

**SCHEDULE "A"**  
**BY-LAW 154-14**

**THIRD STREET SOUTH CONCEPT SECONDARY PLAN**

**Brokenhead River Planning District**

Submitted by:  
**MMM Group Limited**

April 2014

5512130.000.104

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**MAP 1 – Land Use Designations**

**MAP 2 – Context**

## **STANDARD LIMITATIONS**

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## 1.0 INTRODUCTION

### 1.1 Purpose of a Concept Plan

The purpose of this Concept Plan, also known as a Secondary Plan, is to provide policies to guide land use and development in the 3<sup>rd</sup> Street South Concept Plan area. The Beausejour 3<sup>rd</sup> Street South Concept Plan is a by-law adopted by the Brokenhead River Planning District (BRPD) Board. The Concept Plan is consistent with the BRPD Development Plan, in accordance with the provisions of *The Planning Act*.

The 3<sup>rd</sup> Street South Concept Plan:

- ▶ Provides specific policies to guide future growth and development within the concept plan area.
- ▶ Maintains the ‘prairie town’ character of the Town of Beausejour, while accommodating multiple forms of housing as development extends outward to the RM of Brokenhead.
- ▶ Ensures new neighbourhoods are safe, healthy, inclusive, attractive, environmentally conscious, interconnected and walkable.
- ▶ Incorporates a linear greenway linkage through the plan area, connecting the Beausejour Recreation Complex, Wally Chryplywy Nature Park and the Southend Playground.

A review of the Beausejour 3<sup>rd</sup> Street South Concept Plan should coincide with the legislative review of the BRPD Development Plan.

### 1.2 How This Plan was Created

The 3<sup>rd</sup> Street South Concept Planning process began with the preparation of a background report which included demographic analysis, population projection, environmental review, and land use characterization.

Community participation was an integral part of creating the Concept Plan and will continue to be an important part of its periodic review. The community had multiple opportunities to contribute throughout the development of the Concept Plan. The public and stakeholder engagement programme included:

- ▶ A public community workshop where participants were engaged to consider various planning issues and express their thoughts on where to locate future land uses.



The BRPD Development Plan designates portions of the 3<sup>rd</sup> Street South Concept Plan area as residential and future residential. The plan outlines policies to ensure new development is compatible with existing and proposed uses and future growth of the town, and that the RM is consistent with the plan's vision of striving for "The Healthy Community." Development Plan policies considered within this plan are summarized as follows:

- Take a leading role in addressing social issues;
- Encourage crime prevention through environmental design (CPTED) principles;
- Develop design guidelines for new developments;
- Retain tree cover and woodland lots with minor clearing for building sites;
- Encourage an environmental ethic in development and lifestyles;
- Encourage sustainable development practices in new developments;
- Ensure new growth is contiguous to existing built up areas;
- Ensure logical expansion of infrastructure;
- Development must connect to municipal services;
- Does not conflict with existing urban and rural land uses;
- Single-family lots should be sized to maintain the urban residential character;
- Encourage multiple-family and a variety of housing types;
- Provide for small scale commercial uses and home based businesses;
- Accommodate churches and daycares; and
- Provide opportunities for active transportation.

In 2011 the population of the Town of Beausejour was 3,126, while the population of the BRPD was 7,761. By 2033 the Town is projected to grow by 2,256 people resulting in a total population of 5,382, while the planning district is projected to grow by 5,457 people resulting in a total population of 13,218. Similar to nation-wide trends, the amount of seniors are projected to significantly increase. The Town's current population is aging, but there are also retirees, including many farmers, who are relocating to the Town from the surrounding region. Planning for seniors and empty nesters is a critical component of the town's future. Along with seniors, children and teenagers represent a large proportion of the population. Ensuring housing options for young people and young families should help the Town retain these people.

The developable lands in the 3<sup>rd</sup> Street South Concept Plan area are fragmented, with many privately held parcels. The Concept Plan will help overcome the challenges that fragmentation brings to the development of orderly and interconnected neighbourhoods and ensure new development contributes to a common vision.

## 1.4 Plan Location and Boundary

The Concept Plan area includes land in both the Town of Beasejour and the Rural Municipality (R.M.) of Brokenhead (Figure 1) and is approximately 188 acres in size.

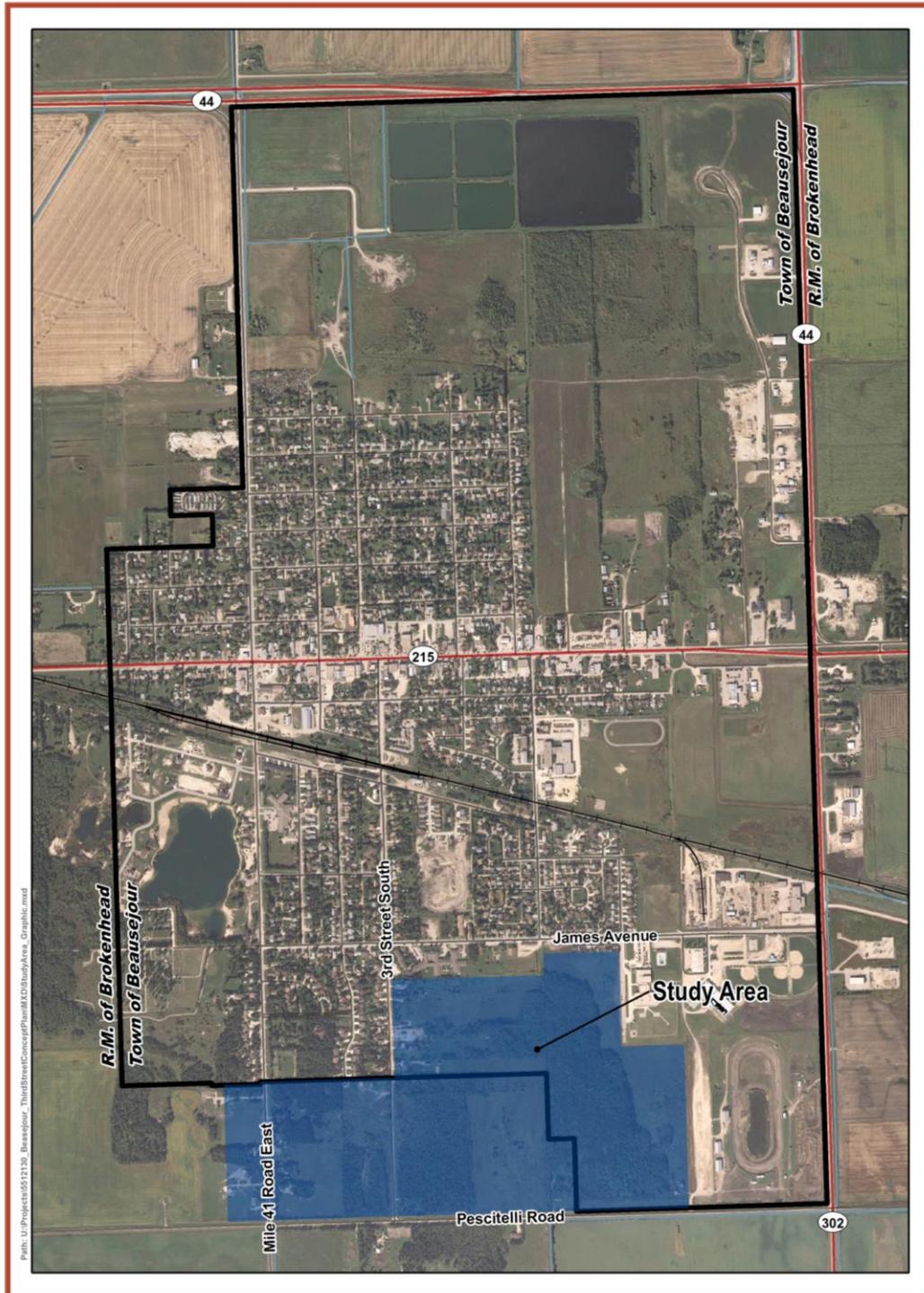


Figure 2: Map of the Concept Plan Area

## 1.5 Regulatory Framework

The BRPD Development Plan establishes a broad planning framework and sets out the land use plan and policies for the entire Planning District with respect to physical, social, environmental, and economic objectives. The Development Plan directs that more detailed secondary plans be prepared to guide future development and planning in defined areas of the Planning District. *The Planning Act* states in Section 63 that, “secondary plans must be consistent with the development plan”. In this case the 3<sup>rd</sup> Street South Concept Plan is considered a secondary plan.

