements, such as established crosswalks, rectangular rapid flashing beacons, pedestrian corridors and half signals shall be in accordance with Appendix A: Southwest Brandon Secondary Plan Area Traffic Impact Study. Enhanced crosswalk locations shall comply with the latest</p>
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Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
		<p>edition of Canada's <i>"Transportation Association of Canada's Pedestrian Crossing Control Guide"</i>, subject to the approval of the City Engineer.</p> <p>2.6.6.7 Trails or multi-use paths may be developed within an environmental greenspace in accordance with an approved stewardship protection plan. Unless specified otherwise in the provincially approved stewardship protection plan or a stewardship protection plan is not required, such trails or paths should not be hard-surfaced to minimize human impacts on the natural area within an environmental greenspace.</p>

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
2.7	<i>None—new</i>	<p>2.7 DEVELOPMENT RESERVE</p> <p>There are situations where designation of lands for development is not yet feasible. For this Secondary Plan area, the existence of a significant wetland and the question of how close development may be to the wetland are factors limiting the ability to plan long-term development properly. This Secondary Plan therefore will have a Development Reserve area until the City has confidence in planning that area properly. Any future changes to the Development Reserve designation must take into account appropriate buffers to the wetland for different types of development.</p> <p>2.7.1 General Policies</p> <p>2.7.1.1 No development shall occur in the Development Reserve area as shown in the general location on Map A: Southwest Brandon Land Use Plan</p> <p>2.7.1.2 The City may replace the Development Reserve designation in its entirety with one or more other designations enabling development, and deleting this Section and its associated policies, after the City receives confirmation on the maximum extent of development permitted by the Province of Manitoba in proximity to the wetland.</p> <p>2.7.1.3 Where necessary, the City shall, when replacing the Development Reserve designation in accordance with Policy 2.7.1.2, increase the area of the combined Environmental Greenspace/Leisure Greenspace designation to coincide with the maximum extent of development permitted by the Province of Manitoba in proximity to the wetland.</p>
3.2.1	All off-site infrastructure shall be developed in the general locations as shown in Schedule C: Southwest Brandon Water & Stormwater Servicing Plan and Schedule D: Southwest Brandon Wastewater Servicing Plan.	All off-site infrastructure shall be developed in the general locations as shown in Schedule C: Southwest Brandon Water & Stormwater Servicing Plan and Schedule D: Southwest Brandon Wastewater Servicing Plan Map C: Drainage, Map D: Domestic Sewer, and Map E: Water.

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
3.2.2	Infrastructure services shall generally be located within street rights-of-way, except where connecting to a development where the services are to be accommodated within the proposed property boundary.	Infrastructure services shall generally should be located within street rights-of-way, except where connecting to a development where the services are to be accommodated within the proposed property boundary.
3.2.3	Development within the Secondary Plan area shall be supported by sufficient capacity from existing network and treatment infrastructure. A developer, in consultation with the City, and prior to any development approval, shall identify if improvements to existing off-site domestic sewer, water, and land drainage infrastructure are required. Costs associated with upgrades to the existing off-site infrastructure that are not within the Development Charges Capital Plan shall be the developer's sole responsibility.	Development within the Secondary Plan area shall be supported by sufficient capacity from existing network and treatment infrastructure. A developer, in consultation with the City, and prior to any development approval, shall identify if improvements to existing off-site domestic sewer, water, and land drainage infrastructure are required. Costs associated with upgrades to the existing off-site infrastructure that are not within the Development Charges Capital Plan shall be the developer's sole responsibility.
3.2.5	Developments within SE¼ 9-10-19 WPM and SW¼ 10-10-19 WPM shall design infrastructure services allowing existing developed sites to be connected to water, wastewater, and stormwater services.	Developments within SE¼ 9-10-19 WPM and , SW¼ 10-10-19 WPM, and portions of N¼ 3-10-19 WPM within City limits shall design infrastructure services allowing existing developed sites, and if applicable future development nodes , to be connected to water, wastewater, and stormwater services.
3.2.6	The developer will be required to oversize any infrastructure required to support the full build out of the Secondary Plan area.	Delete policy – Policy becomes redundant with recently adopted oversizing policy
3.2.7	3.2.7 Owners of existing developed sites shall be responsible for the cost of the connections of infrastructure services to their sites only if those owners subdivide their sites.	<p>3.2.6 In accordance with the Water and Wastewater By-law, owners of existing developed sites shall be responsible for the cost of the connections of infrastructure services to their sites only if those owners subdivide their sites, but are encouraged to work with developers at the time of construction.</p> <p>3.2.7 Private infrastructure for multiple building sites, such as apartment complexes and bare land condominiums, shall connect to public infrastructure within an adjacent street right-of-way.</p>
3.2.8	Development shall adhere to the City of Brandon Water Conservation By-law.	Delete policy – Policy redundant

