



City of Brandon

# NORTH BRANDON GATEWAY

Secondary Plan



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## DEFINITIONS

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## PURPOSE OF THE PLAN

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

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

In addition to the broader objectives included in the *Brandon and Area Planning District Development Plan*, the Secondary Plan focuses on:

*Edges, Connections and Transitions:* The Secondary Plan Area is the City of Brandon's northern gateway. Development in this area should provide a seamless transition between the City's urban core, surrounding transportation corridors and rural lands.

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

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

## HOW TO READ THIS DOCUMENT

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

This Plan should be read in its entirety as many aspects of the plan are closely integrated. Policies included in one section may apply in other areas. The *Brandon and Area Planning District Development Plan*, 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:

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

## 1 PREFACE

Section 1.1 of the Brandon and Area Planning District (BAPD) Development Plan highlights the City of Brandon's goal to establish a "stronger presence near the Trans-Canada highway in order to reflect the 'real' Brandon." The BAPD Development Plan also indicates that this goal – along with complementary goals regarding sustainable development – will be achieved through the development of a Secondary Plan for the North Brandon Gateway area.

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

### 1.1 Location of the Secondary Plan Area

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

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

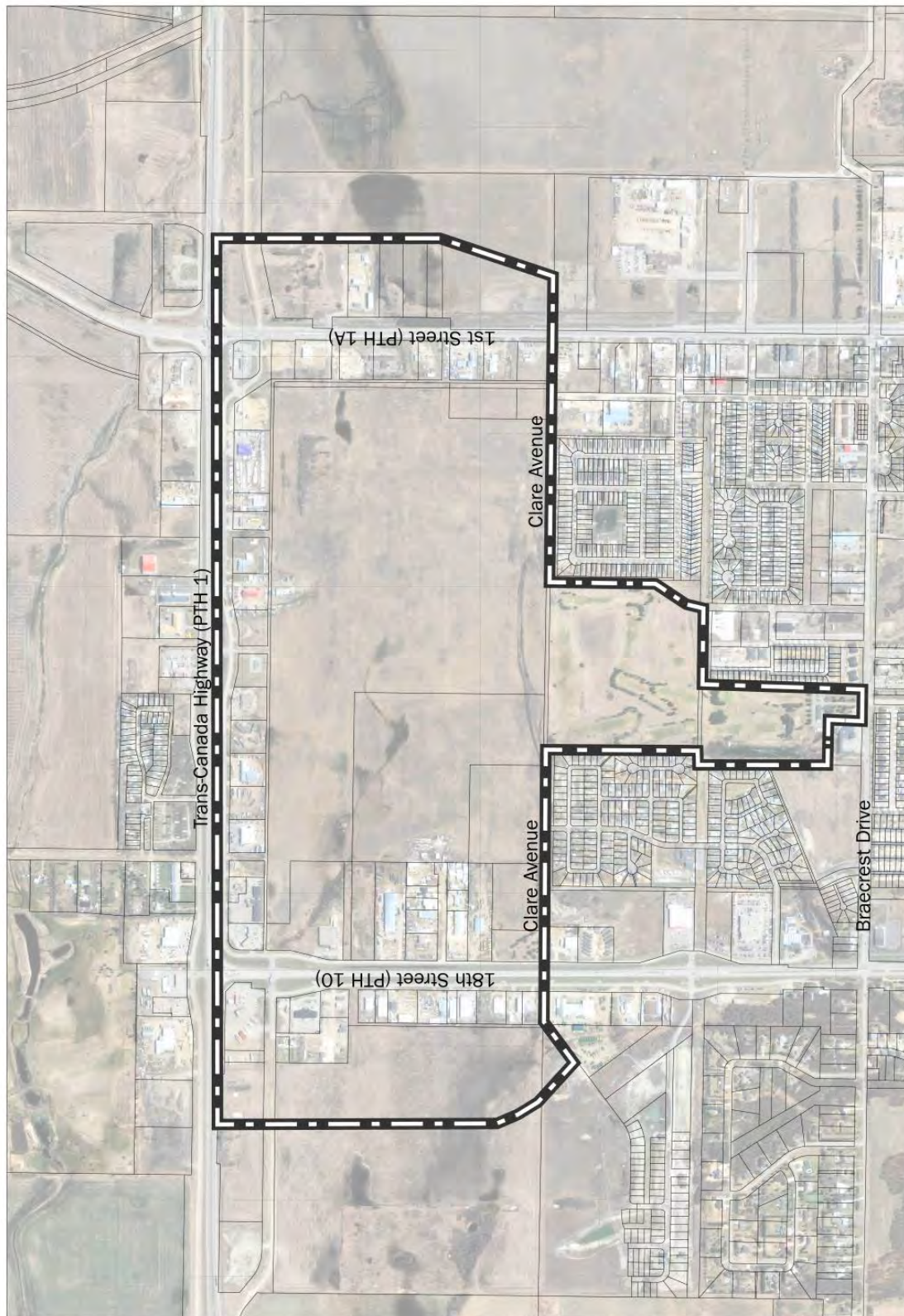
### 1.2 Objectives of the Plan

The objectives of the North Brandon Gateway Secondary Plan are as follows:

- a) To prepare a Secondary Plan that is consistent with the Planning Act and in conformity with the Brandon and Area Planning District Development Plan, and which advance the goals of the City of Brandon's Roadmap for Growth.

- b) To ensure that future planned land uses in the Secondary Plan area reflect long-term land use needs in both the immediate community and the City of Brandon more broadly.
- c) To precisely define the boundary and provide for an effective interface between the Secondary Plan area, the Trans-Canada Highway, and the current and future alignments of PTH 1A and PTH 10.
- d) To maximize potential for sustainable development through the form and structure of the community that concentrates activities such as schools, mixed use areas, community uses, density along transit corridors, pedestrian and bicycle access, and features an interconnected street network.
- e) To ensure that the Secondary Plan takes into consideration the proximity of Assiniboine Community College and other community and institutional uses.
- f) The Secondary Plan Area shall be developed as a complete community that incorporates a balanced mix of uses, including mixed use development and a wide variety of residential housing types. It will harmoniously integrate residential and commercial uses with community facilities such as schools, parks, and other community uses, as well as open space and recreation areas.





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

### 1.3 Existing Land Uses

#### 1.3.1 Summary of Existing Land Uses

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

The Northern Pines Golf Course is a privately-owned and operated 9-hole course within the Plan Area. In the southern portion of the Plan Area, residential uses are located south of Clare Avenue. Assiniboine Community College is located within a kilometre of the Plan Area on PTH 1A. The Corral Centre, a regional retail centre, is also located approximately a kilometre south of the Plan Area on PTH 10.

#### 1.3.2 Existing Land Use Designations and Zoning

##### *Brandon and Area Planning District Development Plan*

The Brandon and Area Planning District Development Plan (2013) identifies the Plan Area under a "Future and Existing Secondary Plan Areas" designation. The Development Plan identifies Regional Retail uses along major corridors including the Trans-Canada Highway, the existing PTH 1A and PTH 10, and the proposed realignment of both Provincial Trunk Highways. This Regional Retail land use extends into the interior of the Plan Area. In the south end of the Plan Area at Clare Avenue and PTH 1A, the Development Plan identifies a small strip of Commercial land. A linear Parks/Open Space area is identified within the Plan Area to provide a buffer between Regional Retail and Residential uses. In addition, the Northern Pines Golf Course is identified in the Development Plan as Parks/Open Space.

