

December 12, 2022

RE: Letter of Intent—Southwest Brandon Secondary Plan By-law Update  
(By-law No. 7343)

Brandon, MB

On behalf of the City of Brandon (“the City”), I am applying to amend the Southwest Brandon Secondary Plan By-law No. 7124 by updating both text and maps. There are two purposes to update the Secondary Plan this time:

- Incorporating the lands southwest of the 18<sup>th</sup> Street/Patricia Avenue intersection, annexed in 2018, into the Secondary Plan area to better guide development
  - This requires creation of the “Commercial” land use designation, which is new for this Secondary Plan
- Updating infrastructure policies in light of ongoing work determining servicing needs to adequately support development in the south Brandon area, such as the 2018 annexed lands and the Southeast Brandon Secondary Plan area
  - One significant challenge the City faces is that infrastructure upgrades must be phased to ultimately accommodate development at full buildout of the Secondary Plan area

Due to the scale of the changes to both the text and maps, such as incorporating the 2018 annexed lands and an overhaul of infrastructure policies, the City is proposing a full replacement of the Secondary Plan. The “SWBSP Change Comparison” Word document provides a guide on what we are adding to, removing from, or modifying in the Secondary Plan.

Thank you.

Sincerely,



Andrew Mok, BES RPP MCIP  
Senior Planner

BY-LAW NO. 7080

BEING A BY-LAW of The City of Brandon to adopt a secondary plan for the purpose of providing a planning framework to direct development of the southwest Brandon lands.


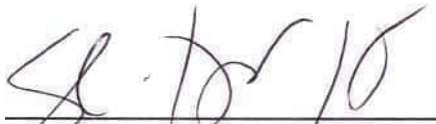
WHEREAS The Planning Act, C.C.S.M. c.P80 enables the adoption of a secondary plan by-law;

AND WHEREAS it is deemed expedient and in the best interest of the municipality to adopt a Secondary Plan to facilitate the long term planning of the southwest Brandon lands;

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

1. The Secondary Plan, attached hereto and marked as Schedule "A" is hereby adopted and shall be known as "The Southwest Brandon Secondary Plan".
2. This by-law shall come into full force and effect on the day following the date of passage.

DONE AND PASSED by the Council of The City of Brandon duly assembled this 22"d day of April A.D. 2014.

  
A/CITY CLERK

,

Read a first time this	16th day of	December	A.D. 2013
Read a second time this	18th day of	March	A.D. 2014
Read a third time this	22"d day of	April	A.D.2014



**City of Brandon**

# **SOUTHWEST BRANDON**

## **Secondary Plan**

Schedule A of By-law No. 7080

Last updated under By-law No. 7310, October 4, 2021



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## 1.1 INTRODUCTION

### 1.2 Purpose of the Plan

The Southwest Brandon Secondary Plan establishes a planning framework for the future subdivision and development of the Secondary Plan area. The plan incorporates the policies contained in the *Brandon & Area Planning District Development Plan* and intends to facilitate the attractive, efficient, and orderly development of the subject lands in a manner that is connected and compatible with adjacent development.

### 1.3 How to Read This Document

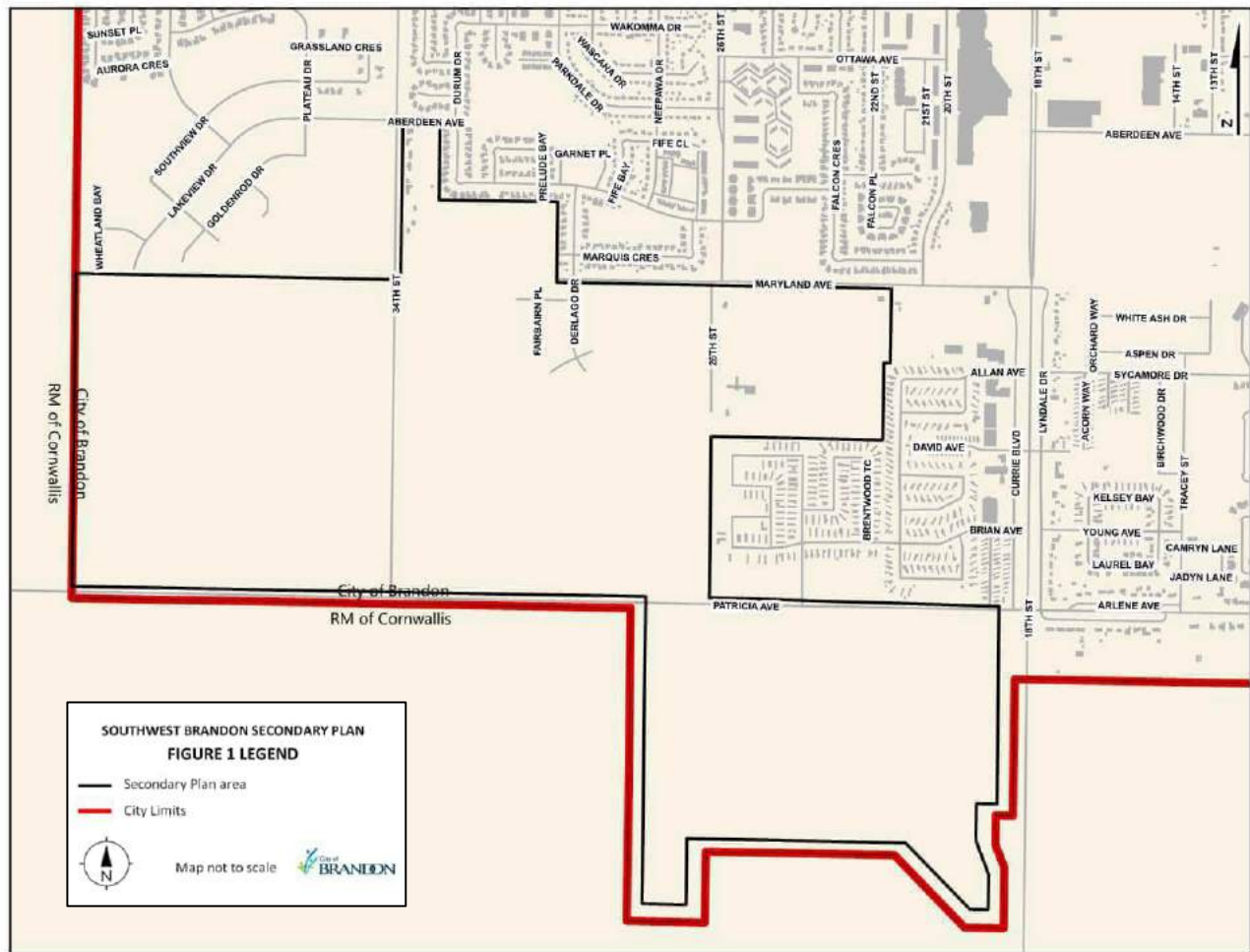
This Plan should be read in its entirety as many aspects of the plan are closely interrelated; policies included in one section may apply in other areas. The *Brandon and Area Planning District Development Plan, 2013*, along with the *City of Brandon Zoning By-law*, provide important policy context and implementation tools for this Secondary Plan. This Plan is organized in Sections:

- Section 1 provides context and principles, and establishes the overall framework of the plan;
- Section 2 includes policies for specific land uses within the Secondary Plan area. This section should be interpreted and applied in conjunction with the Development Plan and Zoning By-law;
- Sections 3 to 5 address municipal servicing, transportation and urban design in support of development within the Plan Area;
- Section 6 provides plan implementation which includes recommendations on costing, phasing and future studies;
- Section 7 provides definitions for terms used in the Secondary Plan; and
- Maps A 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 Location of the Secondary Plan Area

The Secondary Plan area is located at the City of Brandon's southwest corner, including lands west of 18<sup>th</sup> Street and south of existing and planned residential developments on both sides of 34<sup>th</sup> Street (see Figure 1).

Figure 1: The Southwest Brandon Secondary Plan Area





## **1.5 Objectives of the Plan**

The objectives of the Secondary Plan are as follows:

- a) To prepare a Secondary Plan that is consistent with The Planning Act and in conformity with the Development Plan;
- b) To ensure that future planned land uses within the Secondary Plan area reflect long-term land use needs for both the immediate neighborhoods as well as the city at large;
- c) To provide a development framework for properties within the Secondary Plan area that ensures compatible and efficient development interfaces;
- d) To ensure cost-effective provision of municipal infrastructure to support growth within the Secondary Plan area;
- e) To promote a livable community that will integrate residential uses with community facilities such as schools, parks, and other community uses, as well as pedestrian and recreational connections;
- f) To promote safe pedestrian access and recreational connections;
- g) To build a sustainable community by incorporating green-building design principles in building and site designs that help to conserve energy and natural resources; and
- h) To promote safe community by incorporating emergency planning that addresses naturally occurring emergencies in the planning and design processes.

## **1.6 Existing Land Uses**

### **1.6.1 Summary of Existing Land Uses**

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 18<sup>th</sup> 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<sup>th</sup> Street as well as along 26<sup>th</sup> Street and Maryland Avenue. Multiple non-residential uses are located in the vicinity of 26<sup>th</sup> Street and Maryland Avenue, including an elementary school and a former landscaping business. A Manitoba Hydro substation is located at 34<sup>th</sup> 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<sup>th</sup> Street.



## 1.6.2 Existing Land Use Designations and Zoning

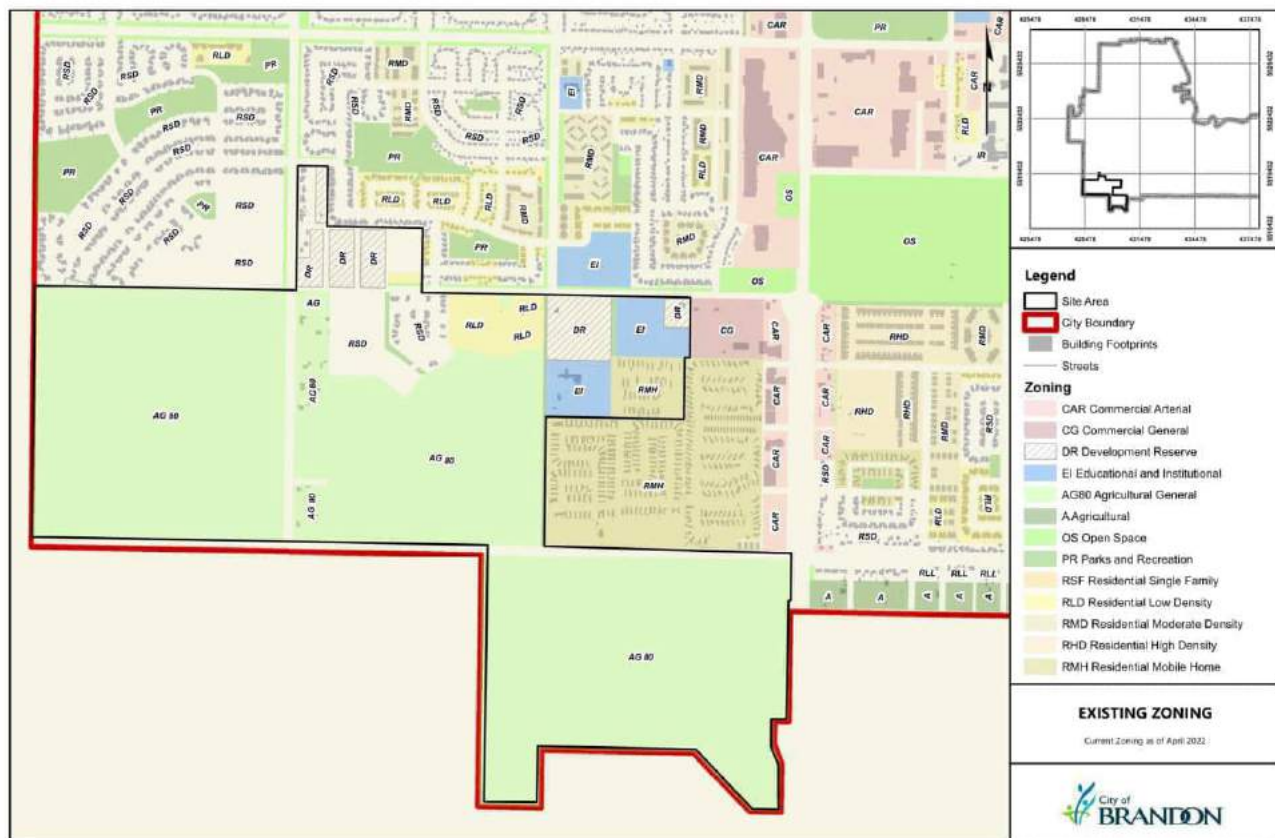
*Brandon and Area Planning District Development Plan, 2013*

The Development Plan identifies most of the Secondary Plan area under “Future and Existing Secondary Plan areas” and “Residential” designations. 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.