In accordance with *The Planning Act*, the BRPD Board is responsible for the adoption, administration, and enforcement of the development plan by-law for the entire district, and the administration and enforcement of the zoning by-laws, any secondary plans, the building by-laws, and any other by-laws of its member municipalities and/or district. The BRPD consists of Board Members appointed by the elected Council from both municipalities.

As the planning area for the 3<sup>rd</sup> Street South Concept Plan includes land within the Town of Beausejour and the RM of Brokenhead, the BRPD Board has adopted the 3<sup>rd</sup> Street South Concept Plan and is responsible for administering and enforcing it. Zoning by-laws remain the responsibility of each individual municipality. All proposed developments must conform to the applicable provisions of the secondary plan and the zoning by-law. **Figure 2** illustrates the hierarchy of planning legislation, policy, and regulations and where the 3<sup>rd</sup> Street South Concept Plan fits in with the hierarchy.



**Figure 3: Planning Hierarchy**

## **1.6 Interpretation of Concept Plan Provisions**

The Concept Plan includes land use planning policy that will be used to guide the development and the long-term growth of the 3<sup>rd</sup> Street South Concept Plan area. Many elements shown in the Concept Plan are conceptual and approximate including boundaries of land use designations, roadways and pathway locations. The Concept Plan will provide direction in the preparation of development proposals and will be used by staff in reviewing applications such as subdivision, rezoning and site plan control to ensure new neighbourhoods reflect the general intent of this plan.

### **1.6.1 How to Read This Plan**

The 3<sup>rd</sup> Street South Concept Plan includes policies for residential land uses, neighbourhood scale commercial development, parks and open space, connectivity and streets and design guidelines. The plan's policies are intended to be interpreted together as a whole. Policies are presented within the context of each policy area, preceded by a list of objectives which the policy is intended to address.

### **1.6.2 Maps**

The boundaries and symbols shown on the maps contained herein are intended to be approximate only and should be considered as such. They are not intended to identify specific locations, except where a boundary is located on an easily identifiable natural or human made landmark such as a river or roadway. Precise boundaries for the land uses will be set out in the zoning by-law.

## 1.7 Amendments to this Concept Plan

From time-to-time, to reflect changing needs and trends, the 3<sup>rd</sup> Street South Concept Plan may require amendments. When considering an amendment to this Concept Plan, the following policy requirements and implications shall be identified and analyzed:

1. Be consistent with the BRPD Development Plan.
2. Must be thoroughly researched and presented.
3. Compatible with other Concept Plan policies such as transportation, sustainable development and design guidelines.
4. Consider adverse and beneficial social, economic, environmental effects to the community.

## 2.0 3<sup>RD</sup> STREET SOUTH CONCEPT PLAN VISION

The plan seeks to maintain the prairie town character of the Town of Beausejour as development extends outward into the RM of Brokenhead, while providing for a mix of housing types and accessible public spaces. **Map 1 Land Use Designations** identifies land use designations that apply to the concept plan area and should be interpreted in conjunction with the following principles and policies.

### 2.1 Guiding Principles

The following planning principles will help guide future land use and amenities in the planning area.

1. Provide predictability for development standards and neighbourhood design requirements for development applicants.
2. Promote high quality, walkable and interconnected linkages to adjacent areas.
3. Ensure the design of the neighbourhoods including street layouts, building siting and massing contribute to a comfortable pedestrian oriented environment, promoting walkability.
4. Provide a mix of housing types to address the needs of a wide variety of ages, income levels, needs and contemporary housing trends.
5. Accommodate the needs of seniors and encourage an age-friendly community.
6. Accommodate a universally accessible, interconnected multiple purpose pathway system throughout the planning area.

7. Ensure public space is universally accessible, provides year-round access and is accommodating to many different users.
8. Accommodate neighbourhood scale commercial development.
9. Facilitate the opportunity for multiple land owners to work toward a common vision.
10. Where possible, maintain the natural wood lots and individual trees in the planning area.
11. Encourage sustainable neighbourhood and building design principles in new developments.
12. Maintain and enhance the prairie town character of Beausejour.

## 3.0 SECONDARY PLAN POLICIES

### 3.1 Residential

The primary land use within the planning area will be residential. The area should accommodate multiple forms of housing and densities to reflect the diversity of housing needs and trends. These include small and large single-family lots and multiple-family units in the form of multiple story apartment buildings, townhomes and duplexes.

#### 3.1.1 Residential Objectives

1. Ensure new residential development is of high quality and the design of the subdivision contributes to an attractive, accessible, walkable and sustainable neighbourhood.
2. Ensure the area provides for a mix of housing types to accommodate a wide spectrum of economic, demographic and mobility needs.
3. Promote a mix of housing types by accommodating a variety of building forms through two distinct residential policy areas: single-family and multi-family.
4. Maintain the existing residential character of Beausejour while adding nodes of higher density residential development.
5. Recognize the need for group care homes and ensure they are integrated throughout new neighbourhoods.
6. Provide for additional seniors' housing and facilities, which complement the existing seniors' facilities.
7. Ensure the efficient consolidation and reorganization of small land parcels within the planning area.

#### 3.1.2 General Residential Policies

1. New residential development shall be implemented in accordance with **Map 1: Land Use Designations**.
2. Applications for new residential subdivisions with four or more single-family lots, duplex units or multiple-family units shall include the following:
  - i. A stormwater management plan.
  - ii. A plan indicating how the development will connect to the community greenway.

- iii. Road network plan.
- 3. Generally, a new residential development should be logically extended from and contiguous to existing developed areas, where possible. However, considering the current number of parcels and land owners, it is likely that not all lands within the planning area may be available for development.
- 4. All residential development is subject to the dedication of at least 10 percent of the lands and/or the cash equivalent of the dedication not taken in the form of land, as determined by the BRPD Board (see policy 3.4.2.2). Dedicated lands shall be free of any encumbrances.
- 5. Group care homes shall be a conditional use within residential policy areas in the 3<sup>rd</sup> Street South Concept Plan area to ensure the neighbourhood is inclusive of the needs for all people.
- 6. Buildings shall be encouraged to incorporate minimal setbacks from the street to create a continuous “street wall,” which results in a comfortable pedestrian environment.



**Figure 4: Pedestrian oriented street, Celebration, Florida.** Houses with minimal setbacks and garages in the rear frame this local residential street with an enclosed and continuous “street wall” creating an interesting and comfortable pedestrian environment.

7. The design of new residential subdivisions shall identify and preserve large and/or healthy trees and trees which can reasonably be protected through the construction of infrastructure and buildings. Where trees cannot be preserved new street trees shall be planted along new streets and trails. Generally, a new tree shall be planted for every single-family parcel and a new tree no less than every 20 metres of frontage for a multiple-family parcel.



**Figure 5: The Value of Street Trees, Charleston, South Carolina.** Some communities highly value their trees and go to great lengths to preserve them.