##### *City of Brandon Zoning By-law (By-law No. 6642)*

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

#### 1.3.3 Fixed Elements of the Plan

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

##### *Utilities*

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

##### *Environmentally Sensitive Areas*

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



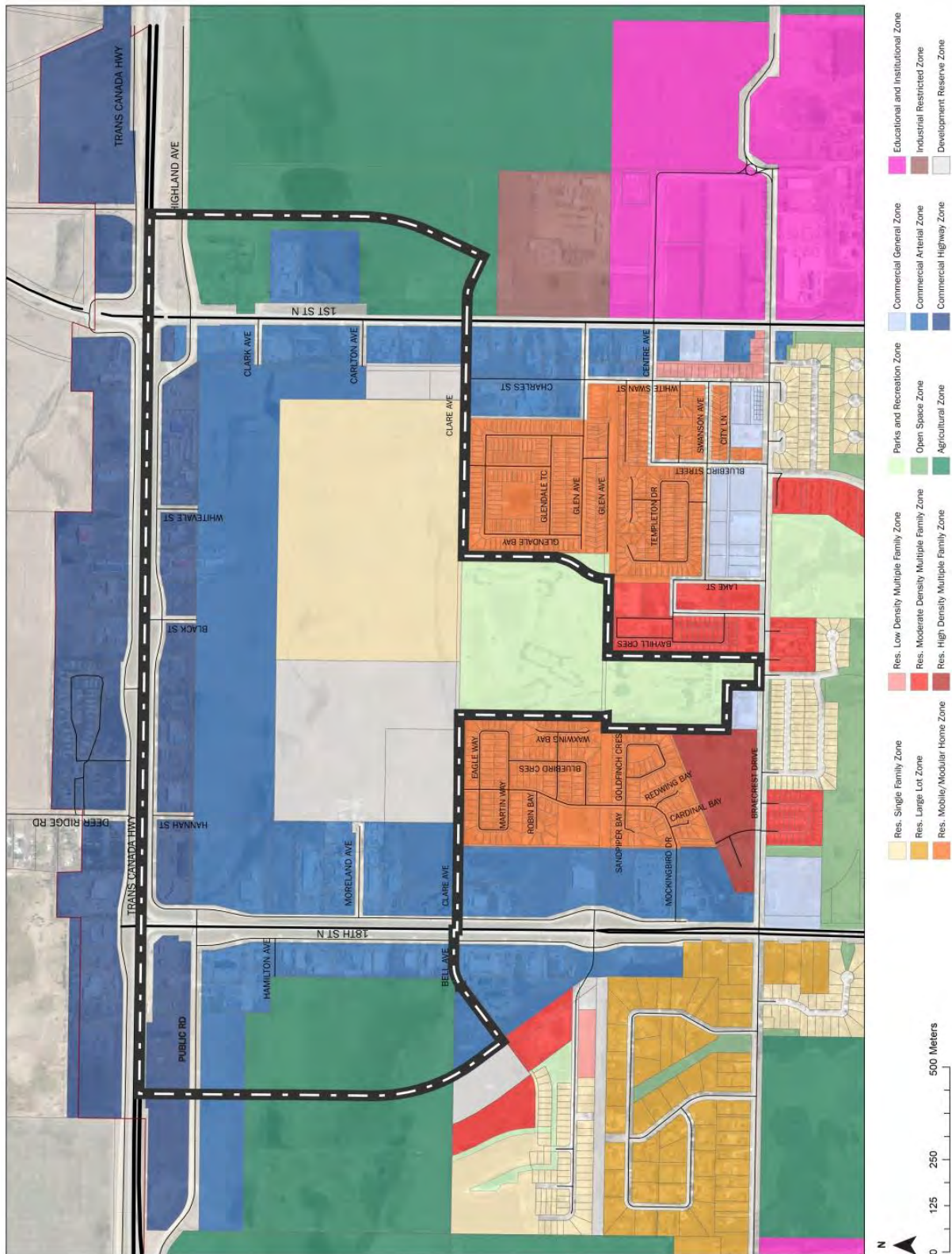


Figure 2: Existing Zoning within the Secondary Plan Area

### *Cultural Heritage Sites/Archaeological Artifacts*

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

## **1.4 Policy Context**

### **1.4.1 The Planning Act**

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

### **1.4.2 Brandon and Area Planning District Development Plan**

The Brandon and Area Planning District 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 requiring a Secondary Plan.

### **1.4.3 City of Brandon Zoning By-law**

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

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

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

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

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



## 2 INTERPRETATION

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

### 2.1 Policy Application

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

In cases where the word “**should**” is used in a policy, the policy is intended to apply to a majority of situations. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the policy.

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

### 2.2 Schedules

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

### 2.3 Amendments to the Plan

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

### 2.4 Monitoring Review & Evaluation

This 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 Plan shall be undertaken to ensure The Plan remains consistent with the objectives and policies of The Development Plan.

### 3 COMMUNITY STRUCTURE

#### 3.1 Community Structure Elements

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

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

#### 3.2 Community Structure Principles

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

##### *Land Use Principles*

The Plan:

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

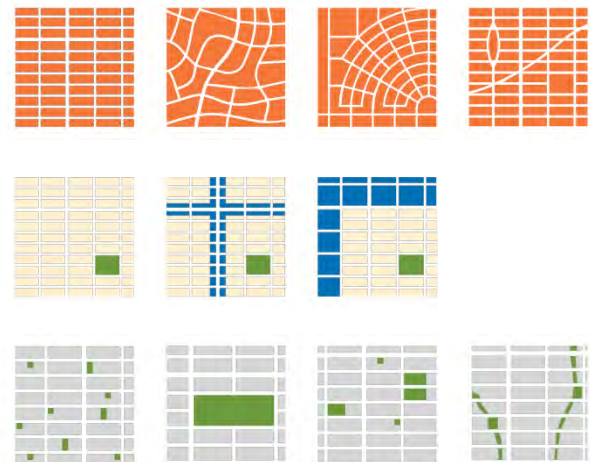
##### *Block Structure Principles*

The Plan:

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



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



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

## *Greenspaces and Community Uses Principles*

### *The Plan:*

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

## *Density Principles*

### *The Plan:*

- a) encourages a variety of land use configurations and site widths and depths to allow for the development of appropriate building styles, heights, massing, architectural features, and landscaping.
- b) includes higher-density residential developments along arterial and collector streets, as well as public spaces and retail.

## *Edges and Connections Principles*

### *The Plan:*

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



**Figure 5: Accessible greenspace in Brandon**



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

## 4 RESIDENTIAL

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

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

### 4.1 General Policies:

- 4.1.1 Residential Low Density and Moderate Density areas shall be developed in the general locations as shown on Schedule A: North Gateway Land Use Plan.
- 4.1.2 Integration of housing forms of varying affordability is encouraged.
- 4.1.3 Open space, commercial and community uses and other similar and accessory uses to the above will be integrated in Residential areas as part of a complete community.

## 4.2 Residential Low Density Policies

- 4.2.1 Residential Low Density areas should be developed with a mix of residential zones including Residential Single Family zone (RSF), Residential Mobile/Modular Home zone (RMH), and Residential Low Density Multiple Family zone (RLD) uses in accordance with the appropriate zoning standards in the City of Brandon Zoning By-law.
- 4.2.2 Small lot single detached, street-oriented townhouses, and multiple family dwellings, will be the predominant residential types within Residential Low Density areas.
- 4.2.3 The calculation of net residential density may be averaged within areas designated as Residential Low Density and on Schedule "A" – North Brandon Gateway Land Use and Road Plan, within the same plan of subdivision;
- 4.2.4 Development within Residential Low Density areas shall conform to the minimum and maximum densities as set out in Table 1.
- 4.2.5 Where RSF and RLD zones are located on the same development block, RLD types will have frontage on a Local Collector street with buildings oriented to the street, and RSF types will be oriented to Local streets.
- 4.1.3 Secondary suites shall be allowed within all residential areas in accordance with the appropriate zoning standards in the City of Brandon Zoning By-law.