*City of Brandon Zoning By-law No. 6642 & R.M. of Cornwallis Zoning By-law No. 1558/09/99*

In accordance with Section 188 of The Planning Act, the R.M. of Cornwallis Zoning By-law continues to be in effect for lands annexed into the city until the City of Brandon Zoning By-law is amended to apply to these annexed areas. Though the City of Brandon Zoning By-law has increasingly come into effect in the area between 26<sup>th</sup> and 34<sup>th</sup> 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 34<sup>th</sup> 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). See Figure 2 for a map of existing zoning within the Secondary Plan area.

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



### **1.6.3 Fixed Elements of the Plan**

Within the Secondary Plan area, an assessment of fixed elements and existing features have been identified and shown on Figure 3:

#### *Utilities and Roads*

- A Manitoba Hydro substation is located at the northwest corner of the intersection of Patricia Avenue and 34<sup>th</sup> Street along the Secondary Plan area's southern boundary.
- 34<sup>th</sup> 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.

#### *Environmentally Sensitive Areas*

- A wetland is located southwest of the intersection of Patricia Avenue and 18<sup>th</sup> 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.

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

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

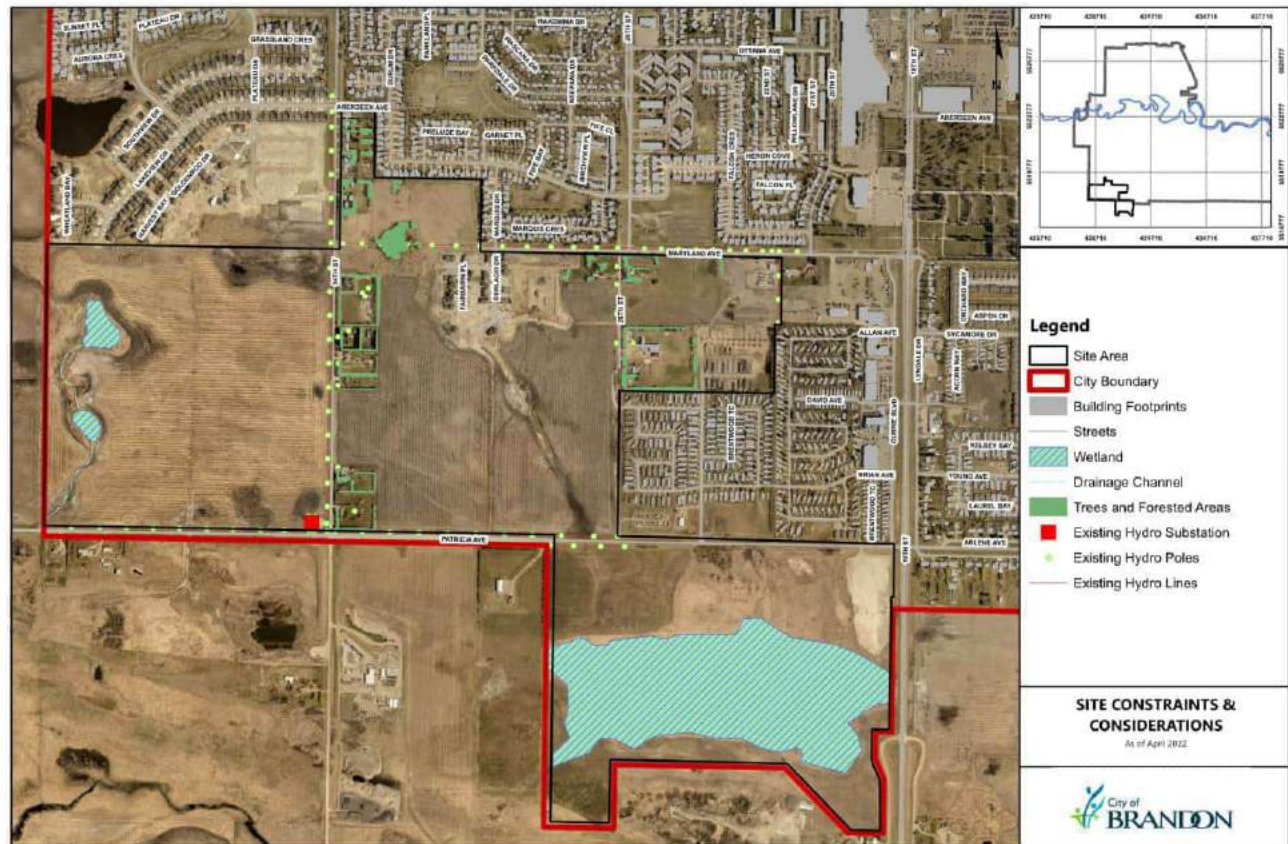
#### *Community Amenities*

- A school known as Christian Heritage School is located south of the intersection of Maryland Avenue and 26<sup>th</sup> Street near the Secondary Plan area's eastern boundary. However, the Brandon School Division is proposing to have an elementary school generally west of 34<sup>th</sup> Street to accommodate the student population growth in the southwest part of the city.

#### *Topography*

- The land generally slopes gently to the south, except for the western part of the Secondary Plan area where there is more visible sloping towards to the southwest. A wetland also exists in the western part of the Secondary Plan area.

**Figure 3: Map of Constraints and Considerations in the Secondary Plan Area**



## **1.7 Governing Provisions**

### **1.7.1 The Planning Act**

The Act sets the legislative framework for planning in the Province. The Act addresses all levels of planning, with specific provisions on municipal planning, including requirements for the Development Plans, Secondary Plans and Plans of Subdivision. This Secondary Plan is subject to Part 4 of the Act.

### **1.7.2 Brandon and Area Planning District Development Plan, 2013**

The Development Plan provides a long-term vision for the City of Brandon 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 of Brandon that would require the development of a Secondary Plan.

### **1.7.3 City of Brandon Zoning By-law and Rural Municipality of Cornwallis Zoning By-law**

The Zoning By-laws implement the Development Plan by providing regulatory standards for developments. The Zoning By-laws classify property in appropriate zoning districts according to land use type and intensity.

### **1.7.4 Municipal Board Orders E-10-150 and E-18-061**

Municipal Board Order E-10-150 approved the annexation of the two quarter-sections of land flanking 34<sup>th</sup> 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.

Municipal Board Order E-18-061 approved the annexation of land southwest of the 18<sup>th</sup> 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.

### **1.7.5 Other Plans and Policies**

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

- a) City of Brandon Greenspace Master Plan,
- b) Brandon Area Road Network Development Plan, and
- c) City of Brandon Water Conservation Plan.

## **1.8 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. Where a list of permitted uses within a land use designation provided in the Secondary Plan expands, contracts or further details permitted uses listed in the Development Plan and City of Brandon Zoning By-Law No. 6642, the permitted uses shall be those contained in the Secondary Plan.

## **1.9 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 generate substantial hardship, and 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, provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or generate substantial hardship, and the intent of the policy is still achieved.

#### **1.10 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 these Schedules. For the purposes of the Secondary Plan, references made to “areas designated” shall mean the areas designated on the Schedules. Except where otherwise indicated, elements in the schedules cannot be adjusted without an amendment to the Secondary Plan.

#### **1.11 Amendments to the Secondary Plan**

The Plan is adopted as a by-law of the City of Brandon. Amendments are required to follow the procedure established in Part 5: Zoning By-laws under The Planning Act through application to the Planning & Building Safety Department. Supporting information required to evaluate and justify the amendment will be required.

Revisions may be made to the Secondary Plan without the need for a secondary plan amendment in the following cases:

- a) correction of numbering, cross-referencing, grammar, punctuation or typographical errors or revisions to format in a manner that does not change the intent of a provision;
- b) adding or revising technical information on maps or schedules that does not affect the designation of lands including, but not limited to, matters such as updating and correcting infrastructure information, keys, legends or title blocks; and
- c) changes to headings, tables of contents, figures, page numbering, footers and headers, which do not form a part of this by-law and are editorially inserted for convenience of reference only.

#### **1.12 Monitoring, Review and Evaluation**

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



## 2.1 LAND USE

The land use policies set forth in this part intend to assist in the continued development growth of the southwestern part of the city. The policies intend to implement the shared vision established by the community through the public outreach processes. The Secondary Plan attempts to provide a development framework that would help build a healthy and balanced community by promoting a diversity of land uses that includes schools, greenspaces (both active recreation areas and passive open spaces), residential uses for different socio-economic levels, and neighborhood retail and commercial uses to serve these residential areas. Schedule A: Southwest Brandon Land Use Plan indicates the general distribution, location, type, and relationship of all these land uses.

## 2.2 RESIDENTIAL

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 multi-use paths.

### 2.2.1 General Policies

2.2.1.1 Residential Low Density and Moderate Density developments shall be developed in the general locations as shown in Schedule A: Southwest Brandon Land Use Plan.

2.2.1.2 Integration of housing forms of varying affordability should be considered.

### 2.2.2 Residential Low Density Policies

2.2.2.1 Residential Low Density areas should only be developed with a mix of zones including Residential Single Family Zone (RSF), Residential Mobile/Modular Home Zone (RMH), and Residential Low Density Multiple Family Zone (RLD) uses in accordance with the appropriate standards set forth in the City of Brandon Zoning By-law (“the Zoning By-law”).

2.2.2.2 Single detached, semi-detached and duplex dwellings, and street-oriented townhouses should be the predominant residential types within Residential Low Density areas (see Figure 4).

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 30 units per net hectare.

**Figure 4: Typical Residential Building Types in Residential Low Density Designated Areas**



2.2.2.4 Development of Residential Low Density areas adjacent to features such as greenspaces and major intersections should be of a higher density than development in other Residential Low Density areas.

2.2.2.5 Secondary suites shall be allowed within all Residential Low Density areas in accordance with the appropriate zoning standards in the City of Brandon Zoning By-law.

### **2.2.3 Residential Moderate Density Policies**

2.2.3.1 Residential Moderate Density areas should be developed with Residential Moderate Density Multiple Family Zone (RMD) uses in accordance with the appropriate standards set forth in the Zoning By-law.

2.2.3.2 Apartment buildings and townhouses should be the predominant residential types within Residential Moderate Density areas (see Figure 5).

2.2.3.3 Single detached dwellings and mobile/modular homes shall not be permitted in Residential Moderate Density areas.

2.2.3.4 Residential Moderate Density areas should be developed with adequate density to support transit service and neighbourhood commercial uses. Development within Residential Moderate Density areas should typically be within a density range of 41 to 86 units per net hectare.

2.2.3.5 Sufficient space between buildings, including multiple buildings on a single development block, shall be provided to provide for natural light, and designed to protect privacy for dwelling units in the development. These spaces should be designed to provide outdoor amenity areas for residents.

2.2.3.6 Common outdoor amenity areas should be provided in the Residential Moderate Density sites with buildings or groups of buildings that exceed 4,645m<sup>2</sup> in gross floor area.

