

# GRAND VALLEY

## RM OF CORNWALLIS

### SECONDARY PLAN



**JANUARY 2018**

Prepared for:  
RM of Cornwallis

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# **GRAND VALLEY SECONDARY PLAN**

## **BY-LAW NO. 1671/06/2017**

**January 2018**

PREPARED BY  
The logo for WSP (West Shore Planning) features the letters 'w', 's', and 'p' in a stylized, lowercase, red font. The 'w' and 's' are connected, and the 'p' is positioned to the right of the 's'.

PREPARED FOR  
**THE RURAL MUNICIPALITY OF CORNWALLIS**

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# 1 INTRODUCTION

## 1.1 PURPOSE OF THE PLAN

The purpose of the Grand Valley Secondary Plan is to provide a specific set of policies that guide the future land use, infrastructure, transportation, environment, building standards and similar matters within the area known as Grand Valley in the Rural Municipality (RM) of Cornwallis. This Secondary Plan goes beyond the policies set out in the Brandon and Area Planning District Development Plan (Development Plan) to provide more specific direction for the Grand Valley area and guide future development in a sustainable, orderly and efficient manner.

The Development Plan, adopted in 2013, establishes a broad planning framework and sets out the land use designations and policies for the entire planning district which reflect physical, social, environmental, and economic objectives. The Development Plan outlines that more detailed Secondary Plans be prepared for specific areas to guide future development and planning.

## 1.2 PLAN GOALS

The Development Plan identifies the Grand Valley area as a “Rural Residential Transition Area” and indicates that before any further subdivision or development approval can occur, a secondary plan should be adopted. The Development Plan indicates a secondary plan for this area should consider the following components:

- Approximate location and size of proposed rural residential lots;
- Encourage the infilling of existing rural residential lots into parcels no smaller than two acres;
- Areas reserved or developed for parks, recreational, linear trails and other future land uses;
- General location of future municipal servicing infrastructure requirements;
- An outline of a future intensification strategy of the area;
- A transportation concept plan showing future circulation and connections. Connection directly to Provincial Trunk Highway (PTH) 1 will not be allowed;
- A drainage concept plan;
- Propose standards for development to ensure developers pay for costs up front (or provide cash in lieu);
- Suggest options for logical future development expansion areas;
- New infrastructure and utility corridors; and
- Other matters that the Brandon and Area Planning District Board or RM of Cornwallis Council request.

This document has been prepared in accordance with the policies of the Development Plan.

## 1.3 MANITOBA PLANNING FRAMEWORK

In accordance with *The Planning Act*, the Brandon and Area Planning District Board (Board) guides land use planning within their jurisdiction. The Board is responsible for the adoption, administration, and enforcement of the Development Plan by-law for the entire district. The Board consists of members appointed by the elected Council of each participating municipality.

The RM of Cornwallis is responsible for the adoption of any Secondary Plans and the Zoning By-law. **Figure 1** illustrates the hierarchy of planning legislation, policy, and regulations.

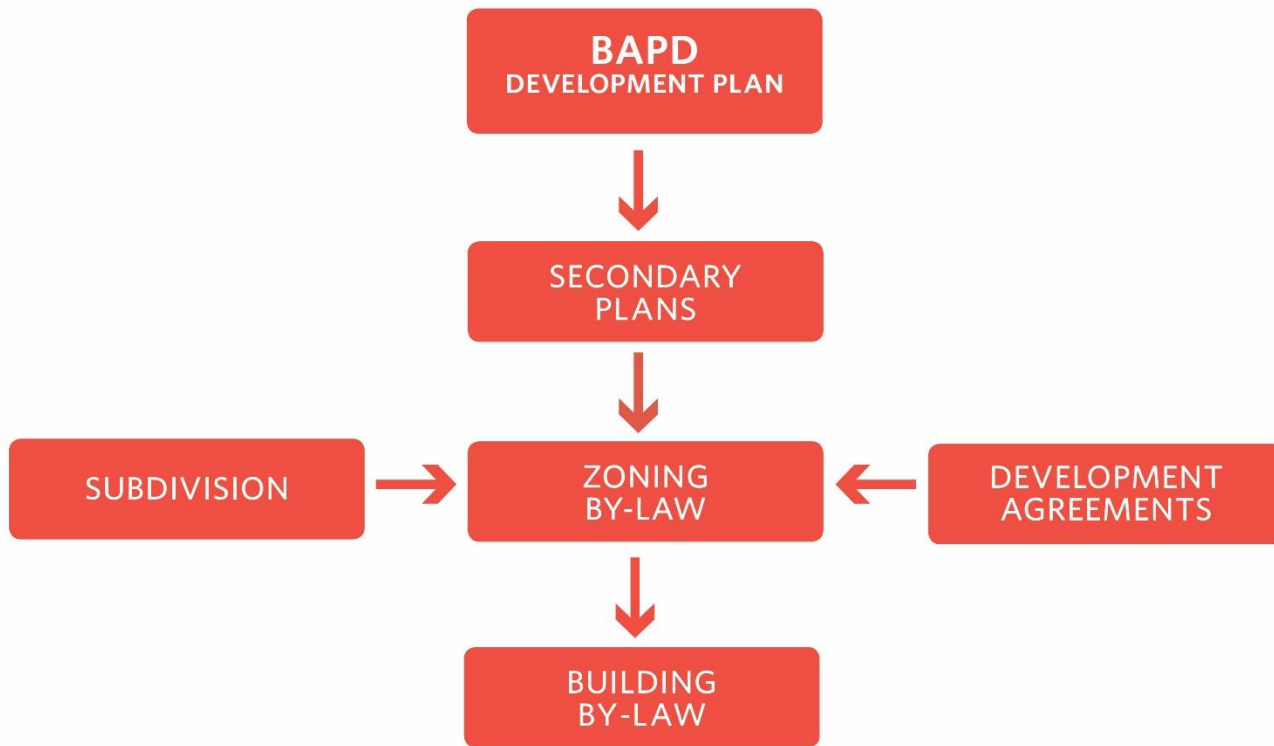


FIGURE 1 – THE PLANNING HIERARCHY

## THE PLANNING ACT

*The Planning Act (the Act)* sets out the ground rules for land use planning in Manitoba and describes how land uses may be controlled, and who may control them. *The Act* provides direction for a land use planning system and recognizes the decision-making authority and accountability of municipal councils in planning.

## THE DEVELOPMENT PLAN

A development plan is the primary policy document related to land use and development. It guides land use controls in the zoning by-law and the development-related decisions of the planning district board or council. The development plan serves as a guide for high level policy that directs planning matters; however, it is not a complete planning tool. Rather, it must be used in conjunction with other planning controls and provincial policies, regulations, guidelines and licensing requirements available to the municipality or planning district under *the Act* and other provincial legislation.

## SECONDARY PLANS

Section 63 of *the Act* provides Council the authority to establish secondary plans to deal with objectives and issues within its scope of authority in a part of a municipality. Secondary plans are enforceable by-laws adopted by a municipality that must be consistent with the development plan. Once a secondary plan is adopted, all proposed developments must conform to the applicable provisions.

## THE ZONING BY-LAW

A zoning by-law is the principal regulatory tool to control land use. It establishes various land use zones, determines both permitted uses and conditional uses and prescribes relevant development standards and requirements that are applicable

in each land use district. The development plan, and any adopted secondary plans are used as a guide in preparing or amending the zoning by-law. Other planning tools that often work in conjunction with the zoning by-law include plans of subdivision and development agreements.

## **BUILDING BY-LAW**

A building by-law provides authority at the smallest scale of land use control, addressing the design, construction and renovation of buildings.

## **DEVELOPMENT AGREEMENTS**

Section 150 of *the Act* provides for a development agreement as a condition of amending a zoning by-law, making a variance order, or approving a conditional use. Section 150 of *the Act* identifies the following areas that may be addressed within a development agreement:

1. The use of the land and any existing or proposed building;
2. The timing of construction for any proposed building;
3. The siting and design, including exterior materials, of any proposed building;
4. The provision of parking;
5. The construction or maintenance – at the owner’s expense or partly at the owner’s expense – of works, including but not limited to, sewer and water, waste removal, drainage, public roads, connecting streets, street lighting, sidewalks, traffic control, access, and connections to existing services;
6. The payment of a sum of money to the planning district or municipality in lieu of specific requirements; and
7. The dedication of land or payment of money in lieu thereof.