8. Many of the existing parcels along the east side of 3rd Street, south of James Avenue are long narrow large lots with houses built near the front street and garages/workshops built deeper into the property (at different distances). These large lots are generally 1,500 feet in length and are not of an urban standard. Much of the back of the property is underutilized and has development potential. Preventing future development at the rear of these lots will encourage their future subdivision to accommodate smaller sized lots that will be accessed from the extension of 5<sup>th</sup> Street or other future local road. The Planning District Board encourages land owners who are interested in subdividing and developing their lots to work together to find opportunities to form partnerships to facilitate development. The following policies shall apply to the lots on the east side of 3rd Street south of James Avenue, described as the Rural Residential Deep Lot Area on **Map 2 Context**:

- i. No development of permanent structures is allowed on the east side of 3rd Street, beyond 240 feet from 3rd Street.
- ii. Future subdivision of the back of the lot is encouraged and the new vacant lot would front on to a new right of way when established. The future depth of the lot shall be 250 feet measured from 3rd Street unless there are permanent buildings already located beyond this depth. In this instance, the exact distance should not far exceed the rear of these existing buildings to limit the lot depth.
- iii. Infill development along the east side of 3rd Street is encouraged with a minimum lot frontage similar to that of the lot frontage on the west side of the street.

### 3.1.3 Single-Family Residential Policies

1. Single-family development shall be directed to single-family policy areas as outlined on **Map 1 Land Use Designations**. Duplexes and townhomes shall be a permitted use in single-family policy areas.
2. Encourage a mix of smaller and larger lots throughout single-family policy areas. Where a single-family policy area abuts a multiple-family area, the following policies shall apply to ensure an appropriate transition in building scale and form:
  - i. Encourage duplexes and townhomes to act as transitional building forms between multiple-family apartments and single-family homes (see **figure 6**).
  - ii. Where a single-family area fronts, or backs on to a multiple-family apartment, the density of development may be higher (i.e. small lot sizes shall be considered).
  - iii. Where possible, existing tree cover should be maintained to act as a natural buffer between single-family policy areas and multiple-family policy areas.
3. Home-based businesses may be accommodated in the single-family policy area if the nature of the business does not create a disruption in the neighbourhood or result in an undue amount of automobile traffic.
4. The creation of secondary suites on single-family lots is encouraged. Secondary suites can be located within the principle dwelling, within a detached garage and within detached garden suites.

### 3.1.4 Multiple-Family Residential Policies

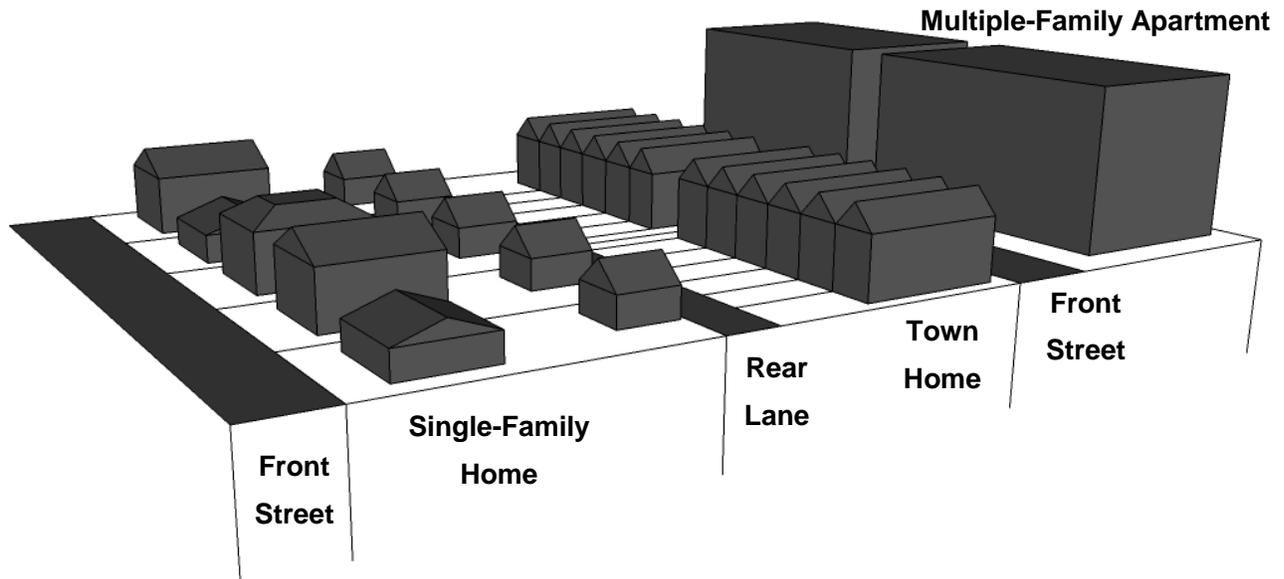
1. Multiple-family residential development shall be directed to multiple-family policy areas, as outlined **Map 1 Land Use Designations** and may include apartment buildings, townhomes and duplexes.
2. Apartment buildings shall be a maximum of six stories in height, be oriented to the fronting street with minimal setbacks from the street. To ensure the pedestrian-oriented environment created by minimal setbacks is maintained, parking for multiple-family development will be located either at the rear of the building or the side of a building. Side lots are limited to only one side of the building and shall only be the minimal width required to accommodate two stalls and access lane. These parking lots shall not be adjacent to another parking lot and shall include landscaping at the front of the lot to maintain the continuance of the “street wall.”



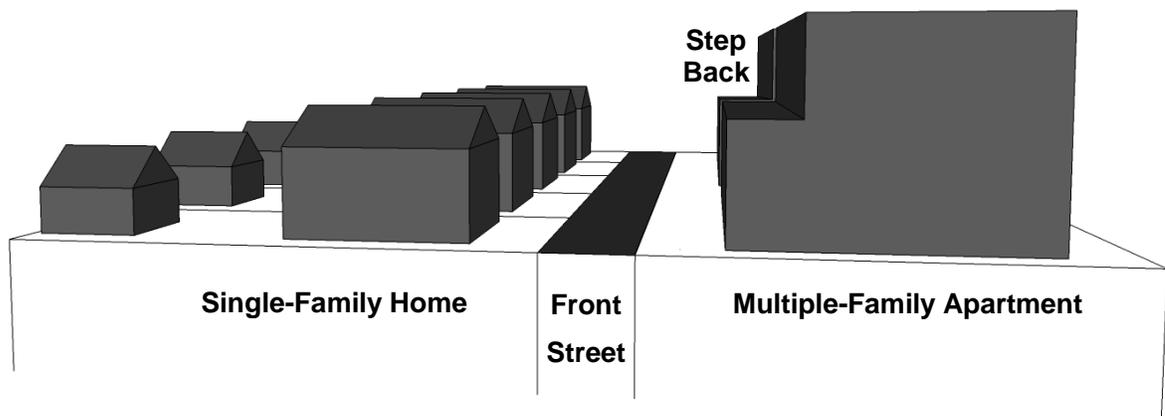
**Figure 6: Pocket Parking Lot, Winnipeg.** Small gaps between building facades maintains the “street wall” and comfortable pedestrian environment. Adding landscaping along the front of the lot would help maintain the sense of enclosure continuous building facades provide.

3. New senior’s residential facilities and services should be directed to the area south of the existing Eastgate Lodge, located at the corner of James Avenue and 3<sup>rd</sup> Street. The clustering of seniors’ facilities makes the most efficient use of infrastructure. Creating a critical mass of seniors in one area may promote the introduction of senior focused services.