2.2.3.7 Buffers with continuous landscaping should be provided on the perimeter of Residential Moderate Density areas where multi-family buildings of three or more storeys are proposed to be adjacent to Residential Low Density designated areas.

2.2.3.8 Potential locations of Residential Moderate Density zoned (RMD) sites are shown on Schedule A. Other locations for RMD sites may be considered if the site is located on an arterial or collector street (intersections or corner sites preferred), there is adequate servicing, and the site is connected to transit and greenspace networks. RMD sites should develop with adequate density to support transit service and neighbourhood commercial uses. [EN. B/L 7310]

**Figure 5: Typical Residential Building Types in Residential Moderate Density Designated Areas**





## 2.3 COMMERCIAL

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.

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).

**Figure 6: Multi-use paths in commercial areas**



**Figure 7: Human Scale Elements in Commercial Areas**



**Figure 8: Sidewalks extension in high-pedestrian traffic areas**



### 2.3.1 General Policies

2.3.1.1 Commercial uses shall be developed in the general locations as shown in Schedule A: Southwest Brandon Land Use Plan.

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.

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.

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.

2.3.1.5 Commercial developments should transition to adjacent residential uses through building materials, building height/scale, and site landscaping/buffering.

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.

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.

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.

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.

## **2.4 MIXED USE**

The Mixed Use area within the Secondary Plan area provides a neighbourhood commercial component to serve the Secondary Plan area as well as the adjacent neighbourhoods. This area is designed to provide retail and personal services within walking distance. In addition, the Mixed Use area intends to provide an opportunity for a mix of residential and non-residential uses at higher densities.

The Mixed Use area can include two forms of mixed use developments, vertical mixed use and horizontal mixed use. In vertical mixed use, buildings include commercial/retail uses on the ground floor with residential and/or office uses above; in horizontal mixed use, the site is developed with a mix of uses in different single use buildings on the same property. “Single use” buildings refer to buildings that contain only residential, commercial/retail, office, institutional or community uses, excluding accessory uses.

### **2.4.1 General Policies**

2.4.1.1 Mixed Use developments should be developed in the general location as shown in Schedule A: Southwest Brandon Land Use Plan. However, other locations for Mixed Use sites may be considered if the site is located on an arterial or collector street (intersections or corner sites preferred), there is adequate servicing, and the site is adjacent to commercial or higher density residential sites. [AM. B/L 7310]

2.4.1.2 Residential Moderate Density policies found in Section 2.1.3 shall apply to all residential development within Mixed Use areas.

2.4.1.3 Single detached dwellings and mobile/modular homes shall not be permitted within areas designated as Mixed Use.

2.4.1.4 The Mixed Use area may develop exclusively as residential without a Secondary Plan amendment provided that the developer provides a market analysis demonstrating that it is not financially viable for commercial uses to develop in the Mixed Use area.

2.4.1.5 The Mixed Use area should be developed with adequate density to support transit service and neighbourhood commercial uses. Development within the Mixed Use area should typically be within a density range of 41 to 86 units per net hectare.

## 2.5 COMMUNITY USE

Community Uses play an important role in supporting community liveability, and creating a sense of place. These designated land areas also have important roles in providing additional recreational space as well as a community space. Lands designated as Educational within the Secondary Plan area will accommodate elementary schools (K-6 or K-8) for children living in and around the Secondary Plan area.

### 2.5.1 General Policies

- 2.5.1.1 School facilities should be developed in the general locations as shown on Schedule A: Southwest Brandon Land Use Plan and Schedule B: Southwest Brandon Open Space & Amenities Plan.
- 2.5.1.2 The reserved land for a public elementary school site shall be a minimum of 4.0 hectares in size with frontage on a collector street. This minimum can be a combination of public reserve and school reserve areas, as long as the areas are contiguous to each other.
- 2.5.1.3 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.
- 2.5.1.4 The new school site should be adjacent to a greenspace, such as a Neighbourhood Greenspace, to allow for shared-use facilities.
- 2.5.1.5 If a public elementary school is not required, other community uses should be developed on the reserved land without requiring 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.
- 2.5.1.6 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 (see Figure 9).
- 2.5.1.7 Consideration should be given to the design of the school site and its adjacent street(s) to allow for safe and effective multi-modal transportation connections and access.

**Figure 9: Use of an Undeveloped School Site**



## 2.6 OPEN SPACE

Open spaces within the Secondary Plan area should be well-designed, well-maintained and safe. Open spaces will accommodate both active and passive recreational experiences. As a key structural element of the Plan, the open space network provides pedestrian and cyclist access to all areas of the community and to the broader city.

### 2.6.1 General Policies

2.6.1.1 Open Space areas should be developed with a mix of Open Space Zone (OS) and Parks and Recreation Zone (PR) uses in accordance with the appropriate zoning standards.

2.6.1.2 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: Southwest Brandon Land Use Plan and Schedule B: Southwest Brandon Open Space & Amenities Plan.

2.6.1.3 The design, configuration and use of each greenspace, trail and pathway shall be consistent with the *City of Brandon Greenspace Master Plan*.

2.6.1.4 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.

2.6.1.5 Existing vegetation, wetlands and drainage courses should be preserved and integrated into the open space design where possible.

2.6.1.6 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 10: Existing Wooded Area in the Secondary Plan Area



### 2.6.2 [Deleted, AM. B/L 7310]

### 2.6.3 Leisure Greenspace Policies

2.6.3.1 Leisure greenspaces shall be located to ensure a high degree of pedestrian and cyclist accessibility and connections from adjacent residential areas.

2.6.3.2 Leisure greenspaces are intended to serve local neighbourhoods and may include both active and passive recreation areas, in addition to linkages to the multi-use path system.

2.6.3.3 A leisure greenspace should have a minimum site area of 1.0 hectare.  
[AM. B/L 7310]

2.6.3.4 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 Environmental Greenspace Policies

- 2.6.4.1 The Secondary Plan area has natural features that are unique to the area, and, at the same time, could present challenges for development. However, these areas should be protected from development and retained as best as possible in a natural state.
- 2.6.4.2 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.
- 2.6.4.3 Use of environmental greenspaces should be passive in nature to minimize human impacts on the natural areas. [AM. B/L 7310]

## 2.6.5 Buffer Area Policies

- 2.6.5.1 Arterial streets are not compatible with lower-density residential developments as arterial streets are designed to carry higher levels of traffic and are often associated with elevated levels of noise and air pollution. Green buffer areas along arterial streets are necessary to provide some separation between the arterial streets and the residential uses to mitigate the issues associated with arterial streets.
- 2.6.5.2 These landscaped buffer areas should be at minimum 9.0m wide. Where a multi-use 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.

## 2.6.6 Multi-Use Path System Policies

- 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.
- 2.6.6.2 Primary off-street paths are intended to connect to existing or future primary off-street paths along 34<sup>th</sup> Street, 26<sup>th</sup> Street, Maryland Avenue and Patricia Avenue, allowing for cross-city active transportation use.
- Primary off-street paths along arterial streets should be developed within buffer areas adjacent and parallel to the arterial street ROW's.
  - The primary off-street paths within Neighbourhood Plans should be developed within the collector street ROW's.
  - The primary off-street path along Patricia Avenue west of 34<sup>th</sup> Street should loop through the natural area and east towards 34<sup>th</sup> Street to avoid a dead-end primary off-street path.

Figure 11: A Neighbourhood Greenspace



Figure 12: Existing Wetland in the Secondary Plan Area



Figure 13: Trees within a Buffer Area along an Arterial Street



Figure 14: Multi-Use Path along an Arterial Street





- 2.6.6.3 Secondary off-street **paths** are intended to provide connections between the primary off-street **paths**, community and neighbourhood greenspaces, natural areas and school sites, allowing for local active transportation use.
- 2.6.6.4 Where possible, off-street **paths** within greenspace corridors and buffer areas should be aligned to include existing mature trees/woodlots.
- 2.6.6.5 Greenspace corridors accommodating off-street **paths** should have a minimum width of 15.0m. **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.
- 2.6.6.6 The intersections of **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 considered for the multi-use path network in accordance with Appendix A: Southwest Brandon Secondary Plan Area Traffic Impact Study. Enhanced crosswalk locations shall comply with the latest edition of Canada's "Transportation Association of Canada's Pedestrian Crossing Control Guide", subject to the approval of the City Engineer.**
- 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.

## **2.7 DEVELOPMENT RESERVE**

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.

### **2.7.1 General Policies**

- 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.
- 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.
- 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.

### 3.1 INFRASTRUCTURE

All developments within the Secondary Plan area shall ensure the availability of a full range of infrastructure services necessary to serve the new developments, including, but not limited to, potable water supply and distribution, sanitary sewers, sanitary pumping facilities, stormwater management facilities and storm drainage facilities.

### 3.2 General Policies

- 3.2.1 All off-site infrastructure shall be developed in the general locations as shown in **Map C: Drainage, Map D: Domestic Sewer, and Map E: Water**.
- 3.2.2 Infrastructure services **should** be located within street rights-of-way.
- 3.2.3 Development within the Secondary Plan area shall be supported by sufficient capacity from existing network and treatment infrastructure. Costs associated with upgrades to the existing off-site infrastructure that are not within the Development Charges Capital Plan shall be the developers' sole responsibility. [AM. B/L 7310]
- 3.2.4 Development shall incorporate best management practices whenever possible, such as water conservation and reuse, and green storm water infrastructure (see Section 3.5). [AM. B/L 7310]
- 3.2.5 Developments within SE¼ 9-10-19 WPM, SW¼ 10-10-19 WPM, and portions of N½ 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 (Deleted)
- 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, but are encouraged to work with developers at the time of construction.
- 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. [AM. B/L 7195, 7310]
- 3.2.8 (Deleted)

### 3.3 Water Supply System Policies

- 3.3.1 All off-site water supply system improvements shall be developed in accordance with **Map E: Water**.
- 3.3.2 All developments **are** to maintain a looped watermain system **for each node or quarter section**. [AM. B/L 7195]
- 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 water mains along arterial streets (e.g. Patricia Avenue).



### **3.4 Domestic Sewer System Policies**

3.4.1 All off-site wastewater system improvements shall be developed in accordance with Map D: Domestic Sewer.

#### *Existing Gravity Domestic Sewer System*

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.

#### *Lift Station Dependent Domestic Sewer System*

3.4.3 The Secondary Plan area shall require multiple phases of domestic sewer network improvements to service full buildout of the area.

3.4.4 Phase 1 improvements, including the lift stations at 34<sup>th</sup> 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 1<sup>st</sup> 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.

3.4.5 Phase 2 improvements, including the lift station west of 18<sup>th</sup> Street/Provincial Trunk Highway 10 in the southeast area of the Secondary Plan area, a main leading to the lift station, and forcemain along 18<sup>th</sup> Street to Patricia Avenue, shall be constructed to allow for development of Phase 2 lands in accordance with Map D: Domestic Sewer. The existing 1<sup>st</sup> 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.

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, and construction must occur prior to the 1<sup>st</sup> Street lift station and downstream forcemain reaching capacity.

3.4.7 The City shall determine Phase 3 improvements by evaluating:

- a) The capacity of the trunk system from the 1<sup>st</sup> Street lift station to the Victoria Avenue East Pre-Treatment Facility; and
- b) The capacity of the Victoria Avenue East Pre-Treatment Facility.

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).

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).

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).

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.

3.4.12 Access to the proposed domestic sewer lift station west of 18<sup>th</sup> 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.

**Figure 15: Use of Existing Wetland as a Storm Water Retention Pond**



### **3.5 Land Drainage System Policies**

3.5.1 All off-site land drainage system improvements shall be developed in accordance with **Map C: Drainage**.

3.5.2 Storm water shall be managed via storm sewer piping, retention ponds, primary drains and ancillary units required for a complete system.