**Table 1: Residential Zones and Densities available in Residential Low Density areas**

RESIDENTIAL LOW DENSITY			
Zone	Minimum Density (units/net ha)	Maximum Density (units/net ha)	Typical Built Form
Residential Single Family Zone (RSF)	25	30	<ul style="list-style-type: none"> <li>• Single detached dwelling</li> <li>• Modular home on a permanent foundation</li> </ul>
Residential Mobile/Modular Home Zone (RMH)	25	25	<ul style="list-style-type: none"> <li>• Mobile home</li> <li>• Modular home</li> </ul>
Residential Low Density Multiple Family Zone (RLD)	31	40 (50 on corner lots)	<ul style="list-style-type: none"> <li>• Semi-detached dwelling</li> <li>• Townhouse</li> <li>• Duplex</li> <li>• Triplex</li> <li>• Fourplex</li> </ul>



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

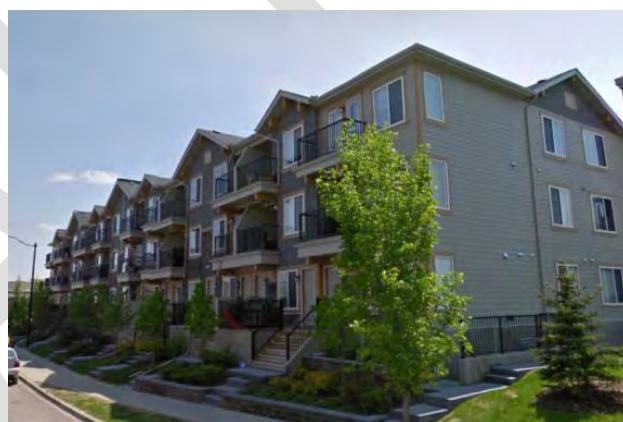
### **4.3 Residential Moderate Density Policies**

- 4.3.1 Residential Moderate Density areas should be developed with Residential Moderate Density Multiple Family zone (RMD) uses in accordance with the appropriate zoning standards in the City of Brandon Zoning By-law.
- 4.3.2 Apartment and townhouses will be the predominant residential types within Residential Moderate Density areas.
- 4.3.3 Single detached dwellings and mobile/modular homes shall not be permitted in Residential Moderate Density areas.
- 4.3.4 Development within Residential Moderate Density areas shall conform to the minimum and maximum densities as set out in Table 2.
- 4.3.5 Residential Moderate Density sites with buildings or groups of buildings that exceed 4,645m<sup>2</sup> should provide a common amenity area.

- 4.3.6 Greenspaces within Residential Moderate Density areas will be located with visual and physical links to the adjacent public streets.
- 4.3.7 Greenspaces shall be provided throughout Residential Moderate Density areas to meet the active and passive recreational needs of residents.
- 4.3.8 Sufficient space between buildings, including multiple buildings on a single development block, will be provided to provide for light and to protect privacy for dwelling units in the development and contribute to outdoor amenity space for residents.
- 4.3.9 Buffers with continuous landscaping should be provided on the perimeter of Residential Moderate Density areas with multi-family buildings of three or more storeys when adjacent to Residential Low Density areas.
- 4.3.10 The calculation of net residential density may be averaged within areas designated as Residential Low Density and on Schedule "A" – North Brandon Gateway Land Use and Road Plan, within the same plan of subdivision;

**Table 2: Residential Zones and Densities available in Residential Moderate Density areas**

RESIDENTIAL MODERATE DENSITY			
Zone	Minimum Density (units/net ha)	Maximum Density (units/net ha)	Typical Built Form
Residential Moderate Density Multiple Family Zone (RMD)	41	86	<ul style="list-style-type: none"> <li>• Townhouse</li> <li>• Stacked Townhouse</li> <li>• Apartment building</li> </ul>



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

## 5 MIXED USE

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

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

Two (2) Mixed Use land use designations and corresponding zones are provided in the Secondary Plan area: Mixed Use I (MUI) and Mixed Use Civic (MUC).

### 5.1 General Policies:

- 5.1.1 Mixed Use I and Mixed use Civic developments shall be developed in the general locations as shown on Schedule A: North Gateway Land Use Plan.
- 5.1.2 Development within areas designated as mixed use shall conform to the minimum and maximum densities as set out in Table 3.
- 5.1.3 Residential Moderate Density policies found in Section 4.3 of this Secondary Plan shall apply to all residential development within Mixed Use areas.
- 5.1.4 Single detached dwellings and mobile/modular homes shall not be permitted within areas designated as Mixed Use.

5.1.5 High quality urban design is required in the development of areas generally designated as Mixed Use at all stages of development. Pedestrian and cycling amenity, accessibility safety and comfort shall be paramount design considerations, with a primary design focus on the relationship between the public and the private realm.



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



## **5.2 Mixed Use I Policies**

- 5.2.1 Areas designated as Mixed Use I should be developed with predominantly Residential Moderate Density Multiple Family (RMD) uses. Open Space (OS) uses are encouraged in Mixed Use I areas. Limited Commercial Neighbourhood (CN), Commercial General (CG) and Commercial Arterial (CAR) uses are permitted in accordance with the appropriate zoning standards.
- 5.2.2 Mixed Use I areas will accommodate a mixture of residential and commercial uses.
- 5.2.3 Development within Mixed Use I areas shall provide active uses (e.g., storefronts) along the edges of public streets.

## **5.3 Mixed Use Civic Policies**

- 5.3.1 Areas designated as Mixed Use Civic shall be developed with a mix of Residential Moderate Density Multiple Family (RMD), Educational and Institutional (EI) uses and Open Space (OS). Limited Commercial Neighbourhood (CN), Commercial General (CG) and Commercial Arterial (CAR) uses are permitted in accordance with the appropriate zoning standards.
- 5.3.2 In general, Mixed Use Civic areas will be encouraged to achieve a mix of 60% residential uses and 40% commercial/retail uses.
- 5.3.3 Mixed Use Civic areas will accommodate a mixture of residential, commercial and community uses.
- 5.3.4 Development within Mixed Use Civic blocks will be integrated such that the area functions as a "Precinct" with a distinct civic character.

- 5.3.5 Development in the Precinct will prioritize safety, comfort and accessibility of the public realm for users of the space.
- 5.3.6 Development in the Precinct will create a built form edge along surrounding Local Collector streets with breaks in the building massing to define and enclose public spaces within the block.
- 5.3.7 An internal network of multi-use trails within the Precinct should be provided to link the adjacent Low Density Residential, Mixed Use I, Educational and Institutional, and greenspace areas.
- 5.3.8 Landscaped open space will provide amenity space for residents and other users of the Precinct and be located with visual and physical links to the adjacent public streets.
- 5.3.9 The intersection of the two Local Collector streets internal to the Precinct should be developed as a focal point with development sited to frame the intersection.