## **1.4 INTERPRETATION**

The boundaries and symbols shown on the maps contained herein are intended to be approximate 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.

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

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

In cases where the word “shall” is included in a policy, the policy is considered mandatory.

# 2 BACKGROUND INFORMATION

## 2.1 PLANNING AREA

The Grand Valley Secondary Plan area (planning area) is within the RM of Cornwallis, which is located south of the TransCanada Highway and surrounds the City of Brandon on three sides. The planning area consist of approximately 1,500 acres of land located in the northwest corner of the RM of Cornwallis. The planning area is south of the TransCanada Highway and the RM of Elton to the north, and generally bounded by Grand Valley Road (Provincial Road (PR) 459) to the south, Hunter Road to the East and Marsden Road to the west (see **Figure 2** below which is also reproduced as **Appendix A** for ease of interpretation).

The planning area is also situated along the northern edge of the Assiniboine River valley and, as such, experiences several elevation changes (~10 m), with slopes running from north to south. There are also two shallow depressions or gullies bisecting the planning area. The majority of the area is used as pasture land or is currently cultivated. A topographical map of the area is shown in **Figure 3**.

The majority of developable lands are privately held and ownership is generally fragmented. The primary land use in the area is rural residential with several smaller farm acreages and home industries.

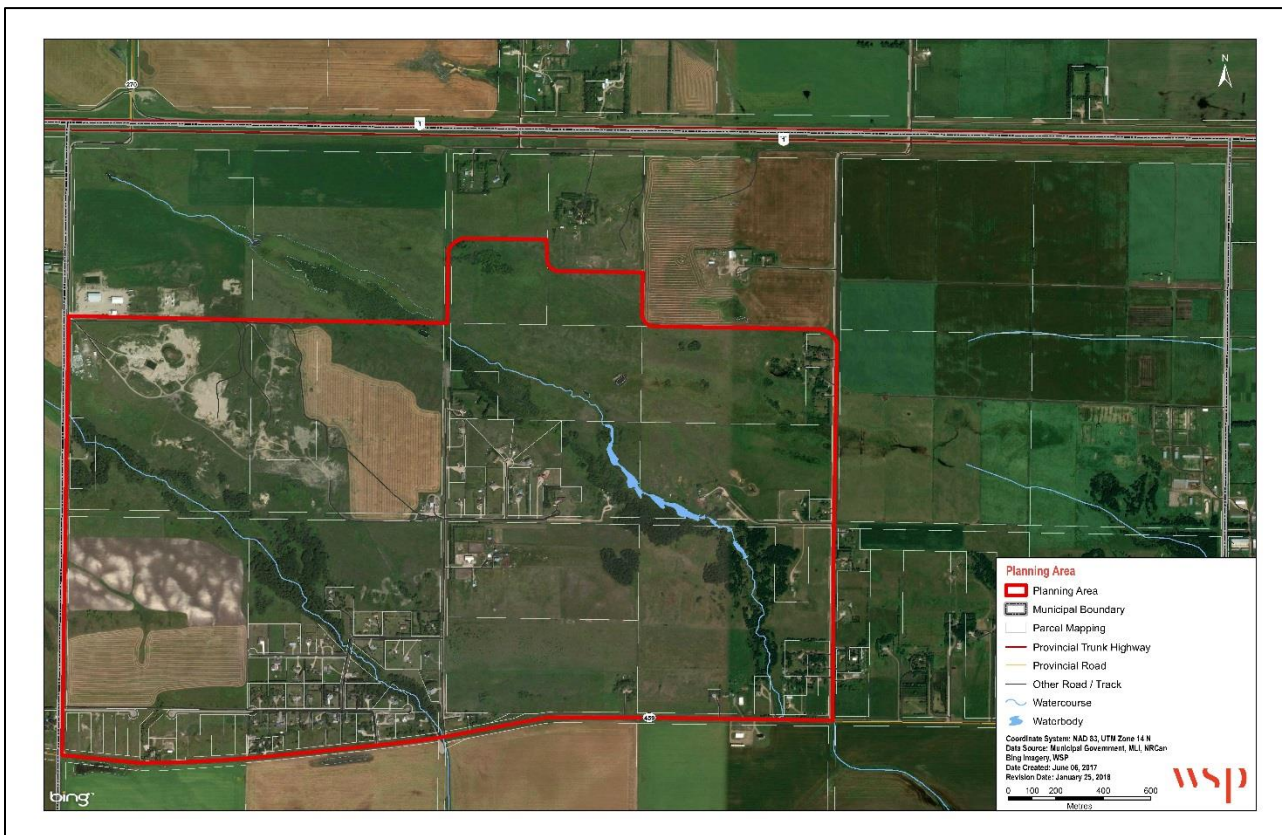


FIGURE 2 - PLANNING AREA

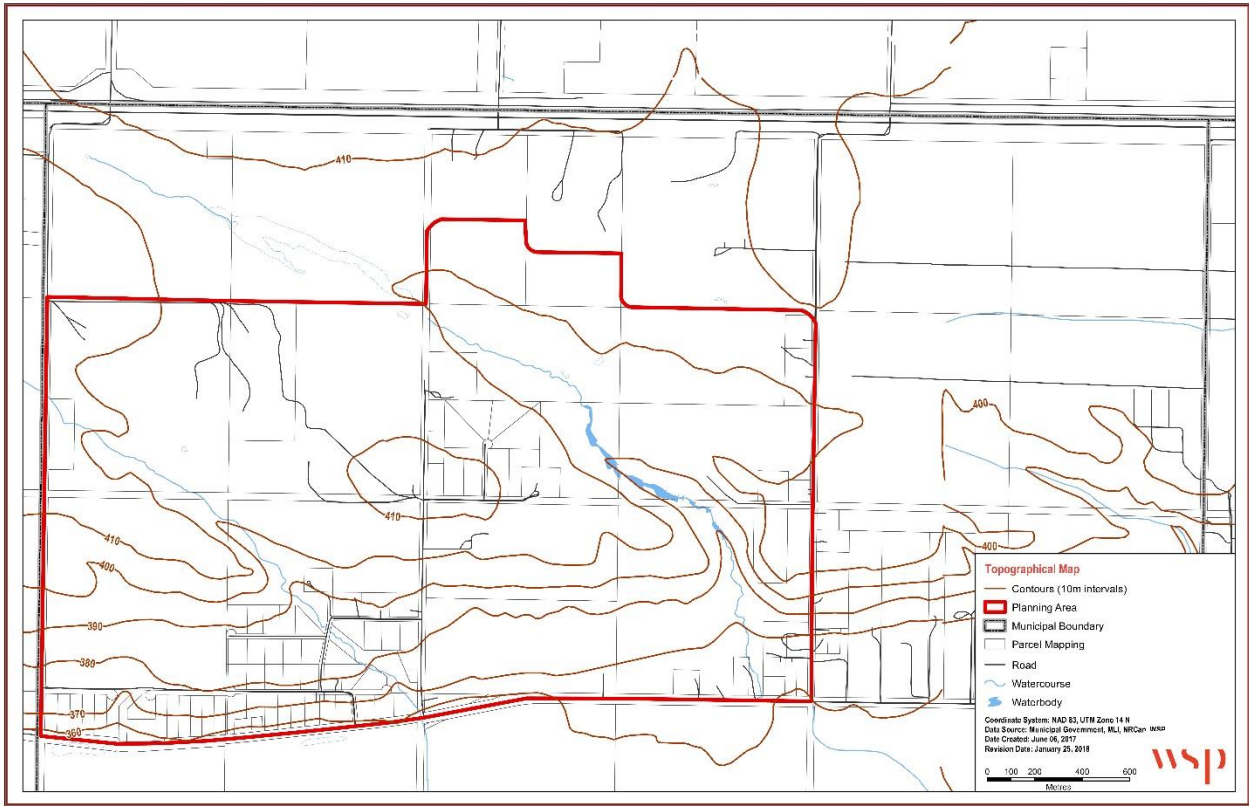
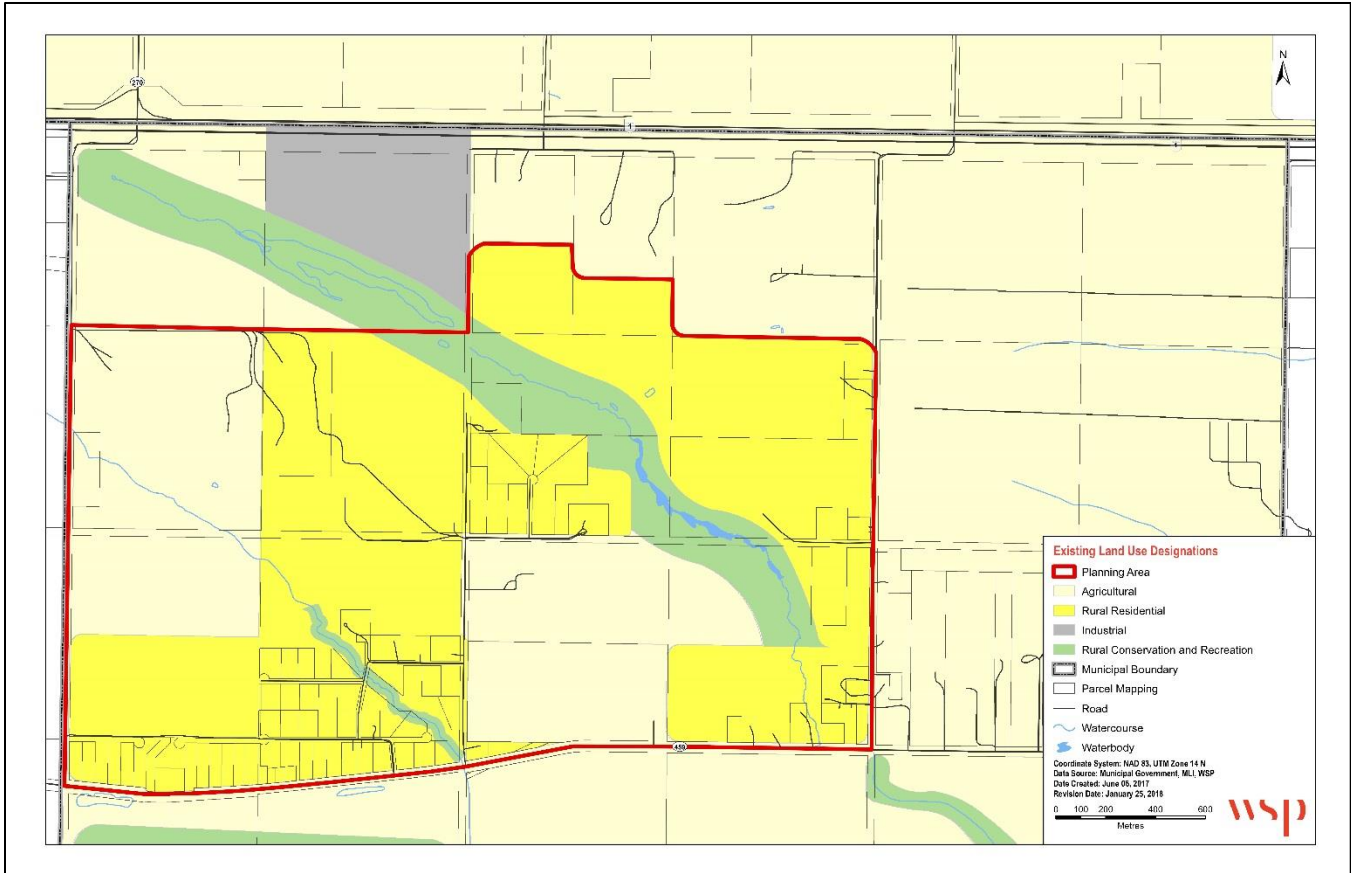


FIGURE 3 - TOPOGRAPHICAL MAP

## 2.2 DEVELOPMENT PLAN

The planning area currently has three land use designations in the Development Plan including “Rural Residential”, “Rural Conservation and Recreation”, and “Agricultural”. The current land use within these designations is a mixture of rural residential, large lot residential, agricultural cropping, pasture lands, other agricultural operations and several low intensity industrial/commercial operations. **Figure 4** shows the planning area’s current land use designations as established in the Development Plan.