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 **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 pre-development flows. [AM. B/L 7310]

3.5.4 Where possible, retention ponds shall be naturalized and integrated within existing wetlands and greenspaces in accordance with the City of Brandon Naturalized Stormwater Pond Guidelines (see Figure 15). Consultation with conservation organizations is encouraged. [AM. B/L 7310]

3.5.5 The City and developers shall 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. [AM. B/L 7195]

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.

## 4.0 TRANSPORTATION AND TRANSIT

Transportation and transit policies for the Secondary Plan area focus on creating a multi-modal transportation system that provide a range of viable travel choices – walking, cycling, transit and driving – that are seamlessly connected, safe, and convenient. A multi-modal transportation system that allows people to travel between important destinations within the Secondary Plan area and the rest of the city shall be considered.

### 4.1 General Policies

- 4.1.1 Future development within the Secondary Plan area shall generally adhere to the street network set out in **Map B: Multi-Modal Transportation** to protect for future transit and multi-modal connectivity.
- 4.1.2 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 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.
- 4.1.4 The transportation network within the Secondary Plan area shall be developed in accordance with the **strategies outlined in Appendix E of the *Brandon and Area Road Network Development Plan***, including traffic calming, access management, Smart Growth principles and alternative mode strategies.
- 4.1.5 The multi-modal transportation network internal to the Secondary Plan area shall be integrated with the city's broader transportation network to provide safe and direct access to and from the Secondary Plan area.  
[AM. B/L 7195]
- 4.1.6 Development should promote an efficient, well-connected and fully integrated transportation network.

### 4.2 Active Transportation Design Policies

- 4.2.1 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.
- 4.2.2 Development within the Secondary Plan area should be designed to minimize the need for pedestrians to walk across large open areas such as parking lots.

- 4.2.3 All pedestrian and cycling networks should be accessible for mobility challenged persons. For guidance on design parameters refer to the 2017 Geometric Design Guide for Canadian Road Chapter 6 – Pedestrian Integrated Design, and Chapter 5 – Bicycle Integrated Design as a minimum.
- 4.2.4 A collector street **should** be developed with a wider boulevard on one side of the street to accommodate a multi-use **path** (see **Map B: Multi-Modal Transportation**).
- 4.2.5 To **reduce vehicular conflicts with** pedestrian movement, properties fronting a multi-use **path** **along a street should, when possible, have driveway approaches from a side or, in some cases, rear street.**  
[AM. B/L 7195]
- 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 Transit Policies**
- 4.3.1 Transit routes should be located along arterial or collector streets, **and considered when reviewing and approving new developments.**
- 4.3.2 Locations of transit stops should be considered in the development of sites. Transit stops should be 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 community and neighbourhood greenspaces.
- 4.3.3 A transit stop should be located **in accordance with the locations identified in Appendix A: Southwest Brandon Secondary Plan Area Traffic Impact Study.**
- 4.3.4 Transit stops should be designed so they are directly connected with adjacent pedestrian connections and the adjacent street (see Figure 16).

**4.4 Street and Network Policies**

- 4.4.1 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.
- 4.4.2 Linkages such as walkways, **multi-use paths**, and roadways should be created to ensure connectivity and safe pedestrian movement with surrounding neighbourhoods.
- 4.4.3 The street network should be designed to provide linkages for future development in undeveloped areas adjacent to the site.
- 4.4.4 All neighbourhood connections to arterial streets shall be developed as collector streets.

**Figure 16: Transit Stops with Adjacent Pedestrian Connections**



- 4.4.5 The street network will be designed to promote safe, attractive and convenient walking and cycling circulation and will balance consideration towards vehicle accommodation.
- 4.4.6 The layout of the **internal** street system should provide direct connections and connectivity between all parts of the community, **including multi-modal transportation routes, while discouraging the shortcutting of through traffic.**
- 4.4.7 **Pedestrian and multi-use path crosswalks shall** be clearly marked, **provide maximum visibility,** and be well designed so they are convenient and safe for **people using active transportation modes.**
- 4.4.8 Collector streets should be designed to **limit** driveway approaches, **implement traffic calming measures, or both.**
- 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 **required.**
- 4.4.10 Traffic calming or control measures **will** be considered in the design of all roadways, particularly the collector street roadways adjacent to schools sites **and greenspaces.**
- 4.4.11 **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.**
- 4.4.12 Boulevards shall be landscaped in accordance with the *City of Brandon Landscape Design Standards.*
- 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.**
- 4.4.14 **The City may, at its discretion, consider phasing an intersection or a road entirely or by components to match development phasing.**  
[AM. B/L 7195]

#### **4.5 Street Hierarchy Policies**

- 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.**
- 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.**

## 5.1 URBAN DESIGN

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, **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 General Policies

5.2.1 Public and semi-public spaces in public and private developments should be designed as barrier-free spaces for universal access.

5.2.2 Public and semi-public spaces in public and private developments should be designed to promote year-round and day-long usage.

5.2.3 Crime Prevention through Environmental Design (CPTED) principles should be incorporated in the design of non-residential and multi-family residential developments.

5.2.4 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 (see Figures 17 and 18).

5.2.5 Development sites should be designed to provide protection from the wind in the winter and the sun in the summer.

5.2.6 The design of buildings to take advantage of shade in the summer and sunlight in the winter should be considered.

5.2.7 The design of utility facilities to blend with adjacent residential **and commercial** developments is encouraged (see Figure 19).

5.2.8 Buffers with continuous landscaping should be provided on the perimeter of residential areas adjacent to the Manitoba Hydro substation and a future City of Brandon sewage lift station.

5.2.9 Development sites along the western boundary of the Secondary Plan area should provide private buffers within the rear yards and greater separation from the agricultural lands west of the Secondary Plan area.

5.2.10 Public art should be encouraged on larger development sites, including, but not limited to, greenspaces, apartment building sites and bare land condominium developments.

5.2.11 Multiple varieties of plants should be used to prevent mass blight of plants in the Secondary Plan area. Wherever possible, native species of grass and trees should be considered.

Figure 17: Mix of Lot Sizes within a Street Block

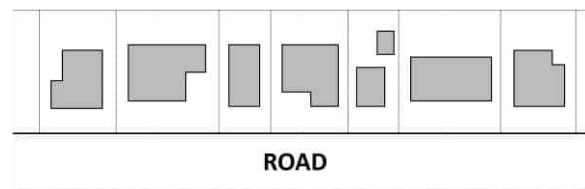


Figure 18: Building Style Variety Resulting from Varying Lot Sizes



Figure 19: Blending of Utility Facilities in a Residential Area



- 5.2.12 In order to promote a proactive risk management culture, new development should take into consideration of resilient design, safer construction and strengthening of non-engineered buildings.
- 5.2.13 In order to reduce the consumption of raw energy and natural resources, new developments should take into consideration of Green Building design principles.

### **5.3 Gateway Policies**

5.3.1 Several key locations shall function as gateway areas within the Secondary Plan area. Development sites adjacent to these gateway areas should be designed to have a more prominent presence by way of building placement, architecture, landscaping and site design.

5.3.2 The following intersections are considered gateway areas:

- a) 34<sup>th</sup> Street and Aberdeen Avenue;
- b) 34<sup>th</sup> Street and the collector street between Aberdeen Avenue and Patricia Avenue;
- c) 34<sup>th</sup> Street and Patricia Avenue;
- d) Patricia Avenue and the collector street west of 34<sup>th</sup> Street;
- e) Patricia Avenue and the collector street east of 34<sup>th</sup> Street;
- f) 26<sup>th</sup> Street and Maryland Avenue.

**Figure 20: Public Art in a Gateway Area**



5.3.3 Gateway areas should be made prominent with significant features including, but not limited to, landscaping and public art (see Figure 20).  
[AM. B/L 7195]



## **6.0 IMPLEMENTATION**

### **6.1 Phasing of New Development**

Phasing of development within the Secondary Plan area will generally move from north to south. 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. The density provisions prescribed in the Secondary Plan and/or in the implementing Zoning By-law might only be achieved upon the completion of all phases, rather than on a phase-by-phase basis.

#### **Development Phasing Policies**

- 6.1.1 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.
- 6.1.2 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.
- 6.1.3 The phasing of development 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 Cost of Development Policies**

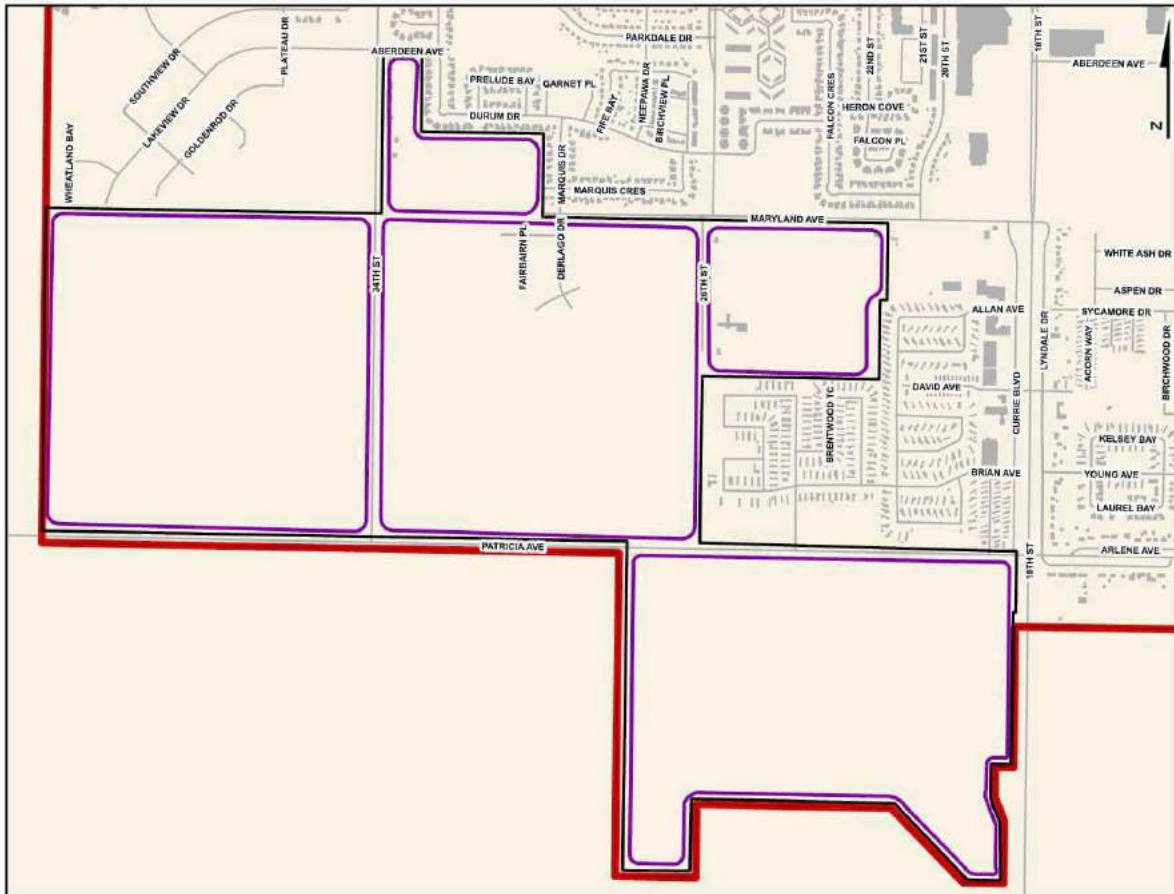
- 6.2.1 In accordance with the City's Local Service Policy (Appendix C to the Development Charges Background Report), developers shall be responsible for developing on-site improvements, including but not limited to roadways, sidewalks, multi-use pathways, open spaces, storm water conveyance and retention ponds, water and sewer lines, and lighting.
- 6.2.2 On-site improvements which provide recreational services for the community at large, such as a community greenspace, may be funded jointly with the City.
- 6.2.3 At the time of subdivision, a developer shall dedicate, without compensation, the following lands:
  - a) 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.
- 6.2.4 Where developers construct oversized infrastructure as per Section 3.2.6, they shall be reimbursed for the additional costs incurred in accordance with the Council-approved Development Agreement Parameter for oversized services and developer reimbursement. [AM. B/L 7195]
- 6.2.5 The following criteria shall determine the timing of designing and constructing off-site infrastructure improvements to service the Secondary Plan area:
  - 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.