- In multiple-family policy areas adjacent to a single-family policy area, duplexes, townhomes and small two story apartments are encouraged to act as a transitional building form between single-family development and multiple-family apartment buildings. Alternatively, where taller multiple story apartment buildings are desired adjacent to a single-family policy area, they shall be designed with the third floor and above, stepped back by from the first story façade to allow sun penetration to single-family homes.



**Figure 7: Transitional Building Forms.** Buffering single-family development with lower density multiple-family development creates a soft transition between low density, two story houses and higher density, multiple story apartments.



**Figure 8: Building Step Backs.** Stepping back apartment buildings adjacent to two story homes softens the visual impact of the larger apartment building. This also mitigates the disruption to solar access that the multiple story apartments may otherwise cause.

## 3.2 Neighbourhood Commercial

Integrating commercial uses with residential uses provides people with the opportunity to access shops and services close to their homes, reducing reliance on automobiles. This also promotes a walkable environment as people have access to meaningful destinations within walking distance. The BRPD Development Plan designates the planning area as residential, however this designation does accommodate small scale neighbourhood commercial uses. These uses shall be compatible with surrounding residential uses and ensure they do not require large expanses of parking or generate an undue amount of traffic. Mixing commercial and residential uses in the same building further enhances neighbourhood diversity and walkability.

### 3.2.1 Neighbourhood Commercial Objectives

1. Promote Beausejour's continued growth as a "complete community" which provides residents convenient access to neighbourhood services.
2. Reduce the reliance on automobiles and accommodate active modes of transportation to satisfy daily needs.
3. Promote a walkable neighbourhood by adding meaningful commercial destinations within close proximity to where people live.

### 3.2.2 Neighbourhood Commercial Policies

1. Encourage small scale neighbourhood commercial uses to locate along collector roads, outlined on **Map 2 Context**.
2. Commercial uses within single-family policy areas are encouraged to locate on corner lots to promote visibility and connectivity.



**Figure 9: Neighbourhood Convenience Store, Winnipeg.** Mixing small scale neighbourhood commercial uses in residential areas provide the opportunity for people to conveniently serve daily needs within their community.

3. Neighbourhood commercial uses include but are not limited to: small scale retail outlets, cafés, personal services and offices.
4. Ensure commercial uses do not cause an undue amount of vehicle traffic and reflect a neighbourhood scale.
5. Promote a diverse mix of land uses by encouraging mixed-use neighbourhood commercial and residential buildings along major collector roads, with the commercial use on the first floor and residential above.

### **3.3 Institutional**

Community focused institutional uses include places of worship, schools and community recreation facilities. In the future, there may be demand for the development of an additional school or other institutional use in the Town of Beausejour or RM of Brokenhead. These uses may be appropriate for the 3<sup>rd</sup> Street Plan area in the future. The Planning District may amend the plan to include such a use.

#### **3.3.1 Institutional Objectives**

1. Ensure the Sunrise School Division has the capacity to serve new development in the 3<sup>rd</sup> Street South Concept Plan area.

#### **3.3.2 Institutional Policies**

1. Community institutional uses in the residential designation may be established as conditional uses, as per the zoning by-law.
2. The Sunrise School Division shall have the opportunity to comment on future subdivision applications in the planning area. This will ensure that schools in the area have the capacity to accommodate additional students as a result of new housing developments.
3. Should the demand for a new school arise, the Planning District may consider a Development Plan and a Concept Plan amendment to include an institutional designation in the 3<sup>rd</sup> Street area.

### **3.4 Community Greenway, Parks and Public Space**

The BRPD Development Plan calls for a linear pathway connection between Wally Chryplywy Nature Park and the Beausejour Recreation Complex. This community greenway will be the priority for green space in the planning area. Pocket parks situated along the greenway are also encouraged. Policies in this section are intended to provide residents with convenient access to existing and new parks and community amenities.

#### **3.4.1 Community Greenway, Parks and Public Space Objectives**

1. The priority for public space and green space in the planning area is a community greenway connecting Wally Chryplywy Nature Park, the Beausejour Recreation Complex, the Southend Playground and the southern boundary of the planning area. The community greenway will include a multi-purpose path system, which is accessible for all levels of mobility. The design of the path system will consider low mobility users (e.g. wheelchairs, scooters and strollers) and high mobility users (e.g. joggers, bicycles and inline skates).

2. Public space and green space should be conveniently accessible to all residents and be interconnected through the development of sidewalks and the community greenway. They should be designed to accommodate active modes of transportation, while providing safe routes for residents of all ages and mobility levels.
3. Public space and green space should be of high quality and include landscaping, furniture and playground structures.
4. Ensure public space and green space is designed and programmed for year round usability.

### 3.4.2 Community Greenway, Parks and Public Space Policies

1. **Map 2 Context** outlines the general alignment of the greenway, should be developed within the right-of-way of a main east-west collector road. Generally the greenway path, amenities, plantings and lighting should run within a centre median and boulevard to provide convenient access to both sides of the street, be highly visible and promote a sense of community wide ownership of it. The greenway will likely have to diverge from the collector road alignment to connect out of the site. Where this is the case, the greenway may be aligned along linear retention ponds, local roads or within a dedicated alignment.
2. Subdivision applications shall support the creation of a community greenway. The development of the community greenway shall be given priority over all other greenspace for required land dedication or cash in lieu of land. However, developers are also encouraged to create connections to the greenway and additional greenspaces within new developments. Once the community greenway is complete, land dedication or cash in lieu shall be directed to other forms of public space and green space.
3. The community greenway shall be connected to the Beausejour Recreation Complex, Wally Chryplywy Nature Park, the Southend Playground and the southern boundary of the site. Pocket parks and green spaces are encouraged to be located along the greenway at strategic nodes including greenway junctions and road junctions, areas of higher density, prominent corners and treed areas (see **Map 2 Context** for treed areas).



**Figure 10: Wellington Crescent Greenway, Winnipeg.** Locating a path along the centre median boulevard allows for easy access from both sides of the street, while creating an attractive streetscape.

4. The following policies shall guide the development of a community greenway:
  - i. The greenway boulevard or right-of-way should be a minimum of 8 metres wide, with a minimum 3 metre wide multi-purpose path accessible for all users, which is paved or asphalted. The greenway right-of-way width may be reduced, if required, in areas where the greenway is aligned along linear retention ponds, local roads or within a dedicated alignment. The balance of the greenway area will be turfed or xeriscaped and be made available for other amenities and plantings.
  - ii. Must include trees along at least one side of the greenway multi-purpose path at a minimum of 12 metre intervals. Where the path follows an east / west alignment, trees shall be planted on the south side of the multi-purpose path.
  - iii. Include some combination of signage, benches, shelters, bicycle racks and refuse containers as required, where the greenway intersects with a park, a cross-street or another pathway.

- iv. Lighting is required along the greenway. Pedestrian scaled, ornamental street lights are encouraged, to promote an attractive and walkable environment and encourage the concept of a “dark sky community,” which minimizes light pollution. However, larger scale lighting may be considered at various locations (eg. Intersections with collector roads) where more light may be required.
- v. Public art is encouraged.
- vi. Where possible, connect to new parks and other greenspace.



**Figure 11: 3<sup>rd</sup> Street Multipurpose Path, Beausejour.** Capitalizing on the Town’s investment in this path, a future connection to the community greenway will create a more comprehensive active transportation / mobility scooter network and connect new development with downtown Beausejour.

- 5. The Town of Beausejour is encouraged to connect the existing multi-purpose path on 3<sup>rd</sup> Street to the community greenway, potentially along James Avenue through the Southend Playground.
- 6. Pocket parks and public spaces are encouraged to be developed in strategic locations throughout the planning area, which provide convenient access for users and include safe connections for active modes of transportation and mobility scooters. These spaces shall be connected to the community greenway either by being located along the path, or connected by a secondary path or a street which includes sidewalks and bike lanes.