**FIGURE 4 - EXISTING LAND USE DESIGNATIONS**

The Development Plan policies that currently affect Rural Residential designations are as follows:

- Rural residential development should occur in a clustered pattern within areas designated as “Rural Residential”. New residential development, including conventional houses and mobile homes, will be located in these designated areas. Mobile homes may be located in accordance with the applicable Zoning By-law.
- Different types of rural residential development will be allowed within the designated “Rural Residential” areas, primarily based on lot sizes, density, and the keeping of accessory livestock. The minimum size for rural residential lots in designated “Rural Residential” areas is two acres. The majority of rural residential lots created shall be two acres in size in order to maximize the efficient use of rural residential land. The Zoning By-laws will indicate the minimum and maximum lot size for each rural residential designated area.

The Brandon and Area Planning District recognizes the Grand Valley area and identifies it in the Development Plan as an area to accommodate additional rural residential development in a manner that will support future intensification and urban municipal services and where higher rural residential development standards will be imposed. In order to facilitate additional rural residential development in this area in a planned manner, a Secondary Plan should be adopted before additional subdivision or development is approved.



## 2.3 ZONING

All land is divided into zones as stated in the RM of Cornwallis Zoning By-law No. 1664/03/2016. The planning area currently has four zones under the Zoning By-law, illustrated in **Figure 5**, including:

- “Rural Residential (two acre)”;
- “Rural Residential (five acre)”;
- “Agricultural Conservation (80 acres)”;
- “Agricultural General (80 acres)”.