### Neighbourhood Plan Policies

6.2.6 The Secondary Plan area incorporates the land of a number of individual landowners. 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 co-ordinated development. The area encompassed by a Neighbourhood Plan should be in accordance with Figure 21: Map Showing Possible Neighbourhood Plan Areas. A Neighbourhood Plan may encompass more than one Neighbourhood Plan area adjacent to each other. Where applicable, provisions confirmed within Municipal Board Order E-10-150 with respect to servicing connections of existing developed sites and the agreement between the City and the R.M. of Cornwallis shall be accommodated in the Neighbourhood Plan.

**Figure 21: Map Showing Possible Neighbourhood Plan Areas**



- 6.2.7 Neighbourhood Plans shall demonstrate compliance under final build-out conditions. Each phase of the development undertaken by the proponent should allow for future phases in accordance with the Neighbourhood Plan.
- 6.2.8 Neighbourhood Plans shall 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.
- 6.2.9 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 implementing Zoning By-law.
- 6.2.10 Minor modification to the Neighbourhood Plan boundaries may not require an amendment to this Secondary Plan if it is determined by the City 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.
- 6.2.11 A Neighbourhood Plan shall be prepared in consultation with a registered professional planning consultant (RPP) and a professional engineer (P.Eng), 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 & 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 Neighbourhood Plan area, including the provision of public and school reserve lands;
  - g) Conceptual design of infrastructure networks, including water supply, wastewater and land drainage;
  - h) Conceptual grading for the entire Neighbourhood Plan area**
  - i) Conceptual design of all public reserve areas;
  - j) Conceptual layout of building lots, with lot sizes;
  - k) Traffic impact assessment;
  - l) Building design considerations such as the variety of unit types and styles, building materials and unit orientation;
  - m) 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
  - n) Phasing of development.

- 6.2.12 A Neighbourhood Plan should be submitted before or in conjunction with a zoning by-law amendment application to rezone land within the Neighbourhood Plan Area.
- 6.2.13 A Neighbourhood Plan is not required for any development that maintains an existing permitted use or a legal non-conforming use. [AM. B/L 7195]

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

- 6.3.1 Rezoning of lands within the Secondary Plan area shall conform with the Secondary Plan and an approved Neighbourhood Plan.
- 6.3.2 Rezoning of lands should be processed in accordance with the phasing plan associated with an approved Neighbourhood Plan.
- 6.3.3 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;
  - e) Green building incentives;
  - f) Naturalized stormwater retention basins (SRB); and
  - g) Risk management design measures.

### **6.4 Subdivision Policies**

- 6.4.1 Subdivision of lands within the Secondary Plan area shall conform to the Secondary Plan, an approved Neighbourhood Plan and the Zoning By-law.
- 6.4.2 Subdivision of lands should be done in phases in accordance with the phasing plan associated with an approved Neighbourhood Plan.
- 6.4.3 The City reserves the right to request new or updated information to support the Neighbourhood Plan to demonstrate compliance with Section 6.3.6 at the time of subdivision application. [EN. B/L 7195]
- 6.4.4 Developers to the north of the existing Maryland Avenue right-of-way between Marquis Drive and 34<sup>th</sup> Street shall dedicate lands to establish a 20m wide right-of-way and 9m public reserve buffer in accordance with the Act. The right-of-way may be developed as a utility corridor and provides the opportunity to extend Maryland Avenue to 34<sup>th</sup> Street if warranted by future traffic volumes. [EN. B/L 7310]

### **6.5 Site Design Analysis Policy:**

- 6.5.1 Prior to the development of any one of the Residential Moderate Density or Mixed Use areas, a site design analysis shall be processed in accordance with Subsection 16.2.3 of the Development Plan for review and approval by the City.

## **6.6 Open Space Master Agreement Policy:**

- 6.6.1 The Open Space network envisioned in the Secondary Plan will benefit all landowners; however, the area of greenspace conveyances, capital costs and shared benefits of the Open Space network may not be evenly distributed across landowners. Where land conveyances and shared capital costs are involved, a legal mechanism may be required 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 development approval process.

## 7.1 DEFINITIONS

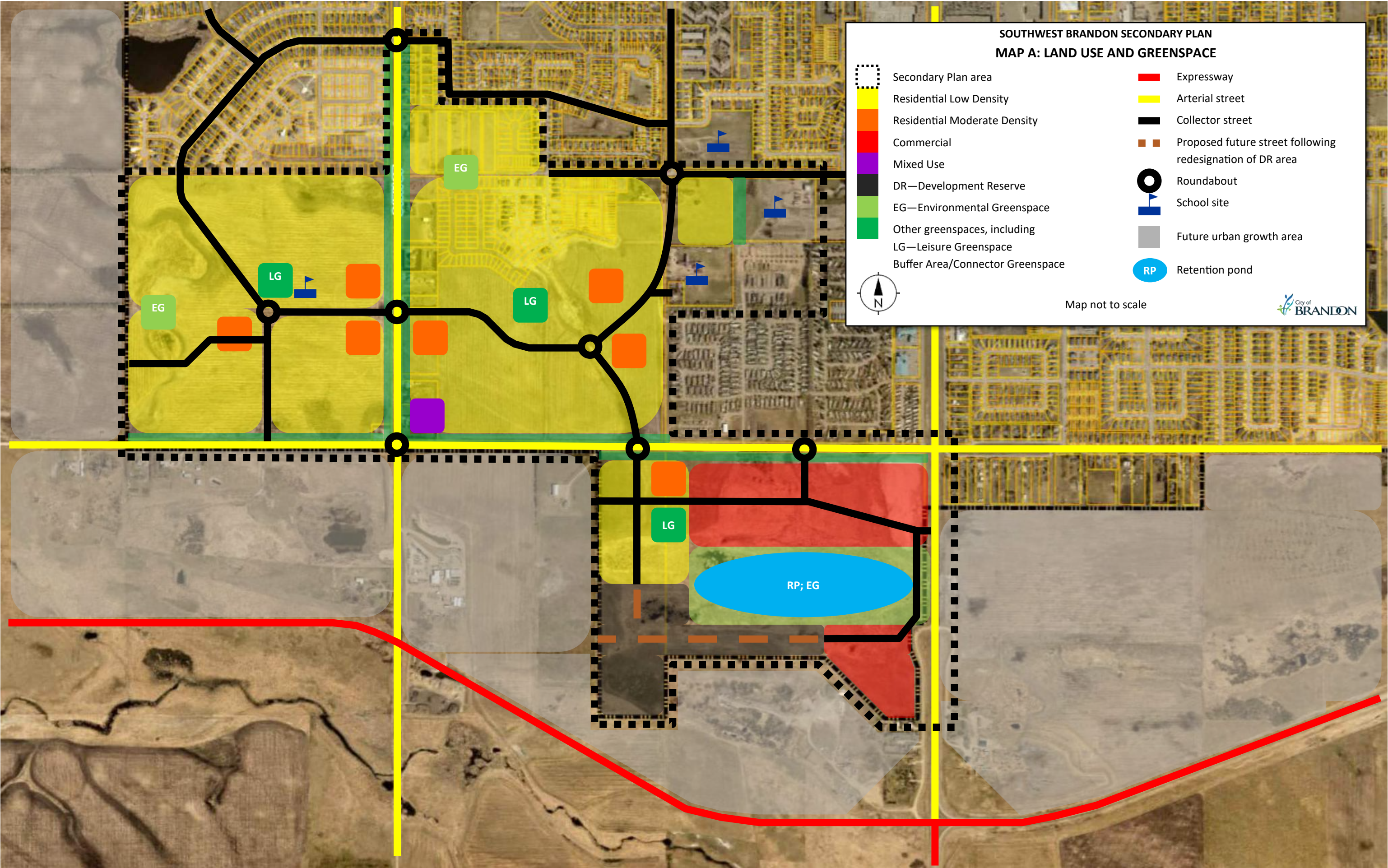
<b>Arterial Street</b>	The primary function of this roadway classification is to support traffic movement of all vehicle types, usually with limited access and at a high speed. Parking is usually restricted during peak hours or prohibited throughout the day.
<b>Barrier-Free</b>	To eliminate physical barriers to use or visitation, so that it is accessible to anyone regardless of age or physical ability, and without a need for adaptation.
<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 streets and arterial streets.
<b>CPTED</b>	The term stands for 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 area, expressed as the number of dwelling units per net hectare.
<b>Fiscal Impact Analysis</b>	Evaluation of impacts 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 as a result 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 appropriate to and in support of regional integration. Gateways should be clearly defined throughout site design, signage and higher quality landscaping.
<b>Green Building</b>	Also known as “green construction” or “sustainable building”, refers to a structure and using a process that is environmentally responsible and resource-efficient throughout a building's life-cycle, from siting to design, construction, operation, maintenance, renovation and demolition.
<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 connection, and access to transit stops.
<b>Multi-modal</b>	Transportation connections for all modes of movement, including pedestrian, cycling, and vehicular.

<b>Net Hectare (ha)</b>	Refers to developable land within the Secondary Plan area. The net developable land is derived from the total area of the Secondary Plan 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 greenspaces and recreational facilities.
<b>On-site Improvement</b>	Above- or below-ground improvement associated with a particular development, such as paving streets and rear lanes, greenspaces, storm sewer system, sanitary sewer lines, watermain, 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>Open Space</b>	When in reference to The Planning Act, it is the equivalent of public reserve in the Act.
<b>Operating Costs</b>	Costs associated with the ongoing day-to-day servicing and up-keep of the infrastructure, facilities or buildings. This is typically the responsibility of the municipality once the developer has implemented or constructed the infrastructure.
<b>Oversized Infrastructure</b>	Infrastructure that will benefit lands beyond the lands in which they are constructed and would not have otherwise been installed to the capacity or depth required by the City. [EN. B/L 7195]
<b>Semi-Public Space</b>	Common areas within private developments where public access is allowed.
<b>Traffic Calming</b>	Mitigation measures installed on streets to reduce traffic infiltration and/or speed to provide pedestrian safety in areas.

