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Date November 19, 2020 **Report No.** 2020-139

To Chair and Members
Committee of the Whole – Community Development

From Paul Moore
General Manager, Community Development

1.0 Type of Report

Consent Item ☐
Item For Consideration ☒

2.0 Topic **Envisioning Our City: 2051 – The New Official Plan for the City of Brantford [Financial Impact – none]**

3.0 Recommendation

- A. THAT Report 2020-139, Envisioning Our City: 2051 – The New Official Plan for the City of Brantford, which includes the “*Municipal Comprehensive Review – Final Addendum Report, November 2020*”, prepared by SGL Planning and Design, attached as Appendix A, BE RECEIVED; and
- B. THAT Council ADOPT the new City of Brantford Official Plan – Envisioning Our City: 2051, attached as Appendix B to Report 2020-139; and
- C. THAT the By-law to adopt the new City of Brantford Official Plan – Envisioning Our City: 2051 BE PRESENTED to City Council for adoption in January 2021; and
- D. THAT Planning Staff BE DIRECTED to submit the Council-adopted City of Brantford Official Plan – Envisioning Our City: 2051 to the Province of

Ontario for final approval in accordance with Section 17(22) of the *Planning Act*, and

- E. THAT in accordance with Section 26(7) of the *Planning Act*, Council DECLARES to the approval authority, being the Minister of Municipal Affairs and Housing, that the Council-adopted City of Brantford Official Plan – Envisioning Our City: 2051:
- i. conforms with provincial plans or does not conflict with them, as the case may be,
 - ii. has regard to the matters of provincial interest listed in Section 2 of the *Planning Act*, and
 - iii. is consistent with policy statements issued under subsection 3(1) of the *Planning Act*, and
- F. THAT the Comprehensive Block Plan Terms of Reference, attached as Appendix C to Report 2020-139, to guide and assess future Block Plan applications within the lands that are subject to block planning in the new City of Brantford Official Plan – Envisioning Our City: 2051, BE ENDORSED; and
- G. THAT the Urban Design Manual, attached as Appendix D to Report 2020-139, to guide and assess future development proposals and applications in the City of Brantford, BE ENDORSED; and
- H. THAT the Infrastructure Staging Report, attached as Appendix E to Report 2020-139, to guide the provision of infrastructure and services within the expansion lands, BE ENDORSED.

4.0 Purpose and Overview

4.1 Purpose

The purpose of this Report is to present to Council for consideration, Envisioning Our City: 2051 – The New Official Plan for the City of Brantford. The new Official Plan will replace the current Official Plan with updated land use policies and schedules (maps) and includes the municipal boundary adjustment lands transferred to the City from the County of Brant in 2017. Once Council adopts the new Official Plan, it will be sent to the Province for final approval before coming into effect.

This Report also seeks Council's endorsement of additional supporting documents that will assist City Staff and development proponents when implementing the new Official Plan and considering future development

applications. These documents include the Comprehensive Block Plan Terms of Reference, Urban Design Manual and Infrastructure Staging Report.

4.2 Overview

The new City of Brantford Official Plan – Envisioning Our City: 2051, attached as **Appendix B**, is a key policy document that guides how and where the City of Brantford will grow and intensify to the year 2051. It includes an expanded Settlement Area to accommodate future urban growth in new greenfield areas, while also supporting intensification, infill and redevelopment within the City's established urban area. It also provides new rural/agricultural policies for lands outside of the Settlement Area. The new Official Plan, described in greater detail in Section 8.2.1 of this report, is designed to facilitate managed growth that supports complete communities and diverse economic opportunities, protects the natural environment and cultural assets, and contributes to a prosperous future in Brantford.

The new Official Plan is the culmination of an Official Plan Review process that commenced in 2013. As part of the process, a Municipal Comprehensive Review (MCR) was undertaken to prepare the new Official Plan in conformity with the Growth Plan for the Greater Golden Horseshoe, as amended (Growth Plan), and other Provincial requirements. Over the past eight years, Planning Staff have worked closely with other City Staff and the consultant team to advance the Official Plan, taking into account the municipal boundary adjustment and repeated changes to the Growth Plan and other applicable provincial policy including the Provincial Policy Statement (PPS) which was also amended in 2020. Public consultation and engaging with local First Nations have also been ongoing components of the Official Plan Review program.

In accordance with Amendment No. 1 to the Growth Plan (effective August 28, 2020), the new Official Plan accounts for a future population of 165,000 residents and employment of 80,000 jobs by the year 2051. The earlier draft version of the Official Plan, released on June 30, 2020, for a public and agency commenting period over the summer (June 2020 Draft Official Plan), was based on a different scenario that included 163,000 residents and 79,000 jobs by 2041, as per the applicable forecasts in the previous version of the Growth Plan. To accommodate that growth, the June 2020 Draft Official Plan included an expanded Settlement Area as determined through the MCR process and endorsed by Council in April 2019. To account for the amended forecasts to 2051 in the amended Growth Plan, an addendum to the MCR was prepared, entitled *"Envisioning Brantford – Municipal Comprehensive Review – Final*

Addendum Report, November 2020” (MCR Addendum Report). Given the forecasts in the August 2020 Growth Plan, additional analysis was required. Consequently, the Settlement Area expansion lands have now increased from the 796 net hectares endorsed by Council in April 2019 to 891 net hectares to be approved in the new Official Plan. This is discussed further in Section 8.1 of this Report and in the MCR Addendum Report attached as **Appendix A**.

Additional supporting documents have also been developed to assist City Staff and development proponents when implementing the new Official Plan and considering future development proposals and applications. These documents are listed below:

- Comprehensive Block Plan Terms of Reference, discussed in Section 8.2.2 and included as **Appendix C**;
- Urban Design Manual, discussed in Section 8.2.3 and included as **Appendix D**; and
- Infrastructure Staging Report, discussed in Section 8.2.4 and included as **Appendix E**.

The Official Plan and supporting documents can also be found on the Official Plan Review project webpage at www.brantford.ca/officialplanreview.

5.0 Background

The City of Brantford is required to prepare an Official Plan, in conformity with the Growth Plan for the Greater Golden Horseshoe, and consistent with the Provincial Policy Statement (PPS) issued under the *Planning Act*. Brantford's current Official Plan was adopted by Council and approved by the Province of Ontario in 1987.

The current Official Plan has since been subject to over 200 amendments, including three formal reviews completed in 1993, 1999 and 2006. The City is required to periodically review the Official Plan and amend it as necessary to maintain conformity and consistency with updated Provincial legislation, regulations, policies and plans such as the Growth Plan and the PPS. The Official Plan is also amended through the development application process, to provide appropriate policy and/or land use designations for development that were not anticipated when the current Official Plan was prepared over 30 years ago.

The Official Plan Review began in 2013 and it was recognized at that time that the current Official Plan is cumbersome and needed to be replaced by a new, streamlined document with updated and reorganized policies. Instead of amending the current document again, Planning Staff developed the first draft of a new Official Plan which was released for public and agency comment in July 2016. However, the process was put on hold while the municipal boundary adjustment between the City of Brantford and the County of Brant was awaiting Provincial approval, and due to changes to the Growth Plan proposed by the Province in draft form in May 2016.

The Minister of Municipal Affairs and Housing signed a Restructuring Order in December 2016, approving the City's annexation of 2,719 hectares of land from the County of Brant for future growth, effective January 1, 2017. The annexed lands remain subject to the County of Brant Official Plan and Zoning By-law until they are incorporated into the City's new Official Plan and Zoning By-law. In addition, the Province issued the new Growth Plan for the Greater Golden Horseshoe in May 2017, when the Official Plan Review was restarted.

To support the preparation of the new Official Plan, technical analysis was undertaken in accordance with the Municipal Comprehensive Review process set out in the Growth Plan and other Provincial guidance documents. The consulting team retained to complete this work includes the following firms and disciplines:

- SGL Planning and Design Inc.: *land use planning; land needs assessment; urban design and project management;*
- The Planning Partnership: *land use planning; public and stakeholder consultation;*
- Cushman & Wakefield: *residential, commercial and employment supply and demand; land needs assessment;*
- Dillon Consulting: *transportation modelling, demand management and impact assessment; transit, pedestrian and cycling networks;*
- GM Blue Plan Engineering Consultants: *water, wastewater and stormwater servicing;*
- Plan B Natural Heritage: *natural heritage management and policy; environmental impact assessment;*

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- Ecosystem Recovery Inc.: *geomorphology and erosion assessment; water resource system management;*
 - ASI (Archaeology Services Inc.): *cultural heritage and archaeology; First Nations consultation;* and,
 - AgPlan: *agricultural impact assessment.*

The Municipal Comprehensive Review (MCR) assessed how Brantford could accommodate the population and employment growth projected by the Growth Plan. It included a land needs assessment that determined how much growth could be accommodated within the current Settlement Area, confirmed that an expansion of the Settlement Area is required, and identified the amount of land to be added to the Settlement Area. This analysis was documented in the MCR Part 1 Report, *Envisioning Brantford – Municipal Comprehensive Review – Part 1: Employment Strategy, Intensification Strategy, Housing Strategy and Land Needs*. A land evaluation was then undertaken to determine where the Settlement Area should be expanded. This work was documented in the MCR Part 2 and MCR Part 3 Reports, *Envisioning Brantford – Municipal Comprehensive Review – Part 2: Settlement Area Boundary Expansion* and *Envisioning Brantford – Municipal Comprehensive Review – Part 3: Preferred Settlement Area Boundary Expansion and Preliminary Land Use and Transportation Plan*. The preliminary land use and transportation plans evaluated in the MCR Part 3 Report provided input to the development of the policies, land use designations and schedules contained in the new Official Plan.

A draft Official Plan, and the additional supporting documents including the draft Comprehensive Block Plan Terms of Reference, draft Urban Design Manual, and draft Infrastructure Staging Report, were released on June 30, 2020 for a public and agency commenting period until the end of August. Two weeks prior to the release of the June 2020 Draft Official Plan, the Province proposed Amendment No. 1 to the 2019 Growth Plan and a new Land Needs Assessment Methodology. As a result, the June 2020 Draft Official Plan included notation to acknowledge the pending Growth Plan amendment, and that the Draft Official Plan would need to be revised, to extend the plan horizon from 2041 to 2051 and adjust the population and employment forecasts. Planning Staff and the consultant team were committed to moving the new Official Plan forward to completion and commenced the required analysis in response to the proposed changes to the Growth Plan. An addendum to the MCR was prepared to account for the revised land needs assessment and related adjustments to the Settlement Area boundary once the Growth Plan amendment and new

methodology came into effect on August 28, 2020. The effect of comments received on the draft documents, and the outcome of the MCR Addendum Report, are discussed in Sections 7 and 8 of this Report.

A more detailed summary of key steps undertaken to complete the MCR and prepare the new Official Plan, as reported to Council throughout the process, is provided in **Appendix F** to this Report.

6.0 Corporate Policy Context

Completion of a new Official Plan that includes the municipal boundary adjustment lands transferred to the City from the County of Brant in 2017 is a corporate priority. Together with other associated City-wide growth management plans (e.g. Transportation Master Plan and Master Servicing Plan), the new Official Plan will support the City's growth and optimization of its infrastructure, while protecting and enhancing heritage and natural assets. In addition to facilitating intensification within the Built-up Area in a manner that ensures that neighbourhoods in established areas are vibrant, safe and attractive, the new Official Plan will accommodate future population and employment growth in additional Designated Greenfield Areas and Employment Areas within an expanded Settlement Area.

The City-wide growth management plans will provide input to the next Development Charges By-law Study and Fiscal Strategy for funding the City's share of related costs for the critical infrastructure that is required to support the development of the Settlement Area expansion lands.

7.0 Input From Other Sources

7.1 Community and Stakeholder Input

On June 30, 2020, a complete Draft Official Plan (June 2020 version) was released for a two month public and agency commenting period, along with the Draft Block Plan Terms of Reference, Draft Urban Design Manual and Draft Infrastructure Staging Report. Comments received on the June 2020 Draft Official Plan by the August 28 2020 deadline have been summarized in the comment/response summary matrix provided in **Appendix G** to this report. Copies of those comments, as well as additional comments received and considered since the deadline, have been provided to Council under separate cover. Overall, a primary concern has been the extent of the Settlement Area expansion into the municipal boundary expansion lands (formerly part of the County of Brant prior to 2017), as well as the application of the Core Natural

Areas Designation and Adjacent Lands Overlay on specific properties. These issues are discussed in more detail in Section 8 of this Report.

Before the June 2020 Draft Official Plan was issued, a Public Information Centre (PIC) planned for April 2020 was cancelled due to the impacts of the global Covid-19 pandemic. In its place, a document entitled *Overview of Proposed Land Use Designations – April 2020* was released to provide preliminary information about the proposed Official Plan's urban structure, density and intensification targets, and proposed land use designations, including their delineation on draft schedules (maps). In addition, since the current Official Plan Review resumed in August 2017, a series of Public Information Centres (PICs) were held for the purposes of sharing information and gathering feedback and input from the public and development stakeholders. These events were coordinated with the other master plan processes including the Transportation Master Plan and the Master Servicing Plan. A summary of the seven PICs held between September 2017 and February 2020 is included in **Appendix F** to this Report.

7.2 First Nations Input

Six Nations of the Grand River and Mississaugas of the Credit First Nation have been advised of each Public Information Centre (PIC) and other public meetings held throughout the Official Plan Review, and were provided with the April 2020 Overview of Proposed Land Use Designations. More directly, Planning Staff have met with First Nations' community representatives to keep them informed and invite comments on the process summarized below:

- Meeting with Six Nations of the Grand River Consultation and Accommodation Process (CAP) Team, in Ohsweken on December 19, 2017, and in Brantford at the Visitor and Tourism Centre on January 10, 2019;
- Meeting with the Mississaugas of the Credit First Nation Department of Consultation and Accommodation, in New Credit on November 29, 2017 and January 16, 2019;
- Planning Staff attended Community Awareness fairs held at the Six Nations Tourism Centre in May 2019, and at New Credit in June of 2018 and 2019, to share information with the boarder community in attendance at these open events;

- On June 25, 2020, a project update and overview of the Draft Official Plan was provided in an online virtual meeting format (due to the Covid-19 epidemic), to the Six Nations of the Grand River Consultation and Accommodation Process (CAP) Team.

7.3 Corporate, Agency and Group Input

Throughout the Official Plan Review process, Planning Staff have worked closely with Public Works Staff who have led the Transportation Master Plan (TMP) and Master Servicing Plan (MSP) projects. The Official Plan Review consulting team includes joint transportation and servicing consultants with the Master Plans to facilitate exchange of information and shared analysis. For example, transportation and servicing considerations were factors in the intensification analysis, the evaluation of Settlement Area expansion options and land use concepts, and infrastructure strategy conducted through the Municipal Comprehensive Review. Allocation of population and employment growth identified in the MCR land needs assessment was input to the network modelling undertaken as part of the TMP and MSP and will be updated through report addendums to account for the expanded forecast horizon to 2051.

Meetings to discuss the draft Official Plan have included City Staff representing Housing, Parks and Recreation, Development Engineering, Economic Development, Climate Change and Source Water Protection, as well as staff of the Grand River Conservation Authority.

Planning Staff have also consulted with Provincial Staff throughout the Official Plan Review process. The discussions have focused on the draft land needs assessment and related alternative intensification and density target requests, and the various amendments to the Growth Plan for the Greater Golden Horseshoe and other applicable provincial policy and legislative changes that have occurred.

Over the course of the Official Plan Review, Planning Staff have met with various committees including the Planning and Economic Development Advisory Committees and the Downtown Business Improvement Area (BIA). More recently, virtual presentations on the June 2020 Draft Official Plan were made to the Brantford Home Builders Association on July 15, 2020, and the Municipal Heritage Committee on August 10, 2020.

On September 28, 2020, a targeted workshop was held with development industry representatives who had provided comment on the June 2020 Draft Comprehensive Block Plan Terms of Reference, to discuss the proposed block

plan process and their professional experience with Block Plans, potential benefits and/or issues in preparing Block Plan applications. The results of this consultation are outlined further in Section 8.2.2 of this Report.

The updated Official Plan, and updated drafts of the Comprehensive Block Plan Terms of Reference, Urban Design Manual and Infrastructure Staging Report, were released for public review on October 22, 2020, along with the draft MCR Addendum Report. The documents were referenced in the public notices issued on October 16 and 20, 2020, regarding the November 5 Public Open House and the November 19 Statutory Public Meeting.

Planning Staff also provided a presentation to the Boundary Lands Task Force on November 6, 2020.

8.0 Analysis

8.1 Completion of the Municipal Comprehensive Review – Final Addendum Report

As previously noted in Section 5 of this Report, two weeks before the June 2020 Draft Official Plan was released, the Province proposed an amendment to the Growth Plan for the Greater Golden Horseshoe as well as a new Land Needs Assessment Methodology. Once those changes came into effect on August 28, 2020, additional analysis was completed to account for the new population and employment forecasts to 2051. This resulted in an addendum to the Municipal Comprehensive Review, entitled “*Envisioning Brantford – Municipal Comprehensive Review – Final Addendum Report, November 2020*” (MCR Addendum Report), prepared by SGL Planning and Design Inc., and attached as **Appendix A** to this Report. The MCR Addendum Report updates the land needs assessment contained in the MCR Part 1 Report and determines how much additional land can be added to the Settlement Area as a result of the changes to the Growth Plan. It also recommends where the additional land need has been allocated within the revised Settlement Area boundary now included in the new Official Plan. The Settlement Area is where urban land uses may be designated, in Community Areas and Employment Areas. Community Areas are where people live and work and include residential, institutional, and commercial uses as well as parks and mixed-use land uses which typically include residential uses in combination with compatible non-residential uses. Employment Areas provide jobs in clusters of business and other economic activities such as manufacturing, warehousing, offices and associated retail and ancillary facilities.