**Table 3: Zones and Densities/Coverage available in Mixed Use areas**

MIXED USE			
Zone	Minimum Density (units/net ha)	Maximum Density (units/net ha)	Typical Built Form / Uses
Commercial Neighbourhood	n/a	n/a	<ul style="list-style-type: none"> <li>• Convenience Retail</li> <li>• Personal Services</li> </ul>
Commercial General	n/a	n/a	<ul style="list-style-type: none"> <li>• Residential Moderate Density (see RMD zone, below)</li> <li>• Local Retail</li> </ul>
Commercial Arterial	n/a	n/a	<ul style="list-style-type: none"> <li>• Local Retail</li> <li>• Hotels</li> <li>• Restaurants</li> <li>• Offices</li> </ul>
Educational and Institutional	n/a	n/a	<ul style="list-style-type: none"> <li>• Elementary School</li> </ul>
Residential Moderate Density Multiple Family Zone (RMD)	41	86	<ul style="list-style-type: none"> <li>• Townhouse</li> <li>• Stacked Townhouse</li> <li>• Apartment building</li> </ul>

## 6 COMMERCIAL

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

### 6.1 General Policies:

- 6.1.1 A variety of commercial land uses are encouraged within the Plan Area to provide a range of services and generate local employment opportunities.
- 6.1.2 Development within Commercial areas will include buildings and landscaped areas which are compatible with adjacent land uses and ensure a high level of visual and aesthetic quality.
- 6.1.3 Commercial uses should create an accessible and aesthetically pleasing environment by:
  - a) Siting buildings to face public streets with parking in the rear or in the middle of commercial developments; and
  - b) Requiring both internal and peripheral landscaping.
  - c) Requiring a landscape buffer or decorative screenwall to provide transition to adjacent uses.
- 6.1.4 Over the long-term, the Plan Area can support a maximum Gross Floor Area of 49,904 square metres of new commercial development to serve regional commercial/retail demand. This development may include, but is not limited to, large format retail centres.
- 6.1.5 Of the potential 49,904 square metres of new commercial development within the Plan Area, a Gross Floor Area of approximately 17,796 and 19,923 square metres of space should serve local community needs. Local-scale development may include, but is not limited to, grocery stores, restaurants, retail stores and personal services.

### 6.2 Minor Commercial Policies:

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



**Figure10: Example of Neighbourhood Commercial**  
**Source: Google Maps**

### 6.3 Major Commercial Policies:

- 6.3.1 Commercial General (CG) and Commercial Arterial (CAR) zones are permitted in Mixed Use I, Mixed Use Civic, and Commercial areas as part of a complete community.
- 6.3.2 Stand along residential developments shall not be permitted in Commercial areas.
- 6.3.3 The Commercial Highway (CHW) zone is permitted in Commercial areas along the Trans-Canada Highway (PTH 1).
- 6.3.4 All commercial development along major roadways and highways should, through high quality urban design, provide for an enhanced appearance at major gateways into the City of Brandon.
- 6.3.5 New development within Commercial Arterial (CAR) and Commercial Highway (CHW) zones should be located on sites large enough to accommodate adequate parking, loading, internal circulation and landscaping requirements.
- 6.3.6 New large format development within Commercial Arterial (CAR) and Commercial Highway (CHW) zones should provide adequate buffering, landscaping and screening to mitigate negative impacts on adjacent land uses.
- 6.3.7 New large format development within Commercial Arterial (CAR) and Commercial Highway (CHW) zones should display a high standard of architectural appearance and design.
- 6.3.8 Mixed use development along the existing 18th Street corridor should have a distinct commercial character. A mix of commercial/retail, office and residential uses within buildings will be encouraged.
- 6.3.9 The southwest block at the intersection of the existing 18th Street corridor and the future realignment of Highland Avenue shall be considered the most appropriate location for large format regional retail uses.

- 6.3.10 Existing commercial uses along Highland Avenue will continue to serve the traveling public along the Trans-Canada Highway. As realignment and redevelopment of Highland Avenue occur over time, new commercial development along the corridor shall be subject to the policies of this Secondary Plan, particularly Section 5 and Section 11.
- 6.3.11 Commercial development along the existing 1st Street corridor will continue to have a traditional commercial character including, but not limited to, implement sales, warehouses and storage, and outdoor assembly of goods for sale.



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



## 7 COMMUNITY USE

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

Community uses, with the exception of public elementary schools under the jurisdiction of the Brandon School District, will be clustered in lands designated Mixed Use Civic (see Section 5.0).

### 7.1 General Policies:

- 7.1.1 Land reserved for a public elementary school under the jurisdiction of the Brandon School District is shown on Schedule "A" – North Brandon Gateway Land Use and Road Plan.
- 7.1.2 Community uses, with the exception of public elementary schools under the jurisdiction of the Brandon School District, will be clustered in lands designated Mixed Use Civic (see Section 4.0).
- 7.1.3 If not required for the development of a school, other community uses may be permitted 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.
- 7.1.4 Where an elementary school is not yet developed on a particular site, the site is encouraged to be used for other community uses such as but not limited to parks and playgrounds, outdoor recreation facilities and community gardens.
- 7.1.5 School buildings should be designed and encouraged to integrate a variety of uses that benefit the community and reinforce the role of the school as the social, educational and activity centre for the community.

- 7.1.6 The reserved land for a public elementary school site shall be a minimum of 4 hectares (9.9 acres) in size with frontage on a Local Collector Road. This minimum can be a combination of public reserve and school reserve areas, as long as the areas are contiguous to each other.
- 7.1.7 The predominant use of the land within a school site shall be for educational and recreational uses, including but not limited to public and private schools, sports fields, parks and playgrounds.



**Figure 12: Example of a school site**  
**Source: Google Maps**

## 8 OPEN SPACE

Open Space within the Secondary Plan Area will meet a high standard of design, be well-maintained and safe. Open Spaces will accommodate both active and passive recreational experiences. Areas designated as Open Space are shown on Schedule “A” – North Brandon Gateway Land Use and Road Plan and Schedule “B” – North Brandon Gateway Greenspace Network. As a key structural element of the Plan, the linear Open Space network provides pedestrian and cyclist access to all areas of the community and to the broader City.

### 8.1 General Policies:

- 8.1.1 Areas designated as Open Space should be developed with a mix of Open Space (OS) and Parks and Recreation (PR) uses in accordance with the appropriate zoning standards.
- 8.1.2 Open Spaces comprise of all greenspaces and the network connecting the greenspaces, and they shall be developed in the general locations as shown in Schedule “A” – North Brandon Gateway Land Use and Road Plan and Schedule “B” – North Brandon Gateway Greenspace Network.
- 8.1.3 Open Space uses shall be developed as attractive elements of the public realm within the community.
- 8.1.4 Lands designated as Open Space are intended to achieve a linked greenspace system.
- 8.1.5 Multi-Use Trail connections will play a key role in linking greenspaces throughout the community.
- 8.1.6 Open Spaces shall be located and designed to maximize visibility and safety.
- 8.1.7 The design and configuration of each greenspace, trail and pathway shall be consistent with the City of Brandon Greenspace Master Plan.
- 8.1.8 Existing vegetation, wetlands, and drainage courses should be preserved and integrated into the open space design where possible.

## 8.2 Community Greenspace Policies

- 8.2.1 The Community Greenspace should be developed as a key community focus area and community destination.
- 8.2.2 The Community Greenspace should provide recreational facilities and programming at a community scale.
- 8.2.3 The Community Greenspace should address the community level recreational needs and contribute to the recreational opportunities of other nearby communities.
- 8.2.4 The Community Greenspace should have a minimum site area of approximately 5 hectares (12 acres).