7. Pocket parks shall include programming to ensure they are attractive and useable by the public. These spaces may be, but not limited to: naturalized areas of existing woodlots, children's play structures, public gardens, community gardens, seating and other amenities.
8. Parks and green space shall be designed to have a significant amount of the perimeter of the space fronting a minimum of two public streets. This evokes a sense of community wide ownership of the space, while promoting safety by being sufficiently visible and accessible from neighbouring streets. Access shall be provided to all adjacent public streets.



**Figure 12 (top): Contemporary Public Park, Winnipeg.** Parks with large portions of their perimeter backed onto by development do not evoke a sense of community wide ownership and are not clearly visible from the street, decreasing safety. **Figure 13 (bottom): Traditional Public Park, Winnipeg.** Parks with large portions of their perimeter fronting on a street evoke a sense of community wide ownership, are clearly visible from the street, promoting safety and are an attractive element within a neighbourhood.

9. Where necessary, public space and green space should act as a buffer between incompatible uses.
10. The use of bio-swales and naturalized retention ponds should be encouraged for stormwater management. These can be incorporated into linear green space as linkage opportunities as long as culverts and bridges are used to maintain connectivity.
11. Parks and public space should be designed to be safe, accessible and promote diversity in year-round uses for all people.
12. Preserve existing stands of trees, especially large and healthy trees in the design of the community greenway and other public parks and green space.

### **3.5 Streets, Blocks and Transportation**

The layout and design of the structure of streets and blocks largely affects the walkability of a neighbourhood. Interconnected street patterns with smaller blocks make for a highly walkable environment, while disconnected street patterns with curvilinear streets and large blocks greatly diminishes walkability.

#### **3.5.1 Streets, Blocks and Transportation Objectives**

1. A key component to successful future neighbourhood development will be strong connectivity within the planning area, other areas in the Town of Beausejour, the RM of Brokenhead and the surrounding region.
2. Future development should be interconnected both internally within the plan boundary and externally with existing developed areas via a street network. Future road connections from the planning area to adjacent areas should be anticipated through subdivision design.
3. Ensure new neighbourhoods are walkable, interconnected and accessible to promote active lifestyles for residents of all ages.
4. Ensure new investment in local transportation infrastructure promotes safe and efficient transportation networks.
5. Ensure the transportation network is accessible for all users.
6. Ensure new neighbourhoods are structured in a way that ensures an interconnected street pattern with the use of rear lanes.

### 3.5.2 Streets, Blocks and Transportation Policies

1. Development in the plan area should include multiple street connections to the Town of Beausejour and the RM of Brokenhead, in addition to the future collector and conceptual collector roads outlined on **Map 2 Context**.
2. Roads shall be built to an urban standard including asphalt or pavement surface, underground hydro, street lighting and paved curbs and gutters to accommodate overland drainage.
3. To encourage efficient movement of automobiles and a pedestrian oriented environment, collector roads should include street parking on both sides and have limited automobile access, accommodated through the use of back lanes. Collector roads are encouraged to utilize ornamental street lighting. Collectors shall connect through new neighbourhoods to key access points in and out of the site.
4. To encourage a pedestrian oriented environment (see **Figure 3** and **Figure 17**), local roads which are considered important pedestrian routes (these are local roads which connect to parks, the community greenway, schools, community facilities, commercial uses, multiple-family development, future collector roads, 1<sup>st</sup> Street, 3<sup>rd</sup> Street, Pescitelli Road and other important destinations and connections) shall incorporate a rear lane. Local roads are encouraged to utilize ornamental street lighting. Local roads should also connect through new neighbourhoods to key access points in and out of the site, in addition to collector roads.
5. Where rear lanes are developed, automobile access shall only be permitted via the rear lane. Sidewalks should be included along the frontage of these streets.
6. The development of sidewalks is required on new collector roads and local roads considered important pedestrian routes (as defined in 3.5.2.4) and are encouraged on all roads. Multiple purpose path systems, except for the community greenway, shall not be considered a substitute for sidewalks.

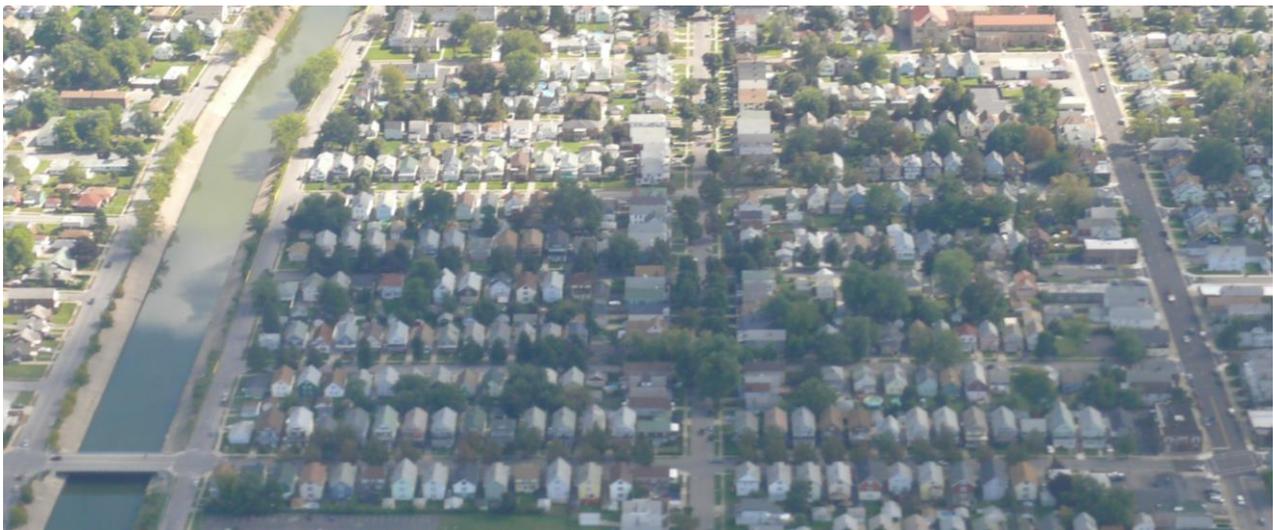
7. New collector roads shall include bike lanes to promote active transportation, thereby reducing reliance on automobiles and promoting active lifestyles.



**Figure 14: Bi-directional bike lanes, Winnipeg.** Adding bike lanes to collector roads acts as the backbone for a strong cycling network and accommodates cyclists who are not willing or able to ride in traffic.

8. New roads and development adjacent to the Beausejour Early Years School shall be designed to accommodate the access needs of school buses.
9. Developers shall pay for the construction of local and collector roads and improvements to regional transportation infrastructure (e.g. traffic lights, etc.).
10. Individual development projects are required to create road stubs at strategic locations to provide seamless connections to future development. Where a road stub has been left, new developments shall create street connections to the stub.

11. To ensure an interconnected street pattern, new neighbourhoods are encouraged to include an interconnected, modified grid street pattern, which incorporates slight bends and numerous intersections, while minimizing the use of disconnected bays and cul-de-sacs.



**Figure 15 (top): Contemporary Neighbourhood, Greater Toronto Area.** A typical contemporary suburban neighbourhood with a disconnected street pattern, designed primarily for automobiles rather than pedestrians. Walking is not convenient due to long distances, winding disconnected streets and an uncomfortable streetscape with large setbacks and garages dominating the front facades of houses. **Figure 16 (bottom): Traditional Neighbourhood, Buffalo, New York.** A typical turn of the century urban neighbourhood, designed to accommodate pedestrians. The interconnected gridiron street pattern offers convenient pedestrian connections, a variety of routes. The minimal front yard setbacks with recessed garages creates an attractive pedestrian environment (see **figure 17**).