8.1.1 Revised Land Needs Assessment

To conform with the amended Growth Plan (August 2020), the new Official Plan extends the planning horizon to 2051 instead of 2041, and adjusts the growth forecasts, which are key inputs to the Municipal Comprehensive Review's Land Needs Assessment (LNA). Instead of a population of 163,000 residents and employment of 79,000 jobs in Brantford by the year 2041, the new Official Plan provides for a population of 165,000 residents and employment of 80,000 jobs in Brantford by the year 2051. These forecasts are set out in Schedule 3 of the amended Growth Plan and were supported by Council through consideration of previous Report 2020-302 (noted in **Appendix F** to this Report). It should be noted that these changes do not mean that Brantford is expected to grow by only 2,000 residents and 1,000 jobs between 2041 and 2051. The *Greater Golden Horseshoe: Growth Forecasts to 2051, Technical Report*, prepared by Hemson Consulting for the Province to determine the new Growth Plan forecasts, stated that the previous 2041 forecasts for Brantford had been overestimated.

The additional 2,000 residents and 1,000 jobs have been accounted for in the revised LNA contained in the MCR Addendum Report. The difference in key inputs and outcome between the MCR Part 1 Report and the updated MCR Addendum Report are highlighted in Table 1, Land Needs Assessment Comparison.

In addition to the revised plan horizon and growth forecasts noted above, the MCR Addendum Report identifies an increase in the amount of land currently designated for employment purposes in the current Official Plan that is to be converted to non-employment land use designations in the new Official Plan, as well as a decrease in the Employment Area supply within the current Settlement Area. These changes also impact the amount of Employment Area to be added to the Settlement Area, which has increased from 336 hectares in the MCR Part 1 Report to 397 hectares in the MCR Addendum Report.

The amount of additional Community Area land has increased from 460 hectares in the MCR Part 1 Report to 494 hectares in the MCR Addendum Report. In total, the Settlement Area expansion lands have increased by 95 hectares of net developable land. This supports Council's direction through consideration of Report 2019-184 in April 2019, "*to continually*

seek out ways to take in more land within the Settlement Area, as noted in **Appendix F** to this Report.

Table 1, Land Needs Assessment Comparison

	MCR Part 1 Report	MCR Addendum Report	Variance
<i>Input</i>			
Plan Horizon	2041	2051	
Population Forecast	163,000	165,000	+2,000
Employment Forecast	79,000	80,000	+1,000
Employment Lands to be Converted	66 hectares	98 hectares	+32 hectares
Existing Employment Area Supply	1,451 hectares	1,409 hectares	-42 hectares
<i>Outcome</i>			
Additional Employment Area to be added	336 hectares	397 hectares (383 ha adjusted upward by 14 ha) *	+61 hectares (47 ha adjusted upward by 14 ha) *
Additional Community Area to be added	460 hectares	494 hectares (490 ha adjusted upward by 4 ha) *	+34 hectares (30 ha adjusted upward by 4 ha) *
Settlement Area Expansion Lands	796 hectares (net developable)	891 hectares (net developable)	+95 hectares (net developable)

* The new Land Needs Assessment Methodology issued by the Province on August 28, 2020 provides greater flexibility for accommodating additional land needs. It allows the land area calculated through the methodology to be adjusted upward in a minor way, if necessary, to ensure logical boundaries of the Settlement Area and avoid partial neighbourhoods. The upward adjustments made to the Employment Area (14 ha) and Community Area (4 ha) are noted in Section 8.1.2 below.

It remains the case that less land is required to accommodate Brantford's growth forecast than was anticipated during negotiations for the Municipal Boundary Adjustment Agreement in 2016. This is due to the increased intensification and density targets which direct more of the City's future development to the Built-up Area and Designated Greenfield Area (DGA) already within the current Settlement Area.

8.1.2 Revised Settlement Area Boundary

The MCR Addendum Report recommends where the additional land needs identified in the updated LNA should be located. The revised Settlement Area boundary and additional Employment Area and Community Area within the revised boundary are illustrated in the Revised Settlement Area Map, attached as **Appendix H** to this Report. **Appendix H** also illustrates the Settlement Area expansion that was delineated in the June 2020 Draft Official Plan, which had been determined through the evaluation analysis contained in the MCR Part 2 and Part 3 Reports and was endorsed by Council in April 2019. This endorsement enabled the Official Plan Review and other City-wide master plans to continue. The revised Settlement Area boundary is to be approved through the new Official Plan.

a) Employment Area

The Revised Settlement Area Map (**Appendix H**) shows that the additional 61 hectares of Employment Area noted in Table 1 have been added to the northwest corner of the City, to the west of Golf Road. This addition includes an upward adjustment of 14 hectares in order to round out the Employment Area to the west of Golf Road and to avoid splitting properties.

b) Community Area

The Revised Settlement Area Map (**Appendix H**) shows that the additional 34 hectares of Community Area have been added on the north side of Powerline Road near the eastern City limits. This addition includes a 4 hectare upward adjustment to include the complete neighbourhood block on the north side of Powerline Road east of Park Road. This location builds upon Option 1 that was selected as the preferred Settlement Area in the MCR Part 3 Report and endorsed by Council in April 2019. Given the modest scope of the increase, the rationale to support Option 1 in Report 2019-184 also applies to the revised Settlement Area, as follows:

- Given its proximity to existing services at Powerline Road and Coulbeck Road, these additional lands are within an area that can be serviced through gravity sewer connections and would require less servicing infrastructure facilities, minimizing capital and life cycle maintenance costs for municipal services;

- It remains the best option to minimize conflict with existing intensive agricultural operations; and
- It does not require extensive crossing of the Natural Heritage System including Jones Creek or extend into other lands more encumbered with environmental features.

8.2 Overview of the New City of Brantford Official Plan and Related Documents

One of Planning Staff's objectives at the outset has been to ensure that the new Official Plan is clear, concise and easy to read and understand. A conscious effort has been made to not include extracts or phrases that are found in other regulatory documents including the *Planning Act*, the Provincial Policy Statement and the Growth Plan unless they are specifically warranted. The policies that have been developed are intended to provide for some flexibility in terms of guiding the future development of the City and reduce the need for multiple amendments to the Official Plan while at the same time, ensuring that the natural heritage and cultural heritage features in the City continue to be protected and enhanced where possible.

It is important to note that the streamlined approach undertaken to develop the new Official provides a connection to the other City documents but does not seek to duplicate them. As first and foremost a land use plan, the Official Plan contributes to initiatives such housing affordability, by providing opportunity for a broader range of housing types, including additional dwelling units and supportive housing, to be located throughout more areas within the City. To achieve the Official Plan targets for intensification in the Built-up Area and greater density in developing greenfields, a significant shift toward more compact, and mid-rise and high-rise housing forms is required. Economic development and promotion of culture rely on a variety of sites being available for commercial, recreation and cultural activities and employment opportunities. When provided in a mixed use development format promoted throughout the identified Strategic Growth Areas, better connections between where people live, work and play are created to help establish complete communities that support local enterprise and active transportation initiatives and transit use. Cutting down vehicle use and trip lengths can support initiatives to reduce carbon emissions found in the Climate Change Action Plan. Closer connections between a broad range of housing types and activities also facilitate social participation, access to health services and the ability to age in place within the community.

Section 8.2 of this Report provides an overview of the new Official Plan and the accompanying documents, including the Comprehensive Block Plan Terms of Reference, Urban Design Manual, and Infrastructure Staging Report.

8.2.1 Structure and Content of the New City of Brantford Official Plan

The new City of Brantford Official Plan is organized into nine chapters with thirteen schedules as described below:

1. Introduction – The first chapter states the purpose of the Official Plan and provides some guidance for using and interpreting the document.
2. Vision and Guiding Principles – This chapter carries forward the vision and guiding principles developed through the extensive public consultation that led to the July 2016 Draft Official Plan, and reconfirmed during the more recent Official Plan Review public consultation events.
3. Successful Communities – Chapter 3 includes policies related to housing, promoting a strong and healthy economy, ensuring good urban design, protecting cultural heritage resources, and promoting sustainable development and climate change mitigation. It provides reference to other City documents such as the Brantford-Brant Housing Stability Plan, Economic Development Strategy, Municipal Cultural Plan, Urban Design Manual, Heritage Conservation District Plans, Master Plan of Archaeological Resources, Source Water Protection Plan and Climate Change Action Plan.
4. Growth Management – Structural elements of the Official Plan required to accommodate future growth while achieving conformity with the Growth Plan for the Greater Golden Horseshoe are detailed in Chapter 4. It describes the components of the urban structure including Neighbourhoods, Strategic Growth Areas, Employment Areas, Rural/Agricultural Areas and the Natural Heritage System. These components are illustrated on *Official Plan Schedule 1: Growth Management*, which also delineates the Settlement Area, Built-up Area, and Designated Greenfield Area boundaries, as well as the Provincially Significant Employment Zone.

Chapter 4 includes the population and employment growth forecasts and targets for residential intensification in the Built-up Area and the density of residents and jobs in Designated Greenfield Areas.

- Brantford's population is projected to reach 165,000 residents by 2051, an increase of 63,300 people since the 2016 census.
 - Employment is projected to include 80,000 jobs by 2051, an increase of 35,110 jobs since 2016.
 - The intensification target requires a minimum of 45% of all new residential development within the City to occur within the Built-Up Area on an annual basis until 2031. After 2031, the target will increase to 50%. It is set at 40% in the current Official Plan.
 - The Designated Greenfield Area (DGA) is planned to achieve an overall minimum density of 52 residents and jobs combined per hectare by 2051. It is set at 50 residents and jobs combined per hectare in the current Official Plan. This density target is measured over the entire DGA, excluding Employment Areas, Core Natural Areas, cemeteries and rights-of-way for Hwy 403, railways and major utility corridors.
 - Recognizing that some lands within the DGA have already developed at lower densities than the new target of 52, higher density targets of 55 or 60 residents and jobs combined per hectare are required over specific areas where identified on *Official Plan Schedule 2: Designated Greenfield Area Density and Block Plan Boundaries*, to achieve the overall DGA density target of 52.
 - Employment Areas within the DGA shall be planned to achieve an overall minimum density of 25 jobs per hectare by 2041.
5. Land Use Designations – This chapter sets the policy framework for development within each of the identified land use designations. The streamlined approach reinforces the Official Plan as the framework to guide growth, enabling the implementing Zoning By-law to further refine the list of permitted uses in each land use designation. Details of development that can be appropriately regulated through the Zoning By-law have not been included except as necessary to provide direction to the new Zoning By-law. The future City-wide rezoning project will follow the adoption of the new Official Plan.

The land use designations are organized in the following categories linked to the Urban Structure, and illustrated on *Official Plan Schedule 3: Land Use Plan*.

Neighbourhoods:

There are three land use designations within Neighbourhoods, including the Residential, Major Institutional, and Parks and Open Space Designations.

The **Residential Designation** allows for a full range of residential dwelling types and uses intended to serve local residents:

- Low Rise Residential: Single-detached and semi-detached houses, townhouses, and duplex and triplex dwellings up to 3 storeys in height;
- Mid Rise Residential: Townhouses and apartment dwellings between 3 and 6 storeys;
- High Rise Residential: Apartment buildings greater than 6 storeys;
- Additional dwelling units in Low Rise Residential buildings including single-detached and semi-detached houses, street townhouses, and duplex dwellings and accessory buildings (e.g. laneway housing and second suites);
- Communal housing which includes special needs housing and nursing homes;
- Home occupations, live-work units and bed and breakfast establishments;
- Day cares, elementary schools and small scale places of worship; and,
- Neighbourhood supporting uses such as small scale convenience retail and restaurants, banks, health care offices, studios and craftsman shops. They are encouraged to locate on the ground floor below residential units in mixed use developments, and/or clustered to create neighbourhood focal points.

The Official Plan includes locational criteria to help determine what specific areas within the Residential Designation are appropriate for the different dwelling types and uses permitted, which will be implemented and further refined through the Zoning By-law. Rather than applying minimum and maximum residential unit counts for low, medium and high density development, the Official Plan provides for unit counts that fit within the applicable Low Rise, Mid Rise or High Rise built form, subject to the Zoning By-law regulations, guidelines in the Urban Design Manual, and capacity of infrastructure such as roads and municipal servicing.

Further, within the Residential Designation, additional policies are applied in four sub-categories that provide area-specific detail in the north boundary expansion lands and in Tutela Heights. They are based on the land use plans prepared during the Official Plan Review's Settlement Area expansion evaluation. These categories are illustrated on *Official Plan Schedule 4: Designated Greenfield Area Structure*.

- The **Neighbourhood Corridors** and **Neighbourhood Centres** include the uses permitted in the Residential Designation with the exception of single-detached and semi-detached houses and duplex dwellings. Buildings heights may range from 3 to 6 storeys, except in Tutela Heights where 2 to 4 storey buildings would be permitted in the Neighbourhood Corridors. The Neighbourhood Centres may also be anchored with a grocery store.
- The **Suburban Residential** and **Transitional Residential** areas are applied only in Tutela Heights to address the low density character of existing development. The Suburban Residential area recognizes the existing large lot residential uses serviced with municipal water and private septic systems. The Transitional Residential area is to accommodate fully serviced Low Rise Residential buildings, on larger lots when adjacent to the Suburban Residential area.

The **Major Institutional Designation** includes institutional uses that are of a City-wide or regional scale, including high schools, post-secondary education facilities, hospital, police station, large places of worship and communal housing.

The ***Parks and Open Space Designation*** permits parks of varying sizes, open space linkages that can contribute to a continuous multi-purpose trail network, golf courses, cemeteries and accessory buildings. Some additional parks are also situated within the Core Natural Areas Designation.

Strategic Growth Areas:

The Strategic Growth Areas include three land use designations: the Downtown Urban Growth Centre, Major Commercial Centre and Intensification Corridor Designations. They are the primary focus for intensification and where a mix of uses is encouraged, on individual development sites and within individual buildings.

The ***Downtown Urban Growth Centre (UGC) Designation*** is the City's central focal area for office, institutional, retail and residential uses, cultural heritage and events. It is subject to a minimum density target set by the Province of 150 residents and jobs combined per hectare by 2031. To help achieve the density target, as well as to support the alternative intensification target approved by the Province, the current boundary of the UGC has been reduced in area in the new Official Plan, as per Council direction in previous Report 2020-262 (as noted in **Appendix F** to this Report).

The UGC designation is divided into three precincts to recognize the different characteristics and development potential within the broader Downtown area. The precincts are illustrated on *Official Plan Schedule 5: Downtown Urban Growth Centre*.

- The ***Lower Downtown Precinct*** provides the greatest opportunity for intensive, mid and high rise, mixed use development.
- The ***Historic Mainstreets Precinct*** policies prohibit residential units on the ground floor from directly fronting certain streets to reinforce the continuity of commercial uses along those streets.
- Low-rise residential buildings are permitted among the mix of uses within the ***Upper Downtown Precinct***, reflecting the existing form of development in the Upper Downtown.

Large sites in the **Major Commercial Centre Designation** are permitted to intensify with a broader mix of uses around existing shopping centres and large floor plate retail stores. The **Intensification Corridor Designation** connects the other Strategic Growth Areas in the Downtown and Major Commercial Centres, providing opportunities to create pedestrian and transit supportive development along major roads. Building heights permitted within the Intensification Corridors may vary depending on the character of the area. Some corridors can accommodate greater height and density, while others such as the Brant Avenue Heritage Conservation District and Erie Avenue are subject to height limitations.

Employment Areas:

There are two land use designations in the Employment Areas. The **Prestige Employment Designation** permits manufacturing and research and development facilities within enclosed buildings, limited sales of products manufactured, processed or assembled on the premises, and warehouse and distribution centres. It also permits office uses not greater than 4,000 sq. m. in any building. Some ancillary retail and service commercial uses that support the Employment Area are also permitted.

The **General Employment Designation** permits industrial uses, manufacturing and research and development facilities, warehouse and distribution centres, and outdoor storage yards. Ancillary office space and a more limited range of ancillary retail and service commercial uses that support the Employment Area may also be permitted. Uses that generate emissions such as noise, vibration, smoke, dust or odours are directed to the General Employment Designation, where their activities must be conducted in compliance with applicable municipal and provincial policies and guidelines.

Rural/Agricultural Area:

The **Agricultural Designation** includes lands outside of the Settlement Area Boundary that will be used for agricultural and other rural land uses. Permitted uses include agricultural related uses as well as agri-tourism, home industries and on-farm diversified uses. Residential uses are limited to single-detached dwellings on existing lots of record and farm help houses. Permission to create new lots is limited to protect lands suitable for agricultural production from

fragmentation and the intrusion of non-agricultural land uses, and to support the existing agricultural industry. Further expansion of the Settlement Area into the Rural/Agricultural Area may be considered in the future, when Brantford's land needs exceed the land needs identified in the Municipal Comprehensive Review, and established in the Official Plan, to accommodate the population and employment growth forecasts set out in the Growth Plan.

Natural Heritage System:

The Natural Heritage System includes the Core Natural Areas Designation, surrounded by an Adjacent Lands Overlay. They are illustrated on *Official Plan Schedule 6: Natural Heritage System*.

The **Core Natural Areas Designation** protects significant natural heritage features and their associated ecological functions. It is delineated with a 30 metre buffer to those features, which include significant wetlands, woodlands, valley lands, wildlife habitat including species at risk and rare plants, enhancement and restoration areas. Development within these areas is subject to the results of an Environmental Impact Study. Permitted uses include conservation uses, flood and erosion control, public parks, trails and passive recreation, and existing lawfully established uses, as well as municipal infrastructure projects approved through an Environmental Assessment.