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
3.3	<p>3.3 Water Supply System Policies</p> <p>3.3.1 All off-site water supply system improvements shall be developed in accordance with Schedule C: Southwest Brandon Water & Stormwater Servicing Plan.</p> <p>3.3.2 All development to maintain a looped watermain system complete with connection to the Patricia Avenue watermain at full buildout.</p>	<p>3.3 Water Supply System Policies</p> <p>3.3.1 All off-site water supply system improvements shall be developed in accordance with Schedule C: Southwest Brandon Water & Stormwater Servicing Plan Map E: Water.</p> <p>3.3.2 All development are are to maintain a looped watermain system for each node or quarter section complete with connection to the Patricia Avenue watermain at full buildout.</p> <p>3.3.3 Where possible, and as identified by the City, route the watermain network internal to development areas to maximize efficiency and use of the network, as well as to limit maintenance costs and interruptions resulting from locating wastewater gravity mains along arterial streets (e.g. Patricia Avenue).</p>

<p>3.4</p>	<p>3.4 Wastewater System Policies</p> <p>3.4.1 All off-site wastewater system improvements shall be developed in accordance with Schedule D: Water and Domestic Sewer:</p> <ul style="list-style-type: none"> a) Development contributing to the North Servicing Area should be conveyed by gravity to the existing City wastewater system. Any proposed flows within the North Servicing Area will be subject to additional review and acceptance by the City Engineer to address the limited capacity available in the existing City wastewater system; b) Development contributing to the South Servicing Area as shown in Schedule D: Water and Domestic Sewer shall be conveyed to the Phase 1 Lift Station; and c) Phase 1 Lift Station and associated infrastructure required to service the South Servicing Area shall be constructed prior to or in conjunction with the first phase of development to be serviced by this infrastructure. <p>The Phase 2 Wastewater System shall be constructed prior to full build-out of the Southwest Brandon Secondary Plan area. Development within the South Servicing Area will be subject to additional review by the City Engineer to assess capacity limits until such time that Phase 2 has been commissioned. Acceptance is not anticipated and should not be expected.</p> <p>3.4.2 In accordance with the City of Brandon Water and Wastewater By-law, the domestic sewer system shall be separate from the land drainage system. Combined systems are not acceptable.</p> <p>3.4.3 The City, as a condition of subdivision approval in accordance with the Act, shall require land for a wastewater lift station.</p>	<p><i>Replace section as follows:</i></p> <p>3.4 Domestic Sewer System Policies</p> <p>3.4.1 All off-site wastewater system improvements shall be developed in accordance with Map D: Domestic Sewer.</p> <p><i>Existing Gravity Domestic Sewer System</i></p> <p>3.4.2 Development within the Existing Gravity Domestic Sewer System may be evaluated for potential gravity connection to the existing City domestic sewer system north of the Secondary Plan area. The City Engineer may subject any proposed flows to additional review and acceptance to address the limited capacity available in the existing City domestic sewer system.</p> <p><i>Lift Station Dependent Domestic Sewer System</i></p> <p>3.4.3 The Secondary Plan area shall require multiple phases of domestic sewer network improvements to service full buildout of the area.</p> <p>3.4.4 Phase 1 improvements, including the lift stations at 34th Street and Patricia Avenue, the gravity main leading to the lift stations, and the forcemain along Patricia Avenue, shall be constructed to allow for development of Phase 1 lands in accordance with Map D: Domestic Sewer. The existing 1st Street lift station must be upgraded prior to or concurrently with Phase 1 to accommodate a portion of the additional flows from the Lift Station Dependent Domestic Sewer System area.</p> <p>3.4.5 Phase 2 improvements, including the lift station west of 18th Street/Provincial Trunk Highway 10 in the southeast area of the Secondary Plan area, a main leading to the lift station, and forcemain along 18th Street to Patricia Avenue, shall be constructed to allow for development of Phase 2 lands in accordance with Map D: Domestic Sewer. The existing 1st Street lift station must be upgraded prior to or concurrently with Phase 1 to accommodate a portion of the additional flows from the Lift Station Dependent Domestic Sewer System area.</p> <p>3.4.6 Phase 3 improvements, not included in Map D: Domestic Sewer, must be constructed to allow for continued buildout of the South Servicing Area,</p>
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Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
		<p>and construction must occur prior to the 1st Street lift station and downstream forcemain reaching capacity.</p> <p>3.4.7 The City shall determine Phase 3 improvements by evaluating:</p> <ul style="list-style-type: none"> a) The capacity of the trunk system from the 1st Street lift station to the Victoria Avenue East Pre-Treatment Facility; and b) The capacity of the Victoria Avenue East Pre-Treatment Facility. <p>3.4.8 The design of all phases of the domestic sewer network shall include a financial analysis to evaluate the benefits and constraints of constructing infrastructure to service long-term (30+ year) growth, including lands within the fringe growth area beyond City boundaries (e.g. lands south of Patricia Avenue and north of the planned PTH 110 West extension).</p> <p>3.4.9 Where possible, route the domestic sewer gravity network, when connecting to the lift stations, internal to development areas to maximize efficiency and use of the network, as well as to limit maintenance costs and interruptions resulting from locating wastewater gravity mains along arterial streets (e.g. Patricia Avenue).</p> <p>3.4.10 The City, as a condition of subdivision approval in accordance with the Act, shall require land dedication for all public works or municipal services associated with the domestic sewer network (e.g. lift stations, forcemains).</p> <p>3.4.11 Lands identified for domestic sewer network infrastructure shall include easements benefiting the City until such time the City can acquire those lands for infrastructure identified under Policy 3.4.12.</p> <p>3.4.12 Access to the proposed domestic sewer lift station west of 18th Street/Provincial Trunk Highway 10 is required from the existing service road until such time that an alternate access is available. The City shall coordinate with the adjacent landowner/developer to provide lift station access internal to the site.</p>