## 8.3 Neighbourhood Greenspace Policies

- 8.3.1 The precise location and design of Neighbourhood Greenspaces shall ensure a high degree of pedestrian and cyclist accessibility from adjacent Residential Low Density and Mixed Use Civic area via Local Collector roads.
- 8.3.2 Neighbourhood Greenspaces are intended to serve local neighbourhoods and may include both active and passive recreation areas in addition to linkages to the off-street Multi-Use Trail system.
- 8.3.3 Neighbourhood Greenspaces may support or provide links to:
  - a) Focal Points, as described in Section 11.3 of this Secondary Plan;
  - b) Entry points to the off-street Multi-Use Trail system; and
  - c) Areas without direct access to the off-street Multi-Use Trail system.
- 8.3.4 Neighbourhood Greenspaces should have a minimum site area of approximately 1 hectare (2.5 acres).

## 8.4 Multi-Use Trail System

- 8.4.1 The location of the trail system shall generally follow the alignments of roads indicated on Schedule “A” – North Brandon Gateway Land Use and Road Plan. The location of off-street trails shall generally be within the greenspace network as shown on Schedule “B” – North Brandon Gateway Greenspace Network.
- 8.4.2 The intersection of on- and off-street trails and linkages with Arterial and Collector roads will be designed to promote user safety and, where feasible and appropriate, may include grade separated crossings or intersections controlled through stop signs or pedestrian signals.
- 8.4.3 On- and off-street trails and linkages shall be located and designed to ensure pedestrian and cyclist safety and comfort, and conform to Crime Prevention through Environmental Design (CPTED) principles, lighting and maintenance and passive surveillance.
- 8.4.4 An extensive system of off-street trails within a significant linear greenspace buffer acts as the primary organizing structure of the Secondary Plan Area.
- a) Off-street trails represent an extension of the existing City-wide trail system and reflect the off-street network of trails identified in the City of Brandon’s Greenspace Master Plan.
  - b) Off-street trails link directly to Community Greenspaces, Neighbourhood Greenspaces to connect recreation amenities and community facilities located within greenspaces.
  - c) Where possible, off-road trails within the linear greenspace buffer should be aligned to include existing mature trees/woodlots.

- 8.4.5 A system of on-street trails may be accommodated within road rights-of-way, and may include:
- a) separate, dedicated pedestrian sidewalks and boulevard bicycle pathways for road segments in proximity to heavy use activity areas within the planned right-of-way
  - b) combined multi-use boulevard pathways for both pedestrians and cyclists within the planned right-of-way; or
  - c) boulevard sidewalks for pedestrian use and delineated bicycle routes or dedicated bike lanes within the paved portion of the planned right-of-way.



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

## 9 INFRASTRUCTURE

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

### 9.1 General Policies:

- 9.1.1 All major infrastructure shall be developed in the general locations as shown in Schedule "C" – North Brandon Gateway Servicing Infrastructure and Schedule "D" North Brandon Gateway Stormwater Management Facilities.
- 9.1.2 Infrastructure shall generally be located within the right-of-ways of roads, except where connecting to a development, or where the City has approved an alternative route via a utility or drainage easement.
- 9.1.3 Development within the Plan Area must be supported by sufficient capacity from existing municipal services.
- 9.1.4 Infrastructure shall incorporate best management practises whenever possible, including water conservation and reuse, "green" storm water infrastructure, and geothermal energy.
- 9.1.5 Infrastructure shall consider operating and life-cycle costs to the City in supplying and maintaining infrastructure.
- 9.1.6 Infrastructure shall consider the City of Brandon *Water Conservation Plan*.

### 9.3 Sanitary Sewer System Policies

- 9.3.1 Development must take into consideration of sufficient capacity for sanitary sewage collection and pumping facilities to serve the development area.
- 9.3.2 The sanitary sewer system shall be separated from the land drainage storm sewer system.

## 9.2 Water Supply System Policies

- 9.2.1 The water supply system shall be adequate to provide a reasonable and desirable level of service in the Plan Area.
- 9.2.2 Necessary improvements to the water supply and distribution system must be identified. Improvements may include the provision of sufficient volume and storage capacity of water supply, and water pressure in the distribution system, adequate level of protection in the event of fires or other emergencies.

## 9.4 Storm Water System Policies

- 9.4.1 Storm water will be managed via storm sewer piping, detention ponds, primary drains and water ponding area.
- 9.4.2 Storm water should be retained on-site where possible, within individual or shared facilities, and post-development flows shall be equal to or less than pre-development flows in all cases.
- 9.4.3 The design and construction of the storm sewer system shall be adequate to provide a reasonable and desirable level of service to all areas either presently developed or proposed for development or redevelopment.
- 9.4.4 The design of the storm sewer system shall be integrated with the design of the stormwater management system.
- 9.4.5 Where possible, retention ponds should be incorporated within or adjacent to open spaces in Schedule "B" North Brandon Greenspace Network.



## 10 TRANSPORTATION & TRANSIT

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

### 10.1 General Policies:

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

### 10.2 Active Transportation Policies:

- 10.2.1 Commercial and institutional uses within the Plan Area should provide convenient pedestrian access from developments to adjacent sidewalks and transit stops.
- 10.2.2 Development within the Plan Area should be located and designed to minimize the need for pedestrians to walk across large open areas such as parking lots.
- 10.2.3 City-owned or controlled pedestrian and cycling networks should be accessible for mobility challenged persons.

### 10.3 Transit Policies

- 10.3.1 Transit routes should locate along arterial or collector streets.
- 10.3.2 Transit stops should be organized so they are within walking distance (generally 400m) of residential areas, 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.
- 10.3.4 Transit stops should be located so they are directly connected with adjacent pedestrian connections and the adjacent street.



**Figure14: Example of a transit hub**  
**Source: Brandon Transit**

#### 10.4 Street Network Policies:

- 10.4.1 The street network should be designed to maintain convenient vehicle circulation without compromising the safety and attractiveness of the pedestrian environment.
- 10.4.2 Street crossings should be clearly marked and well designed so they are convenient and safe for pedestrians and visible to motorists.
- 10.4.3 Traffic calming measures may be considered in the design of all local, collector and, if applicable, private streets. In particular the collector roadways adjacent to the school sites should be designed to minimize the speed of traffic.
- 10.4.4 The street network should be designed to maximize focal point opportunities.
- 10.4.5 Boulevards shall be landscaped in accordance with the City of Brandon Landscape Design Standards.
- 10.4.6 To provide thermal comfort on local streets, sidewalks should be located,
  - a) on generally east-west streets, on the north side of the right-of-way, and
  - b) on generally north-south streets, on the east side of the right-of-way.

The City may allow a deviation to this policy on the shortest section of a street segment where the street layout would require a mid-block crossing to conform with this policy.

#### 10.5 Road Hierarchy Policies:

- 10.5.1 Road types within the Secondary Plan shall generally conform to the hierarchy identified in Section 13.2.4 of the Brandon and Area District Development Plan which includes Expressways, Arterial Streets, Collector Streets, Local Streets and Public Lanes.
- 10.5.2 In addition to the street hierarchy identified in Section 13.2.4 of the Brandon and Area District Development Plan, the Secondary Plan includes a connected network of Local Collector Streets, as described in Section 10.1.14 of this Plan.
- 10.5.3 Expressways within the Secondary Plan shall fall under the jurisdiction of the Province of Manitoba. The Province of Manitoba's "Functional Design Study of PTH 1 West and Connecting Highways to Brandon" shall provide direction regarding any development or upgrading of Expressways within the Secondary Plan.
- 10.5.4 Arterial Streets within the Secondary Plan generally intersect with Arterial and Collector Streets to provide the highest level of service, accommodate a large volume of traffic, and provide a high level of safety and efficiency. Arterial Streets are designed to accommodate bus service. Arterial Streets typically have a right-of-way of 30 metres.
- 10.5.5 Collector Streets within the Secondary Plan generally intersect with Arterial, Collector, Local Collector and Local Streets to accommodate a moderate volume of traffic traveling at moderate speeds. Collector Streets are designed to accommodate bus service. Collector Streets typically have a right-of-way width of 25 metres to allow for a roadway, two (2) sidewalks or a sidewalk and trail, underground utilities and landscaped boulevards.