The **Adjacent Lands Overlay** identifies lands within 90 metres of the buffered features in the Core Natural Areas Designation. Permitted uses within the Overlay may include those land uses permitted by the underlying land use designation, as identified on Schedule 3, subject to the results of an Environmental Impact Study when determined necessary through the development review process.

In response to comments received on the Draft Official Plan, it has been clarified that the EIS requirement may be waived in cases where an EIS has already been completed to support existing planning approvals that pre-date the new Official Plan but are as yet to be built.

6. Site and Area Specific Policies – Chapter 6 identifies sites and areas within the City that require additional or modified land use policies or exemptions to address site specific circumstances or conditions. Lands susceptible to flooding or with hazardous slopes are examples of areas

subject to these policies. They are identified on *Official Plan Schedule 7-1: Floodplain*, *Schedule 7-2: Floodplain Breach Zone*, and *Schedule 7-3: Steep Slope Erosion Hazard*. Chapter 6 also includes policies applicable to former landfill sites, identified where known on *Official Plan Schedule 8: Abandoned Landfill Sites*, and lands containing mineral aggregate resource, identified on *Official Plan Schedule 9: Mineral Aggregate Resource Areas*. In addition, lands subject to site-specific modified policies are identified *Official Plan Schedule 10: Modified Policy Areas*.

7. Integrated Transportation System – Chapter 7 links land use planning with the provision of transportation network improvements and enhanced transit set out in the City of Brantford Transportation Master Plan. The network of existing and future roads, bikeways and trails identified in the Transportation Master Plan (2020) is illustrated on *Official Plan Schedule 11: Bikeways and Trails Network Plan*, and *Schedule 12: Road Network*. *Schedule 13, Road Allowance Widening*s, identifies the road segments and associated right-of-way widths that the City can obtain through the development approval process.
8. Servicing Infrastructure and Utilities – Chapter 8 provides policy to complement the more detailed requirements contained in the City of Brantford Master Servicing Plan (2020) for the provision of water, wastewater and stormwater management facilities. It also addresses utilities and transmission infrastructure.
9. Implementation – The final chapter includes policies and directives for how to use specific planning tools to implement, amend and update the Official Plan. This chapter also identifies the types of studies that can be requested as part of a Complete Application (Section 9.11), as required by the *Planning Act*. Some changes to this section have been included to reflect comments received since the draft Official Plan was released in June.

8.2.2 Comprehensive Block Plan Terms of Reference and Related Official Plan Policy

The new Official Plan requires the approval of Block Plans prior to acceptance of development applications in the Block Plan areas identified on *Official Plan Schedule 2: Designated Greenfield Area Density and*

Block Plan Boundaries. The intent of the block plan process is to coordinate the comprehensive development of each block plan area and ensure the alignment of the draft plan of subdivision applications that follow, particularly where there are multiple landowners and/or there is potential for development to be approved through more than one draft plan of subdivision. The purpose of block planning, as stated in the new Official Plan, policy 5.1.f, is to:

- i. “Identify the detailed land use and density distribution, and to ensure that required density targets will be achieved;
- ii. Confirm the boundaries of the Natural Heritage System through an Environmental Impact Study;
- iii. Identify the parkland system, community facilities and active transportation network;
- iv. Identify the detailed road pattern, including Local Roads;
- v. Articulate the details for the provision of water, sewer and storm water management systems in a Block Servicing Strategy;
- vi. Identify network and system connections to properties adjacent to the Block Plan Area; and,
- vii. Form the basis for a Developer’s Cost Share Agreement, where the Block Plan Area includes multiple landowners.

The Comprehensive Block Plan Terms of Reference, provided as **Appendix C** to this Report, was prepared to outline expectations for block plan applications and allow for efficient preparation and review. It sets out a process based on the minimum requirements to complete a block plan. The block plan is a non-statutory document to be submitted to the satisfaction of the General Manager of Community Development. It is used to form the basis for the applications and Council approvals required for the related draft plans of subdivision and amendments to the Zoning By-law and if necessary, the Official Plan. Planning Staff will update the Terms of Reference as necessary to address any implementation and operational issues. More significant changes to the document would require further endorsement by Council.

In response to comments received in regard to the Draft Comprehensive Block Plan Terms of Reference issued on June 30, 2020, and at the

meeting held with industry representatives on September 28, 2020, the draft Terms of Reference has been revised to provide greater clarification and flexibility in regard to study requirements between the block plan process and the draft plan of subdivision process that would follow approved block plans. The Block Plan Terms of Reference outlines the minimum study requirements to support the submission of block plans. However proponents of development have the option to provide more information at the block planning stage in order to expedite the review of future planning applications (e.g. draft plans of subdivision and applications to amend the Zoning By-law). Additional policy was also added to the Official Plan to enable approved block plans to form the basis for minor adjustments to the boundaries of the Natural Heritage System and the existing road pattern identified on the Official Plan schedules without an Official Plan Amendment, subject to the necessary supporting technical studies, to the satisfaction of the City.

8.2.3 Urban Design Manual

The Urban Design Manual, attached as **Appendix D** to this Report, has been prepared to promote high quality design of new buildings and communities that are attractive, sustainable, accessible and functional, in both the public and private realms. It further articulates the vision for the various components of the new Official Plan's urban structure, including residential areas, neighbourhood centres and neighbourhood corridors, the Downtown Urban Growth Centre, major commercial centres and intensification corridors, employment areas and major institutional uses.

Strong urban design guidance is necessary to support intensification and infill development that is compatible with existing development within established urban areas. The Urban Design Manual includes built form guidelines to facilitate development that is appropriate within its surroundings, as well as public realm and private realm guidelines to ensure streetscapes and the spaces between buildings are appropriately addressed. The public realm refers to areas accessible by the general public, such as public streets and sidewalks, parks, squares and municipal parking areas. Portions of the private realm are associated with privately owned properties and may be visible but not necessarily open to everyone.

Comments received on the Draft Urban Design Manual issued on June 30, 2020, are summarized in the Comment/response summary matrix in

Appendix G. A concern was raised in regard to the applicability of the guidelines. The new Official Plan states that all development shall be consistent with the Urban Design Manual. As defined in Section 1.2.e.ii in the new Official Plan, this means that development shall comply with the guidelines unless there are compelling circumstances that do not permit compliance. Such circumstances would be evaluated during the development application review process.

The Urban Design Manual is a non-statutory document that may be periodically updated in response to new development trends or implementation issues. From time to time, it may be necessary to update the Urban Design Manual. Any such changes that are minor in nature would be addressed with the approval of the General Manager of Community Development. Any significant changes to reflect new policy direction either through Council or from the Province would require further endorsement by Council.

8.2.4 Infrastructure Staging Report

The Infrastructure Staging Report, attached as **Appendix E** to this Report, was prepared to provide a clear outline of the required water, wastewater, stormwater and transportation infrastructure and community facilities necessary to support development within the expansion lands. It was prepared by SGL Planning and Design Inc., GM BluePlan Engineering and Dillon Consulting to summarize the alignment of the Official Plan Review, Master Servicing Plan and Transportation Master Plan as it relates to the expansion lands.

The report serves as a reference document to guide the development process, including the preparation of Block Plans where required. It identifies the various infrastructure requirements within each Block Plan area identified on *Official Plan Schedule 2: Designated Greenfield Area Density and Block Plan Boundaries*, as well as the future employment areas within the settlement area expansion lands. The external infrastructure that is necessary for each block to proceed independently is also identified. Although there is no requirement for the blocks to be sequentially phased, there are some instances where development within a block will rely on infrastructure in an adjacent block. Development proponents may be required to pay for and construct the external infrastructure through the adjacent block(s) in the event that they wish to proceed in advance of the adjacent block(s).

8.3 Next Steps Toward Final Approval and Implementation

Once Council has made a decision to adopt the new Official Plan, an implementing By-law is required. Planning Staff recommend that the By-law be presented at a Council meeting in January 2021, to provide sufficient time to make any final revisions to the new Official Plan that may result from the November 19th Committee of the Whole – Community Development meeting. Within 15 days after the implementing By-law has been passed by Council, a public notice will be issued and the Council-adopted Official Plan will be submitted to the Province for final approval by the Minister of Municipal Affairs and Housing, in accordance with the *Planning Act*. A decision is to be issued within 120 days once the Ministry confirms that the Official Plan and supporting documentation have been received. The Province may approve the Official Plan as it is submitted, request changes be made to it, or modify and approve the modified Official Plan. Pursuant to Section 17(36.5) of the *Planning Act*, the Minister's decision is final as there is no appeal to the Local Planning Appeal Tribunal (LPAT) in respect of a decision of the approval authority if the approval authority is the Minister.

Council is required under Section 26(7) of the *Planning Act* to declare to the approval authority, by resolution, that the new Official Plan conforms with provincial plans such as the Growth Plan for the Greater Golden Horseshoe, has regard for matters of provincial interest, and is consistent with the Provincial Policy Statement. The resolution is provided in recommendation E. of this Report.

In accordance with Section 26(1.1) of the *Planning Act*, the new Official Plan must be reviewed no later than 10 years after it comes into effect, and every 5 years thereafter until it is replaced by another new Official Plan. The new Official Plan may be reviewed and amended more frequently to ensure it continues to conform with Provincial policies, legislation, regulations and plans such as the Growth Plan for the Greater Golden Horseshoe.

Once the new Official Plan has been granted final approval, Planning Staff will work toward completing a new comprehensive Zoning By-law that must conform to the new Official Plan within the three year timeframe set by Section 26(9) of the *Planning Act*. Planning Staff will be reporting back to Council to commence the preparation of a new comprehensive Zoning By-law to replace the City of Brantford Zoning By-law 160-90 and County of Brant Zoning By-law 61-16 (as it relates to the municipal boundary expansion lands) by the end of the first quarter, 2021.

9.0 Financial Implications

There are no direct financial implications associated with the recommendations of this Report. The implications of funding the City's share of infrastructure costs will be examined in the Fiscal Strategy for the Settlement Area Expansion Lands as well as the next Development Charges By-law study.

10.0 Conclusion

The new Official Plan recommended for Council's adoption provides an updated, streamlined approach to guiding future land uses and development in Brantford. It will support the City's growth and optimization of its infrastructure, while protecting and enhancing heritage and natural assets. Upon approval, the new Official Plan will implement the Settlement Area boundary expansion and will conclude a provincial conformity exercise that ensures it conforms with the updated Growth Plan for the Greater Golden Horseshoe, has regard for matters of provincial interest, and is consistent with the Provincial Policy Statement, 2020 under the *Planning Act*.

To support the implementation of the new Official Plan, the Comprehensive Block Plan Terms of Reference will help guide the preparation of Block Plans to co-ordinate the development of new neighbourhoods in the expansion lands. Each Block Plan will illustrate a conceptual master plan layout, determined to be technically feasible in a Block Servicing Strategy. The Urban Design Manual will promote high-quality design of new buildings and the spaces between them throughout the City, and to facilitate intensification and infill development that is compatible with its surroundings. The Infrastructure Staging Report will provide a technical resource to support future development in the expansion lands as Brantford continues to grow.



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Attachments

Appendix A: Envisioning Brantford – Municipal Comprehensive Review – Final Addendum Report, November 2020

Appendix B: Final Draft – City of Brantford Official Plan – Envisioning Our City: 2051

Appendix C: Comprehensive Block Plan Terms of Reference

Appendix D: Urban Design Manual

Appendix E: Infrastructure Staging Report

Appendix F: Official Plan Review Process Summary

Appendix G: Comment/response summary matrix – June 2020 Draft Official Plan

Appendix H: Revised Settlement Area Map

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required ☒ yes ☐ no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk ☐ yes ☒ no

Is the necessary by-law or agreement being sent concurrently to Council? ☐ yes ☒ no



CITY OF BRANTFORD

OFFICIAL PLAN

ENVISIONING OUR CITY: 2051

Envisioning Brantford - Municipal Comprehensive Review

Addendum Report

October 2020

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ATTACHMENT

- Attachment A: Hemson Consulting Ltd. Analysis of headship rates for each age-group to determine the housing need
- Attachment B: Hemson Consulting Ltd. City of Brantford Municipal Comprehensive Review – Market Housing Forecast Based on Amendment 1 to the Growth Plan (new 2020 Schedule 3)

1 INTRODUCTION

1.1 BACKGROUND

The City of Brantford started its Official Plan Review in 2013. Between 2013 and 2016, much work was accomplished, including the hosting of visioning sessions, the preparation of technical background papers and the creation of a new Draft Official Plan (Version 1, issued in July 2016). The Official Plan Review was put on hold while the Municipal Boundary Adjustment Agreement between the City of Brantford and County of Brant was being finalized and approved by the Province and pending updates to the Growth Plan for the Greater Golden Horseshoe to which the new Official Plan must conform.

In 2016, the municipal boundary between the City of Brantford and the County of Brant was adjusted in order to secure additional lands in the City for future growth, effective January 1, 2017. These lands are known as the Boundary Adjustment Lands.

The boundary adjustment brought new lands into Brantford's municipal boundary. However, that does not automatically bring the lands into the City's urban area boundary, also referred to as a Settlement Area boundary. To bring additional lands into the City's Settlement Area boundary, the Province requires municipalities to conduct a Municipal Comprehensive Review (MCR) as input into their new or amended Official Plan. The MCR is to determine the extent that the Settlement Area boundary is to be expanded. Once that is done, the new or amended Official Plan can designate urban land uses within the expanded Settlement Area boundary.

The City has undertaken a Municipal Comprehensive Review and revisions to the 2016 Draft Official Plan to include the Boundary Adjustment Lands. The City of Brantford has established an eight-stage study process to complete the Municipal Comprehensive Review and finalize the new Official Plan – entitled Envisioning Brantford. To complete this work, the City has retained a consulting team led by SGL Planning & Design Inc., which includes The Planning Partnership, Cushman Wakefield, Hemson Consulting, AgPlan Limited, ASI (Archaeological Services Inc.), Ecosystem Recovery Inc., GM BluePlan Engineering, Plan B Natural Heritage, and Dillon Consulting.

Three reports were produced as part of the Municipal Comprehensive Review, prior to this Addendum.

The Envisioning Brantford - Municipal Comprehensive Review - Part 1: Employment Strategy, Intensification Strategy, Housing Strategy and Land Needs report (MCR Part 1 Report), identified appropriate intensification and Designated Greenfield Area (DGA) density targets, lands to convert from employment use, and whether there is a need for a Settlement Area boundary expansion and the extent of that need.

Envisioning Brantford – Municipal Comprehensive Review – Addendum Report

The Envisioning Brantford - Municipal Comprehensive Review - Part 2: Settlement Area Boundary Expansion report (MCR Part 2 Report) documented Stage 4 of the study and contained an extensive evaluation to determine the preferred lands for Community Area and Employment Area uses. The evaluation of the Community Area Expansion Blocks identified two potential Options for Settlement Area boundary expansion. These two Options were carried forward to Stage 6 of the Study.

The Envisioning Brantford - Municipal Comprehensive Review - Part 3: Preferred Settlement Area Boundary Expansion and Preliminary Land Use and Transportation Plan (MCR Part 3 Report), prepared land uses, transportation networks and servicing options for the two Settlement Area boundary expansion options. These options were evaluated to determine the preferred Settlement Area boundary for the Community Area as well as to determine the preliminary land uses, transportation network and servicing solution for the northern Boundary Adjustment Lands. That preferred Settlement Area boundary was reflected in the June 2020 Draft Official Plan.

1.2 REPORT PURPOSE

The purpose of this report is to document new information that has arisen since the completion of the three reports and to describe how this information effects the previous conclusions and recommendations. The report addresses six matters:

1. Changes within the 2020 Land Needs Assessment Methodology for the Greater Golden Horseshoe;
2. Changes to the land areas within the Employment Areas and changes to the areas to be converted;
3. Changes to the approach of incorporating rural employment into the urban employment categories;
4. Changes to the Employment Land Needs Assessment based on the Province's 2020 Land Needs Assessment Methodology;
5. Changes to the Community Land Needs Assessment based on the Province's 2020 Land Needs Assessment Methodology; and
6. Revised Settlement Area boundary to accommodate both additional Employment and Community Areas.

2 2020 LAND NEEDS ASSESSMENT METHODOLOGY

The Province released a new Methodology for Land Needs Assessment on August 28th, 2020 to reflect the new policy structure of the Growth Plan, 2020. The methodology replaces the previous Land Needs Assessment Methodology for the Greater Golden Horseshoe that was issued on May 4th, 2018. Both Land Needs Assessment Methodologies provide a framework for determining the quantity of land needed to accommodate forecasted population and employment growth in regard to the planning horizon. The 2018 and 2020 Land Needs Assessment Methodologies' contain similar approaches for determining land shortages and surpluses in both community and employment areas within the Greater Golden Horseshoe.

The 2018 Land Needs Assessment Methodology conformed with the in effect Growth Plan at the time and as such contemplated a Growth Plan Horizon to the year 2041. Whereas, the 2020 Methodology for the Land Needs Assessment conforms with the 2020 Growth Plan, which now extends the planning horizon to 2051. A key component of the 2020 Land Needs Assessment Methodology is the consideration of land supply and market contingency factors.

In term of the approach, the 2020 Land Needs Assessment Methodology has many similarities and subtle differences compared to the 2018 Methodology, which are described below:

Background Analysis

Both the 2018 Land Needs Assessment Methodology and the 2020 Land Needs Assessment Methodology noted that the following background analyses are required to inform the assessment:

- Assessment of current supply of housing in the Designated Greenfield Area;
- Preparation of an intensification strategy;
- Identification of an appropriate intensification target;
- Identification of an appropriate designated greenfield area density target;
- Assessment of anticipated structure and composition of employment;
- Identification of an appropriate density target for new developing employment areas; and
- Assessment of housing needs.