12. Bays and cul-de-sacs shall include pedestrian connections through the bay or at the end of the cul-de-sac to adjacent streets.
13. Encourage the use of pedestrian scaled blocks, which do not include long distances between intersections and pedestrian connections.
14. Strategically locate pedestrian crosswalks along collector roads in areas of high pedestrian traffic where no street intersection is available to provide a safe crossing.
15. Roads and sidewalks shall include wheelchair accessible curb cuts, visually accessible ground treatments, and visually accessible signage.

## **3.6 Municipal Services**

Development within the 3<sup>rd</sup> Street South Concept Plan area is contingent on the provision of municipal services, which can be extended into the planning area from the existing system in Beausejour.

### **3.6.1 Municipal Services Objectives**

1. Provide municipal services similar to those, which currently exist in the Town of Beausejour, for the 3<sup>rd</sup> Street South Concept Plan area, including underground piped services and over land drainage.
2. Ensure the efficient and cost-effective extension of underground, piped, water and wastewater services.
3. Ensure extension of services reflects growth in the planning area and is responsive to future demand.

### **3.6.2 Municipal Services Policies**

1. New development shall manage on-site stormwater management.
2. Piped services initially extended from the Town of Beausejour shall be appropriately sized to accommodate future growth within the entire planning area.
3. Water main connections from the existing system shall be located between 1<sup>st</sup> Street and Joyce Street along James Avenue and at 3<sup>rd</sup> Street.
4. Consider locating water retention ponds in the low lying, southeast corner of the planning area.

5. New development shall be subject to development cost charges and fees as required by RM Council, Town Council or the Planning District Board.

### **3.7 Sustainable Development**

Incorporating sustainable development principles with neighbourhood and building design will reduce the ecological footprint and carbon footprint of the residents of the 3rd Street South Concept Plan area. Along with sustainable neighbourhood and building design, providing a connection between people and the natural environment leads to a more sustainable community.

#### **3.7.1 Sustainable Development Objectives**

1. Enhance the Town of Beausejour's and RM of Brokenhead's interconnection with the natural environment.
2. Minimize environmental impacts of new development by considering energy efficiency, water conservation, stormwater runoff, solar orientation and landscaping in the design of new neighbourhoods, sites and buildings.
3. Ensure new development results in an interconnected, attractive, walkable and sustainable community which enhances the existing character of Beausejour.
4. Ensure new development maintains as many existing trees as possible, to reflect the character of Beausejour's tree lined streets and lots to promote shade, air quality, reduce the heat island effect and ensure the Town remains attractive.
5. Strive for Leadership in Energy and Environmental Design (LEED) accreditation in the design and development of new neighbourhoods and buildings.

#### **3.7.2 Sustainable Development Policies**

1. Where possible, preserve existing stands of trees on building sites, public streets, the community greenway and parks to maintain plant and wildlife biodiversity and promote shady streets.
2. Sustainability and biodiversity within neighbourhoods should be promoted by encouraging residential properties to minimize the use of turf grass and other non-native vegetation. The use of xeriscaping, including the use of native plant species for landscaping is encouraged, to reduce the amount of water and fertilizer required, while promoting biodiversity.
3. Stormwater shall be managed through the use of retention ponds with naturalized shorelines, while the use of bio-swales for stormwater management is encouraged as they improve water quality.

4. Maintain solar access through the design of new developments, to promote the use of active and passive solar energy systems. Multiple family apartment buildings shall consider shadow impacts on surrounding properties when siting and designing buildings.
5. The use of energy efficient building design principles including but not limited to: low maintenance landscaping, comprehensive insulation, geothermal heating and cooling, solar panels, low flow fixtures and dual flush toilets, energy efficient appliances, water heaters and furnaces are encouraged. Where viable, LEED accreditation or similar design/construction standards recognized by the Canadian Green Building Council is encouraged.



**Figure 17: LEED Silver Rated Home, Winnipeg.** This house was designed to be sustainable and highly energy efficient. Some green elements of the house are the use of reclaimed wood, a grey water recycling system, energy efficient fixtures and appliances, increased amounts of insulation and a low maintenance yard with drought resistant native plants.

### 3.8 Community Design Guidelines

The BRPD Development Plan requires design guidelines for new development. The community design guidelines will ensure that new development is consistent with the guiding principles of this plan, facilitates a pedestrian oriented and sustainable community, accommodates a mix of housing types and maintains the existing character of Beausejour. These guidelines apply to all new development.

#### 3.8.1 Community Design Guidelines Objectives

1. Respect the existing town character of Beausejour by ensuring new development is compatible with the existing built form, dense tree cover and community character of buildings, streetscapes and open space patterns.
2. New development should be diverse, attractively designed and use quality finishes and construction methods.
3. Ensure siting, massing and aesthetics of new buildings create an attractive and pedestrian oriented public realm, resulting in an interesting, safe and walkable neighbourhood.

#### 3.8.2 Community Design Guidelines Policies

1. The siting and massing of buildings should frame streets to promote the existing character of Beausejour and create a comfortable pedestrian environment. This should be achieved through the use of back lanes and minimal front yard setbacks.



**Figure 18: Well framed residential streetscape, Niagara-on-the-Lake, Ontario.** Minimal front yard setbacks frame the street and create a comfortable pedestrian environment. A bend in the street creates a terminal vista furthering the sense of enclosure. This concept is described as an ‘outdoor room.’ Sidewalks, street trees and pedestrian scaled lighting also contribute to the pedestrian oriented character of the neighbourhood.

2. Development, which includes collector road connections to the planning area outlined in **Map 2 Context** will highlight these intersections as gateways to the planning area by incorporating landmarks, public art, signage, green space or prominent buildings. Strong, definable gateways contribute to the character of an area, define neighbourhood boundaries, contribute to wayfinding and foster a sense of place.
3. Encourage the use of pedestrian scaled ornamental street lighting to promote an attractive and walkable environment and encourage the concept of 'dark skies' to minimize light pollution.
4. Incorporate CPTED principles into subdivision and building design. Ensure a safe community through adequate lighting, visible public spaces, opportunities for passive surveillance of public space from buildings through site design and adequate glazing, ensure doors to buildings are visible and well lit and ensure boundaries between public and private space are well defined through visual cues.
5. Duplex units are encouraged to be located on street corners with the building designed so each unit faces a different street to maintain an attractive, pedestrian-oriented environment. Ensure the design allows for private outdoor space and a garage for each unit.



**Figure 19: Corner lot duplex with a unit facing each street, Celebration, Florida.** Creating buildings that face each street at a corner ensures the street wall is maintained and eliminates undesirable sledge. Both units have private outdoor space linked to a private garage.

- Streets which are not served by an area lane shall be designed with recessed garages or rear yard detached garages.



**Figure 20 (top): Recessed Garages, Winnipeg. Figure 21 (bottom): Recessed and Rear Yard Garages, Buffalo, New York.** Recessed and rear yard garages create an attractive streetscape as the garages are not the dominate feature on the front façade of the houses.