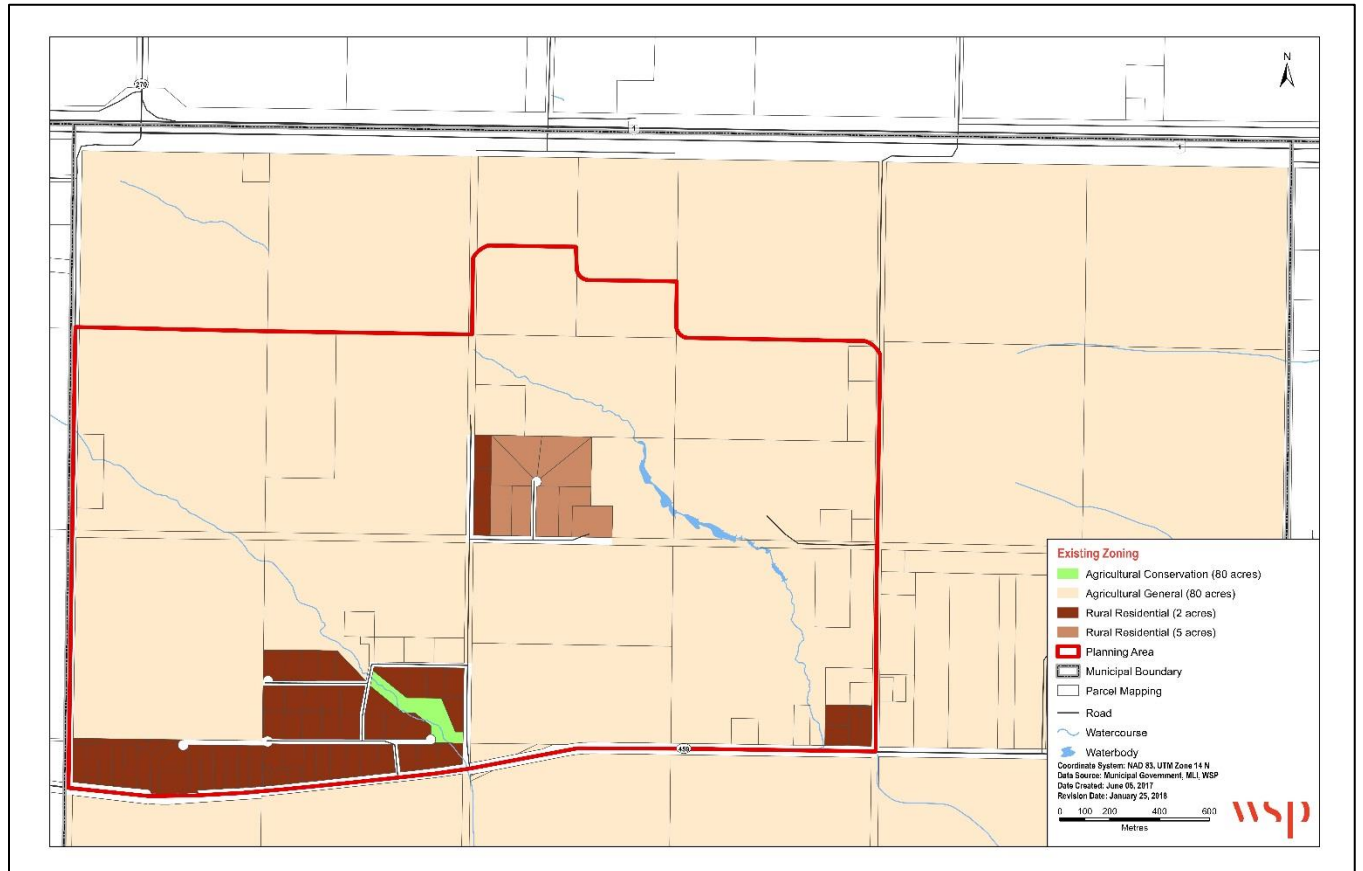


FIGURE 5 - EXISTING ZONING

## 2.4 TRANSPORTATION

The planning area is close or adjacent to two main transportation routes that form the predominant east-west connections for the area: PTH 1 to the north and PR 459 to the south. The section of PTH 1 north of the planning area is a paved, four-lane divided highway with a posted speed limit of 110 km/hr. PR 459, or Grand Valley Road, is a paved, two-lane undivided highway with a posted speed limit of 90 km/hr through the planning area and serves as the primary access point for the planning area from the City of Brandon.

The Province of Manitoba has identified functional classifications for all provincial roads; PTH 1 is classified as an Expressway (4-lane) and PR 459 is classified as a Collector A. Expressways are typically multi-lane divided highways with

high vehicular volumes and speeds. Collectors are provincial roads that connect local roads to arterials and are classified as “A”, “B”, or “C” based on the importance of the area they serve.

Provincial highways are also classified in terms of their loading allowances. In Manitoba, the highest allowable gross vehicle weight on provincial highways is referred to as RTAC loading. Other loading categories on the provincial highway network include A1 loading and B1 loading. A1 routes include all PTH’s that are not designated as RTAC routes and B1 routes include provincial roads that have not been upgraded to handle RTAC or A1 loading. Within the planning area, PTH 1 is designated as an RTAC route and PR 459 is designated as a B1 route.

Three unpaved rural roads provide north-south access to the planning area: Marsden Road runs between PTH 1 and PR 459 and forms the western most boundary of the planning area, Gray Road connects to PR 459 only and provides single point access for the majority of rural residents, and Hunter Road runs between PTH 1 and PR 459 and forms the eastern most boundary of the planning area.

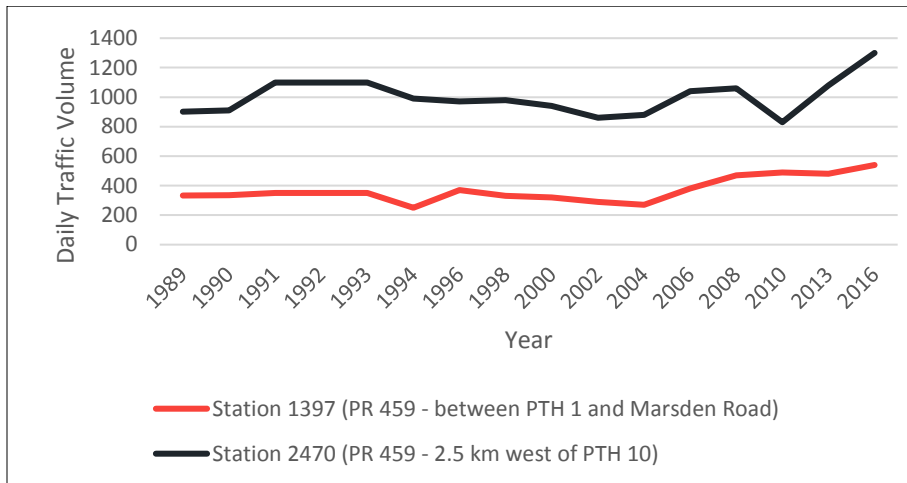
Residents in the area could benefit from several transportation improvements as the area develops. Sections of PR 459 east of the planning area regularly experience overland flooding that can restrict access between the planning area and the City of Brandon. During such events, the majority of vehicle and truck traffic is forced to use Hunter Road and PTH 1 to detour this section of PR 459. There are no trails/pathways such as bicycle or walking paths within the planning area. There is also no public transportation service for the area.

**Figure 6** shows the 2016 daily traffic volumes in the Brandon area, which were obtained from the Manitoba Highway Traffic Information System (MHTIS) operated by the University of Manitoba Transport Information Group (UMTIG). Near the planning area, daily traffic volumes on PTH 1 are approximately 7,000 vehicles per day, while daily traffic volumes on PR 459 are approximately 540 west of the planning area and 1,300 east of the planning area. The 2016 traffic volumes are well within the typical daily traffic capacity limits for two-lane and four-lane highways. No traffic volume counts are available for the unpaved rural roads within the planning area.



**FIGURE 6 – 2016 TRAFFIC FLOW MAP – BRANDON AREA (SOURCE: MHTIS)**

**Figure 7** shows the historical daily traffic volumes for Coverage Count Station 1397 (between PTH 1 and Marsden Road) and Coverage Count Station 2470 (2.5 km west of PTH 10). Historical traffic volumes on PR 459 remained fairly constant from 1989 to 2004. From 2004 to 2016, traffic volumes increased by approximately 5.9 percent per year for the western section of PR 459 and 3.3 percent per year for the eastern sections of PR 459. Traffic volumes on PR 459 are expected to continue to increase as the area develops and the route continues to be used as a connection between Brandon and PTH 1.



**FIGURE 7 - HISTORICAL TRAFFIC VOLUMES ON PR 459 (SOURCE: MHTIS)**

## 2.5 MUNICIPAL SERVICING AND UTILITIES

### 2.5.1 WATER

There is currently no municipal water service to the planning area. As a result, residents utilize private well systems for potable water. Future private wells that are constructed to support further development do not require approval from the Office of Drinking Water. However, approval is required to construct a public or semi-public water system. In order to ensure the long-term viability of the area, it is recommended that a hydrogeological assessment and ground water quality monitoring analysis be completed to ensure sustainable groundwater availability from the local aquifer is maintained.

There has been an informal discussion between the RM of Cornwallis, the RM of Whitehead/Alexander and the RM of Elton to pipe water to Cornwallis from the Whitehead Elton Water Co-op (WEWC) Treatment Plant. According to the 2016 Annual Report, the treatment plant has an operating capacity of 1,080 cubic metres per day and had an average usage of 488.6 cubic metres per day. There are currently two main line and service connection construction projects currently underway that will significantly increase demand on the system. The RM of Elton has indicated there have been multiple parties interested in connecting to the WEWC Treatment Plant and future studies will determine the upgrades required to meet increased demand to service additional areas. It is recommended the RM of Cornwallis conduct a more detailed study to determine the economic viability of utilizing this water source once the WEWC study has been completed.

The Central Assiniboine and Lower Souris River (CAL) Integrated Watershed Management Plan (IWMP) identifies the increasing demands on aquifers as a concern for watershed residents. The CALS IWMP supports the development of piped water systems over private wells in residential developments.

## **2.5.2 SEWER**

There is no municipal sewer servicing for the planning area. Residents use a combination of septic fields and tanks to handle onsite wastewater. Provincial regulations mandate that lots serviced by a septic field are a minimum site area of two acres and a minimum site width of 198 feet. Any future development must be designed accordingly, unless plans are established for wastewater servicing in the area.