Land Needs Assessment Geographies

Both the 2018 Land Needs Assessment Methodology and the 2020 Land Needs Assessment Methodology provide a framework for two primary geographies: Community Areas and Employment Areas, however there are subtle differences between the two methodologies described in the following sections.

Envisioning Brantford – Municipal Comprehensive Review – Addendum Report

Community Area Land Needs

Both the 2018 and the 2020 Methodologies begin by converting the growth forecasts from Schedule 3 of the Growth Plan into projected households, however the 2020 Methodology provides greater direction in determining the housing need and factors by considering household formation rates by age cohorts to determine the number of households by dwelling type. Another key component in the assessment is determining the current greenfield housing supply and the potential strategy for accommodating intensification. Both methodologies divide the housing potential into different geographies including the built up area, designated greenfield area and rural area. However, the 2020 methodology does this division while considering housing types and the market demand forecast. This last step informs the community area land needs, by converting the housing and community area job needs requirements into the amount of additional land needed.

Employment Area Land Needs

The 2018 and the 2020 Employment Area Land Needs Methodologies begin by determining the amount of forecasted employment based on Schedule 3 from the Growth Plan. Based on the employment forecasts, the 2018 and the 2020 methodologies determine how the jobs will be accommodated in community areas and employment areas. Both methodologies' direct employment forecasts into four primary land use categories including employment land employment, population related employment, major office and rural based jobs. Further, both methodologies refine the employment categories into three geographic areas including rural lands, community areas, and employment areas. In the 2018 methodology, the remaining unallocated jobs are multiplied by projected density of newly developing employment areas to determine the total amount of future employment area land within Settlement Areas that is needed. The 2020 methodology determines if there is a shortage or surplus of land, by subtracting the existing undeveloped designated employment areas from the total land needed. Overall, the 2020 methodology utilizes a similar approach to the 2018 methodology in identifying employment area land needs.

Impact on Land Needs Methodology

As noted above, the approach to determining Employment Area Land Needs for the City of Brantford utilized a similar approach to the latest 2020 methodology in terms of the assumptions and approach, as such the methodology was adjusted to account for the 2051 growth projections.

3 EMPLOYMENT AREAS

Chapter 5 of the MCR Part 1 Report describes lands proposed to be converted from Employment Areas to non-employment uses through the Official Plan Review. The proposed sites were shown on Figure 4 – Employment Protection and Conversion Areas and documented in Table 5.2: Employment Lands to be Converted in the MCR Part 1 Report. That table has been updated in Table 3.1 below.

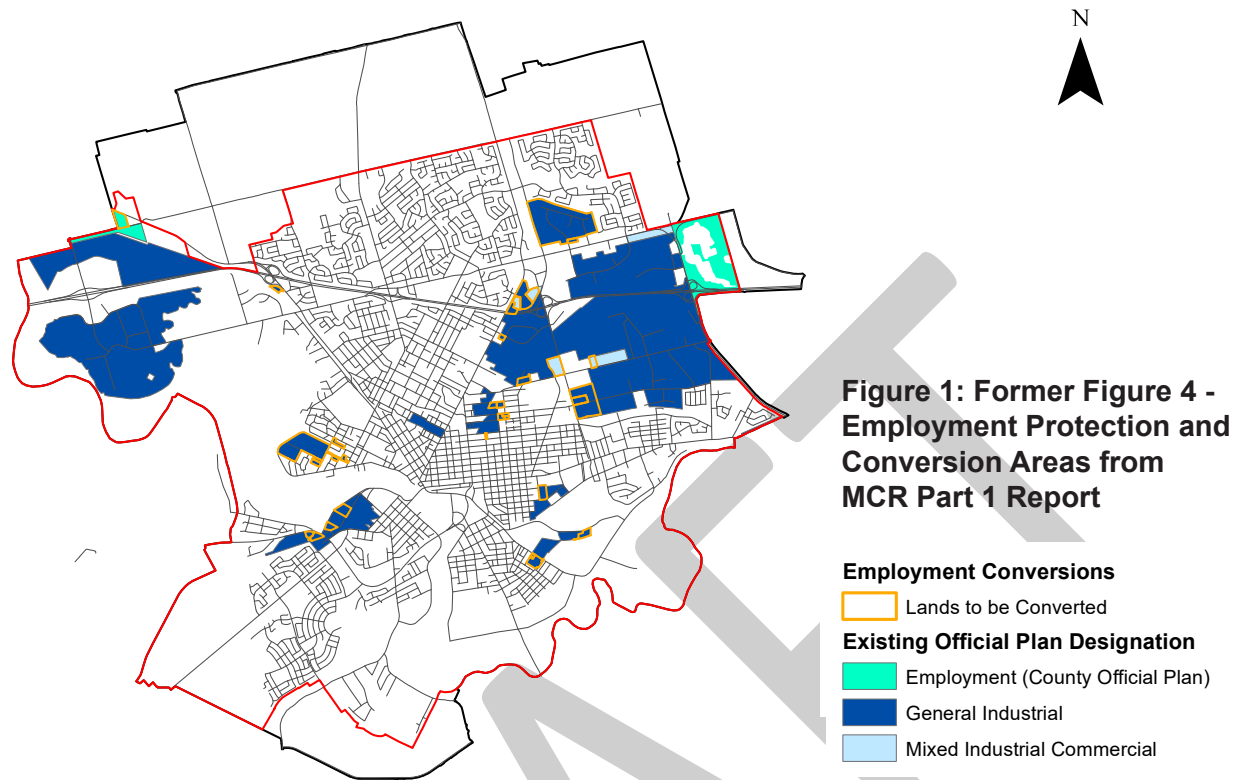
Upon review, it became apparent that not all of the sites proposed to be converted were delineated on Figure 4 nor taken into account in Table 5.2 in the MCR Part 1 Report. One larger site in particular that is being considered for conversion is in the vicinity of West Street and Charing Cross Street, in a General Industrial designation that is to be converted to an Intensification Corridor in the new Official Plan. Additional small sites that are being considered include 58 Morrell Street, 360 Brock Street, 124, 150-154 Bruce Street, 121-135 Elgin Street, 133-147 Mohawk Street and 8 Harriett Street as well as 225-233 Paris Road and Highway 403. Other sites are being converted to Natural Heritage System, Parks and Open Space and Neighbourhood designation.

It should be noted that an additional site previously considered in the southwest quadrant of the Highway 403 and Wayne Gretzky Parkway interchange is no longer being considered for conversion.

The Table 3.1, shown below, shows that the amount of land area proposed to be converted is now 98.07 hectares, which increases by approximately 32.03 hectares from the conversions identified in the MCR Part 1 report. A revised Figure 4 is also included in this report as shown in Figure 1.

Table 3.1: EMPLOYMENT LANDS TO BE CONVERTED		
Land Use Designation – Existing	Lands Use Designation – Conversion	Area (ha)
General Industrial	Major Commercial	33.45
General Industrial	Intensification Corridor	16.11
General Industrial	Neighbourhood	20.51
General Industrial	Park and Open Space or NHS	10.38
Mixed Industrial Commercial	Major Commercial	13.34
Mixed Industrial Commercial	Neighbourhood	1.19
General Industrial	Major Institutional	3.08
TOTAL		98.07

Envisioning Brantford – Municipal Comprehensive Review – Addendum Report



Chapter 5 of the MCR Part 1 Report identifies the total land areas for each employment area in Table 5.1. New information on the extent of the Natural Heritage System was brought to light and refinements were made to two of the employment areas to remove Natural Heritage System designated lands from the total employment area. As well, the proposed Costco Wholesale site within the Braneida Industrial Park was added back to the employment areas, as a food production facility will be locating there and Costco is to be constructed adjacent to Lynden Park Mall instead. In addition, the new sites previously discussed in the section for employment conversion were removed. As shown on Table 3.2 the total employment area declines from 1,451.49 hectares in the MCR Part 1 Report to 1,409.76 hectares.

Table 3.2 EMPLOYMENT AREA

Employment Area	Area (ha)
Braneida Industrial Park	642.46
Northwest Industrial Park	524.87
Holmedale Employment Area	23.07
West Brant Employment Area	38.79
Elgin Street near Murray Street	23.72
Iroquois Park Industrial Area	24.88
Hopewell / Garden Ave	69.09
Paris Road at Powerline Road	53.70
Usher Street Rail Yard	9.19
Total	1,409.76

Envisioning Brantford – Municipal Comprehensive Review – Addendum Report

The revised total employment area number was inputted into the 2020 Land Needs Assessment Methodology, and the revised Employment Area Land Needs Assessment is described in Section 5 of this report.

DRAFT

4 RURAL EMPLOYMENT

Chapter 3 of the MCR Part 1 Report set out an employment strategy for the City. Section 3.7 set out forecast employment growth by employment category, i.e., Employment Lands Employment, Major Office Employment, Population-Related Employment and Rural Employment.

Tables 3.11 and 3.12 in the MCR Part 1 Report illustrate a declining rural employment. The decline in rural employment was distributed among the other employment categories. However, the current businesses in the rural area that will become part of the Settlement Area are typical highway commercial uses that will continue to operate as part of the urban area. As a result, that employment should not be distributed amongst the employment categories but rather maintained as part of the Population-Related Employment in the Designated Greenfield Area.

The percentages in Table 3.10 in the MCR Part 1 Report were revised to reflect the current rural employment percentage. The revised numbers are contained in Table 4.1 below. As well, 2041 has been revised to 2051 to reflect the changes in Schedule 3 of the Growth Plan (2020).

Table 4.1: Employment Growth – % Shares by CATEGORY

Scenario	Category	2016	2021	2031	2051
1 –Baseline	ELE	55%	55%	55%	55%
	PRE	44%	43.6%	42.8%	41.9%
	MOE	0%	1%	2%	3%
	Rural	1%	0.4%	0.2%	0.1%
	Total	100%	100%	100%	100%
2 –PRE-Focused Growth	ELE	56%	52%	52%	52%
	PRE	44.0%	46.6%	45.8%	44.9%
	MOE	0%	1%	2%	3%
	Rural	1.0%	0.4%	0.2%	0.1%
	Total	100%	100%	100%	100%
3 –ELE-Focused Growth	ELE	56%	58%	58%	58%
	PRE	44.0%	40.6%	39.8%	38.9%
	MOE	0%	1%	2%	3%
	Rural	1.0%	0.4%	0.2%	0.1%
	Total	100%	100%	100%	100%

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By allocating the decline in Rural Employment solely to the Population-Related Employment (PRE) category and by adding in the 2051 employment forecast from Schedule 3 of the Growth Plan, the amount of employment in each category from 2021 to 2051 changed as shown in Table 4.2

Table 4.2: Employment Growth – Jobs by CATEGORY					
Scenario	Category	2016	2021	2031	2051
1–Baseline	ELE	23,713	28,179	34,854	41,602
	PRE	18,632	22,573	27,379	32,058
	MOE	0	512	1,267	2,269
	Rural	430	200	150	70
	Total	42,775	51,465	63,650	76,000
2–PRE-Focused Growth	ELE	23,713	26,642	32,952	39,333
	PRE	18,632	24,111	29,280	34,327
	MOE	0	512	1,267	2,269
	Rural	430	200	150	70
	Total	42,775	51,465	63,650	76,000
3–ELE-Focused Growth	ELE	23,713	29,716	36,755	43,871
	PRE	18,632	21,036	25,478	29,789
	MOE	0	512	1,267	2,269
	Rural	430	200	150	70
	Total	42,775	51,465	63,650	76,000

The resulting 2016-2051 employment growth forecast in each category, by scenario, is illustrated in Table 4.3:

Envisioning Brantford – Municipal Comprehensive Review – Addendum Report

Table 4.3: Employment Growth – Jobs by CATEGORY			
Scenario	Category	2016-2051	% Share
1–Baseline	ELE	17,889	53.84%
	PRE	13,426	40.41%
	MOE	2,269	6.83%
	Rural	-360	-1.08%
	Total	33,224	100%
2–PRE-Focused Growth	ELE	15,620	47.20%
	PRE	15,695	46.90%
	MOE	2,269	7%
	Rural	-360	-1.10%
	Total	32,275	100%
3–ELE-Focused Growth	ELE	19,816	61.40%
	PRE	10,568	32.70%
	MOE	2,252	7%
	Rural	-360	-1.10%
	Total	32,275	100%

The Population-Related Employment growth forecast of 13,426, from Scenario 1 in Table 4.3, was allocated as described in the MCR Part 1 Report, as follows:

- 10% to employment lands;
- 30% to the existing Built-up Area (BUA); and
- 60% to the location of population growth. As described in Section 10 of the MCR Part 1 Report, 64% of the forecast population growth to 2041 was directed to the DGA and 36% to the Built-up Area. The same percentages are used to allocate the Population-Related Employment to 2051 as shown in Table 4.4 below.

Home-Based Employment (HBE), which is a form of Population-Related Employment, but is not included in the employment growth in Table 4.3, is forecast to grow by 1,835 jobs to 2051, as shown in Table 4.4. The allocation of HBE is similar to the PRE allocation related to population growth, with 64% allocated to the DGA and 36% to the Built-up Area.

Table 4.4 includes the Total PRE and a new line item was added to account for the allocation of the Rural PRE to the DGA.

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TABLE 4.4: DISTRIBUTION OF POPULATION-RELATED AND HOME-BASED EMPLOYMENT GROWTH

Total PRE	13,426	100%
Rural Pre to DGA	360	
Remaining Pre	13,066	100%
PRE to employment lands	1,307	10%
PRE to existing BUA	3,920	30%
PRE to DGA as per pop'n growth	5,017	38% (64% of 60%)
PRE to BUA as per pop'n growth	2,822	22% (36% of 60%)
TOTAL HBE	1,885	100%
HBE to DGA as per pop'n growth	1,206	64%
HBE to BUA as per pop'n growth	679	36%
Total PRE in DGA	6,583	

Based on the revised Table 4.4, 6,5843 Population-Related Employment jobs, including HBE Employment, are allocated to the DGA. This revised number is input into a revised Community Area Land Needs Assessment in Section 6 of this report.

5 REVISED EMPLOYMENT AREA LAND NEEDS ASSESSMENT

Chapter 6 in the MCR Part 1 Report set out the Land Needs Assessment for Employment Areas through a series of Steps and tables based on the Province's former Land Needs Methodology. Section 2 of this Report outlines the differences between the former 2018 and 2020 Land Needs Methodology. New tables have been created to reflect the revised employment area land areas described in Section 3 of this report and the revised employment categories described in Section 4 of this report as well as the updated growth forecast.

As shown in the final Table 5.17, the additional Employment Area land needs has increased by 50 hectares from 336 hectares to 383 hectares.

COMPONENT 1 EMPLOYMENT FORECASTS

The first component of the Land Needs Assessment is determining the forecast of employment by type based on the Schedule 3 of the Growth Plan using place of work categories including usual place of work, no-fixed workplace and work at home. The percentage breakdown is consistent to what was used in the MCR Part 1 report as shown in Table 5.1 and the resulting breakdown by type is shown in Table 5.2.

Table 5.1 MIX OF JOBS BY PLACE OF WORK

Place of Work Category	% Share (2016)	% Share (2031 and 2051)
Usual Place of Work (UPOW)	83.2%	80.0%
Home-Based Employment (HBE)	4.7%	5.0%
No Fixed Place of Employment (NFPE)	12.1%	15.0%
Total	100.0%	100.0%

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Table 5.2 EMPLOYMENT GROWTH - BY PLACE OF WORK

Year	UPOW		HBE		NFPE		Total	
	#	%	#	%	#	%	#	%
2016	37,350	83.2%	2,115	4.7%	5,425	12.1%	44,890	100%
2021	44,031	82.1%	2,144	4.0%	7,434	13.9%	53,609	100%
2031	53,600	80.0%	3,350	5.0%	10,050	15.0%	67,000	100%
2041	63,200	80.0%	3,950	5.0%	11,850	15.0%	79,000	100%
2051	64,000	80.0%	4,000	5.0%	12,000	15.0%	80,000	100%
Growth 2016-2051	26,650	75.9%	1,885	5.4%	6,575	18.7%	35,110	100%

The next step is to take the employment by type and allocate it to the four primary employment land use categories: employment area land, population-related, major office and rural-based jobs (i.e., those located outside settlement areas). Tables 4.1, 4.2, and 4.3 in Section 4 of this Addendum Report project employment growth by land use category for three scenarios. Of the three growth scenarios considered, the baseline was utilized going forward in this assessment consistent with the Part 1 MCR Report.

Following the methodology, the home based employment is subtracted from the Employment Area Lands needs assessment, employment growth by share is then structured into the four land use categories, as shown Table 5.3.

TABLE 5.3: EMPLOYMENT BY CATEGORY

Planning Period	Major Office	Population Related	Employment Land	Other Rural Based	Total
2016	0	18,632	23,713	430	42,775
2051	2,270	32,060	41,600	70	76,000
2016 - 2051	2,269	13,426	17,889	-360	33,224

COMPONENT 2 EMPLOYMENT ALLOCATION

The second component of the 2020 Methodology refines the analysis of jobs through allocating them to rural areas, community areas and employment areas.

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This component is first done by allocating the employment categories to the Rural Areas. It is assumed that 100% of the rural employment is allocated to the Rural Areas and no other employment land use will occur in the Rural Area as shown in Tables 5.4 and 5.5.