7. An identical or modified identical single-family house plan shall not be developed within four lots of one another.
8. The design of new single family homes, duplexes and townhomes will consider the following:
  - i. Minimize the amount of pitched roof lines and angles.
  - ii. Incorporate window dormers to breakup large expanses of roof area.
  - iii. Ensure an adequate amount of glazing on front building facades.
  - iv. Encourage the use of bricks, cultured stone and hardy board coupled with the use of stucco to add visual interest. The use of vinyl siding is discouraged.
  - v. Encourage the use of earth tones and other neutral colours for new residential development.
  - vi. Front doors shall be located on the front façade and to ensure they are completely visible from the street.
  - vii. Incorporate permeable surfaces when designing driveways and walkways.
  - viii. Accessible design elements to accommodate all levels of mobility.
9. The design of new multiple-family apartment buildings will consider the following:
  - i. Large expanses of blank walls are discouraged.
  - ii. Utilize balconies, windows, architectural details and façade treatments to ensure visual interest.
  - iii. Make use of landscaping, retaining walls or other visual transitions to define the boundary between public and private space in front and side yards.
  - iv. Front doors shall be located on the front façade and to ensure they are completely visible from the street.
  - v. Surface parking lots shall include landscaping and trees around the perimeter of the lot to provide visual interest and shade. Trees and landscaping should be provided between rows of parking stalls.
  - vi. Accessible design elements to accommodate all levels of mobility.

## 4.0 PLAN IMPLEMENTATION

The Beausejour 3<sup>rd</sup> Street South Concept Plan is a land use planning policy document that will guide future development using planning tools provided under *The Planning Act*. Many elements illustrated in the Concept Plan are conceptual including location of parks, pathway locations, and boundaries of land use designations. Modifications to the Concept Plan during its' implementation are anticipated and will be supported if the general intent and location of the policy area is maintained.

This Concept Plan identifies the following studies, plans and/or assessments that the Brokenhead River Planning District may require to support the implementation of this Concept Plan, Concept Plan Amendments, major development proposals over five acres in size, and Plan of Subdivision applications; prior to that application being considered complete. The following studies, plans and/or assessments shall be determined to be required at the discretion of the Brokenhead River Planning District:

1. Subdivision Plan.
2. Phasing Plan for residential developments
3. Stormwater Management Plan.
4. Functional Servicing Plans (sewer and water).
5. Policies in the 3<sup>rd</sup> Street South Concept Plan will be implemented primarily through planning tools such as Zoning By-laws, subdivision, and development agreements.

### 4.1 Implementation Considerations - Land Fragmentation and Phasing

Providing a common vision for a site is a helpful tool for land owners to get a sense of what the future uses on the land will be and identify what needs to be considered during the development process. Land fragmentation is a challenge to developing the site because many land owners may not be interested, have the expertise, or the resources to develop land. Working with multiple landowners results in more complicated agreements to dedicate land for future roads, common facilities (schools, parks, etc.) and retention ponds along existing lot lines and within varying lot sizes. Interested developers should purchase lands in order to better implement the necessary infrastructure and facilities that benefit the area as a whole.

A phased approach to developing the study area is ideal due to its large size. Preferably, the first phase will be adjacent to the existing developed areas and in the vicinity of municipal service connections as outlined on the context map. Development in other areas could be considered as part of phase one if a study undertaken by professional engineer indicates there is existing water

and wastewater capacity to serve the development. These areas may be found in both the Town of Beausejour and the RM of Brokenhead. A market analysis would determine what the appropriate size of the phased development is for Council's consideration.

To assist the consolidation of the numerous parcels, we recommend that a fair market value be paid to the landowners. This can be achieved by having a third party (2-3 quotes) assess the value of the subject parcel. Commonly land owners see a higher value in property that is designated for more intensive use however the development process (subdivision, rezoning, servicing, planning and engineering studies, etc.) add to the cost of preparing the land for future sale. These costs need to be understood and included in the assessment of fair market value.

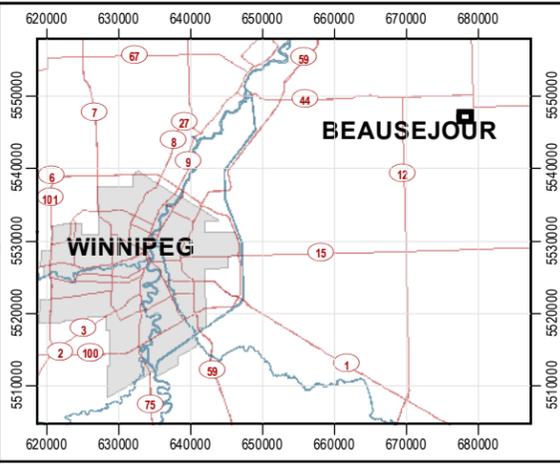
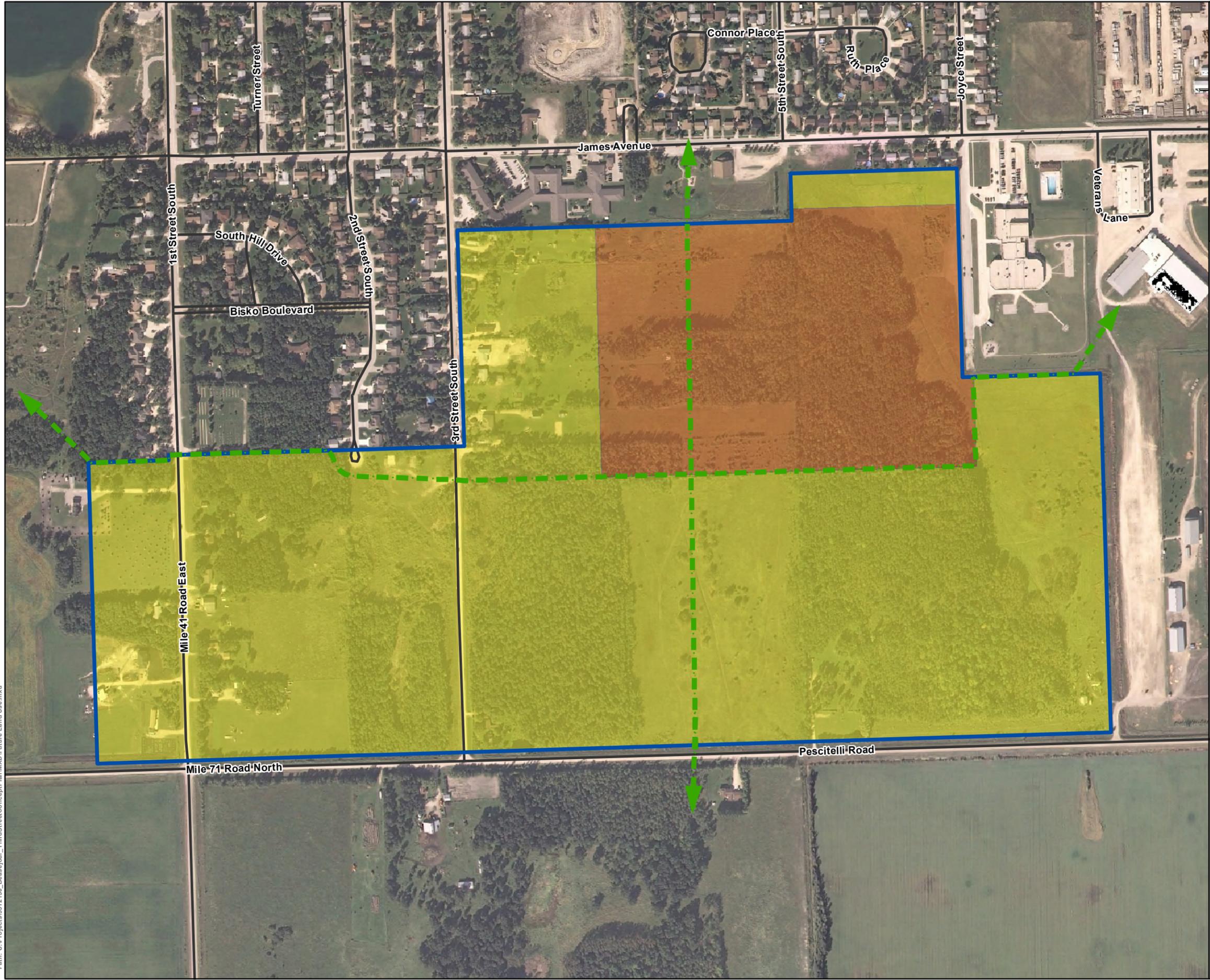
If multiple owners agree to move forward, legal agreements and strategies will need to be established in order for each interest to understand the costs and benefits they will receive in the process. **Map 2 Context** shows where the collector roads will be generally located and future local roads that are part of a subdivision plan will be connected to these collector roads. The cost and implementation of the local roads and partial cost of the collector roads are the responsibility of the developer, in consultation with Council. Costs associated with the sewer connection, sewer system, water connection, water system, drainage system, drainage collection site and other utilities are the responsibility of the developer.