In order to properly assess the viability of municipal servicing, a thorough investigation should be conducted to determine what options are available for connecting to a wastewater treatment system.

# 3 COMMUNITY PLANNING PROCESS

The Grand Valley Secondary Plan process began in April 2017 with background research on the planning area. This information was used to inform the context of the Secondary Plan and the public engagement program. In order to gain an understanding of the planning area prior to the plan being developed, a public engagement program was created to collect input from local landowners, key stakeholders, and the public on the planning area.

The public engagement program included a workshop and visioning session with local residents and key stakeholders. The workshop was held in June 2017 and included facilitated discussions and mapping exercises for participants to share ideas and learn about the project. Participants were first asked to develop a draft set of guiding principles for the secondary plan. The next task involved the identification of both concerns and opportunities relating to land use, transportation, environment and recreation.

A community wide workshop was also held in June 2017 and presented information on boards, interactive displays and table maps. The boards provided background information as well as questions, maps and project details.

Feedback was collected from the public through the local resident and key stakeholder workbooks, community workshop display boards, table maps, and exit surveys from both events. The exit survey was also provided through the RM of Cornwallis website.

As part of the public engagement process, local land owners and key stakeholders were encouraged to identify guiding principles for the Grand Valley Secondary Plan. The following principles were identified throughout the engagement process:

- Preserving rural character;
- Sustainability and environmental stewardship;
- Providing quality transportation and access;
- Maintaining water quality; and
- A preference for low density, large lot acreages and homes.

Prior to initiation of the formal adoption process for the Secondary Plan, a public open house was held in January 2018 to provide the public and landowners in the area with an opportunity to review and provide additional feedback on the draft plan.

The formal adoption process was initiated in February 2018.

# 4 PLAN POLICIES

## 4.1 GENERAL PLANNING AND SUSTAINABILITY

The intent of the Grand Valley Secondary Plan is to guide development in a logical and considerate manner. The objectives and supporting policies contained in the plan are to be applied to all future development decisions within the planning area.

### OBJECTIVES

1. To develop the planning area as a low density rural residential area using sustainable community design practices, while anticipating future intensification of the area in the future (long term).
2. To preserve and maintain the rural character of the planning area.
3. To prevent incompatible land uses from encroaching on productive farmland and/or existing residential development.
4. To integrate land development with current and future transportation and infrastructure requirements.
5. To service development to an appropriate standard in a cost-effective manner.
6. To ensure proposed developments in the planning area complement rural residential development opportunities elsewhere in the RM of Cornwallis and the surrounding areas.
7. To protect heritage resources in the planning area.

### POLICIES

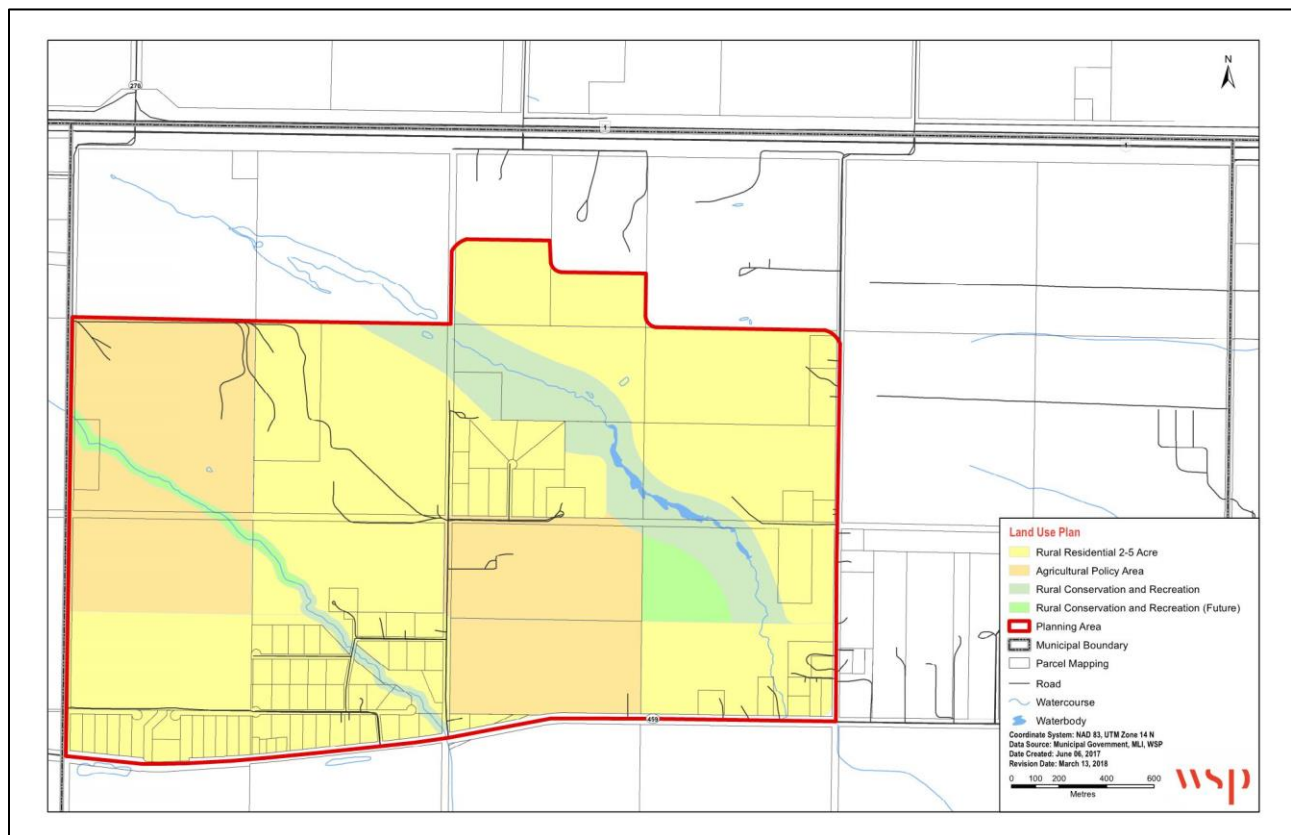
1. All development will be implemented in accordance with **Figure 8 – Land Use Plan**.
2. All subdivision applications should include an overall concept plan that identifies:
  - a. Lot size and orientation;
  - b. A transportation plan that connects to the existing road network and provides safe and efficient vehicular access on collector streets;
  - c. A greenspace and trails plan that identifies neighbourhood greenspace and trail networks and how they are connected throughout the proposed subdivision and linked to areas beyond the proposed subdivision;
  - d. How stormwater and drainage management will be addressed; and
  - e. How water and wastewater requirements will be addressed.
3. Developers within the planning area shall provide a safe, efficient and functional transportation network for vehicles, pedestrians and cycling.
4. Innovative and sustainable development practices such as energy and water conservation, natural landscape preservation and green building design are encouraged.
5. Developers may be required to complete a hydrogeological investigation to ensure the quantity of water will be adequate for onsite servicing for individual developments and not negatively impact existing development.

6. The establishment of principal commercial or industrial uses within the planning area shall not be permitted. Home occupations that are accessory to a principal residential use are allowed subject to the provisions of the Zoning By-law.
7. The planning area is located north of the Assiniboine River, an ancient and active riverine feature and historical watercourse route, with documented archaeological sites within and around the planning area. A Heritage Resource Impact Assessment (HRIA), completed by a qualified archaeologist, and mitigation, if necessary may be required prior to development of a particular area. Any HRIA and mitigation shall be the responsibility of the developer.

## 4.2 RURAL RESIDENTIAL

Single-family rural residential development in the planning area will include lot areas from 2 to 5 acres in order to support the most efficient use of land while maintaining the rural character of the area. The future location of multi-lot subdivisions should consider proximity to collector roads, local services and adjacent land uses. Other key factors to consider include the provision of recreational uses and trail systems to capitalize on greenspace.

The Land Use Plan is illustrated in **Figure 8**, which is also reproduced as **Appendix B** for ease of interpretation.



**FIGURE 8 - LAND USE PLAN**

### OBJECTIVES

1. To provide for a mix of single-family rural residential development to help preserve and maintain the rural character of the planning area.
2. To allow for varied residential styles that may accommodate aging-in-place and green design initiatives.