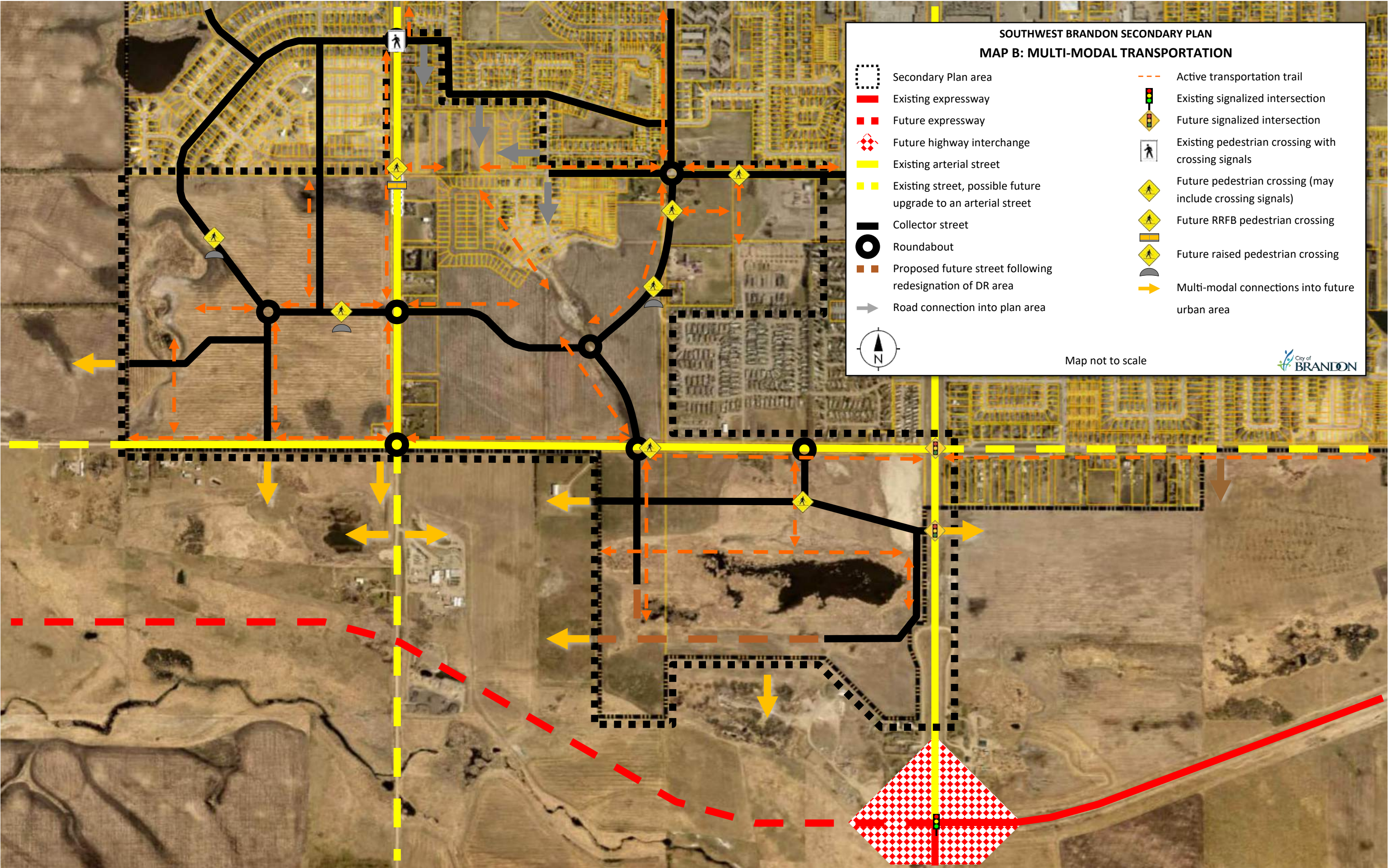




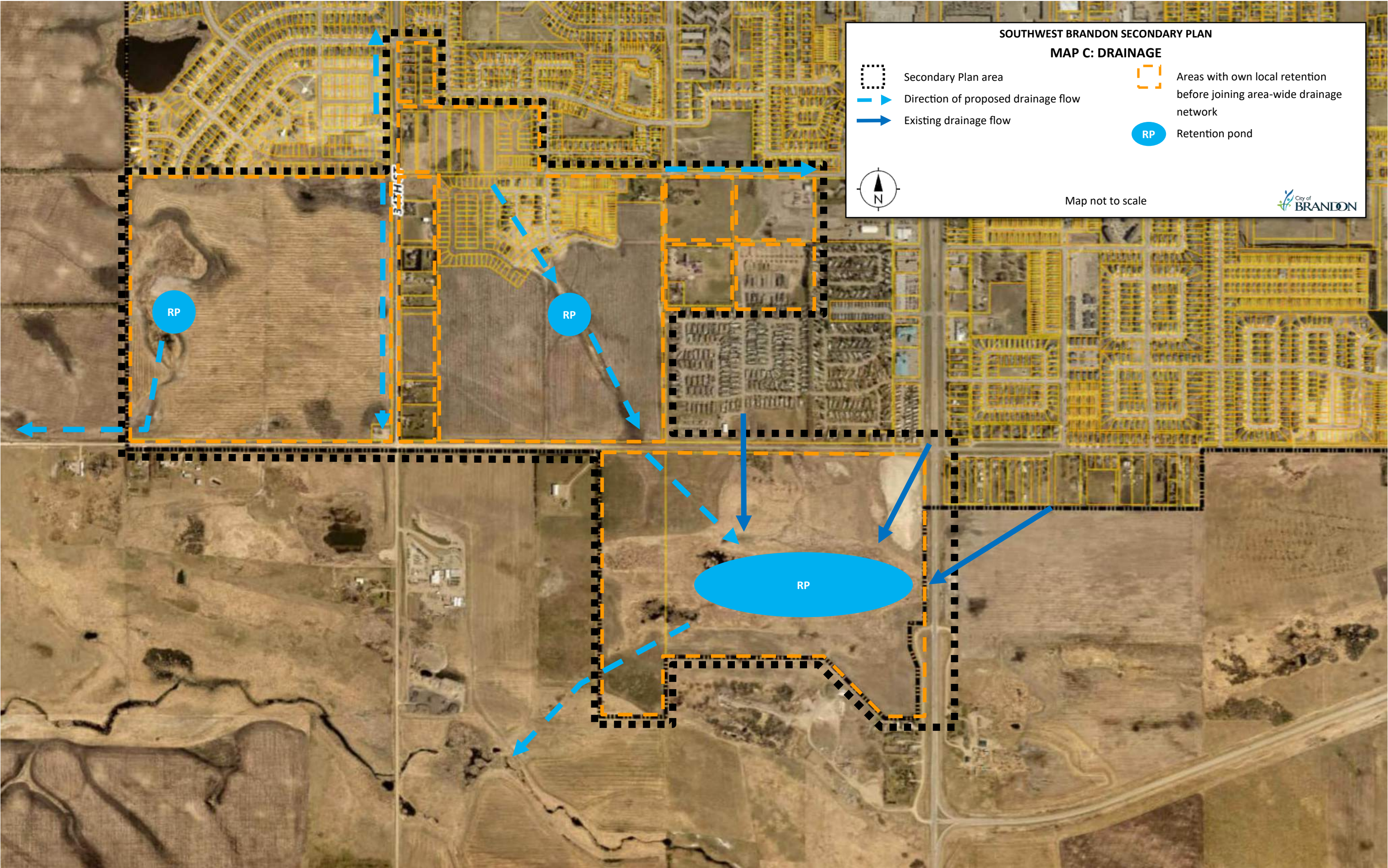




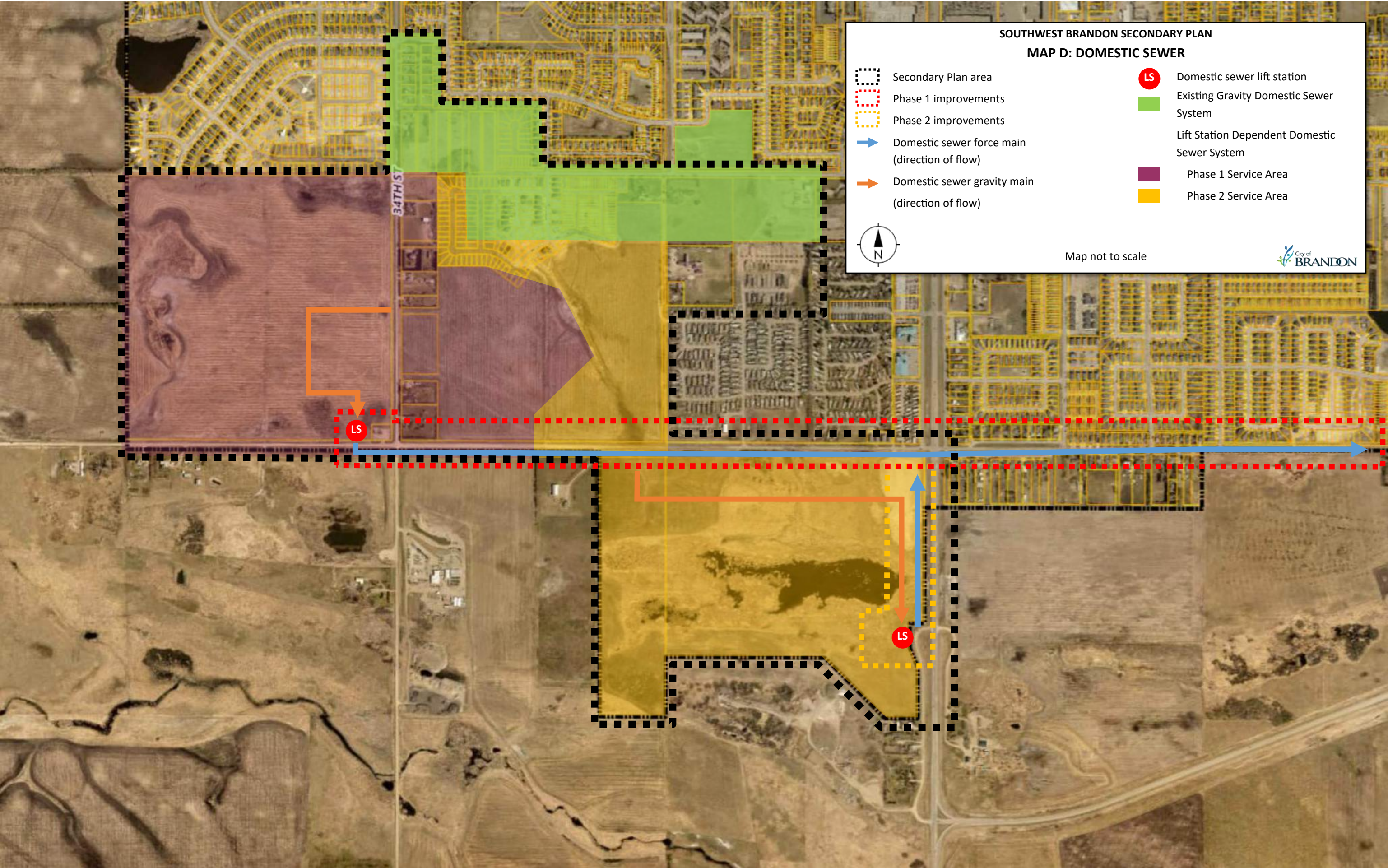




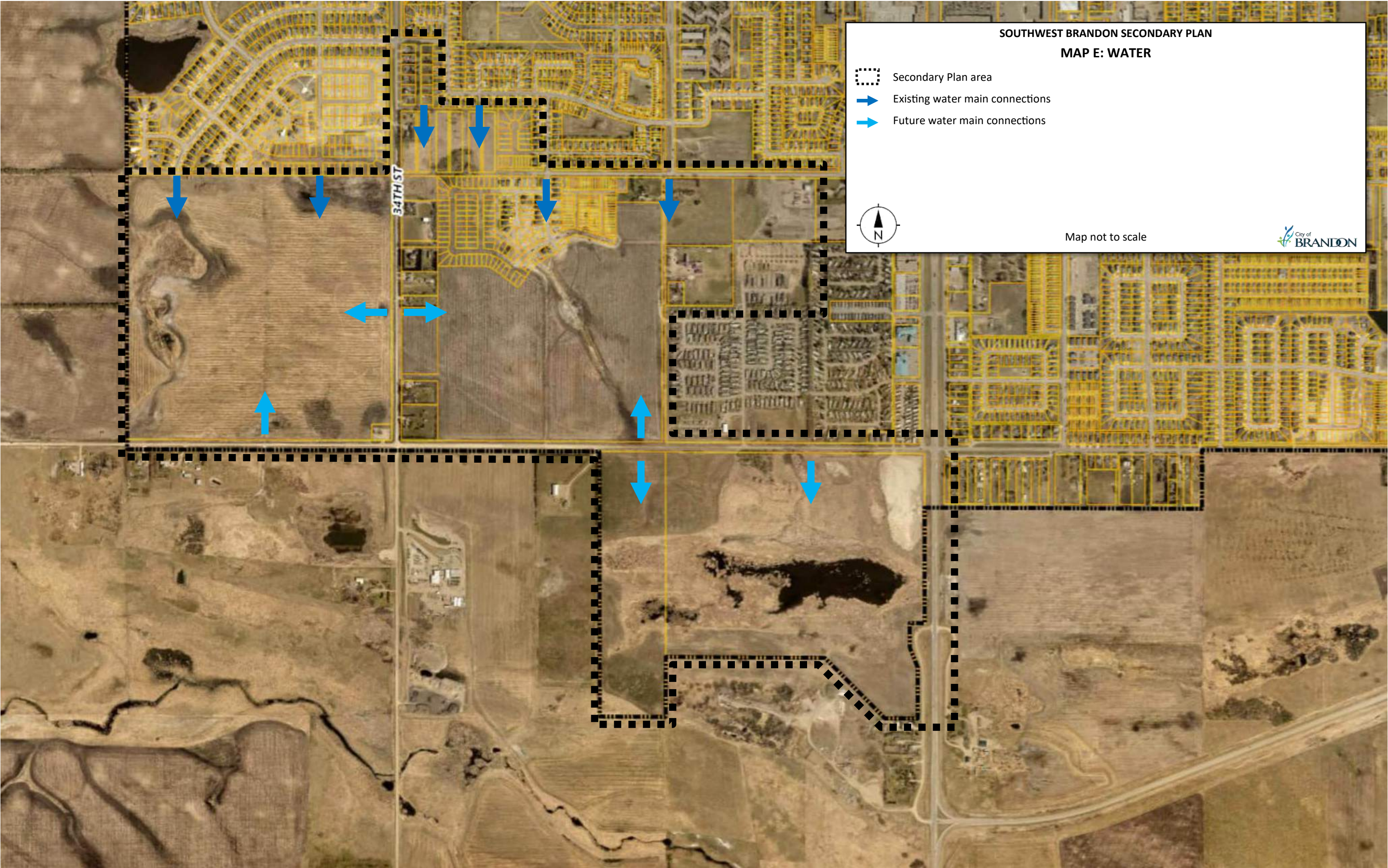












SOUTHWEST BRANDON SECONDARY PLAN  
MAP E: WATER

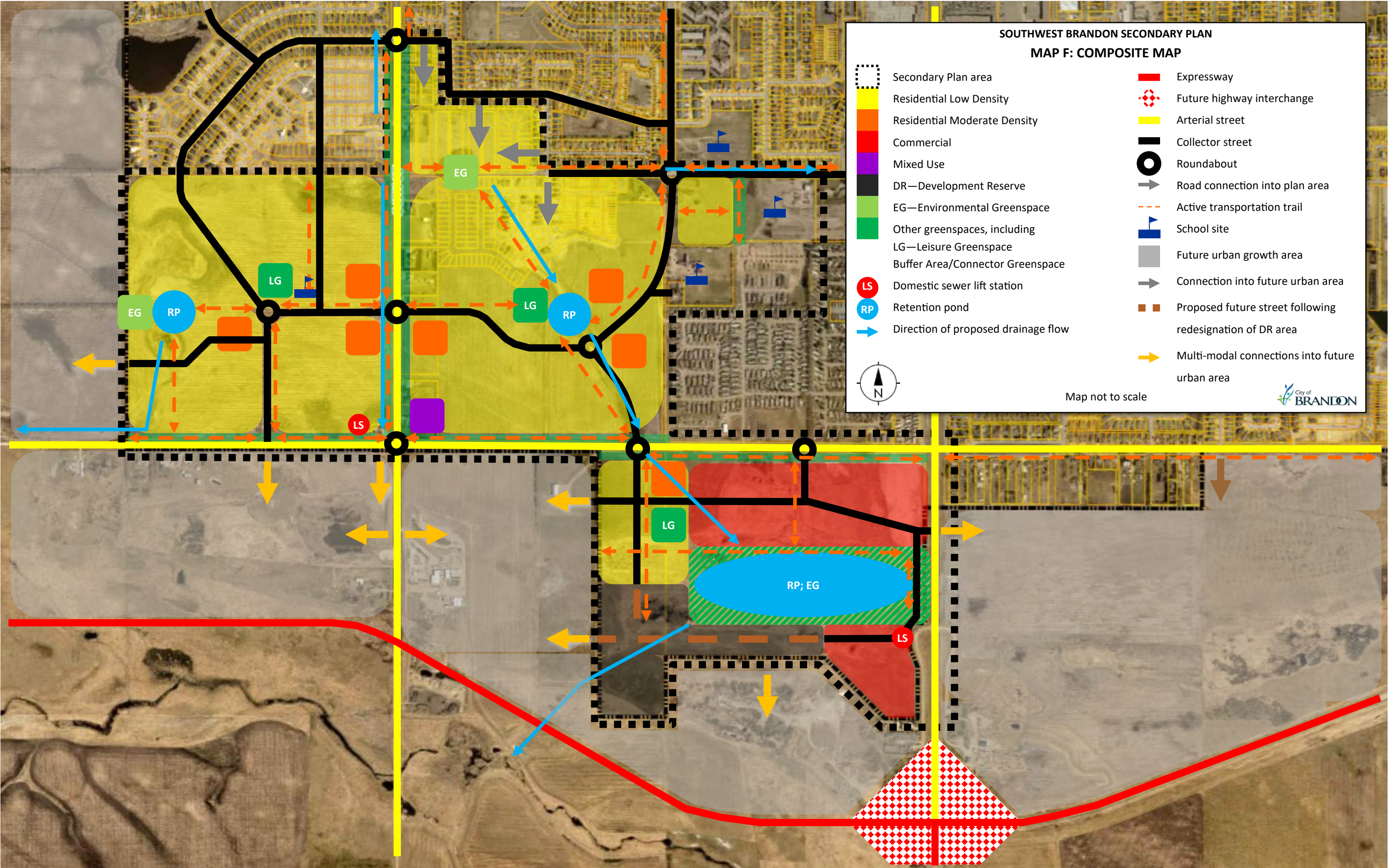
- Secondary Plan area
- Existing water main connections
- Future water main connections



Map not to scale









**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.	<del>Schedules Maps A to D</del> <b>through E</b> provide mapping to illustrate the special application of policies and will generally guide planning and development decisions in the Secondary Plan area. <b>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.</b>
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 <sup>th</sup> Street (see Figure 1).	The Secondary Plan area is located at the City of Brandon's southwest corner, including lands <del>north of Patricia Avenue</del> <b>west of 18<sup>th</sup> Street</b> and south of existing and planned residential developments on both sides of 34 <sup>th</sup> Street (see Figure 1).
Figure 1	Figure shows original Southwest Brandon Secondary Plan area	Figure updated to include annexed lands southwest of 18 <sup>th</sup> 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 <sup>th</sup> Street as well as along 26 <sup>th</sup> Street and Maryland Avenue. Multiple non-residential uses are located in the vicinity of 26 <sup>th</sup> Street and Maryland Avenue, including a horse barn, an elementary school and a landscaping business. A Manitoba Hydro substation is located at 34 <sup>th</sup> 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 <sup>th</sup> Street.	The largest landholdings within the Secondary Plan area were annexed into the city in 2012. <b>A second annexation occurred in 2018 involving lands south of Patricia Avenue and west of 18<sup>th</sup> Street.</b> 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 <sup>th</sup> Street as well as along 26 <sup>th</sup> Street and Maryland Avenue. Multiple non-residential uses are located in the vicinity of 26 <sup>th</sup> Street and Maryland Avenue, including <del>a horse barn,</del> an elementary school and a <b>former</b> landscaping business. A Manitoba Hydro substation is located at 34 <sup>th</sup> 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 <sup>th</sup> 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 &amp; 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 34<sup>th</sup> 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” <b>and “Residential”</b> designations. <del>The entire Secondary Plan area is currently designated as Residential.</del> <b>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.</b></p> <p><i>City of Brandon Zoning By-law No. 6642 &amp; 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 <del>two quarter sections of</del> <b>lands that were</b> annexed into the city until the City of Brandon Zoning By-law is amended before it can apply to these annexed areas. <b>Though the City of Brandon Zoning By-law has increasingly come into effect in the area between 26<sup>th</sup> and 34<sup>th</sup> 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,</b> currently identifies an Agricultural General (AG80) Zone for the <b>remainder of the</b> annexed areas. The City of Brandon Zoning By-law identifies a Residential Large Lot (RLL) zone for the residential properties fronting 34<sup>th</sup> 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). <b>Please</b> 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 <sup>th</sup> 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"> <li>• A Manitoba Hydro substation is located at the northwest corner of the intersection of Patricia Avenue and 34<sup>th</sup> Street along the Secondary Plan area’s southern boundary.