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
3.5.1	All off-site land drainage system improvements shall be developed in accordance with Schedule C: Drainage.	All off-site land drainage system improvements shall be developed in accordance with Schedule Map C: Drainage .
Figure 15	Figure 13: Existing Wetland	Figure 13: Existing Wetland Use of Existing Wetland as a Storm Water Retention Pond
3.5.3	Storm water retention facilities shall be designed in accordance with the City of Brandon Municipal servicing 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 predevelopment flows.	Storm water retention facilities shall be designed in accordance with the City of Brandon Municipal servicing Standards, or, if this is not available, to accommodate a minimum 1:100-year storm event with post-development discharge flows from developments within the Secondary Plan area, which are being discharged to lands within the Secondary Plan area , being equal to or less than 1:5-year predevelopment flows.
3.5.5	The City and developers shall together consult with the R.M. of Cornwallis and the provincial agency having jurisdiction for any to ensure the R.M. of Cornwallis is not adversely affected by storm water from the Secondary Plan area into the RM of Cornwallis.	The City and developers shall together consult with the R.M. of Cornwallis and collaborate with the provincial agency having jurisdiction for any storm water runoff or discharge leaving the City boundary to ensure the R.M. of Cornwallis is not adversely affected by storm water from the Secondary Plan area into the RM of Cornwallis.
3.5.6 3.5.7	None—new	3.5.6 Developers shall adhere to provincial regulations for alteration of any wetlands. Any deviation from provincial regulations and resultant conditions shall be at the discretion of the provincial regulators. 3.5.7 Any new development within the Secondary Plan area must be designed to account for all existing pre-development flows.
4.1.1	Future development within the Secondary Plan area shall generally adhere to the street network set out in Schedule E: Southwest Brandon Transportation Plan.	Future development within the Secondary Plan area shall generally adhere to the street network set out in Schedule E: Southwest Brandon Transportation Plan Map B: Multi-Modal Transportation to protect for future transit and multi-modal connectivity.