3. To incorporate greenspace, linear trails and public access areas to support and encourage the retention and establishment of ecological areas.

## **POLICIES**

1. Development within the planning area shall conform to the land use plan and the policies found herein.
2. Development of lots between 2 to 5 acres shall be directed to the **Rural Residential 2-5 Acre** designation. Land within this designation shall be zoned appropriately prior to development.
3. Rural residential lots below 2 acres or over 5 acres in size shall not be permitted.
4. Developers are encourage to provide a variety of lot sizes between 2 to 5 acres in order to provide options to consumers.
5. The establishment of mobile homes within the planning area shall not be permitted.
6. New residential development shall be encouraged to develop abutting or adjacent to existing residential development. Non-contiguous development, or leapfrog development shall be discouraged.
7. Residential subdivisions, at the discretion of Council, may be required to provide adequate physical separation or buffering from abutting or adjacent agricultural land uses through the use of pathways, landscaping, fencing or other measures.
8. Developers are encouraged to incorporate universally accessible housing. New residential development shall strongly consider incorporating the following minimum visitable housing standards where feasible:
  - a. One level, no-step entrance – minimum 36 in (91.4 cm) wide – on an accessible route;
  - b. Wider doorways – minimum 36 in (91.4 cm) clear passage throughout; and
  - c. A wheelchair accessible bathroom on the main floor.
9. Residential subdivisions shall minimize the loss of habitat and wildlife corridors by retaining and incorporating natural vegetation, topography and watercourses within their siting and design.
10. Individual lots shall be landscaped with a goal to provide visual separations between lots and roads.
11. Lands designated as **Agricultural Policy Area** may be considered for rural residential development, subject to a Development Plan amendment of those lands to “Rural Residential” within the Development Plan and **Section 4.6 Phasing** of this Secondary Plan. If **Agricultural Policy Area** lands are re-designated “Rural Residential” within the Development Plan, the policies for the **Rural Residential 2-5 Acre** designation of this Secondary Plan shall apply.



## 4.3 TRANSPORTATION

The intent of this section is to provide direction for safe and efficient transportation routes within the planning area. The Conceptual Transportation Plan can be found in **Figure 9**, which is also reproduced as **Appendix C** for ease of interpretation.

Additional collector roads have been proposed, providing additional connections across the planning area. Several proposed junctions have also been provided to ensure that new transportation infrastructure and servicing is able to support and follow development patterns. In order to facilitate future development that is safe for increased traffic volumes and extreme weather events, which are common in the area, several routes have been identified for future upgrades to be considered as development occurs in the area.

Utilizing the topography and existing vegetation in the area and to complement the **Rural Conservation and Recreation** designation, the general location of future trails have also been identified.

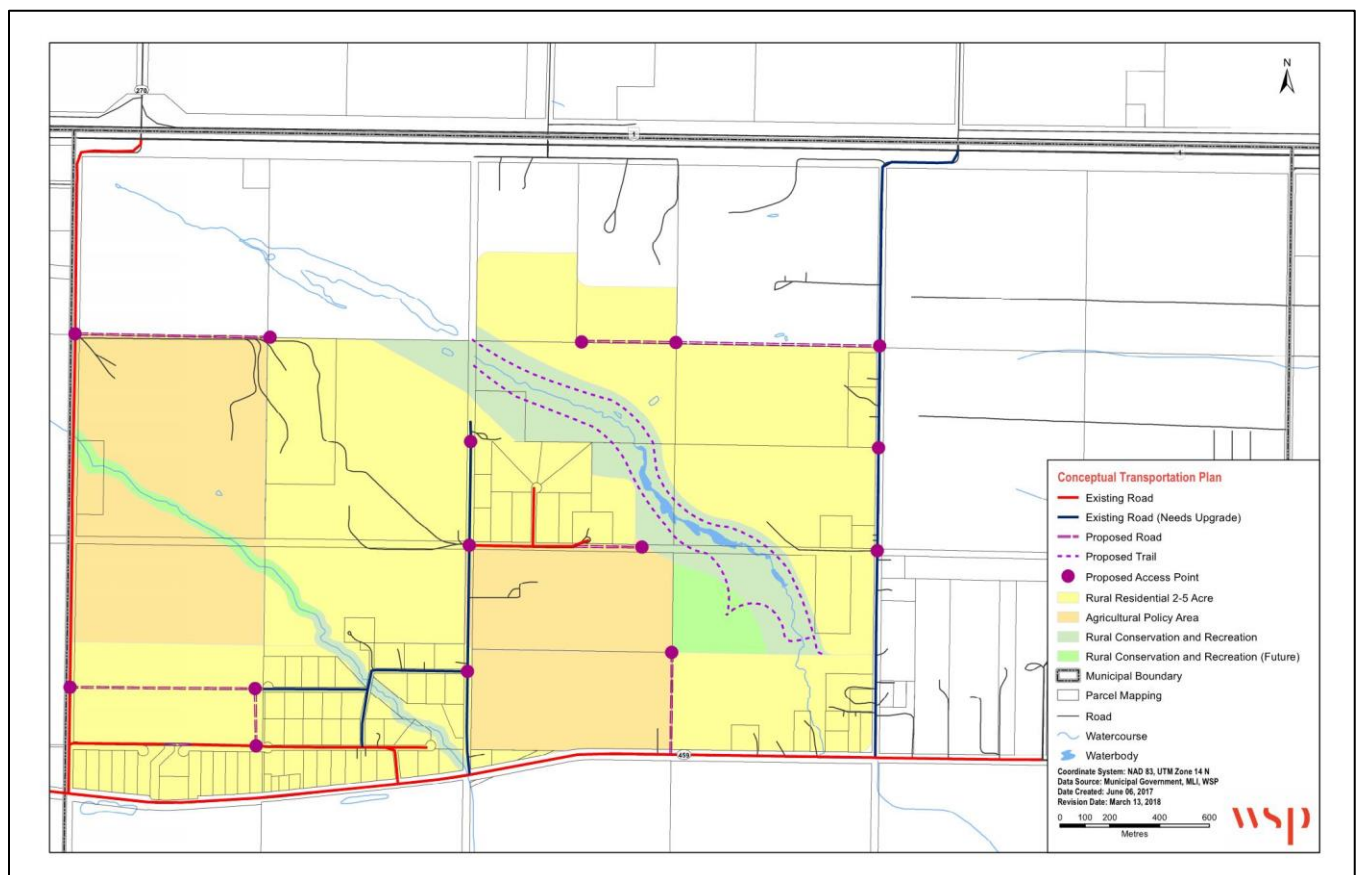


FIGURE 9 – CONCEPTUAL TRANSPORTATION PLAN

### OBJECTIVES

1. To provide safe and efficient transportation in accordance with development pressures.
2. To limit the amount of traffic on existing collector roads and direct traffic to internal road networks.

## **POLICIES**

1. In order to establish a hierarchy of roads within the planning area, Marsden Road, Gray Road and Hunter Road shall be designated as Collector Roads.
  - a. New Collector Roads shall be located generally as shown on **Figure 9 – Conceptual Transportation Plan**.
  - b. Future development shall, whenever possible, be accessed via internal road networks and shall minimize frontage and driveways along Collector Roads.
  - c. Where possible, new developments should avoid cul-de-sacs and shall have two access points to Collector Roads. If a cul-de-sac is required, the maximum length of a cul-de-sac shall be 230 metres (755 feet).
2. No additional connections to PTH #1 shall be permitted.
3. Hunter Road access to PTH #1 will be closed in the future. The development of the internal road network should focus on Marsden Road as being the main north-south access to PTH #1 and PR #459.
4. All development shall have access to an all-weather road and the proponent may be responsible to enter into an agreement with the Municipality to upgrade an existing road or develop a new road access to municipal standards. The proponent may be solely responsible for all of the costs of the upgraded or new road construction which will be addressed through a development agreement.
5. Wherever possible, new roads will be developed to create intersections with 90 degree angles to crossing roads. The internal road network must tie into the existing and proposed Collector Road system in a safe and logical manner.
6. Lands for development of future road right-of-ways shall be protected. This includes land required for any future municipal road right-of-way and any Provincial right-of-way requirements adjacent to PTH #1 or PR 459.