## 4.2 Monitoring

The R.M. of Brokenhead staff, Town of Beausejour staff, BRPD Board Staff and community members will monitor the 3<sup>rd</sup> Street South Concept Plan and indicate whether the intent and policies recommended within the document are being carried out. The 3<sup>rd</sup> Street South Concept Plan should undergo a formal review in conjunction with the BRPD Development Plan Review to ensure the plan continues to reflect the needs of residents and respond to changing issues in the Town of Beausejour and RM of Brokenhead. Should there be any changes to the 3<sup>rd</sup> Street South Concept Plan, an amendment to the by-law will be required.

The 3<sup>rd</sup> Street South Concept Plan should be reviewed from time-to-time but shall be reviewed in conjunction with the BRPD Development Plan. Amendments and reviews to the BRPD Development Plan may require a review and amendment of the 3<sup>rd</sup> Street South Concept Plan.

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### SCHEDULE "A" BY-LAW 154-14 THIRD STREET SOUTH CONCEPT SECONDARY PLAN

#### Legend

- Community Greenway
- Study area

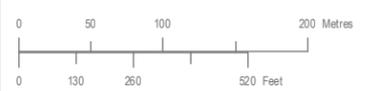
#### Land Use Designations

- Multi-Family
- Single-Family

#### Land Base

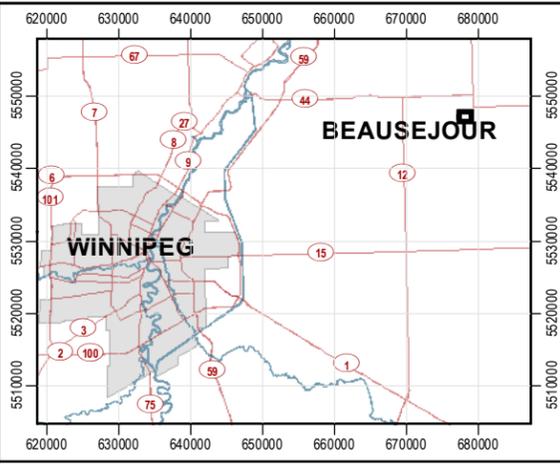
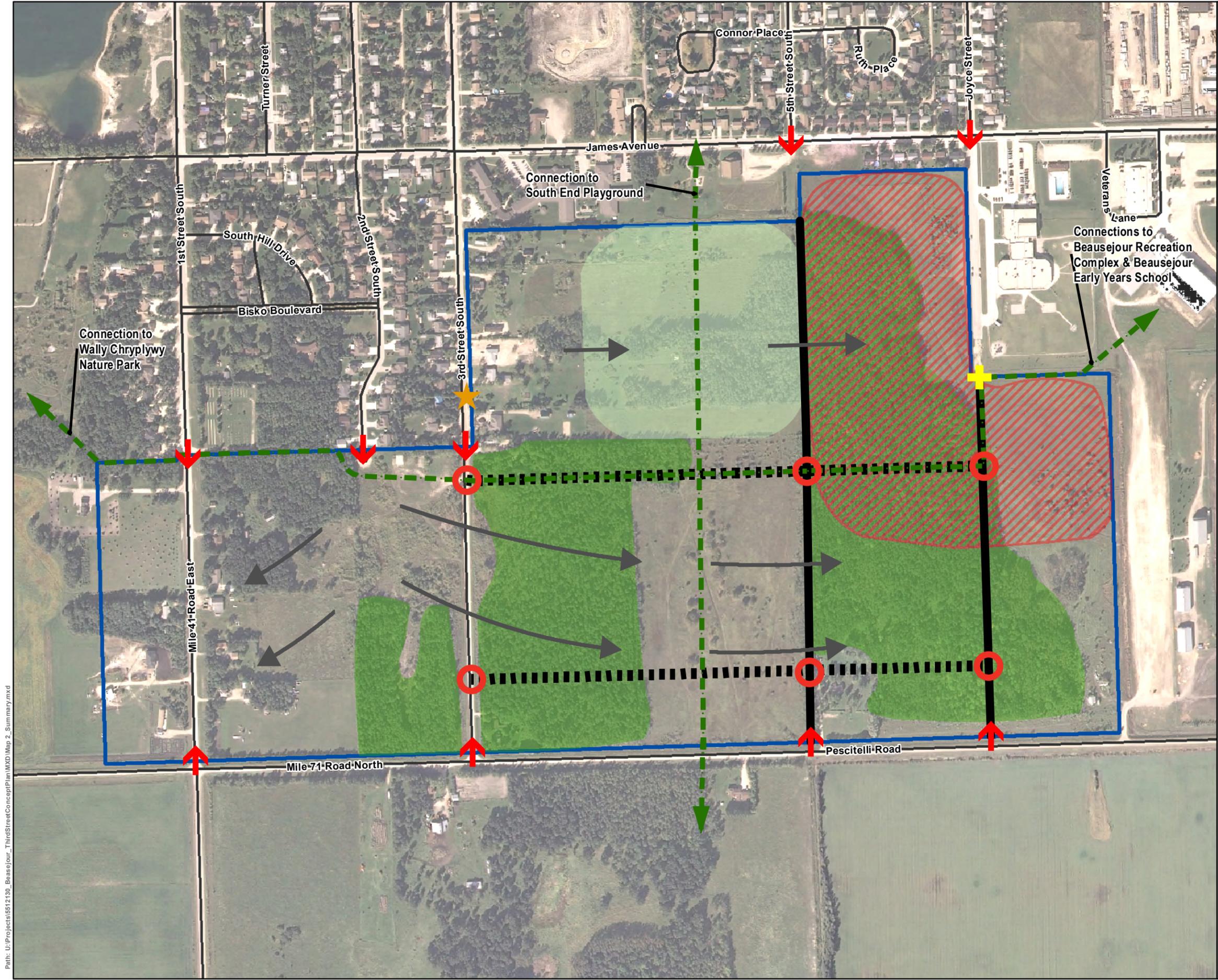
- Road

Coordinate System: NAD 83, UTM Zone 14 N  
 Data Source: Town of Beausejour, Prov MB, MMM Group  
 Date Created: June 26, 2013  
 Revision Date: August 26, 2014



## Map 1 Land Use Designations





**SCHEDULE "A"**  
**BY-LAW 154-14**  
**THIRD STREET SOUTH**  
**CONCEPT SECONDARY PLAN**

- Legend**
- Key Intersection
  - Key Site Access Point
  - Watermain Connection
  - Water and Wastewater Service Connection
  - Land Drainage Flow Direction
  - Community Greenway (Alignment Subject to Change)
  - Future Collector Road
  - Conceptual East/West Collector Road (Alignment Subject to Change)
  - Existing Road
  - Rural Residential Deep Lot Area
  - Treed Area
  - Initial Phases of Development
  - Study area

Coordinate System: NAD 83, UTM Zone 14 N  
 Data Source: Town of Beausejour, Prov MB, MMM Group  
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**Map 2**  
**Context**

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