- 10.5.6 Local Collector Streets generally intersect with Collector, Local Collector and Local Streets. Local Collector Streets enable safe and efficient vehicular circulation within the Secondary Plan at higher volumes and speeds than Local Streets. Local Collector Streets are designed to accommodate bus service. Local Collector Streets typically have a right of way of 20 metres, two (2) sidewalks, underground utilities and landscaped boulevards.
- 10.5.7 Local Streets within the Secondary Plan generally intersect with Collector, Local Collector and Local Streets. Local Streets provide vehicular access to individual building lots and accommodate low volumes of traffic traveling at low speeds. Local Streets typically have a right-of-way width of 20 metres to allow for a roadway, one (1) sidewalk, underground utilities and landscaped boulevards.
- 10.5.8 Lanes within the Secondary Plan 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. Lanes typically have a right-of-way-width of 6m.
- 10.5.9 Reduced Local Street right-of-way widths will be considered for residential areas in the Secondary Plan, at the discretion of the City of Brandon, at the plan of subdivision stage.

## 11 URBAN DESIGN

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

### 11.1 Urban Design Policies:

In addition to the City of Brandon Urban Design Standards and Guidelines, the following urban design policies shall guide development and define the specific character of the Secondary Plan Area.

- 11.1.1 Development should establish compact urban structure and sustainable neighbourhood design consistent with the plan principles outlined in Section 3.1 of this Secondary Plan.
- 11.1.2 Development should support a highly walkable, pedestrian-oriented, transit-supportive, accessible community.
- 11.1.3 Development should establish a connected, integrated framework of greenspaces and recreational areas.
- 11.1.4 Development should establish identifiable compact urban form and architecture, with attention paid to building styles, heights, massing, architectural features, and landscaping.

- 11.1.5 Development should establish a connected, integrated framework of greenspaces and recreational areas.
- 11.1.6 Development should establish identifiable compact urban form and architecture, with attention paid to building styles, heights, massing, architectural features, and landscaping.
- 11.1.7 Development should promote an efficient, well-connected and fully integrated transportation network.
- 11.1.8 Development should provide effective interfaces. The Secondary Plan will provide effective interfaces to ensure compatibility and an appropriate level of connectivity between:
  - a) different land uses;
  - b) private property and the public realm (particularly the important transitional space between building walls and road rights-of-way); and,
  - c) development sites and adjacent unique features, such as Provincial Highway rights-of-way.
- 11.1.9 Edge conditions should be identified and addressed using building orientation, design, height, setbacks and siting to affect appropriate interfaces, as well as landscaping and/or buffers as a means of providing appropriate transitions to adjacent uses.
- 11.1.10 Development should protect and enhance existing woodlots, mature trees and other ecological features.
- 11.1.11 Development should establish a connected, integrated framework of greenspaces and recreational areas.



## 11.2 Design Considerations for Development Applications

In addition to the City of Brandon Urban Design Standards and Guidelines and the Urban Design policies outlined above in Section 11.1, the City may evaluate Development Applications within the Plan Area against criteria that may currently exist or that the City may choose to develop in the following areas:

- a) Road and Block Pattern
- b) Building Height
- c) Lot Coverage
- d) Build-within Zones
- e) Minimum Built Frontage
- f) Phasing of New Development
- g) Gateway Sites and Focal Points
- h) Buildings/Built Form
- i) Pedestrian and Cycling Amenity
- j) Transitional Space
- k) Parking, Loading, and Service Areas
- l) Lighting
- m) Streetscape
- n) Services and Utilities
- o) Landscaping
- p) Barrier-free Access
- q) Compatible Development



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

## 11.3 Gateway Sites and Focal Points

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

*Regional gateways include:*

- a) the future intersection of the 18<sup>th</sup> Street Corridor and the realigned Highland Avenue (Service Road); and
- b) the future intersection of the 1<sup>st</sup> Street Corridor and the realigned Highland Avenue (Service Road).

*Local gateways include:*

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

*Focal points include:*

- a) the proposed roundabout located at the intersection of Braecrest Drive and the proposed North-South local collector road; and
- b) the proposed roundabout located at the intersection of Clare Avenue and the proposed North-South local collector road.

## 12 IMPLEMENTATION

### 12.1 Phasing

- 12.1.1 To ensure that development of the Secondary Plan Area proceeds in an efficient and economical manner, development will generally follow the provision of servicing infrastructure.
- 12.1.2 Phasing of development within the Secondary Plan Area will generally move from northwest (PTH 10/18th Street and Highland Avenue) to southeast (PTH 1A/1st Street and Clare Avenue).
- 12.1.3 The general phasing of development identified in Section 13.3.2 does not preclude out-of- sequence development within the Secondary Plan Area. Phasing of development may be adjusted without amendment to this Secondary Plan provided:
  - a) The availability and capacity of servicing infrastructure enables a neighbourhood to be developed outside of the general phasing scheme.
  - b) A Neighbourhood Plan for the development has been prepared to the satisfaction of the City.
- 12.1.4 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.

### 12.2 Cost of Development

- 12.2.1 Developers shall be responsible for developing the majority of on-site improvements, including but not limited to roadways, sidewalks, multi-use trails, open spaces, stormwater retention pond, and water and sewer lines. On-site improvements which provide services for the community at large such as a Community Greenspace shall be funded jointly with the City.
- 12.2.2 Developers shall be responsible for a proportionate share of off-site improvements, including but not limited to arterial streets, intersections, wastewater and drainage upgrades.
- 12.2.3 At the time of subdivision, a developer shall dedicate, without compensation, the following lands:
  - a) collector and local street rights-of-way;
  - b) storm water management facilities and other lands not suitable for development;
  - c) open spaces as public reserve; and
  - d) school site(s) as school reserve.
- 12.2.4 Lands required for infrastructure 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.
- 12.2.5 Implementation of this Secondary Plan requires the development of a financial model that:
  - c) Defines landowner and/or developer and City of Brandon costs; and
  - d) Defines a cost-sharing framework for landowners and/or developers to ensure the cost of servicing infrastructure is distributed fairly across landowners and/or developers.

### **12.3 Neighbourhood Plans**

- 12.3.1 The Secondary Plan Area comprises a number of individual landowners, with the majority of lands held by the City of Brandon. Comprehensive development of land across individual ownerships will be encouraged through the development of Neighbourhood Plans and the development approvals process in order to achieve integrated and coordinated development.
- 12.3.2 Neighbourhood Plans will demonstrate compliance under final build-out conditions. Each phase of the development undertaken by the proponent should protect for future phases in accordance with the Neighbourhood Plan.
- 12.3.3 The Neighbourhood Plan may be amended from time to time, in response to market conditions. 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.
- 12.3.4 Neighbourhood Plans shall include information prescribed under Policy 10.2.5-IV of the Development Plan, and shall conform with the Development Plan and the Secondary Plan.
- 12.3.5 Neighbourhood Plans should be submitted before or in conjunction with a zoning by-law amendment application to rezone land within the Neighbourhood Plan Area.