## **4.4 GREENSPACE AND TRAILS**

Incorporating greenspace and trails within the planning area provides the opportunity for community gatherings, recreation, and the opportunity to experience nature. These sites can also provide wildlife habitat and contribute to landscape diversity within the community.

### **OBJECTIVES**

1. To ensure suitable locations for public greenspace are identified and developed to support recreation and gathering opportunities.
2. To connect greenspaces throughout the planning area with residential land uses and the transportation network.
3. To link residential development with trail and path routes.

### **POLICIES**

1. Greenspaces and trails shall be located within areas designated **Rural Conservation and Recreation** shown on **Figure 8 – Land Use Plan**.
2. Future trails shall generally be developed as shown on **Figure 9 – Conceptual Transportation Plan**.
3. The style and form of greenspaces shall vary and include a combination of linear connections and open space nodes. Nodes may include additional landscaping, trees, shrubs and grading to add interest and to protect from the elements.

4. Greenspace and trails shall connect to or be accessible from residential areas within the planning area.
5. Lands for development of greenspace and trails shall be protected through the creation of public reserve or other means to retain lands for public use/access.
6. Linkages through residential development should be provided to connect residential lots to greenspaces and trails. Linkages may utilize the local road network when logical or provide public pathways between lots to provide connections to greenspace and trails.
7. Trails should be wide enough - minimum 3 metres (9.8 feet) - to accommodate multiple users.
8. Whenever possible, development shall retain existing wooded areas, natural vegetation and landscape features so as not to disturb natural habitats. Trails shall not be established in areas that will harm riparian habitats.
9. Xeriscaping and the use of natural vegetation is encouraged throughout the planning area in order to reduce the use of pesticides/herbicides.
10. New developments shall dedicate 10% of land, or an equivalent monetary value, to greenspace and/or trails within the planning area. If more than 10% of land, or equivalent monetary value is identified, the developer and the municipality shall negotiate an agreement to ensure the assembly of land lands identified for greenspace and/or trails within the planning area.
11. The municipality shall ensure lands generally identified for greenspace and/or trails are collected as part of the land dedication process.
12. Developers shall be required to contribute to the establishment of greenspace and/or trails in the planning area. Depending on the location of individual developments, proponents may be solely responsible for all of the costs of establishing greenspace and/or trails to municipal standards. Contributions to and/or construction of greenspace and/or trails will be addressed through a development agreement.

## 4.5 MUNICIPAL SERVICES AND UTILITIES

The intent of this section is to provide direction to Council to manage the provision of infrastructure and services in a fair and responsible way.

### OBJECTIVES

1. Efficiently, effectively, and appropriately service development within the planning area.
2. Allocate the long-term costs of infrastructure services to the beneficiaries of the services by partnering with participating municipalities and requiring developers to pay their fair share.
3. Encourage low impact development approaches for drainage, ensure that drainage is appropriately addressed by developers and does not impact downstream systems.

### POLICIES

1. Onsite water and wastewater services are acceptable in the short term with the understanding that municipal services may be extended in the future.
2. The cost of connecting a development to municipal water and wastewater sewer services shall be the responsibility of the developer.

3. If municipal servicing is proposed, all developments are required to provide estimated water consumption and wastewater production to ensure sufficient capacity prior to approval. Estimates shall be provided by a professional engineer.
4. Onsite wastewater systems will be approved if they meet the requirements of the Onsite Wastewater Management Systems Regulation (M.R. 83/2003). If a municipal wastewater collection system is installed in an area not previously serviced by one under M.R. 83/2003 the owner must connect to it and must decommission any onsite wastewater management system on the land. This must occur within five years from the day the municipal wastewater collection system was installed or before any transfer or subdivision of the land.
5. Development must be connected to municipal water and wastewater sewer systems as the services become available to their property. As part of the development application, developers may be required to complete any necessary engineering reports to the satisfaction of the municipality.
6. An engineered drainage plan, completed by a qualified engineer is required. Drainage plans shall meet municipal and provincial requirements and demonstrate how the drainage plan respects regional systems and shall not exhibit any negative effects on downstream systems.
7. Developers are encouraged to utilize low impact development approaches for drainage.
8. Developers are required to work with providers to bring utilities to individual developments/properties.

## 4.6 PHASING

Areas identified for future expansion are shown on **Figure 8 – Land Use Concept** and are identified as **Agricultural Policy Area** and **Rural Conservation and Recreation (Future)**. Areas that are currently designated “Agricultural” in the Development Plan must be re-designated to “Rural Residential” or “Rural Conservation and Recreation” (depending on the area) in the Development Plan prior to development.

### OBJECTIVE

1. To provide direction for phasing of development and logical future expansion within the planning area.

### POLICIES

1. New residential development shall be encouraged to develop abutting or adjacent to existing residential development. Non-contiguous development, or leapfrog development, is discouraged.
2. Development of lands designated as **Rural Residential 2-5 Acre** or **Rural Conservation and Recreation** shall generally be considered before lands designated as **Agricultural Policy Area** and **Rural Conservation and Recreation (Future)** are considered for development.
3. In some instances, it may be logical to re-designate and develop lands identified for future expansion prior to existing designated lands to facilitate the extension of services, such as road infrastructure or piped water. In these cases, the developer must apply for a Development Plan amendment and demonstrate that it is more economical and/or efficient to extend services to lands identified for future expansion over existing designated lands. Any re-designation of lands must also be considered against and be consistent with the Provincial Land Use Policies.
4. Lands to be re-designated within the Development Plan shall conform to this Secondary Plan.

# 5 PLAN IMPLEMENTATION

Many elements shown in the Grand Valley Secondary Plan are conceptual, including boundaries of land use designations, roads, greenspaces and trail connections. Some modifications to the plan during the implementation are anticipated and will be supported as long as the general intent is maintained.

## 5.1 STRATEGY

Policies included in the Grand Valley Secondary Plan are implemented primarily through planning tools such as the Zoning By-law, subdivision and site plan control. The municipality, residents and developers shall reflect the intent of the policies found herein when developing within the planning area. Additional implementation measures or tools may be required, including, but not limited to:

- Capital Levies;
- Road and Development Standards;
- Greenspace and Trail Standards;
- Strategic Plans;
- Five Year Capital Budgets;
- Land Dedications;
- Development Agreements;
- Subdivision Application Requirements; and
- Issuance of Development Permits, Building Permits, or Occupancy Permits.

## 5.2 ZONING AMENDMENTS

Prior to development of any land that is not zoned appropriately for development, a re-zoning, in accordance with the requirements of the RM of Cornwallis Zoning By-law and this Secondary Plan would be required.

## 5.3 MONITORING AND AMENDMENTS

The RM of Cornwallis and the Brandon and Area Planning District Board should monitor the performance of this Secondary Plan to assess whether the plan has been carried out and has resulted in its intended effect. Should there be any changes required to the Secondary Plan, an amendment will be necessary in accordance with *the Act*.

This Secondary Plan shall be reviewed from time-to-time, but in no less than eight year increments. The review process may be harmonized to coincide with, or be incorporated into, the review of the Development Plan.

## 6 GLOSSARY OF TERMS

The following glossary is intended to provide an understanding of terms used in this Secondary Plan for the general benefit of those persons who use this document. Wherever these words appear in this document, the following definitions may be used, unless the context clearly indicates that another interpretation should be used.

**Abutting** – Abutting means immediately contiguous to or touching and, when used with respect to a lot or site, means that lot or site touches upon another lot, site, right-of-way, or piece of land and shares a property line or boundary with it.

**Adjacent** – Adjacent means properties or uses that abut on another or are separated by a street or other publicly-dedicated right-of-way or pathway.