TABLE 5.4: EMPLOYMENT IN RURAL AREA - SHARE OF EMPLOYMENT AND TYPE

Planning Period (%)	Major Office (%)	Population Related (%)	Employment Land (%)	Other Rural Based (%)	Total (%)
2016	0%	0%	0%	100%	1%
2016-2051	0%	0%	0%	100%	-
2051	0%	0%	0%	100%	0.1%

TABLE 5.5: EMPLOYMENT IN RURAL AREA - EMPLOYMENT BY TYPE

Planning Period	Major Office	Population Related	Employment Land	Other Rural Based	Total
2016	0	0	0	430	430
2016 - 2051	0	0	0	-360	-360
2051	0	0	0	70	70

The employment land uses are then allocated to the traditional Employment Areas. It is assumed that 10% of population-related employment will occur in Employment Areas in the form of restaurants, and other personal services. As well, all of the Employment Land Employment growth is allocated to the Employment Areas as shown in Tables 5.6 and 5.7.

TABLE 5.6: EMPLOYMENT IN EMPLOYMENT AREAS SHARE OF EMPLOYMENT AND TYPE

Planning Period (%)	Major Office (%)	Population Related (%)	Employment Land (%)	Other Rural Based (%)	Total (%)
2016	0%	10%	100%	0%	60%
2016 - 2051	0%	10%	100%	0%	
2051	0%	10%	100%	0%	59%

TABLE 5.7: EMPLOYMENT IN EMPLOYMENT AREAS - EMPLOYMENT BY TYPE

Planning Period	Major Office	Population Related	Employment Land	Other Rural Based	Total
2016	0	1,863	23,713	0	25,576
2016 - 2051	0	1,343	17,889	0	19,232
2051	0	3,206	41,602	0	44,808

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The remaining 90% of the Population-Related Employment and all of the Major Office Employment are allocated to the Community Areas as shown in Tables 5.8 and 5.9.

TABLE 5.8: EMPLOYMENT IN COMMUNITY AREAS - SHARE OF EMPLOYMENT AND TYPE

Planning Period	Major Office (%)	Population Related (%)	Employment Land (%)	Other Rural Based (%)	Total
2016	100%	90%	0%	0%	39%
2016 - 2051	100%	90%	0%	0%	
2051	100%	90%	0%	0%	41%

TABLE 5.9: EMPLOYMENT IN COMMUNITY AREAS - EMPLOYMENT BY TYPE

Planning Period	Major Office	Population Related	Employment Land	Other Rural Based	Total
2016	0	16,769	0	0	16,769
2016 - 2051	2,269	12,084	0	0	14,353
2051	2,269	28,852	0	0	31,122

The Home-Based Employment, from Table 5.2, then needs to be added back into the employment in Community Areas. Table 5.10 includes the Home-Based Employment in the Population-Related employment category.

TABLE 5.10: EMPLOYMENT IN COMMUNITY AREAS - EMPLOYMENT BY TYPE INCLUDING HOME-BASED EMPLOYMENT

Planning Period	Major Office	Population Related	Employment Land	Other Rural Based	Total
2016	0	18,884	0	0	18,884
2016 - 2051	2,269	13,969	0	0	16,238
2051	2,269	32,853	0	0	35,122

The last step is allocating the Community Area jobs to the two policy areas – Delineated Built-up Area (BUA) and Designated Greenfield Area (DGA).

As set out in Section 3.8 of the Part 1 MCR Report and as updated in Table 4.4 of this Addendum Report, once 10% of the Population-Related Employment (PRE) growth is accounted for on employment lands, it is recommended that 30% of the PRE growth be allocated to the Built-up Area in recognition that much of the growth in government and institutional jobs will be located where the institutions are currently situated (i.e. the hospital, university, local government, etc.), despite where the population growth is directed. The balance (60%) will be

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divided proportionately to where the rest of the population growth will occur, whether within the Built-up Area, or within the DGA.

As set out further in Section 3.8 of the Part 1 MCR Report, it is anticipated that 36% of the population growth would be directed to the Built-up Area and 64% will be directed to the DGA. As such, the remaining 60% of the Population-Related Employment is divided by those proportions. In addition, all of the Major Office Employment is allocated to the Built-up Area and is assumed to be located within the Downtown Urban Growth Centre. Lastly the Home-Based Employment, which is added in Table 5.10 in this Addendum Report, is also allocated based on the proportion of the population growth in the two policy areas: Delineated Built-up Area and Designated Greenfield Area. The resulting allocations are shown in Table 5.11 below.

TABLE 5.11: DISTRIBUTION OF EMPLOYMENT IN COMMUNITY AREAS BY POLICY AREA

Planning Period	DGA	BUA	Total
2016	355	18,529	18,884
2016 - 2051	6,228	10,010	16,238
2051	6,583	28,539	35,122

COMPONENT 3 EXISTING EMPLOYMENT AREA POTENTIAL

The third component is determining the employment potential on existing lands designated for employment area. An inventory of employment uses, was previously completed in Chapter 3 and summarized in Chapter 6 of the MCR Part 1 Report. The amount of supply by employment area was updated in Chapter 2 of this Addendum Report and is summarized in Table 5.12. This table breaks down the total amount of employment into the amount built on in 2016 and the amount vacant as identified in Table 3.9 MCR Part 1 Report.

TABLE 5.12: EMPLOYMENT AREA LAND BY CATEGORY

Employment Area Land	2016 Land (ha.)	2016-2051 Land (ha.)	2051 Land (ha.)
Built Employment Areas	119.66	0.00	119.66
Newly Developing Employment Areas	860.21	429.9	1,290.11
Total Existing Employment Area	979.87	429.9	1,409.77

Table 5.13 sets out the employment that occurs within these two areas and the anticipated growth to 2051. The employment is based on the density targets for the Employment Lands Employment and Population-Related Employment in the Employment Areas established through the analysis in the Employment Strategy in Section 3 of the MCR Part 1 Report. The

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recommended combined Employment Lands Employment density of 25 jobs per hectare is applied to the newly developing employment areas to get a total of potential Employment Area jobs on existing designated lands (after considering conversion of some lands) by 2051.

TABLE 5.13: EMPLOYMENT AREA LAND BY CATEGORY

Employment Area Land	Job 2016	Job Growth 2016-2051	Jobs 2051
Built Employment Areas	2,992	0	2,992
Newly Developing Employment Areas	21,505	10,748	32,253
Total Jobs in Existing Employment Areas	24,497	10,748	35,244

The allocation of employment to the Community and Employment Areas and to existing and future new DGA components of those areas is summarized in Table 5.14.

TABLE 5.14: EMPLOYMENT ALLOCATION

	2016	2051	Growth
Built-Up Area	18,529	28,539	10,010
<i>existing DGA</i>	355	1,415	1,060
<i>future new DGA</i>	<i>n/a</i>	5,168	5,168
Subtotal DGA	355	6,583	6,228
Subtotal Community Area	18,884	35,122	16,238
existing Employment Area	25,576	35,244	9,668
future new DGA Employment Area	<i>n/a</i>	9,564	9,564
Subtotal Employment Area	25,576	44,808	19,232
Rural	430	70	-360
Total	44,890	80,000	35,110

COMPONENT 4 NEED FOR ADDITIONAL LAND

The final step in the Employment Area land needs assessment is to subtract the total jobs in Employment Areas at 2051 (Table 5.7) from the total jobs in existing Employment Areas (Table 5.14). The residual or unallocated employment is shown in Table 5.15. This unallocated employment is then divided by the combined employment density of 25 jobs per hectare, which leads to a need for an additional 383 hectares of Employment Area lands beyond what is currently within the City's Settlement Area boundary.

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TABLE 5.15: EMPLOYMENT AREA LAND NEEDS - ADDITIONAL LAND AREA

Job Type	
Total Jobs forecast in Employment Areas at 2051	44,808
Total Jobs in Existing Employment Areas at 2051	35,244
Remaining Unallocated Employment	9,564
Density in Newly Developing Employment Areas (jobs/ha.)	25
Additional Employment Area Land Needs (ha.)	383

6 REVISED COMMUNITY AREA LAND NEEDS ASSESSMENT

Chapter 10 in the Part 1 MCR Report set out the Land Needs Assessment for Community Areas through a series of Steps and tables based on the Province's former 2018 Land Needs Methodology. Section 2 of this Report outlines the differences between the former 2018 and the new 2020 Land Needs Methodology. This section of the Addendum Report provides new tables and description of the Community Area Land Needs Assessment based on the 2020 Land Need Assessment Methodology.

COMPONENT 1 POPULATION FORECASTS

The first component of the Land Needs Assessment is determining the population forecast for household population based on the updated Schedule 3 forecast of the Growth Plan.

Table 6.1 identifies the household population by subtracting the Census Net Under-coverage assumes a non-household population rate of 2.39% in 2016 and rising slightly to 2.55% by 2051.

Table 6.1 POPULATION GROWTH BY PLANNING PERIOD		
Population	2016	2051
Total Population*	101,710	165,000
Census Net Under-coverage rate	3.0%	3.0%
Census Population**	98,659	160,050
Household Population	96,301	155,976
Non-Household population	2,358	4,074
Non-Household population rate	2.39%	2.55%

The next step is preparing population projections by age group. Hemson Consulting Ltd. prepared these projections for the Census District as a whole which includes Brantford and Brant County (see Attachment A).

COMPONENT 2 HOUSING NEED

The second Component is to convert the population forecast by age group into forecast households. To do this, the Land Needs Assessment prescribes the use of household formation rates for each age-group to determine housing need, which is then broken down by type of dwelling. Hemson Consulting Ltd. applied headship rates for each age-group in 5 year intervals

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to determine the housing need as shown in Attachment B. The resulting overall household forecast from 2016 to 2051 is summarized in Table 6.2.

Table 6.2 Household Forecast by Forecast Period			
Planning Period	Total Households	Planning Period	Household Growth
2016	39,220	-	-
2021	40,904	2016-2021	1,684
2031	49,583	2021-2031	8,679
2041	59,052	2031-2041	9,469
2051	67,320	2041-2051	8,268
Total Growth		2016-2051	28,100

In the next step, age-specific occupancy patterns are applied to yield a housing forecast by type. The occupancy patterns are adjusted to yield a result consistent with current market expectations and taking account of the aging population. The market forecast projects a significant demand for Single/Semi-detached dwellings. However, Hemson noted that in Brantford, like nearly everywhere else in the Greater Golden Horseshoe, the general market expectation for housing mix is for a greater number of singles and fewer apartments than is required to meet policy goals, including:

- An Urban Growth Centre density that would need to be supported by 3,900 apartments in Brantford (over 90% of the market forecast for apartments).
- Alternative Intensification target approved by the Minister of Municipal Affairs for Brantford amounting to about 45% of all housing unit growth being directed to the built up area until 2031, and 50% thereafter. The built up area (BUA) can accommodate very few single and semi-detached units, so the vast majority of BUA units are rowhouses and apartments.

As a result, the housing was shifted away from lower density housing to more medium and higher density housing. Based on the extensive work in the Part 1 MCR Report, Hemson concluded that an appropriate overall 2016-2051 housing mix would be 35% Singles and Semi-detached, 44% Row housing, and 22% Apartments (including accessory units).

Table 6.3 summarizes the household growth by type of dwelling from between 2016 and 2051 based on Hemson's housing forecast by type.

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Table 6.3 City of Brantford Housing By Census Definition including Units not Occupied by Usual Residents

Year	Total Occupied Units	Single Detached Units	Semi-Detached Units	Row House Units	Accessory	Apartment Buildings
	Units	Units	Units	Units	Units	Units
2016	39,220	24,085	2,673	3,720	733	8,010
2051	67,320	32,153	3,718	16,070	1,280	14,101

The next step was to account for non-household growth for units not occupied by usual residents, which may be students, seasonal residents or vacant units.

As discussed in the Part 1 MCR Report, Brantford does not have any significant numbers of seasonal residents but does have post-secondary students at the Wilfrid Laurier University Campus and Conestoga College. As described in the Part 1 MCR Report, it is anticipated that 1,000 student units will be required by 2051.

Brantford currently has 8,010 apartments. The housing forecast anticipates another 6,100 apartment units primarily in the Delineated Built-up Area. In terms of vacant units, assuming a vacancy rate of 3% for apartment units only, there would be approximately 420 vacant units by 2051. It is assumed that the vast majority of the growth in student housing units and apartment units will occur be in the Built-up Area. Table 6.4 adds the housing units not occupied by usual residents to the growth in housing units.

Table 6.4 Housing Unit Growth by Forecast Period, Including Growth in Units not Occupied by Usual Residents

Planning Period	Household Growth	Growth in Housing Units not Occupied by Usual Residents	Growth in Total Housing Units
2016-2021	1,684	250	1,934
2021-2031	8,679	390	9,069
2031-2041	9,469	390	9,859
2031-2051	8,268	390	8,658
Total	28,100	1,420	29,520

COMPONENT 3 HOUSING NEEDS ALLOCATION

The third component of the Land Needs Assessment is to allocate and distribute housing to lower tier municipalities, which is not applicable in this analysis.

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COMPONENT 4 HOUSING NEEDS ALLOCATION

In the fourth component, the housing unit growth is allocated to each of the three policy areas: Delineated Built-up Area, Designated Greenfield Area and Rural Area. The allocation is based on the recommended intensification target as set out in the Part 1 MCR Report which includes a scaled increase in intensification. The allocation is also based on a decline in Rural Area households as the lands are developed for urban purposes. Table 6.5 contains the proportion of units in each policy area by time increments. Table 6.6 illustrates the unit breakdown by policy area.

Table 6.5 Forecast Share of Housing Unit Growth By Policy Area				
Planning Period	Delineated Built Up Area	Designated Greenfield Area	Rural Area	Total
2016-2021	40.0%	60.0%	0.0%	100.0%
2021-2031	45.0%	55.2%	-0.2%	100.0%
2031-2041	50.0%	50.6%	-0.6%	100.0%
2041-2051	50.0%	50.6%	-0.6%	100.0%
Total	46.3%	54.1%	-0.4%	100.0%

Table 6.6 Forecast Housing Unit Growth by Policy Area				
Planning Period	Delineated Built Up Area	Designated Greenfield Area	Rural Area	Total
2016-2021	774	1,160	-	1,934
2021-2031	4,081	5,002	(4)	9,079
2031-2041	4,930	4,984	(59)	9,854
2041-2051	4,329	4,377	(52)	8,654
Total	14,113	15,522	(115)	29,520

In the Part 1 MCR Report, an intensification strategy identified the potential intensification in various geographies (i.e., neighbourhoods, intensification corridors, Urban Growth Centre) and assigned units by type to those areas. This assignment of intensification was contained in Table 8.15 in the MCR Part 1 Report. We have updated that table to reflect the increase in unit forecast for the Delineated Built-up Area to 14,110 units and recognizing the new housing forecast as shown below in Table 6.7.

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Table 6.7 Proposed Intensification Units By Type and Area (2016- 2051) formerly Table 8.15		
Units by Area	Number of Units	%
Semi-detached Units in the Existing Neighbourhoods	500	3.54%
Second Units in the Existing Neighbourhoods	545	3.88%
Townhouses in the Existing Neighbourhoods	1,800	12.76%
Townhouse in the Intensification Corridors and Major Commercial sites	4,500	31.89%
Student Housing Units	1,000	7.09%
Apartments in the Intensification Corridors and Major Commercial sites	1,865	13.22%
Apartments in the Downtown Urban Growth Centre	3,900	27.64%
Total	14,110	100.00%

The remaining growth of 15,522 units is directed to the Designated Greenfield Area. Table 6.8 provides the unit breakdown for the growth directed to the Designated Greenfield Area.

Table 6.8 Distribution of Housing Units by Type to DGA		
Units by Area	Number of Units	%
Single detached Units	8,183	53%
Semi-detached units	545	4%
Accessory Units	0	0%
Row Houses	6,050	39%
Apartment	746	5%
Total	15,523	100%

As per the Land Needs Assessment, the next step is to account for the number of units available in the current DGA. This supply of units in the “development pipeline” includes built units, units in registered draft plans of subdivision, units in draft plans of subdivision, units in applications and units on vacant land without an application. Table 9.4 of the Part 1 MCR Report summarizes the existing housing supply. These numbers have been included in the third column of Table 6.9 below. Subtracting these planned units from the forecasted growth in

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units in the DGA results in the additional units by type that will need to be accommodated in the settlement expansion areas. As shown in Table 6.9, the portion of units by type is very similar between the units in the existing DGA and the units available for the settlement expansion areas.

Table 6.9: Subtraction of Planned Units in Existing DGA					
Units	Growth in Units	Units Planned in existing DGA	% of Units Planned in the existing DGA	Units available for expansion areas	% of Units available for expansion areas
Single and Semi-detached Units	8,728	4311	56.4%	4,417	56.1%
Accessory Units	0	0	0.0%	0	0.0%
Row Houses	6,050	3021	39.5%	3,029	38.4%
Apartment	746	312	4.1%	434	5.5%
Total units	15,523	7,644	100%	7,879	100%
Total	15,523	7,644		7,879	

COMPONENT 5 COMMUNITY AREA JOBS

The fifth component is assessing the number of jobs available for the expansion area. Chapter 5 of this report identified the growth of 6,583 population related jobs in the DGA to 2051. The existing DGA is planned to accommodate an estimate 1,415 jobs as described in Table 9.11 in the Part 1 MCR Report. The 1,415 jobs were subtracted from the 6,583 anticipated job growth in the DGA, which results in 5,168 jobs being required to be accommodated in the Settlement Area expansion as shown in Table 6.11.

Table 6.11: Subtraction of jobs in Existing DGA			
Jobs	Growth in Jobs	Jobs Planned in Existing DGA	Jobs Available for Expansion Areas
Jobs	6,583	1,415	5,168

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COMPONENT 6 NEED FOR ADDITIONAL LAND

The final component converts the housing and community area jobs needs into the amount of land required for Settlement Area expansion to accommodate the forecast housing and employment in community areas.