</li> <li>• 34<sup>th</sup> Street and Patricia Avenue are roadways developed within rights-of-way (ROW’s) established by the Dominion Land Survey since 1871.</li> </ul> <p><i>Environmentally Sensitive Areas</i></p> <ul style="list-style-type: none"> <li>• No Environmentally Sensitive Areas have been identified within the Secondary Plan area.</li> </ul> <p>[No changes to rest of this section]</p>	<p><i>Utilities and Roads</i></p> <ul style="list-style-type: none"> <li>• A Manitoba Hydro substation is located at the northwest corner of the intersection of Patricia Avenue and 34<sup>th</sup> Street along the Secondary Plan area’s southern boundary.</li> <li>• 34<sup>th</sup> Street and Patricia Avenue are roadways developed within rights-of-way (ROW’s) established by the Dominion Land Survey since 1871.</li> <li>• <b>PTH 10 runs along the eastern edge of the Secondary Plan area.</b></li> </ul> <p><i>Environmentally Sensitive Areas</i></p> <ul style="list-style-type: none"> <li>• <del>No Environmentally Sensitive Areas have been identified within the Secondary Plan area.</del> <b>A wetland is located southwest of the intersection of Patricia Avenue and 18<sup>th</sup> 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.</b></li> </ul> <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><b>Municipal Board Order E-10-150</b></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><b>1.7.4 Municipal Board Orders E-10-150 and E-18-061</b></p> <p>Municipal Board Order E-10-150 approved the annexation of <b>the two quarter-sections of land flanking 34<sup>th</sup> Street</b> 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><b>Municipal Board Order E-18-061 approved the annexation of land southwest of the 18<sup>th</sup> 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.</b></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 <del>on- and off-street trails</del> <b>multi-use paths</b> .
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 <del>40</del> <b>30</b> units per net hectare.

2.3	<i>None—new</i>	<p><b>2.3 COMMERCIAL</b></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><b>2.3.1 General Policies</b></p> <p><b>2.3.1.1 Commercial uses shall be developed in the general locations as shown in Schedule A: Southwest Brandon Land Use Plan.</b></p> <p><b>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.</b></p>
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		<p><b>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.</b></p> <p><b>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.</b></p> <p><b>2.3.1.5 Commercial developments should transition to adjacent residential uses through building materials, building height/scale, and site landscaping/buffering.</b></p> <p><b>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.</b></p> <p><b>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.</b></p> <p><b>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.</b></p> <p><b>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.</b></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>	<b>Figure 6: Multi-use Paths in Commercial Areas</b>

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

Section or Policy	Existing	Proposed
Figure 7	<b><i>None—new</i></b>	<b>Figure 7: Human Scale Elements in Commercial Areas</b>
Figure 8	<b><i>None—new</i></b>	<b>Figure 8: Sidewalk Extension in High-pedestrian Traffic Areas</b>  [Renumber all subsequent figures (e.g. Figure 6 becomes Figure 9, etc.)]
2.6.3.4	<b><i>None—new</i></b>	<b>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.</b>
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.	<b>Subject to Section 2.7 of this Secondary Plan,</b> 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 <b>trail path or water, domestic sewer, or land drainage infrastructure</b> is to be incorporated into a buffer area, the buffer area should be at minimum 12.0m wide.