### **12.4 Zoning By-law Amendments**

- 12.4.1 Lands shall have proper zoning districts before development of such lands may occur.
- 12.4.2 Rezoning of lands within the Secondary Plan Area shall conform with the Secondary Plan and an approved Neighbourhood Plan. Where lands are currently administered under the R.M. of Cornwallis Zoning By-law, rezoning of those lands shall result in their being administered under the City of Brandon Zoning By-law.
- 12.4.3 Rezoning of lands should be done in phases in accordance with the phasing plan associated with an approved Neighbourhood Plan.
- 12.4.4 The City may consider the establishment of zoning sub-districts to enable flexibility and different standards to develop in accordance with the Secondary Plan and an approved Neighbourhood Plan.

## **12.5 Subdivisions**

- 12.5.1 Subdivision of lands within the Secondary Plan Area shall conform with the Secondary Plan, an approved Neighbourhood Plan and the Zoning By-law.
- 12.5.2 Subdivision of lands should be done in phases in accordance with the phasing plan associated with an approved Neighbourhood Plan.

## **12.6 Site Design Analyses:**

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

## **12.7 Open Space Master Agreement:**

- 12.7.1 The Greenspace Network envisioned in this Secondary Plan will benefit all landowners; however, the area of greenspace conveyances, capital costs and shared benefits of the Greenspace Network may not be unevenly distributed across landowners. Where land conveyances and shared capital costs are involved, the City may require that there is a binding agreement in place between landowners, which may or may not include the City, on appropriate sharing of capital costs prior to the development of land within the Secondary Plan Area, and as part of the Neighbourhood Plan and/or development approval process.



## 13 FUTURE STUDIES & PLANNING

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

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

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

- a) the provision of a high quality streetscape that is pedestrian focused and coordinated on both sides of the street;
- b) the promotion of a higher order of built form and intensity along the existing 18<sup>th</sup> Street Corridor in recognition of its role as an arterial road and gateway to the City from the Trans-Canada Highway;
- c) the location and distribution of all land uses and general building envelopes, including establishing setbacks and built frontage requirements which reinforce the street edge and provide spatial definition to the public realm;

- d) the minimum requirements for building coverage and landscaping, and maximum limits for paved areas relating to parking lots, driveways, queuing lanes, loading and service areas;
- e) the design and siting of parking and loading/service areas to minimize the visual impact of such areas from the street;
- f) the provision of a high quality design in all buildings fronting the corridor;
- g) the location of road intersections, the location and coordination of all access points (including pedestrian and cycling access locations) and necessary road and signalization improvements;
- h) the incorporation of medians at Gateway Sites, and their appropriate landscape treatment;
- i) the distribution of transit routes, bus stops, trails and walkway linkages to minimize walking distances to destinations;
- j) safe, attractive and convenient access to sidewalks and on- and off-street pedestrian and bicycle trails and linkages;
- k) road operating criteria including operating speed, traffic signal progression, right of way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road; and,
- l) the consideration of safety and Crime Prevention through Environmental Design (CPTED) principles in the design of the streetscape and abutting lands.

13.3 Consideration should be given to establishing incentive programs to promote green building and site design to meet LEED standards (Leadership in Energy and Environmental Design). In particular, focus should be towards public uses and buildings on City owned property.

## DEFINITIONS

<b>Arterial:</b>	A major divided or undivided street which accepts traffic from a local collector street, collector street or highway.
<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>Collector:</b>	A street designed to intercept, collect and distribute traffic between local collector and arterial streets outside of the Secondary Plan Area.
<b>Corridor:</b>	The lands along a collector or arterial street or highway that have the potential to provide a focus for moderate density mixed-use development that facilitate active transportation modes. Corridors link the Secondary Plan Area to downtown Brandon and to the Trans-Canada Highway.
<b>CPTED:</b>	“Crime Prevention Through Environmental Design” is a set of design principles that reduce opportunities for crime and nuisance activity.
<b>Density:</b>	The number of dwelling units within a given residential area, expressed by dividing the number of dwelling units by net developable land area. Density can also refer to population or floor area. Land area can be expressed as Gross Land Area, or Net Developable Land Area. Within the Secondary Plan Area, density is derived using Net Developable Land Area.
<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 that is appropriate to and supports regional integration, including economic and transportation-related activities. Gateways should be clearly defined through site design, signage and higher quality landscaping.
<b>Gross Land Area:</b>	The area, in hectares, of potentially developable land within the Secondary Plan Area. Gross Land Area is derived from Total Land Area less lands not suitable for development under the Planning Act (typically environmental features), high-order roads, and any existing development.
<b>Large-Format Commercial/Retail:</b>	Commercial/Retail development that serves a regional market typically within single or mixed-use developments with large building footprints.
<b>Local Collector:</b>	A street internal to the Secondary Plan Area designed to collect and distribute traffic between local streets and collector streets. Local collectors provide direct routes for transit within the Secondary Plan Area. Local collector streets may also intercept arterial streets outside of the Secondary Plan Area.
<b>Mixed-Use:</b>	Any development, or a single building, that combines residential with various uses such as commercial/retail, office, institutional or community uses, where those functions are physically and functionally integrated while providing pedestrian connections, and access to transit stops.

<b>Multi-modal</b>	Transportation connections for all modes of movement, including pedestrian, cycling, and vehicular.
<b>Off-site Improvement</b>	Improvements associated with a particular development but located outside that area, such as upgrades of regional streets, wastewater treatment facilities, water treatment facilities, or parks and recreational facilities.
<b>On-site Improvement</b>	Improvements associated with a particular development, such as paving streets and rear lanes, parks, storm sewer system, sanitary sewer lines, watermains, hydrants, sidewalks, boulevards, curbs, ditches, street lights, connections to existing services, area grading and leveling, street name plates, and landscaping of parks and boulevards.
<b>Net Developable Land Area:</b>	The area, in hectares, of developable land within the Secondary Plan Area. Net Developable Land Area is derived from Gross Land Area less lands dedicated to municipal roads and servicing, and community infrastructure (e.g. greenspace dedication).
<b>Public realm:</b>	Places and spaces that are shared by the public. This includes all public places, open spaces, and streetscapes.
<b>Semi-Public Space</b>	Common areas within private developments where public access is allowed.
<b>Total Land Area:</b>	The area, in hectares, of all lands within the Secondary Plan Area.
<b>Traffic Calming:</b>	Physical measures implemented on streets to reduce traffic infiltration and/or speed, usually in residential areas, but also in heavy pedestrian areas.

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TRANS-CANADA HIGHWAY (PTH1)

HIGHLAND AVENUE (FUTURE ALIGNMENT)















18TH AVENUE (PTH 10)

1ST STREET (PTH 1A)

CLARE AVENUE

BRAECREST DRIVE

North Brandon Gateway Secondary Plan  
SCHEDULE A - LAND USE AND ROAD PLAN

- |   |                     |   |                              |   |                           |
|---|---------------------|---|------------------------------|---|---------------------------|
|  | Secondary Plan Area |  | Residential Low Density      |  | Arterial                  |
|  | Commercial          |  | Residential Moderate Density |  | Collector                 |
|  | Mixed Use           |  | Greenspace                   |  | Local Collector           |
|  | Mixed Use - Civic   |  | Utility                      |  | Temporary Local Collector |
|  | Institutional       |  | Expressway                   |   |                           |



0 100 250 500 1000m



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TRANS-CANADA HIGHWAY (PTH1)

HIGHLAND AVENUE (FUTURE ALIGNMENT)

18TH AVENUE (PTH 10)