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
4.1.2	The transportation network within the Secondary Plan area shall be developed in accordance with the Brandon and Area Road Network Development Plan, including traffic calming, access management, and Smart Growth principles and alternative mode strategies.	The transportation network within the Secondary Plan area shall be developed in accordance with the <i>Brandon and Area Road Network Development Plan</i>, including traffic calming, access management, and Smart Growth principles and alternative mode strategies. Consistent with and further to Policy 4.1.1, all modes of transportation, including but not limited to vehicular, pedestrian and multi-modal traffic within the Secondary Plan area shall be developed in accordance with Appendix A: Southwest Brandon Secondary Plan Area Traffic Impact Study, including the recommendations for the internal street network, intersections treatment and improvements, multi-use path locations and pedestrian crossing controls. Should there be proposed deviations from the assumptions used in Appendix A at the neighbourhood plan or development permit phases, the developer shall be responsible for supplementing the traffic impact study with any required study as determined by the City.
4.1.3	<i>None—new</i>	Any development that proposes land uses that deviate from that which was provided under Appendix A shall submit by traffic memo or traffic impact study to the City Engineer for approval as an addendum to Appendix A. Such work shall be completed by a qualified Transportation Engineer as defined by the Engineers and Geoscientists of Manitoba. [Renumber all subsequent subpolicies (e.g. subpolicy 4.1.4 becomes subpolicy 4.1.5, etc.)]
4.1.4	The transportation network within the Secondary Plan area shall be developed in accordance with the Brandon and Area Road Network Development Plan, including traffic calming, access management, and Smart Growth principles and alternative mode strategies	The transportation network within the Secondary Plan area shall be developed in accordance with the strategies outlined in Appendix E of the <i>Brandon and Area Road Network Development Plan</i> , including traffic calming, access management, and Smart Growth principles and alternative mode strategies
4.1.6	<i>None—new</i>	Development should promote an efficient, well-connected and fully integrated transportation network.

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
4.2.1	Residential, Mixed Use and Community Use areas should provide direct pedestrian accesses. Site design should provide continuous pedestrian connections within the developments as well as connections to adjacent uses beyond the site.	Residential, Mixed Use and Community Use areas should provide direct pedestrian accesses in the form of multi-use paths or sidewalks located within dedicated rights-of-way . Site design should provide continuous pedestrian connections within the developments as well as connections to adjacent uses beyond the site.
4.2.4	A collector street may be developed with a wider boulevard on one side of the street to accommodate a multi-use trail (see Figure 18).	A collector street may should be developed with a wider boulevard on one side of the street to accommodate a multi-use trail path (see Figure 18 Map B: Multi-Modal Transportation).
4.2.5	To allow for unimpeded pedestrian movement, properties fronting a multi-use trail on a public street should have driveway approaches from a rear or side street or lane.	To allow for unimpeded reduce vehicular conflicts with pedestrian movement, properties fronting a multi-use trail path along a public street should, when possible , have driveway approaches from a rear or side street or lane side or, in some cases, rear street .
4.2.6 4.2.7	None—new	4.2.6 All uses within the Secondary Plan area should provide convenient, barrier-free pedestrian access from developments to adjacent sidewalks and transit stops. 4.2.7 Pedestrian and cycling networks should be accessible and barrier-free for persons of all abilities.
4.3.1	Transit routes should be located along arterial or collector streets.	Transit routes should be located along arterial or collector streets, and considered when reviewing and approving new developments .
4.3.3	A transit stop should be located within the frontage of and on the same side of the street of the school site west of 34th Street to ease access between transit and the school.	A transit stop should be located within the frontage of and on the same side of the street of the school site west of 34th Street to ease access between transit and the school in accordance with the locations identified in Appendix A: Southwest Brandon Secondary Plan Area Traffic Impact Study .
4.4.1	None—new	Consistent with and further to Policy 4.1.1, internal and external road networks in relation to neighbourhoods outlined in the Southwest Secondary Plan area shall be designed in accordance with the recommendations outlined in Appendix A: Southwest Brandon Secondary Plan Area Traffic Impact Study. [Renumber all subsequent subpolicies (e.g. subpolicy 4.4.2 becomes subpolicy 4.4.3, etc.)]
4.4.2	Linkages such as walkways, trails and roadways should be created to ensure connectivity and safe pedestrian movement with surrounding neighbourhoods	Linkages such as walkways, trails multi-use paths , and roadways should be created to ensure connectivity and safe pedestrian movement with surrounding neighbourhoods