We have forecasted the additional land needs through two different calculations. The first method ensures the new Designated Greenfield Area in the Settlement Area expansion achieves the planned density of 60 residents and jobs per hectare recommended in the Part 1 MCR Report. To calculate the density, a Persons Per Unit (PPU) rate is applied to each housing type as shown in Table 6.12. The PPU's are based on those used in the Part 1 MCR Report. The resulting projected total population and jobs to be accommodated in the Settlement Area expansion is 28,930.

Table 6.12: Population and Jobs in Expansion Area			
Unit/Jobs	Units/job growth	PPU	Population/jobs
Single and Semi-detached Units	4,417	3.44	15,193
Accessory Units	0	0.00	0
Row Houses	3,029	2.60	7,875
Apartment	434	1.60	694
Jobs	5,168		5,168
Total	13,048		28,930

The 28,930 population and jobs are then divided by the recommended DGA density target of 60 residents and jobs per hectares, which results in a need for approximately 482 hectares, Table 6.13.

Table 6.13: Total land area based on Planned P&j/ha Density	
Total population & jobs	28,930
Target density residents & Jobs/ha	60
Required land area (ha)	482

The second method of calculating land needs is to apply a gross density to each dwelling unit type category and population-related employment. The assumptions for achieving the gross density are set out in the third column of Table 6.14. The resulting land area need is 477 ha.

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Comparing the two methods for calculating land need, approximately 480 ha of additional community area lands are required.

Table 6.14: Total Land Area Based on Gross Density			
Unit/Jobs	Units/job growth	Gross density calculation	Land Area (Ha)
Single and Semi-detached Units	4,417	23 units per net ha - 67% net to gross	287
Accessory Units	0		0
Row Houses	3,029	45 units per net ha - 67% net to gross	100
Apartment	434	100 units per ha - 67% net to gross	6
Jobs	5,168	minus work at home @ 551 / 40 sq. m./ employee - 30% coverage - 73% net to gross*	84
Total	13,015		477

* HBE from table 3.13 minus HBE from Table 9.11

This community area land needs is based on a housing mix that closely approximates the housing mix in the development pipeline in the existing DGA. With a larger greenfield area in the expansion lands and limited constraints on land supply compared to the current DGA, it is conceivable that the market would desire a greater proportion of single and semi-detached homes. A sensitivity analysis was then undertaken to shift 500 row houses to the single and semi-detached housing category. By doing so, the housing mix in the new DGA in the Settlement Area expansion would be 62% single and semi-detached units, 32% rowhouses and 6% apartments. This housing mix would result in a land area requirement of between 489 and 493 hectares.

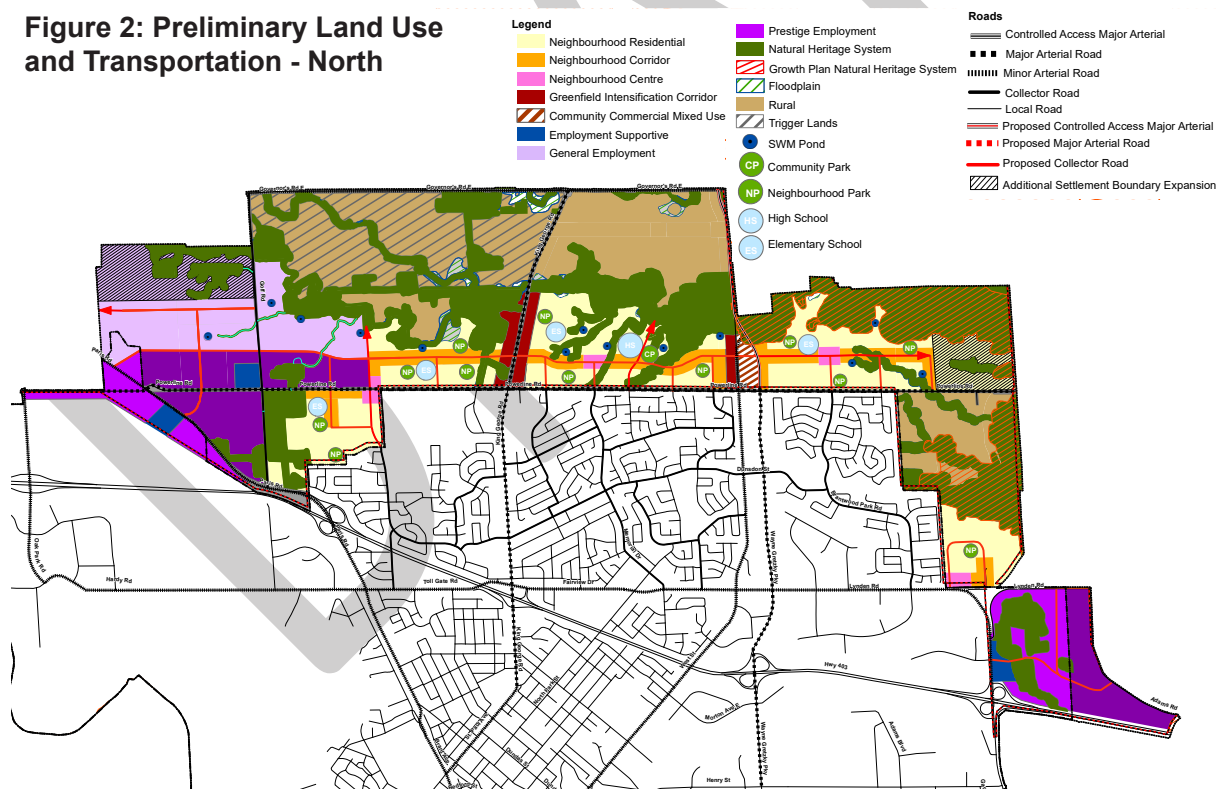
To accommodate some flexibility in the unit mix, it is recommended that the City plan for between 480 and 490 hectares for Community Area lands within the Settlement Area expansion.

7 SETTLEMENT AREA BOUNDARY

The revised Land Needs Assessment is based on the 2020 Methodology and the 2051 population and employment forecasts in Growth Plan, 2020. The employment land need assessment identified a need 383 hectares, which is an increase of 47 hectares from the 336 hectares identified in Part 1 MCR Report. It is logical that these additional lands would be accommodated in Employment Areas 2 and 3 as delineated in the Part 2 MCR Report. Only portions of Employment Areas 2 and 3 were included in the proposed Settlement Area Boundary at the conclusion of the Part 3 MCR Report. Adding an additional 47 hectares to the Settlement Area boundary would leave approximately 14 hectares in the rural area at the rear of the lots facing onto Golf Road.

The Land Needs Assessment Methodology allows for settlement area boundary expansions to be adjusted upwards in a minor way, if necessary to ensure logical boundaries of settlement areas. In our opinion, that circumstance would apply to Employment Areas 2 and 3, and the entirety of Employment Areas 2 and 3 should be included within the Settlement Area Boundary. **Figure 2** shows the recommended location for the additional lands.

Figure 2: Preliminary Land Use and Transportation - North



The MCR Part 3 Report also identified the preferred location for Community Areas. The area referred to as Community Area Block 8 (C8) in that report was only partially included within the

Envisioning Brantford – Municipal Comprehensive Review – Addendum Report

Settlement Area boundary. It is recommended that the additional 20-30 hectares of Community Area lands be allocated to that area as shown on **Figure 2**. This additional land would allow for the entirety of C8 to be included within the Settlement Area Boundary when considering the earlier direction to adjust the land need to ensure logical boundaries of settlement areas.

Expanding the Settlement Area Boundary in Community Area Block C8 is preferred as the MCR Part 2 and 3 Reports determined that Block C8 was a preferred block over other blocks including C3, C6 and C9, which have greater environmental, agricultural and/or servicing constraints than C8. As well, Block C8 was determined to be the best option to minimize conflict with existing agriculture and keep capital costs and life cycle costs for municipal services to a minimum.

Envisioning Brantford – Municipal Comprehensive Review – Addendum Report

Attachment A: Hemson Consulting Ltd. Analysis of headship rates for each age-group to determine the housing need

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Appendix A to Report No. 2020-139

YEAR:	2016												
Households by Age of Household Head				Occupied Dwelling Units By Structure Type									
	Census Pop	Headship Rate	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
				Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	8,149	1.7%	139	21.4%	30	7.1%	10	7.1%	10	38.2%	53	26.22%	37
20 - 24	7,978	14.0%	1,121	25.8%	289	6.6%	74	10.6%	119	48.6%	545	8.39%	94
25 - 29	7,799	36.2%	2,820	46.4%	1,309	8.4%	237	12.8%	361	25.9%	729	6.48%	183
30 - 34	8,314	49.1%	4,080	65.3%	2,663	6.5%	267	10.1%	411	14.4%	588	3.71%	152
35 - 39	8,213	50.5%	4,145	70.4%	2,916	6.8%	282	8.2%	341	12.0%	496	2.65%	110
40 - 44	8,395	54.3%	4,559	72.5%	3,305	6.5%	297	7.6%	346	10.3%	470	3.09%	141
45 - 49	8,718	55.8%	4,867	72.5%	3,528	6.2%	302	7.0%	341	11.8%	576	2.47%	120
50 - 54	10,320	56.1%	5,794	72.0%	4,170	5.4%	312	5.6%	327	12.9%	745	4.15%	240
55 - 59	9,965	57.7%	5,754	71.5%	4,116	4.6%	262	6.9%	396	14.4%	829	2.63%	152
60 - 64	9,173	56.8%	5,211	69.6%	3,628	4.7%	247	7.1%	371	15.5%	808	3.01%	157
65 - 69	7,851	59.1%	4,643	67.1%	3,115	4.3%	198	7.7%	356	19.2%	890	1.80%	84
70 - 74	5,470	61.0%	3,338	67.8%	2,264	3.6%	119	8.7%	292	18.1%	605	1.72%	57
75 - 79	3,920	62.5%	2,451	63.8%	1,563	2.6%	64	11.7%	287	20.0%	490	1.92%	47
80 - 84	3,030	62.6%	1,898	60.6%	1,150	2.6%	49	8.9%	168	26.0%	494	1.93%	37
84 - 89	2,053	54.4%	1,116	65.6%	732	0.9%	10	11.1%	124	22.5%	251	0.00%	0
90 +	1,294	45.8%	593	68.0%	403	1.7%	10	5.0%	30	21.8%	129	3.52%	21
TOTAL	110,643	47.5%	52,530	67.0%	35,180	5.2%	2,740	8.1%	4,280	16.6%	8,700	3.10%	1,630

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YEAR:	2021												
Households by Age of Household Head				Occupied Dwelling Units By Structure Type									
	Census Pop	Headship Rate	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
				Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	8,155	1.7%	137	21.2%	29	6.9%	10	8.2%	11	36.8%	50	26.93%	37
20 - 24	8,209	13.8%	1,133	25.5%	289	6.5%	73	12.2%	138	47.2%	535	8.62%	98
25 - 29	8,505	35.5%	3,022	46.0%	1,389	8.2%	249	14.7%	445	24.4%	738	6.66%	201
30 - 34	8,776	48.2%	4,232	64.6%	2,735	6.4%	271	11.6%	490	13.6%	576	3.81%	161
35 - 39	9,084	49.6%	4,505	69.7%	3,139	6.6%	299	9.5%	427	11.5%	518	2.72%	123
40 - 44	8,838	53.4%	4,716	71.8%	3,385	6.4%	300	8.7%	412	9.9%	469	3.18%	150
45 - 49	8,868	54.9%	4,865	71.8%	3,492	6.1%	295	8.1%	392	11.6%	562	2.54%	123
50 - 54	9,031	55.2%	4,982	71.3%	3,551	5.3%	262	6.5%	323	12.7%	634	4.26%	212
55 - 59	10,476	56.7%	5,944	70.8%	4,210	4.5%	265	7.9%	470	14.1%	839	2.71%	161
60 - 64	9,970	55.8%	5,566	68.9%	3,837	4.6%	258	8.2%	456	15.1%	843	3.09%	172
65 - 69	8,954	58.1%	5,203	66.4%	3,457	4.2%	217	8.8%	459	18.7%	974	1.85%	96
70 - 74	7,388	60.0%	4,430	67.2%	2,976	3.5%	154	10.1%	446	17.5%	776	1.77%	78
75 - 79	4,892	61.4%	3,005	63.1%	1,897	2.6%	77	13.5%	405	18.9%	567	1.97%	59
80 - 84	3,196	61.6%	1,967	60.0%	1,180	2.5%	50	10.2%	200	25.3%	498	1.98%	39
84 - 89	2,025	53.4%	1,082	64.9%	702	0.9%	9	12.7%	138	21.5%	232	0.00%	0
90 +	1,435	45.0%	646	67.3%	435	1.6%	11	5.8%	37	21.7%	140	3.62%	23
TOTAL	117,802	47.1%	55,436	66.2%	36,703	5.0%	2,797	9.5%	5,249	16.1%	8,953	3.13%	1,735

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YEAR:	2026												
Households by Age of Household Head				Occupied Dwelling Units By Structure Type									
	Census Pop	Headship Rate	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
				Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	8,949	1.7%	152	20.9%	32	6.6%	10	9.5%	14	35.9%	55	27.15%	41
20 - 24	8,398	13.9%	1,171	25.1%	294	6.2%	73	14.1%	165	45.9%	537	8.69%	102
25 - 29	8,836	35.9%	3,171	45.3%	1,436	7.9%	250	17.1%	542	23.0%	730	6.72%	213
30 - 34	9,549	48.7%	4,652	63.6%	2,961	6.1%	286	13.4%	624	12.9%	602	3.85%	179
35 - 39	9,655	50.1%	4,837	68.6%	3,319	6.4%	309	11.0%	531	11.3%	545	2.74%	133
40 - 44	9,727	53.9%	5,243	70.7%	3,707	6.1%	320	10.1%	531	9.9%	516	3.20%	168
45 - 49	9,425	55.4%	5,223	70.7%	3,693	5.8%	304	9.4%	489	11.6%	604	2.56%	134
50 - 54	9,324	55.7%	5,196	70.2%	3,648	5.0%	262	7.5%	391	12.9%	672	4.30%	223
55 - 59	9,455	57.3%	5,419	69.8%	3,780	4.3%	231	9.2%	497	14.1%	762	2.73%	148
60 - 64	10,577	56.4%	5,964	67.9%	4,050	4.5%	265	9.5%	566	15.0%	896	3.11%	186
65 - 69	9,857	58.7%	5,786	65.4%	3,787	4.0%	231	10.2%	592	18.5%	1,068	1.86%	108
70 - 74	8,522	60.6%	5,162	66.2%	3,415	3.3%	172	11.7%	602	17.0%	880	1.78%	92
75 - 79	6,667	62.1%	4,138	62.2%	2,573	2.5%	102	15.6%	646	17.8%	735	1.99%	82
80 - 84	4,102	62.2%	2,551	59.1%	1,507	2.4%	62	11.8%	302	24.7%	629	2.00%	51
84 - 89	2,282	54.0%	1,231	63.9%	787	0.8%	10	14.8%	182	20.4%	252	0.00%	0
90 +	1,615	45.5%	735	66.3%	487	1.6%	11	6.7%	49	21.8%	160	3.65%	27
TOTAL	126,942	47.8%	60,629	65.1%	39,476	4.8%	2,899	11.1%	6,725	15.9%	9,644	3.11%	1,886

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¹ Hemson Consulting Ltd. prepared these projections for the Census District as a whole which includes Brantford and Brant County

Appendix A to Report No. 2020-139

YEAR:	2031												
Households by Age of Household Head				Occupied Dwelling Units By Structure Type									
	Census Pop	Headship Rate	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
				Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	9,473	1.7%	163	20.6%	33	6.4%	10	10.8%	18	34.9%	57	27.37%	44
20 - 24	9,252	14.1%	1,303	24.7%	322	6.0%	78	16.1%	210	44.4%	579	8.76%	114
25 - 29	9,388	36.3%	3,403	44.6%	1,518	7.6%	258	19.5%	663	21.6%	734	6.77%	230
30 - 34	10,291	49.2%	5,063	62.7%	3,174	5.9%	298	15.3%	775	12.2%	619	3.88%	196
35 - 39	10,639	50.6%	5,383	67.6%	3,639	6.1%	330	12.5%	674	11.0%	592	2.76%	149
40 - 44	10,478	54.4%	5,704	69.6%	3,973	5.9%	334	11.6%	659	9.7%	554	3.23%	184
45 - 49	10,428	56.0%	5,837	69.6%	4,065	5.6%	326	10.7%	623	11.5%	673	2.58%	150
50 - 54	10,048	56.3%	5,656	69.2%	3,911	4.8%	274	8.6%	485	13.1%	741	4.33%	245
55 - 59	9,933	57.9%	5,750	68.7%	3,952	4.1%	236	10.5%	601	14.0%	803	2.75%	158
60 - 64	9,903	57.0%	5,641	66.9%	3,773	4.3%	241	10.8%	611	14.9%	839	3.14%	177
65 - 69	10,619	59.3%	6,296	64.5%	4,059	3.8%	242	11.7%	735	18.2%	1,143	1.88%	118
70 - 74	9,506	61.2%	5,816	65.2%	3,790	3.2%	186	13.3%	773	16.5%	961	1.80%	105
75 - 79	7,803	62.7%	4,891	61.3%	2,996	2.4%	116	17.8%	871	16.6%	811	2.00%	98
80 - 84	5,632	62.8%	3,537	58.2%	2,058	2.3%	83	13.5%	477	24.0%	848	2.01%	71
84 - 89	2,988	54.5%	1,629	63.0%	1,026	0.8%	13	16.9%	274	19.4%	315	0.00%	0
90 +	1,910	45.9%	877	65.3%	573	1.5%	13	7.6%	67	21.9%	192	3.68%	32
TOTAL	138,291	48.4%	66,951	64.0%	42,863	4.5%	3,037	12.7%	8,515	15.6%	10,463	3.10%	2,073