<p>2.6.6</p>	<p><b>2.6.6 Multi-Use Trail System Policies</b></p> <p>2.6.6.1 Primary off-street trails are intended to connect to existing or future primary off-street trails along 34<sup>th</sup> Street, 26<sup>th</sup> Street, Maryland Avenue and Patricia Avenue, allowing for cross-city active transportation use.</p> <ul style="list-style-type: none"> <li>a) Primary off-street trails along arterial streets should be developed within buffer areas adjacent and parallel to the arterial street ROW's.</li> <li>b) The primary off-street trail between Patricia Avenue and the intersection of Maryland Avenue and 26<sup>th</sup> 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.</li> <li>c) The primary off-street trail along Patricia Avenue west of 34<sup>th</sup> Street should loop through the natural area and east towards 34<sup>th</sup> Street to avoid a dead-end primary off-street path.</li> </ul> <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><b>[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.</b></p> <p>2.6.6.2 Primary off-street trails are intended to connect to existing or future primary off-street trails along 34<sup>th</sup> Street, 26<sup>th</sup> Street, Maryland Avenue and Patricia Avenue, allowing for cross-city active transportation use.</p> <ul style="list-style-type: none"> <li>a) Primary off-street trails along arterial streets should be developed within buffer areas adjacent and parallel to the arterial street ROW's.</li> <li>b) The primary off-street <del>trail between Patricia Avenue and the intersection of Maryland Avenue and 26<sup>th</sup> Street, as well as the primary off-street trail generally running in an east-west direction in the middle of the Secondary Plan area,</del> <b>paths within Neighbourhood Plans</b> should be developed within the collector street ROW's.</li> </ul> <p>--</p> <p>2.6.6.5 Greenspace corridors accommodating off-street <del>trails</del> <b>paths</b> should have a minimum width of 15.0m. <del>These corridors shall be wider</del> <b>Additional width shall be incorporated into the design of off-street pathways</b> if such corridors include a drainage channel <del>or other public infrastructure</del> as determined by the City.</p> <p>2.6.6.6 The intersections of <del>trails</del> <b>multi-use paths</b> 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. <b>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</b></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><b>2.7 DEVELOPMENT RESERVE</b></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><b>2.7.1 General Policies</b></p> <p><b>2.7.1.1</b> 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><b>2.7.1.2</b> 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><b>2.7.1.3</b> 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 <del>Schedule C: Southwest Brandon Water &amp; Stormwater Servicing Plan and Schedule D: Southwest Brandon Wastewater Servicing Plan</del> 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 <del>shall generally</del> <b>should</b> be located within street rights-of-way, <del>except where connecting to a development where the services are to be accommodated within the proposed property boundary.</del>
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. <del>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.</del> 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 <b>and</b> , SW¼ 10-10-19 WPM, <b>and portions of N¼ 3-10-19 WPM within City limits</b> shall design infrastructure services allowing existing developed sites, <b>and if applicable future development nodes</b> , 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.	<b>Delete policy – Policy becomes redundant with recently adopted oversizing policy</b>
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><b>3.2.6 In accordance with the Water and Wastewater By-law</b>, 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, <b>but are encouraged to work with developers at the time of construction.</b></p> <p><b>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.</b></p>
3.2.8	Development shall adhere to the City of Brandon Water Conservation By-law.	<b>Delete policy – Policy redundant</b>



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<b>Section or Policy</b>	<b>Existing</b>	<b>Proposed</b>
3.3	<p><b>3.3 Water Supply System Policies</b></p> <p>3.3.1 All off-site water supply system improvements shall be developed in accordance with Schedule C: Southwest Brandon Water &amp; 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><b>3.3 Water Supply System Policies</b></p> <p>3.3.1 All off-site water supply system improvements shall be developed in accordance with <del>Schedule C: Southwest Brandon Water &amp; Stormwater Servicing Plan</del> <b>Map E: Water</b>.</p> <p>3.3.2 All development <del>are</del> <b>are</b> to maintain a looped watermain system <b>for each node or quarter section complete with connection to the Patricia Avenue watermain at full buildout</b>.</p> <p><b>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).</b></p>

<p>3.4</p>	<p><b>3.4 Wastewater System Policies</b></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"> <li>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;</li> <li>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</li> <li>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.</li> </ul> <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><b>3.4 Domestic Sewer System Policies</b></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 1<sup>st</sup> 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 18<sup>th</sup> Street/Provincial Trunk Highway 10 in the southeast area of the Secondary Plan area, a main leading to the lift station, and forcemain along 18<sup>th</sup> Street to Patricia Avenue, shall be constructed to allow for development of Phase 2 lands in accordance with Map D: Domestic Sewer. The existing 1<sup>st</sup> 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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Section or Policy	Existing	Proposed
		<p>and construction must occur prior to the 1<sup>st</sup> Street lift station and downstream forcemain reaching capacity.</p> <p><b>3.4.7 The City shall determine Phase 3 improvements by evaluating:</b></p> <ul style="list-style-type: none"> <li>a) The capacity of the trunk system from the 1<sup>st</sup> Street lift station to the Victoria Avenue East Pre-Treatment Facility; and</li> <li>b) The capacity of the Victoria Avenue East Pre-Treatment Facility.</li> </ul> <p><b>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).</b></p> <p><b>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).</b></p> <p><b>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).</b></p> <p><b>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.</b></p> <p><b>3.4.12 Access to the proposed domestic sewer lift station west of 18<sup>th</sup> 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.</b></p>

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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 <b>Schedule Map C: Drainage</b> .
Figure 15	Figure 13: Existing Wetland	<b>Figure 13: Existing Wetland Use of Existing Wetland as a Storm Water Retention Pond</b>
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 <b>discharge</b> flows from developments within the Secondary Plan area, <b>which are being discharged to lands within the Secondary Plan area</b> , 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 <del>together</del> consult with the R.M. of Cornwallis and <b>collaborate with</b> the provincial agency having jurisdiction for any <b>storm water runoff or discharge leaving the City boundary</b> 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	<b>None—new</b>	<b>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.</b>  <b>3.5.7 Any new development within the Secondary Plan area must be designed to account for all existing pre-development flows.</b>
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 <del>Schedule E: Southwest Brandon Transportation Plan</del> <b>Map B: Multi-Modal Transportation to protect for future transit and multi-modal connectivity.</b>

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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.	<p><del>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.</del> <b>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.</b></p>
4.1.3	<b><i>None—new</i></b>	<p><b>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.</b></p> <p>[Renumber all subsequent subpolicies (e.g. subpolicy 4.1.4 becomes subpolicy 4.1.5, etc.)]</p>
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 <b>strategies outlined in Appendix E of the <i>Brandon and Area Road Network Development Plan</i></b> , including traffic calming, access management, and Smart Growth principles and alternative mode strategies
4.1.6	<b><i>None—new</i></b>	<b>Development should promote an efficient, well-connected and fully integrated transportation network.</b>

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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 <b>in the form of multi-use paths or sidewalks located within dedicated rights-of-way</b> . 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 <del>may</del> <b>should</b> be developed with a wider boulevard on one side of the street to accommodate a multi-use <del>trail</del> <b>path</b> (see <del>Figure 18</del> <b>Map B: Multi-Modal Transportation</b> ).
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 <del>allow for unimpeded</del> <b>reduce vehicular conflicts with</b> pedestrian movement, properties fronting a multi-use <del>trail</del> <b>path</b> along a <del>public</del> street should, <b>when possible</b> , have driveway approaches from a <del>rear or side street or lane</del> <b>side or, in some cases, rear street</b> .
4.2.6 4.2.7	<b>None—new</b>	<b>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.</b>  <b>4.2.7 Pedestrian and cycling networks should be accessible and barrier-free for persons of all abilities.</b>
4.3.1	Transit routes should be located along arterial or collector streets.	Transit routes should be located along arterial or collector streets, <b>and considered when reviewing and approving new developments</b> .
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 <del>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</del> <b>in accordance with the locations identified in Appendix A: Southwest Brandon Secondary Plan Area Traffic Impact Study.</b>
4.4.1	<b>None—new</b>	<b>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.</b>  [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, <del>trails</del> <b>multi-use paths</b> , and roadways should be created to ensure connectivity and safe pedestrian movement with surrounding neighbourhoods



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Section or Policy	Existing	Proposed
4.4.4	<b>None—new</b>	<p><b>All neighbourhood connections to arterial streets shall be developed as collector streets.</b></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 <del>local</del> <b>internal</b> street system should provide direct connections and connectivity between all parts of the community, <del>and allow for efficient multi-modal transportation routes</del> <b>including multi-modal transportation routes, while discouraging the shortcutting of through traffic.</b></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><del>Street crossings should be</del> <b>Pedestrian and multi-use path crosswalks shall</b> be clearly marked, <b>provide maximum visibility,</b> and be well designed so they are convenient and safe for <del>pedestrians and visible to motorists</del> <b>people using active transportation modes.</b></p>
4.4.8	Collector streets should be designed to minimize driveway approaches.	<p>Collector streets should be designed to <del>minimize</del> <b>limit</b> driveway approaches, <b>implement traffic calming measures, or both.</b></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 <del>encouraged</del> <b>required.</b></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 <del>may</del> <b>be will</b> be considered in the design of all roadways, particularly the collector street roadways adjacent to schools sites <b>and greenspaces.</b></p>
4.4.11	<b>None—new</b>	<p><b>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.</b></p> <p>[Renumber subpolicy 4.4.9 to 4.4.12]</p>

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<b>Section or Policy</b>	<b>Existing</b>	<b>Proposed</b>
4.4.13 4.4.14	<b><i>None—new</i></b>	<p><b>4.4.13</b> 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><b>4.4.14</b> The City may, at its discretion, consider phasing an intersection or a road entirely or by components to match development phasing.</p>

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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><b><i>Replace section as follows:</i></b></p> <p><b>4.5 Street Hierarchy Policies</b></p> <p><b>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.</b></p> <p><b>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.</b></p> <p><b><i>Delete Figures 16 through 18</i></b></p> <p>[Renumber all subsequent figures (e.g. Figure 19 becomes Figure 17, etc.)]</p>

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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, <del>trails</del> <b>paths</b> 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 <b>and commercial</b> 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 <del>will follow the provision of the wastewater network outlined in Section 3.4.1</del> <b>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.</b>
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.	<b>In accordance with the City’s Local Service Policy (Appendix C to the Development Charges Background Report),</b> 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.	<b>Delete policy</b>  [Renumber all subsequent policies (e.g. policy 6.2.4 becomes policy 6.2.3, etc.)]

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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"> <li>a) Collector and local street ROW's;</li> <li>b) Storm water management facilities and other lands not suitable for development;</li> <li>c) Open spaces as public reserve; and</li> <li>d) School site.</li> </ul>	<p>At the time of subdivision, a developer shall dedicate, without compensation, the following lands:</p> <ul style="list-style-type: none"> <li>a) <del>Collector and local street ROW's</del> <b>Right-of-way allocations as indicated on conceptual design level of intersections and roadways for arterial, collector, and local streets;</b></li> <li>b) Storm water management facilities and other lands not suitable for development;</li> <li>c) Open spaces as public reserve; and</li> <li>d) School site.</li> </ul>
6.2.5	<p>Implementation of this Secondary Plan requires the development of a financial model that</p> <ul style="list-style-type: none"> <li>a) Defines landowner and/or developer and City of Brandon costs, and</li> <li>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.</li> </ul>	<p><b><i>Replace policy as follows:</i></b></p> <p><b>6.2.5 The following criteria shall determine the timing of designing and constructing off-site infrastructure improvements to service the Secondary Plan area:</b></p> <ul style="list-style-type: none"> <li>a) <b>The supply and demand for serviced residential and commercial land within the City, with reference to the Brandon &amp; Area Planning District Growth Strategy;</b></li> <li>b) <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);</b></li> <li>c) <b>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);</b></li> <li>d) <b>The health of the current Development Charges Reserves and anticipated future revenues to the reserves (considering future rate studies and increases); and</b></li> <li>e) <b>The overall financial benefit to the City of development proceeding, including employment, ongoing tax revenues, and other indirect financial benefits.</b></li> </ul>
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 18<sup>th</sup> Street and Patricia Avenue within Secondary Plan area, and updated to include possible new neighbourhood plan areas</p>

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