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
4.4.4	None—new	<p>All neighbourhood connections to arterial streets shall be developed as collector streets.</p> <p>[Renumber all subsequent subpolicies (e.g. subpolicy 4.4.5 becomes subpolicy 4.4.7, etc.)]</p>
4.4.6	The layout of the local street system should provide direct connections and connectivity between all parts of the community, and allow for efficient multi-modal transportation routes.	<p>The layout of the local internal street system should provide direct connections and connectivity between all parts of the community, and allow for efficient multi-modal transportation routes including multi-modal transportation routes, while discouraging the shortcutting of through traffic.</p>
4.4.7	Street crossings should be clearly marked, and be well designed so they are convenient and safe for pedestrians and visible to motorists.	<p>Street crossings should be Pedestrian and multi-use path crosswalks shall be clearly marked, provide maximum visibility, and be well designed so they are convenient and safe for pedestrians and visible to motorists people using active transportation modes.</p>
4.4.8	Collector streets should be designed to minimize driveway approaches.	<p>Collector streets should be designed to minimize limit driveway approaches, implement traffic calming measures, or both.</p>
4.4.9	To ensure effective winter maintenance, sidewalk locations relative to roadways may be determined by the City. The use of boulevards for snow storage is encouraged.	<p>To ensure effective winter maintenance, sidewalk locations relative to roadways may be determined by the City. The use of boulevards for snow storage is encouraged required.</p>
4.4.10	Traffic calming or control measures may be considered in the design of all roadways, particularly the collector street roadways adjacent to schools sites.	<p>Traffic calming or control measures may be will be considered in the design of all roadways, particularly the collector street roadways adjacent to schools sites and greenspaces.</p>
4.4.11	None—new	<p>The use of curb extensions shall be incorporated along all collector routes and in accordance with Appendix A: Southwest Brandon Secondary Plan Area Traffic Impact Study.</p> <p>[Renumber subpolicy 4.4.9 to 4.4.12]</p>

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
4.4.13 4.4.14	<i>None—new</i>	<p>4.4.13 Roundabouts shall be located at intersections as identified in Appendix A. Any additional lands required to facilitate roundabouts on the external road network will be dedicated through the subdivision of land in the Secondary Plan area. The City may consider additional roundabouts along arterial and collector streets at the developers' discretion.</p> <p>4.4.14 The City may, at its discretion, consider phasing an intersection or a road entirely or by components to match development phasing.</p>

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
4.5	<p>4.5.1 Arterial streets within the Secondary Plan area generally intersect with other arterial and collector streets to provide the highest level of service and accommodate a large volume of traffic. Arterial street ROW's typically are 30.0m wide to allow for a roadway, two (2) sidewalks or a sidewalk with a trail in a parallel buffer area, underground and above-ground utilities and landscaped boulevards (see Figure 15). In the interim, an arterial street may have a roadway, a trail in a parallel buffer area, underground and above-ground utilities and ditches (see Figure 16).</p> <p>4.5.2 Collector streets within the Secondary Plan area generally intersect with arterial, other collector and local streets, and enable safe and efficient vehicular circulation within the Secondary Plan area at higher volumes and speeds than local streets. Collector streets are designed to accommodate transit service. Collector street ROW's typically are 25.0m wide to allow for a roadway, two (2) sidewalks or a sidewalk and trail, underground utilities and landscaped boulevards (see Figures 17 and 18).</p> <p>4.5.3 Local streets within the Secondary Plan area generally intersect with collector and other local streets. Local streets provide vehicular access to individual building lots and accommodate low volumes of traffic traveling at low speeds. Local street ROW's typically are 20.0m wide to allow for a roadway, one (1) sidewalk, underground utilities and landscaped boulevards.</p> <p>4.5.4 Lanes within the Secondary Plan area generally intersect with local streets to provide direct vehicular access to individual properties at locations where it is inappropriate to provide access from a street. Lane ROW's typically are 6.0m wide.</p> <p>4.5.5 Reduced local street right-of-way widths shall be considered for residential areas in the Secondary Plan area, at the discretion of the City Engineer, at the subdivision application stage.</p> <p>Figures 16-18 show different typical street profiles</p>	<p><i>Replace section as follows:</i></p> <p>4.5 Street Hierarchy Policies</p> <p>4.5.1 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.</p> <p>4.5.2 Streets shall be designed in accordance with the City of Brandon Municipal Design Standards, or, if this is not available, the Transportation Association of Canada's Geometric Design Guide for Canadian Roads.</p> <p><i>Delete Figures 16 through 18</i></p> <p>[Renumber all subsequent figures (e.g. Figure 19 becomes Figure 17, etc.)]</p>