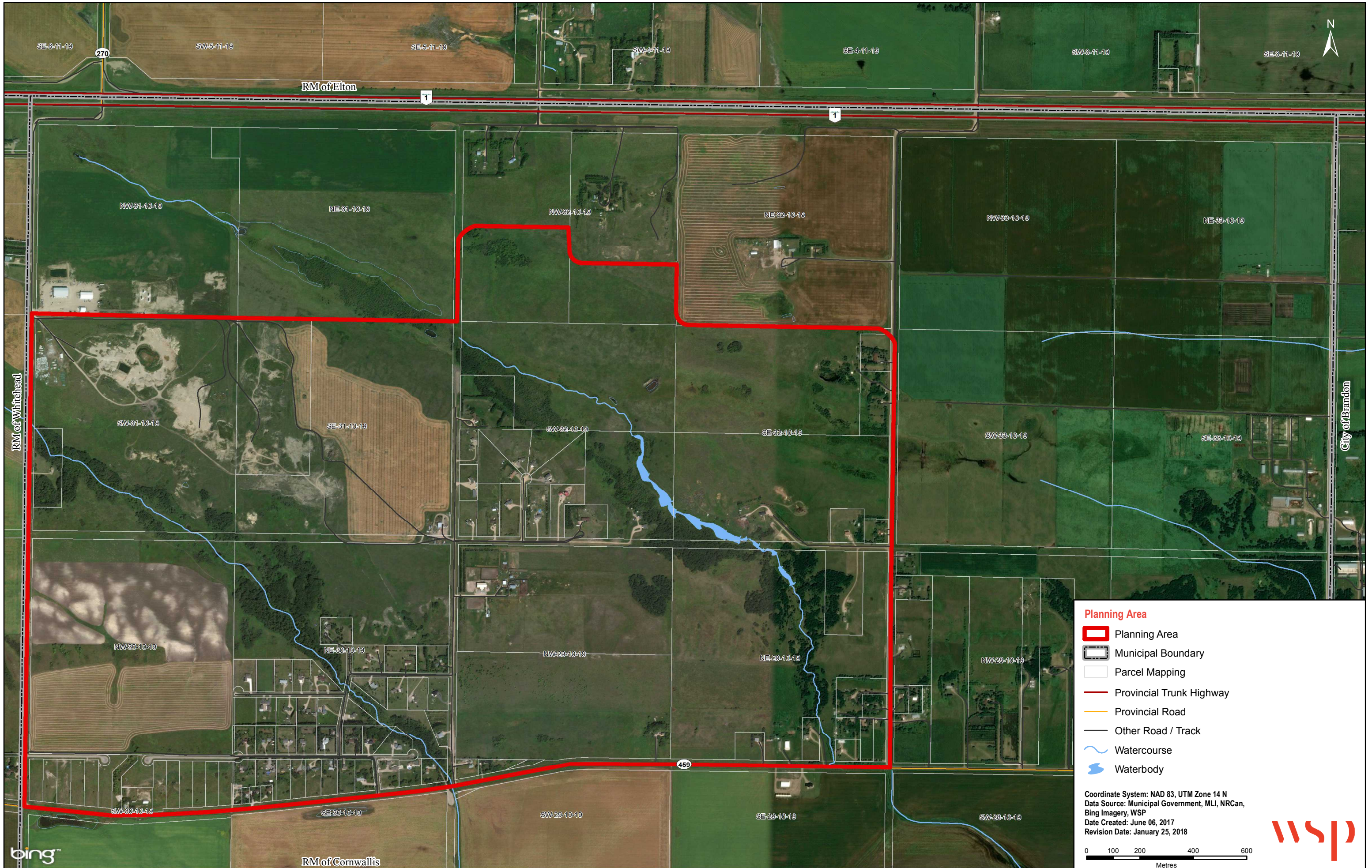
**Concept Plan** – A Concept Plan indicates road and pathway networks, drainage, municipal and environmental reserves, and water and sewage services, and how these will tie into other potential adjacent developments and the Secondary Plan overall.

**Low Impact Development** – Low Impact Development (LID) is an approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape feature, minimizing effective imperviousness to create functional and appealing site drainage that treats stormwater as a resource rather than a waste product.

# APPENDIX

## **A** PLANNING AREA



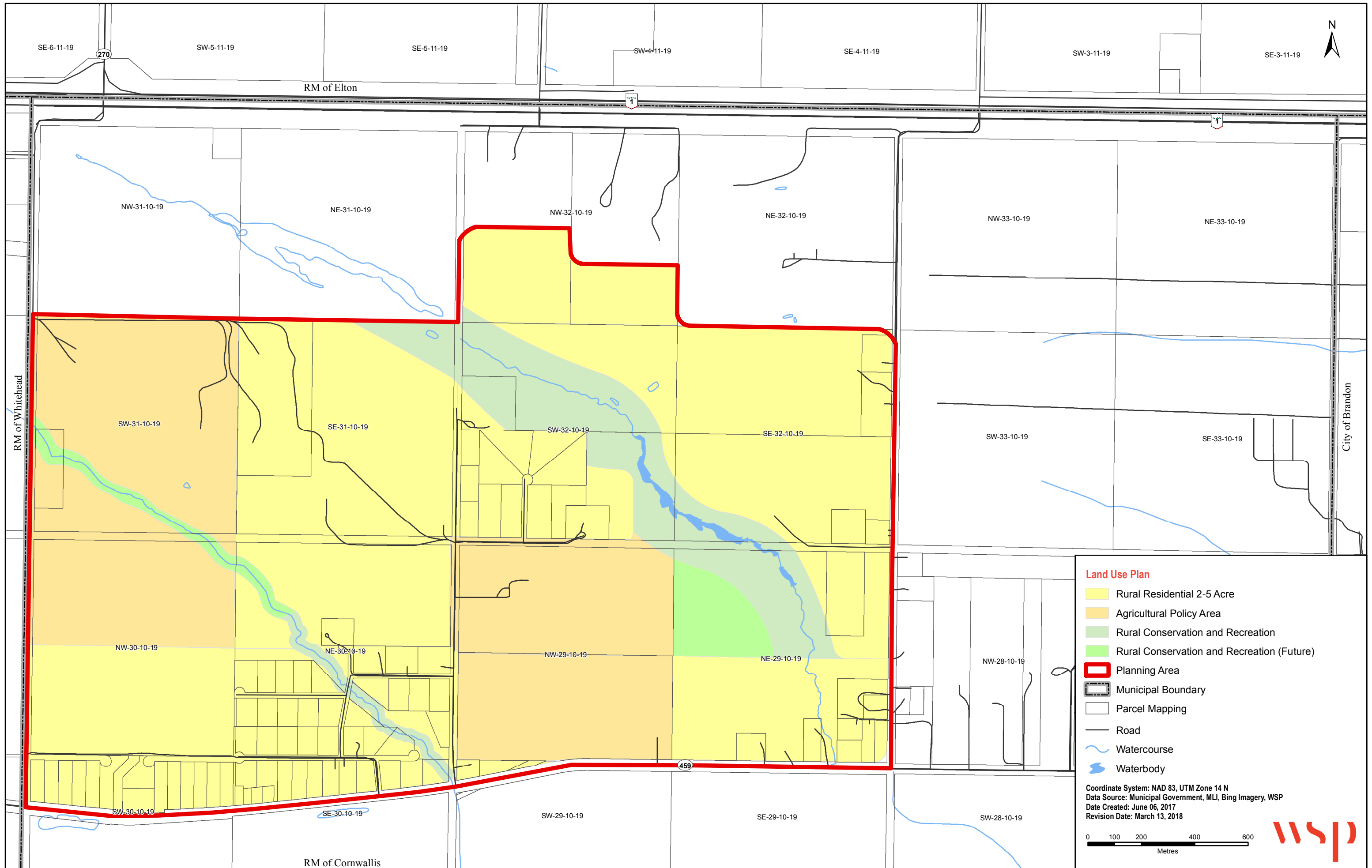




# APPENDIX

## B

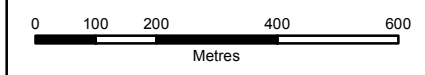
## LAND USE PLAN



- Land Use Plan**
- Rural Residential 2-5 Acre
  - Agricultural Policy Area
  - Rural Conservation and Recreation
  - Rural Conservation and Recreation (Future)
  - Planning Area

- Municipal Boundary
- Parcel Mapping
- Road
- Watercourse
- Waterbody

Coordinate System: NAD 83, UTM Zone 14 N  
 Data Source: Municipal Government, MLI, Bing Imagery, WSP  
 Date Created: June 06, 2017  
 Revision Date: March 13, 2018



# APPENDIX

C

CONCEPTUAL  
TRANSPORTATION  
PLAN