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YEAR:	2036													
Households by Age of Household Head			Occupied Dwelling Units By Structure Type											
	Census Pop	Headship Rate	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex		
				Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units	
15 - 19	10,082	1.7%	175	20.3%	35	6.1%	11	11.9%	21	34.1%	60	27.59%	48	
20 - 24	9,740	14.2%	1,386	24.4%	338	5.7%	79	17.7%	246	43.3%	600	8.83%	122	
25 - 29	10,117	36.6%	3,705	44.0%	1,631	7.3%	270	21.4%	794	20.5%	758	6.82%	253	
30 - 34	10,840	49.7%	5,387	61.9%	3,334	5.7%	305	16.8%	907	11.7%	632	3.91%	211	
35 - 39	11,355	51.1%	5,804	66.7%	3,872	5.9%	341	13.8%	800	10.8%	629	2.79%	162	
40 - 44	11,411	55.0%	6,275	68.7%	4,314	5.6%	353	12.7%	798	9.7%	607	3.26%	204	
45 - 49	11,157	56.5%	6,308	68.7%	4,336	5.4%	338	11.7%	740	11.6%	730	2.60%	164	
50 - 54	10,997	56.9%	6,253	68.3%	4,268	4.6%	291	9.4%	589	13.3%	832	4.36%	273	
55 - 59	10,657	58.5%	6,232	67.8%	4,227	3.9%	245	11.5%	717	14.0%	870	2.77%	173	
60 - 64	10,419	57.5%	5,994	66.0%	3,957	4.1%	246	11.9%	714	14.8%	887	3.16%	190	
65 - 69	10,120	59.9%	6,061	63.6%	3,856	3.7%	223	12.8%	778	18.0%	1,089	1.89%	115	
70 - 74	10,266	61.8%	6,344	64.3%	4,081	3.1%	195	14.6%	928	16.2%	1,025	1.81%	115	
75 - 79	8,739	63.3%	5,533	60.5%	3,345	2.3%	125	19.6%	1,084	15.7%	867	2.02%	112	
80 - 84	6,652	63.4%	4,219	57.4%	2,423	2.3%	95	14.8%	625	23.5%	990	2.03%	86	
84 - 89	4,120	55.1%	2,268	62.2%	1,410	0.8%	17	18.5%	420	18.5%	420	0.00%	0	
90 +	2,488	46.4%	1,155	64.5%	745	1.4%	17	8.4%	97	22.0%	254	3.71%	43	
TOTAL	149,159	49.0%	73,100	63.2%	46,172	4.3%	3,151	14.0%	10,257	15.4%	11,251	3.10%	2,269	

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YEAR:	2041												
Households by Age of Household Head				Occupied Dwelling Units By Structure Type									
	Census Pop	Headship Rate	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
				Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	10,716	1.8%	188	20.0%	38	5.9%	11	12.8%	24	33.5%	63	27.81%	52
20 - 24	10,327	14.4%	1,484	24.1%	358	5.5%	82	19.1%	284	42.4%	629	8.90%	132
25 - 29	10,623	37.0%	3,929	43.4%	1,707	7.0%	274	23.1%	909	19.6%	768	6.88%	270
30 - 34	11,542	50.2%	5,794	61.1%	3,539	5.4%	315	18.2%	1,054	11.4%	659	3.94%	228
35 - 39	11,936	51.6%	6,163	65.8%	4,058	5.6%	348	14.9%	917	10.8%	667	2.81%	173
40 - 44	12,138	55.5%	6,743	67.8%	4,575	5.4%	364	13.7%	925	9.7%	657	3.28%	221
45 - 49	12,077	57.1%	6,897	67.8%	4,680	5.1%	355	12.7%	874	11.7%	808	2.62%	181
50 - 54	11,728	57.4%	6,736	67.4%	4,538	4.5%	301	10.2%	686	13.6%	915	4.40%	296
55 - 59	11,584	59.1%	6,842	66.9%	4,580	3.8%	259	12.4%	850	14.1%	962	2.79%	191
60 - 64	11,149	58.1%	6,479	65.2%	4,222	3.9%	255	12.9%	833	14.8%	962	3.19%	207
65 - 69	10,669	60.5%	6,455	62.8%	4,053	3.5%	228	13.9%	895	17.9%	1,155	1.91%	123
70 - 74	9,938	62.4%	6,204	63.5%	3,939	3.0%	183	15.8%	980	15.9%	988	1.83%	113
75 - 79	9,497	64.0%	6,074	59.7%	3,624	2.2%	132	21.1%	1,285	15.0%	909	2.03%	124
80 - 84	7,530	64.1%	4,825	56.7%	2,735	2.2%	104	16.0%	772	23.1%	1,115	2.04%	99
84 - 89	4,959	55.6%	2,758	61.4%	1,692	0.7%	20	20.0%	552	17.9%	493	0.00%	0
90 +	3,453	46.9%	1,619	63.6%	1,030	1.4%	22	9.0%	146	22.2%	359	3.74%	61
TOTAL	159,868	49.5%	79,189	62.3%	49,367	4.1%	3,253	15.1%	11,987	15.3%	12,111	3.12%	2,471

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¹ Hemson Consulting Ltd. prepared these projections for the Census District as a whole which includes Brantford and Brant County

Appendix A to Report No. 2020-139

YEAR:	2046												
Households by Age of Household Head				Occupied Dwelling Units By Structure Type									
	Census Pop	Headship Rate	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
				Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	11,356	1.8%	199	19.8%	39	5.6%	11	13.6%	27	32.9%	65	28.03%	56
20 - 24	10,947	14.4%	1,573	23.9%	375	5.3%	83	20.3%	319	41.6%	655	8.97%	141
25 - 29	11,230	37.0%	4,153	43.0%	1,786	6.7%	279	24.5%	1,019	18.8%	782	6.93%	288
30 - 34	12,118	50.2%	6,083	60.5%	3,678	5.2%	317	19.3%	1,172	11.1%	674	3.97%	242
35 - 39	12,665	51.6%	6,539	65.2%	4,263	5.4%	354	15.8%	1,031	10.8%	706	2.83%	185
40 - 44	12,759	55.5%	7,088	67.2%	4,761	5.2%	368	14.5%	1,031	9.8%	694	3.31%	234
45 - 49	12,825	57.1%	7,324	67.2%	4,920	4.9%	362	13.4%	984	11.8%	866	2.64%	193
50 - 54	12,642	57.4%	7,260	66.7%	4,842	4.3%	311	10.8%	784	13.8%	1,002	4.43%	322
55 - 59	12,336	59.1%	7,287	66.3%	4,829	3.6%	264	13.2%	960	14.1%	1,028	2.82%	205
60 - 64	12,077	58.1%	7,018	64.5%	4,527	3.8%	265	13.6%	957	14.9%	1,043	3.22%	226
65 - 69	11,421	60.5%	6,909	62.2%	4,295	3.4%	234	14.7%	1,015	17.8%	1,231	1.92%	133
70 - 74	10,527	62.4%	6,571	62.9%	4,130	2.8%	186	16.7%	1,100	15.7%	1,033	1.84%	121
75 - 79	9,333	64.0%	5,969	59.1%	3,526	2.1%	125	22.4%	1,338	14.4%	858	2.05%	122
80 - 84	8,277	64.1%	5,303	56.1%	2,976	2.1%	110	17.0%	900	22.8%	1,208	2.06%	109
84 - 89	5,707	55.6%	3,174	60.7%	1,928	0.7%	22	21.2%	674	17.3%	550	0.00%	0
90 +	4,511	46.9%	2,114	63.0%	1,332	1.3%	28	9.6%	203	22.3%	472	3.77%	80
TOTAL	170,730	49.5%	84,567	61.7%	52,209	3.9%	3,320	16.0%	13,514	15.2%	12,867	3.14%	2,657

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YEAR:	2051												
Households by Age of Household Head				Occupied Dwelling Units By Structure Type									
	Census Pop	Headship Rate	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
				Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	12,049	1.8%	211	19.7%	41	5.4%	11	14.2%	30	32.4%	68	28.25%	60
20 - 24	11,566	14.4%	1,662	23.6%	393	5.1%	84	21.3%	353	41.0%	681	9.04%	150
25 - 29	11,853	37.0%	4,384	42.6%	1,869	6.4%	282	25.7%	1,127	18.2%	800	6.99%	306
30 - 34	12,762	50.2%	6,407	59.9%	3,839	5.0%	321	20.2%	1,294	10.9%	697	4.00%	256
35 - 39	13,286	51.6%	6,859	64.6%	4,431	5.2%	357	16.5%	1,134	10.8%	742	2.85%	196
40 - 44	13,507	55.5%	7,503	66.6%	4,994	5.0%	373	15.2%	1,144	9.9%	741	3.33%	250
45 - 49	13,476	57.1%	7,696	66.6%	5,123	4.7%	365	14.1%	1,083	12.0%	921	2.66%	205
50 - 54	13,400	57.4%	7,696	66.1%	5,086	4.1%	316	11.3%	870	14.0%	1,079	4.47%	344
55 - 59	13,246	59.1%	7,824	65.7%	5,139	3.5%	273	13.8%	1,080	14.2%	1,111	2.84%	222
60 - 64	12,844	58.1%	7,464	63.9%	4,772	3.6%	271	14.3%	1,067	14.9%	1,113	3.24%	242
65 - 69	12,340	60.5%	7,465	61.6%	4,599	3.3%	243	15.4%	1,149	17.8%	1,329	1.94%	145
70 - 74	11,278	62.4%	7,040	62.3%	4,385	2.7%	191	17.6%	1,236	15.6%	1,097	1.86%	131
75 - 79	9,934	64.0%	6,354	58.5%	3,720	2.0%	127	23.5%	1,493	13.9%	883	2.07%	131
80 - 84	8,243	64.1%	5,282	55.6%	2,937	2.0%	105	17.8%	939	22.5%	1,190	2.08%	110
84 - 89	6,339	55.6%	3,525	60.2%	2,122	0.7%	24	22.2%	784	16.9%	595	0.00%	0
90 +	5,558	46.9%	2,605	62.4%	1,626	1.3%	33	10.0%	262	22.4%	585	3.80%	99
TOTAL	181,681	49.5%	89,978	61.2%	55,077	3.8%	3,378	16.7%	15,046	15.1%	13,631	3.16%	2,847

1

¹ Hemson Consulting Ltd. prepared these projections for the Census District as a whole which includes Brantford and Brant County

Envisioning Brantford – Municipal Comprehensive Review – Addendum Report

Attachment B: Hemson Consulting Ltd. City of Brantford Municipal Comprehensive Review – Market Housing Forecast Based on Amendment 1 to the Growth Plan (new 2020 Schedule 3)

DRAFT



Hemson Consulting Ltd
1000 – 30 St. Patrick Street
Toronto, Ontario Canada M5T 3A3

MEMORANDUM

To: Paul Lowes, SGL Planning

From: Russell Mathew and Trajce Nikolov

Date: Oct. 19, 2020

Re: City of Brantford Municipal Comprehensive Review – Market Housing Forecast
Based on Amendment 1 to the Growth Plan (new 2020 Schedule 3)

Hemson Consulting was retained in 2018 by the City of Brantford through SGL Planning & Design Inc. (SGL) to assist in some aspects of the forecast and land needs assessment work of the City's Municipal Comprehensive Review (MCR) and official plan update. Hemson subsequently provided a peer review of the overall Employment Area and Community Area land needs analysis in Part 1 of the *Envisioning Brantford – Municipal Comprehensive Review* report in 2018. The review was in the context of the then-new *Land Needs Assessment Methodology for the Greater Golden Horseshoe* (LNA), released in the fall of 2018 when the City's land needs work was largely complete.

In 2019, the *Growth Plan, 2017* was replaced by the *Growth Plan, 2019*, requiring the City to revise its MCR to meet the new policy regime. In August of 2020, the policy environment further shifted with the adoption of Amendment 1 to the *Growth Plan*, which extended the forecast period of the *Growth Plan* from 2041 to 2051. At the same time, the Ministry of Municipal Affairs released an updated LNA, an update necessitated by the need for the LNA to reflect the new policy structure in the *Growth Plan, 2019*.

The new forecast growth at 2051 of 165,000 population and 80,000 employment is nearly identical to the previous quite-aggressive forecast to 2041 of 163,000 population and 79,000 employment. Conveniently, the similar forecasts result would necessitate little change to the overall growth and land need in the MCR, despite the addition of ten years to the planning horizon. The previous version of the LNA and the new replacement mostly differ by how the different components supply and demand are characterized in terms of total housing and housing by type. The previous LNA reporting requirements kept housing type more in the background, though it was part of the analysis. As well, the new LNA provides a wider range of considerations in the land supply work, such as market contingency factors.

A key new item required is a consideration of the market demand forecast of housing by type as a step toward policy-based housing demand forecast by type, in part, to determine how much, if

any, the policy-based demand varies from the market. Following from the previous work, and to account for these recent changes, SGL has retained Hemson for providing updated housing data inputs into the most recent MCR efforts for the City. The housing data includes a forecast of housing by type to 2051, for the City of Brantford and the Brant Census Division, as well as headship rates and occupancy patterns. For this purpose the Brant Census Division is considered to be the total of Brant County and Brantford, since the Growth Plan does not apply Six Nations or the Mississaugas of the Credit. The data is in accordance with the updated LNA methodology as outlined above, as well as the projections provided in Appendix B of the *Greater Golden Horseshoe: Growth Forecast to 2051*, the technical report completed by Hemson that informed Amendment 1 to the *Growth Plan*.

UPDATED LAND NEEDS ASSESSMENT METHODOLOGY

On August 28th of 2020, an updated LNA methodology was brought into effect. The new methodology aligns with the policy structure of the *Growth Plan*, 2019. The following considers the updated forecasts in Schedule 3, and specific policies that allow the forecast to be used as minimums in municipal planning efforts. One of the key objectives of the Plan is to establish a market-based supply of housing over the forecast period.

According to the updated LNA, determining community land area needs consists of six key steps. The housing data provided by Hemson is governed by the first three of those six steps:

i. Population Forecasts

The LNA requires that population projections used for the housing need calculation be based on the updated Schedule 3 forecast from *A Place to Grow*. To satisfy this requirement for the City of Brantford, our analysis used population projections, by age group, in accordance with Appendix B of the *Greater Golden Horseshoe: Growth Forecast to 2051*, and by extension, the updated Schedule 3 forecasts.

ii. Housing Need

The LNA then requires that the population forecast by age group be converted into a forecast of number households. To do this, the LNA prescribes the use of household formation rates for each age-group to determine housing need, which is then broken down by type of dwelling and grouped into the following categories: Single/Semi detached, Row houses, Apartments, and Other dwellings. Finally, the housing growth by-type must be adjusted to account for any replacement of units, changes in level of vacancies, market contingency factors, and any other mitigating considerations.

The following steps satisfies these requirements of the LNA:

1. Calculating Household Formation Rates and Household Growth for the City of Brantford

The City of Brantford population by age, 2016 age-specific households by age and the resulting household formation rate are in Table 1. While formation rates have declined a small amount currently (based on the estimated population and units for Census Day 2021), the 2051 assumption is that the household formation rate has returned to the starting 2016 rates by age.

Table1: Household Formation Rates by Age of Primary Household Maintainer, City of Brantford, 2016 and Forecast 2051

Age Groups	2016				2051	
	Census Population	Occupied Households	Headship Rates		Headship Rates	Occupied Households
15 - 19	5,908	130	2.20%		2.20%	204
20 - 24	6,008	978	16.30%		16.30%	1,496
25 - 29	6,196	2,315	37.40%		37.30%	3,555
30 - 34	6,396	3,206	50.10%		50.10%	5,112
35 - 39	6,183	3,260	52.70%		52.70%	5,352
40 - 44	6,143	3,376	55.00%		54.90%	5,562
45 - 49	6,181	3,500	56.60%		56.60%	5,566
50 - 54	7,274	4,186	57.50%		57.50%	5,619
55 - 59	7,069	4,139	58.50%		58.50%	5,723
60 - 64	6,492	3,774	58.10%		58.10%	5,591
65 - 69	5,539	3,407	61.50%		61.50%	5,674
70 - 74	3,812	2,403	63.00%		63.00%	5,258
75 - 79	2,790	1,768	63.40%		63.30%	4,535
80 - 84	2,189	1,448	66.20%		66.10%	3,784
84 - 89	1,537	879	57.20%		57.20%	2,475
90 +	927	445	48.00%		47.90%	1,794

2. Age-Specific Occupancy Patterns Used to Calculate a “Market” Housing Forecast

What unit type mix represents the market for new housing? The new housing built in Brantford over the past 30 years is shown in Table 2, based on CMHC housing starts data, is a good representation of the market over that time period. Over the past two decades the rowhouse market has growing substantially as a share of the new housing market.

Presumably, this is the result of housing-price-induced increased in-migration from the GTAH. Plans in the existing DGA (based on approvals and applications) call for about 40% rowhouses in the housing mix.