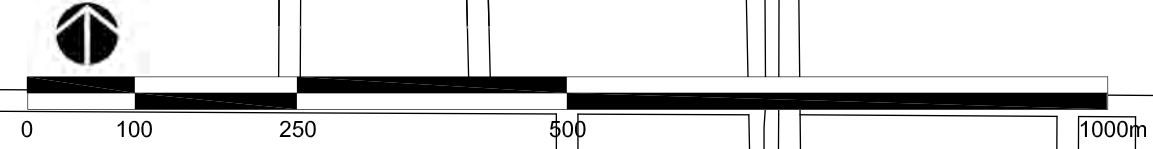
1ST STREET (PTH 1A)

CLARE AVENUE

BRAECREST DRIVE

North Brandon Gateway Secondary Plan  
**SCHEDULE B - GREENSPACE NETWORK**

- |   |   |
|---|---|
|  Secondary Plan Area |  Proposed Off-Street Trail |
|  Greenspace          |  Proposed On-Street Trail  |



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TRANS-CANADA HIGHWAY (PTH1)

HIGHLAND AVENUE (FUTURE ALIGNMENT)

18TH AVENUE (PTH 10)

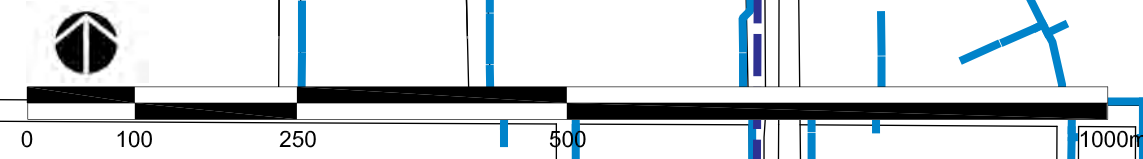
1ST STREET (PTH 1A)

CLARE AVENUE

BRAECREST DRIVE

North Brandon Gateway Secondary Plan  
**SCHEDULE C - SERVICING INFRASTRUCTURE - WATER**

Secondary Plan Area   Existing Watermain   Proposed Watermain



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TRANS-CANADA HIGHWAY (PTH1)

HIGHLAND AVENUE (FUTURE ALIGNMENT)

18TH AVENUE (PTH 10)

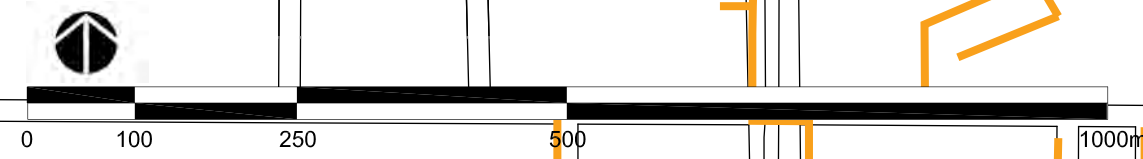
1ST STREET (PTH 1A)

CLARE AVENUE

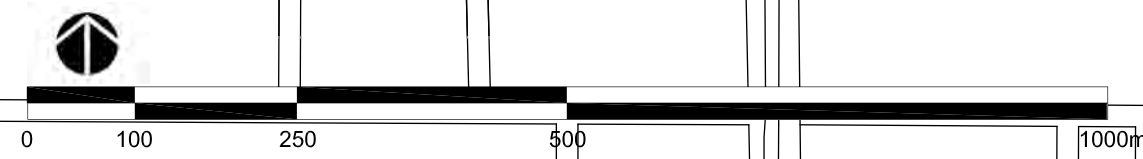
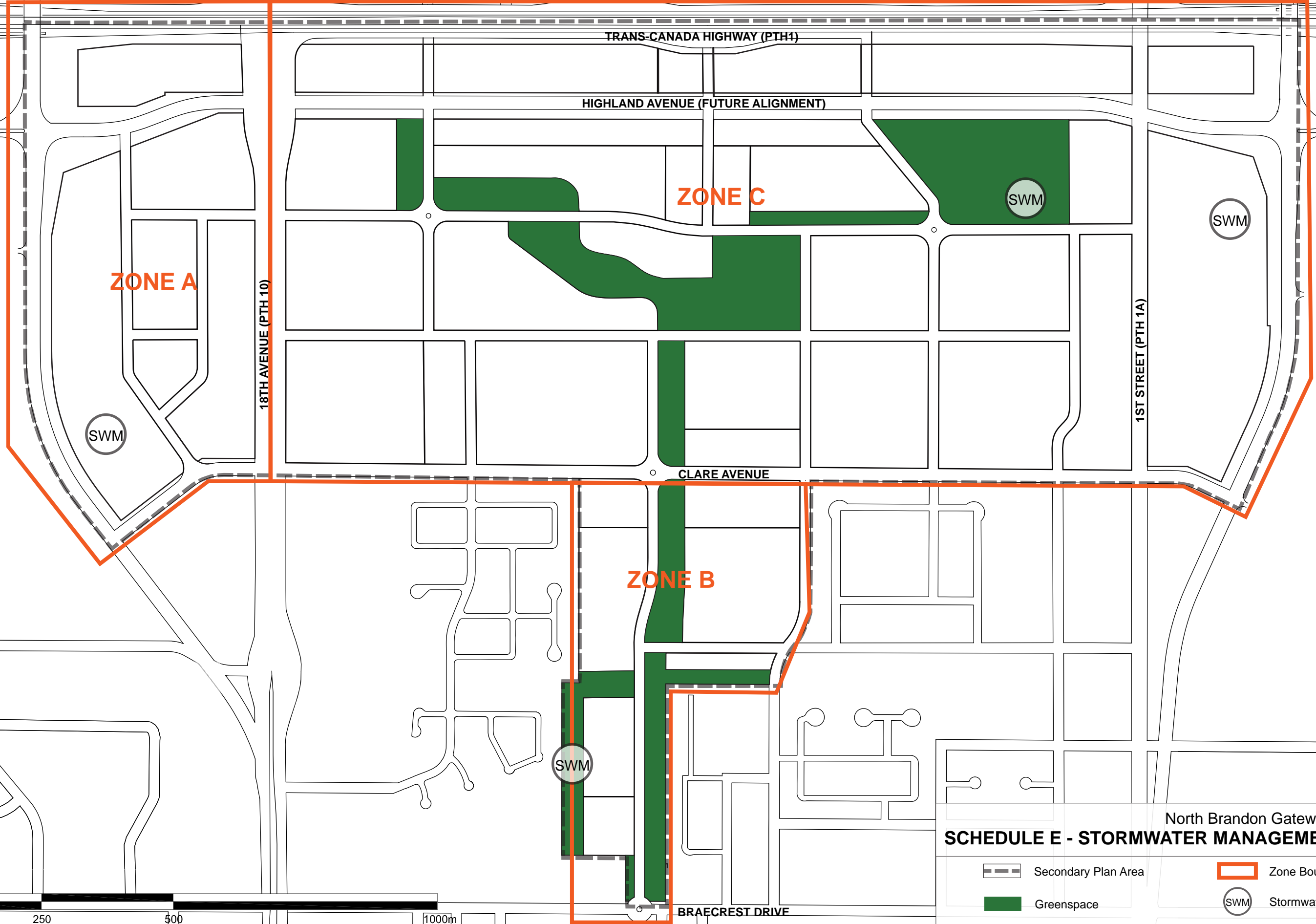
BRAECREST DRIVE

North Brandon Gateway Secondary Plan  
**SCHEDULE D - SERVICING INFRASTRUCTURE - WASTEWATER**

- Secondary Plan Area
- Existing Watermain
- Proposed Watermain



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North Brandon Gateway Secondary Plan

**SCHEDULE E - STORMWATER MANAGEMENT FACILITIES**

	Secondary Plan Area		Zone Boundary
	Greenspace		Stormwater Retention Pond