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
5.1	Urban design contributes to the aesthetic quality of the community and is an important component in the implementation of the Secondary Plan. High quality design shall be provided in the development of all public greenspaces, streets, pedestrian, 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. In addition to the City of Brandon Urban Design Standards and Guidelines, the following urban design guidelines shall guide development and define the specific character of the Secondary Plan area.	Urban design contributes to the aesthetic quality of the community and is an important component in the implementation of the Secondary Plan. High quality design shall be provided in the development of all public greenspaces, streets, pedestrian, trails paths 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. In addition to the City of Brandon Urban Design Standards and Guidelines, the following urban design guidelines shall guide development and define the specific character of the Secondary Plan area.
5.2.7	The design of utility facilities to blend with adjacent residential developments is encouraged (see Figure 19).	The design of utility facilities to blend with adjacent residential and commercial developments is encouraged (see Figure 19).
6.1.3	The phasing of development will follow the provision of the wastewater network outlined in Section 3.4.1.	The phasing of development will follow the provision of the wastewater network outlined in Section 3.4.1 shall be consistent with the development analysis zones set out in Appendix A: Southwest Brandon Secondary Plan Traffic Impact Study. Phasing of the corresponding analysis zone shall include any necessary improvements within these networks constructed as part of the subdivision approval process.
6.2.1	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.	In accordance with the City’s Local Service Policy (Appendix C to the Development Charges Background Report), 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.
6.2.3	In the absence of a Development Charges By-law, Developers shall be responsible for funding a proportionate share of off-site improvements, including but not limited to transportation, wastewater, water and drainage required to service the full buildout of the Secondary Plan Area.	Delete policy [Renumber all subsequent policies (e.g. policy 6.2.4 becomes policy 6.2.3, etc.)]

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
6.2.3	<p>At the time of subdivision, a developer shall dedicate, without compensation, the following lands:</p> <ul style="list-style-type: none"> a) Collector and local street ROW's; b) Storm water management facilities and other lands not suitable for development; c) Open spaces as public reserve; and d) School site. 	<p>At the time of subdivision, a developer shall dedicate, without compensation, the following lands:</p> <ul style="list-style-type: none"> a) Collector and local street ROW's Right-of-way allocations as indicated on conceptual design level of intersections and roadways for arterial, collector, and local streets; b) Storm water management facilities and other lands not suitable for development; c) Open spaces as public reserve; and d) School site.
6.2.5	<p>Implementation of this Secondary Plan requires the development of a financial model that</p> <ul style="list-style-type: none"> 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. 	<p><i>Replace policy as follows:</i></p> <p>6.2.5 The following criteria shall determine the timing of designing and constructing off-site infrastructure improvements to service the Secondary Plan area:</p> <ul style="list-style-type: none"> a) The supply and demand for serviced residential and commercial land within the City, with reference to the Brandon & Area Planning District Growth Strategy; b) The readiness of the development to proceed, including the adoption of a neighbourhood plan with required applicable provincial approvals to allow buildout of the plan area (e.g. highway access, wetland preservation, drainage outlet); c) The financial ability of the City to borrow the required funds (when considering all current and potential lending as set forth in the Capital Budget); d) The health of the current Development Charges Reserves and anticipated future revenues to the reserves (considering future rate studies and increases); and e) The overall financial benefit to the City of development proceeding, including employment, ongoing tax revenues, and other indirect financial benefits.
Figure 21	<p>Figure shows original possible neighbourhood plan areas in the Southwest Brandon Secondary Plan area</p>	<p>Figure updated to include annexed lands southwest of 18th Street and Patricia Avenue within Secondary Plan area, and updated to include possible new neighbourhood plan areas</p>

Southwest Brandon Secondary Plan—List of Text Amendments (Change Comparison)—By-law No. 7343

Section or Policy	Existing	Proposed
6.2.11 h)	<i>None—new</i>	h) Conceptual grading for the entire Neighbourhood Plan area [Renumber all subsequent subpoints (e.g. subpoint 6.2.11 h) becomes subpoint 6.2.11 i), etc.)]