Table 2: City of Brantford Housing Starts 1990 to August 2020 and Housing Mix

	Singe/Semi Detached	Row Houses	Apartments	Total
1990-1995	1,496	570	517	2,583
1996-2000	903	159	150	1,212
1990-2000	2,399	729	667	3,795
2001-2005	1,745	301	250	2,296
2006-2010	1,260	411	34	1,705
2001-2010	3,005	712	284	4,001
2011-2015	844	475	476	1,795
2016-2020	744	592	254	1,590
2011-2020	1,588	1,067	730	3,385

	Singe/Semi Detached	Row Houses	Apartments	Total
1990-1995	58%	22%	20%	100%
1996-2000	75%	13%	12%	100%
1990-2000	63%	19%	18%	100%
2001-2005	76%	13%	11%	100%
2006-2010	74%	24%	2%	100%
2001-2010	75%	18%	7%	100%
2011-2015	47%	26%	27%	100%
2016-2020	47%	37%	16%	100%
2011-2020	47%	32%	22%	100%

In accordance with the LNA age-specific occupancy patterns are applied to yield a housing forecast by type. The occupancy patterns are adjusted to yield a result consistent with current market expectations and taking account of the aging population. Rowhouse occupancy is adjusted significantly to yield the results shown in Tables 3 and 4 below (in the absence of adjusting the occupancy patterns the forecast would be less than 10% rowhouse, a share not seen in more than 30 years). Due to an aging population the

occupancy patterns are adjusted to about 15% of the market, up from the recent market shares (though still well below the 20% apartments that would result from applying constant 2016 rates).

Table 3: Market Forecast Summary, City of Brantford

	2006	Growth 2006-16	2016	Growth 2016-51	2051
Single/Semi Detached	23,770	2,260	26,030	14,370	40,400
Row Units	2,960	760	3,720	8,400	12,120
Apartment and Other	8,890	590	9,480	5,410	14,890
Total	35,610	3,610	39,220	28,190	67,410

Note: Totals may not add due to rounding

	2006	Growth 2006-16	2016	Growth 2016-51	2051
Single/Semi Detached	66.8%	62.6%	66.4%	51.0%	59.9%
Row House Units	8.3%	21.1%	9.5%	29.8%	18.0%
Apartment and Other	25.0%	16.3%	24.2%	19.2%	22.1%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Table 4: Dwelling Units by Type in 2016, Market Forecast, City of Brantford

City of Brantford Dwelling Units by Structure Type, 2016											
Age Groups	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
		Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	130	19.2%	25	7.7%	10	7.7%	10	42.0%	55	23.4%	31
20 - 24	978	21.0%	205	6.1%	60	11.3%	110	52.8%	516	8.84%	86
25 - 29	2,315	42.1%	975	7.1%	165	14.7%	341	28.7%	665	7.25%	168
30 - 34	3,206	61.5%	1,970	6.1%	196	11.6%	371	16.6%	531	4.28%	137
35 - 39	3,260	65.6%	2,140	6.6%	216	9.7%	316	14.6%	477	3.43%	112
40 - 44	3,376	68.3%	2,305	6.4%	216	9.5%	321	12.4%	417	3.47%	117
45 - 49	3,500	67.9%	2,375	6.2%	216	8.5%	296	14.5%	507	3.05%	107
50 - 54	4,186	65.1%	2,726	5.0%	211	7.1%	296	17.3%	725	5.47%	229
55 - 59	4,139	64.8%	2,681	5.1%	211	8.6%	356	18.7%	775	2.83%	117
60 - 64	3,774	64.3%	2,426	4.8%	180	8.1%	306	19.3%	730	3.50%	132
65 - 69	3,407	61.5%	2,095	4.0%	135	8.4%	286	23.9%	814	2.24%	76
70 - 74	2,403	63.3%	1,520	2.7%	65	9.2%	221	22.9%	551	1.91%	46
75 - 79	1,768	57.1%	1,010	2.6%	45	12.2%	216	26.1%	462	2.01%	36
80 - 84	1,448	56.3%	815	1.0%	15	9.7%	140	30.5%	442	2.46%	36
84 - 89	879	59.7%	525	0.0%	0	13.1%	115	26.0%	228	1.16%	10
90 +	445	65.2%	290	0.0%	0	3.4%	15	25.7%	114	5.72%	25

Table 5: Dwelling Units by Type in 2051, Market Forecast, City of Brantford

City of Brantford Dwelling Units by Structure Type, 2051											
Age Groups	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
		Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	204	17.7%	36	6.1%	12	14.5%	30	36.8%	75	24.9%	51
20 - 24	1,496	19.3%	289	4.9%	73	21.3%	318	45.2%	676	9.40%	140
25 - 29	3,555	38.8%	1,379	5.6%	200	27.8%	988	20.1%	714	7.70%	274
30 - 34	5,112	56.6%	2,894	4.8%	246	21.8%	1,116	12.2%	624	4.50%	232
35 - 39	5,352	60.5%	3,235	5.2%	279	18.3%	978	12.4%	664	3.60%	195
40 - 44	5,562	62.9%	3,498	5.0%	280	17.9%	997	10.5%	582	3.70%	205
45 - 49	5,566	62.5%	3,478	4.9%	270	15.9%	887	13.5%	749	3.20%	180
50 - 54	5,619	60.0%	3,369	4.0%	223	13.3%	749	16.9%	952	5.80%	326
55 - 59	5,723	59.6%	3,413	4.0%	230	16.2%	929	17.1%	980	3.00%	172
60 - 64	5,591	59.2%	3,309	3.8%	211	15.3%	855	18.0%	1,009	3.70%	208
65 - 69	5,674	56.6%	3,213	3.1%	178	15.8%	898	22.0%	1,250	2.40%	135
70 - 74	5,258	58.3%	3,063	2.1%	113	17.3%	911	20.3%	1,065	2.00%	106
75 - 79	4,535	52.6%	2,386	2.0%	91	23.0%	1,043	20.2%	918	2.10%	97
80 - 84	3,784	51.8%	1,961	0.8%	31	18.3%	692	26.4%	1,001	2.60%	99
84 - 89	2,475	55.0%	1,362	0.0%	0	24.7%	613	19.0%	471	1.20%	30
90 +	1,794	60.1%	1,077	0.0%	0	6.4%	114	27.5%	493	6.10%	109

3. Market Forecast Needs to Be Further Adjusted to Yield the Housing Mix Necessary to Meet Growth Plan Policies

In Brantford, like nearly everywhere else in the GGH, the general market expectation for housing mix is for a greater number of singles and fewer apartments than is required to meet policy goals, including:

- A UGC density that would need to be supported by 3,900 apartments (over 90% of the market forecast for apartments).
- Alternative Intensification targets approved by the Minister of Municipal Affairs amounting to about 45% of all housing unit growth. The built up area can accommodate very few single and semi-detached units, so that vast majority of BUA units are rows and apartments.

The housing mix must shift away from the lower density housing in the market forecast to more medium and higher density housing to meet *Growth Plan* policies. Based on the extensive work of the City of Brantford on the housing growth that meet the various policies for the UGC, BUA and DGA, a 2016 to 2051 forecast housing mix would be:

Single and Semi-Detached: $\approx 35\%$

Rows $\approx 44\%$

Apartments (including accessory unit) $\approx 22\%$

Table 6: Policy-based Forecast Summary, City of Brantford

	2006	Growth 2006-16	2016	Growth 2016-51	2051
Single/Semi Detached	23,770	2,260	26,030	9,840	35,870
Row House Units	2,960	760	3,720	12,350	16,070
Apartment and Other	8,890	590	9,480	5,900	15,380
Total	35,610	3,610	39,220	28,190	67,310

Note: Totals may not add due to rounding

	2006	Growth 2006-16	2016	Growth 2016-51	2051
Single/Semi Detached	66.8%	62.6%	66.4%	34.9%	53.3%
Row House Units	8.3%	21.1%	9.5%	43.8%	23.9%
Apartment and Other	25.0%	16.3%	24.2%	20.9%	22.8%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Table 7: Dwelling Units by Type in 2016, Policy-based Forecast, City of Brantford

City of Brantford Dwelling Units by Structure Type, 2016											
Age Groups	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
		Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	130	19.2%	25	7.7%	10	7.7%	10	42.0%	55	23.4%	31
20 - 24	978	21.0%	205	6.1%	60	11.3%	110	52.8%	516	8.84%	86
25 - 29	2,315	42.1%	975	7.1%	165	14.7%	341	28.7%	665	7.25%	168
30 - 34	3,206	61.5%	1,970	6.1%	196	11.6%	371	16.6%	531	4.28%	137
35 - 39	3,260	65.6%	2,140	6.6%	216	9.7%	316	14.6%	477	3.43%	112
40 - 44	3,376	68.3%	2,305	6.4%	216	9.5%	321	12.4%	417	3.47%	117
45 - 49	3,500	67.9%	2,375	6.2%	216	8.5%	296	14.5%	507	3.05%	107
50 - 54	4,186	65.1%	2,726	5.0%	211	7.1%	296	17.3%	725	5.47%	229
55 - 59	4,139	64.8%	2,681	5.1%	211	8.6%	356	18.7%	775	2.83%	117
60 - 64	3,774	64.3%	2,426	4.8%	180	8.1%	306	19.3%	730	3.50%	132
65 - 69	3,407	61.5%	2,095	4.0%	135	8.4%	286	23.9%	814	2.24%	76
70 - 74	2,403	63.3%	1,520	2.7%	65	9.2%	221	22.9%	551	1.91%	46
75 - 79	1,768	57.1%	1,010	2.6%	45	12.2%	216	26.1%	462	2.01%	36
80 - 84	1,448	56.3%	815	1.0%	15	9.7%	140	30.5%	442	2.46%	36
84 - 89	879	59.7%	525	0.0%	0	13.1%	115	26.0%	228	1.16%	10
90 +	445	65.2%	290	0.0%	0	3.4%	15	25.7%	114	5.72%	25

Table 8: Dwelling Units by Type in 2051, Policy-based Forecast, City of Brantford

City of Brantford Dwelling Units by Structure Type, 2051											
Age Groups	Occupied Households	Single Detached		Semi-Detached		Row House		Apartments		Duplex	
		Rate	Units	Rate	Units	Rate	Units	Rate	Units	Rate	Units
15 - 19	204	15.6%	32	6.1%	12	19.3%	39	34.2%	70	24.9%	51
20 - 24	1,496	17.0%	255	4.9%	73	28.2%	422	40.5%	606	9.38%	140
25 - 29	3,555	34.3%	1,218	5.6%	200	36.9%	1,310	15.5%	552	7.70%	274
30 - 34	5,112	50.0%	2,556	4.8%	246	29.0%	1,481	11.7%	597	4.55%	232
35 - 39	5,352	53.4%	2,857	5.2%	279	24.2%	1,298	13.5%	723	3.64%	195
40 - 44	5,562	55.5%	3,089	5.0%	280	23.8%	1,323	12.0%	665	3.68%	205
45 - 49	5,566	55.2%	3,072	4.9%	270	21.2%	1,177	15.6%	866	3.24%	180
50 - 54	5,619	53.0%	2,976	4.0%	223	17.7%	994	19.6%	1,101	5.80%	326
55 - 59	5,723	52.7%	3,014	4.0%	230	21.5%	1,232	18.8%	1,075	3.00%	172
60 - 64	5,591	52.3%	2,922	3.8%	211	20.3%	1,134	20.0%	1,116	3.72%	208
65 - 69	5,674	50.0%	2,838	3.1%	178	21.0%	1,191	23.5%	1,332	2.38%	135
70 - 74	5,258	51.5%	2,705	2.1%	113	23.0%	1,208	21.4%	1,126	2.02%	106
75 - 79	4,535	46.5%	2,107	2.0%	91	30.5%	1,384	18.9%	856	2.14%	97
80 - 84	3,784	45.8%	1,732	0.8%	31	24.3%	918	26.5%	1,004	2.61%	99
84 - 89	2,475	48.6%	1,203	0.0%	0	32.8%	813	17.4%	430	1.23%	30
90 +	1,794	53.0%	951	0.0%	0	8.5%	152	32.4%	582	6.07%	109



CITY OF BRANTFORD **OFFICIAL PLAN** ENVISIONING OUR CITY: 2051

DRAFT NOVEMBER 2020



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1.0 INTRODUCTION

1.1 Purpose of this Plan

- a. This Plan is about making strategic choices and shaping Brantford's collective future. This Plan:
 - i. Sets out the Vision for where and how Brantford will grow to the year 2051. Guiding Principles and policies move the City towards achieving its Vision for the future;
 - ii. Is about getting the fundamentals right. Building a successful City means making sustainable choices about how growth will be accommodated;
 - iii. Provides direction and guidance on the management of the City's distinct neighbourhoods, commercial mixed-use and employment areas, changes in land use and physical development, the provision of services and amenities, and the protection and management of the natural environment and cultural heritage resources; and,
 - iv. Implements Provincial policy including various pieces of legislation, plans, policy statements and guidelines.
- b. None of the provisions of this Official Plan shall apply to Lands that are part of the Six Nations of the Grand River Territory as specifically identified on Schedule 1: Growth Management.

1.2 Interpretation of this Plan

- a. The Vision, Guiding Principles, policies and definitions contained in this Plan constitute the City of Brantford Official Plan. Photographs, sidebar text and diagrams, and the associated appendices are non-statutory elements of this Plan and are provided for clarification purposes only.
- b. The Schedules and Tables included within this Plan must be read together with the policies of this Plan. In the case of a discrepancy between the policies of this Plan and a related Schedule, the policies shall take precedence.
- c. The Vision, Guiding Principles and policies of this Plan are interconnected and interrelated. Decision making will be based on conformity with all relevant policies. Further, decisions about development will need to integrate environmental, social and economic perspectives so that today's needs can be met, without compromising the ability of future generations to meet their needs.

- d. This Plan is intended to be read and interpreted as a whole. All policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies.
- e. This Plan includes a number of words or phrases that require a common understanding of their meaning:
 - i. The term “conform with” when used in this Plan means to comply with the policies or requirements of this Plan. Conformity is a mandatory requirement of this Plan, unless otherwise modified by specific wording to the contrary;
 - ii. The term “consistent with” when used in this Plan means to comply/conform with the policies or requirements of this Plan, unless there are compelling circumstances that do not permit compliance/conformity;
 - iii. The use of the words “shall”, “will”, or “must”, when used in connection with an action by the City are not to be interpreted as the City's requirement to undertake actions immediately or as a commitment on the part of the City to take action within a specified timeframe;
 - iv. The use of the words “shall”, “will”, or “must”, when used in connection with a requirement for development applications, is a mandatory policy or requirement of this Plan;
 - v. The use of the words "should" or “may” when used in this Plan means something that ought to be done. It is however, a discretionary, not a mandatory policy or requirement of this Plan;
 - vi. The term “encourage” when used in this Plan means to give support to, or give favorable consideration to a matter or thing; and,
 - vii. The term “enhance” when used in this Plan means to complement and improve the physical, functional, aesthetic or intrinsic value of the natural environment, neighbourhood, place, area, building, structure or facility.
- f. The location of boundaries and symbols, including land use designations shown on the Schedules to this Plan, are intended to indicate the general location, except where they coincide with highways, roads, railways, watercourses or other bodies of water, or other clearly recognizable or defined physical features.

Future road and active transportation networks shown on the Schedules to this Plan are illustrated in approximate locations only.

- g. Where a parcel of land is subject to two or more land use designations, the policies of each designation shall apply to the portion of the lands so designated.
- h. Permitted uses identified in this Plan are intended to illustrate the range of activities in each respective land use designation and do not denote a complete list of permitted uses. A list of specific uses shall be defined in the implementing Zoning By-law.
- i. For the purpose of interpreting this Plan, the definitions in the *Planning Act*, the *Ontario Heritage Act*, the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe* and other applicable Provincial legislation, plans and guidelines shall apply. In all other instances, terms shall be defined in accordance with their common usage and, if necessary, reference to the Canadian Oxford Dictionary.

2.0 VISION AND GUIDING PRINCIPLES

2.1 Envisioning Our City: 2051

- a. The Vision for the community that Brantford aspires to become is as follows:

Brantford has grown to become a unique urban community that has retained connections to its small town origins. It is defined by the Grand River, which is cherished for its natural features, historic legacy and recreational amenities.

The people of Brantford are healthy and prosperous. They live in complete communities that are inclusive, accessible, compact and well connected for all modes of travel. Residents of all ages have access to a range of housing, community services and recreational amenities to support their well-being.

The local economy thrives because it is diverse and adaptable to changing trends, just as it has been over the course of Brantford’s history.

The entire community comes together in the Downtown, which is recognized as the heart of the community with a mix of activities, and the highest quality public realm to present a distinct image of the City.

As Brantford grows, the success of existing neighbourhoods is strengthened, and the features that make the City unique remain as valued assets for future generations to enjoy.

2.2 Guiding Principles

- a. The policies of this Plan build upon the following Guiding Principles:

- Principle 1** The Grand River will be protected and its natural features, historic legacy and recreational amenities will be enhanced for the enjoyment of residents and visitors.
- Principle 2** The City will demonstrate environmental leadership by promoting the remediation of brownfields and supporting their redevelopment, protecting natural heritage features and functions, and implementing high standards for green infrastructure and climate change mitigation and adaptation.

- Principle 3** Brantford's rich and diverse cultural heritage resources will be conserved and promoted to raise awareness of local history and provide points of interest that enhance residents' and visitors' experience of the City.
- Principle 4** The Downtown will be recognized as a vibrant City Centre with a distinct, definable identity and a rich, balanced mixture of government and social services, post-secondary educational opportunities, shopping, businesses, housing options, entertainment and cultural activities for residents, students and visitors. High quality urban design will reflect the importance of this gathering place as the heart of the City.
- Principle 5** New development achieved through intensification initiatives will focus on Strategic Growth Areas and will support the ongoing revitalization of the Downtown, mixed-use centres and mixed-use corridors. Intensification will be compatible with existing development patterns, while supporting an evolution to a more compact and transit-supportive urban structure.
- Principle 6** New greenfield development will be efficient, and will be provided with municipal infrastructure systems and community services in a cost-effective and fiscally responsible manner. New greenfield development will demonstrate high quality urban design that contributes to the recognition of Brantford as a beautiful City.
- Principle 7** The City will endeavor to achieve healthy communities that are accessible and inclusive with a diversity of housing and transportation options. Amenities and services will be close to where people live. The City will strive to provide all communities with equal access to recreation and leisure amenities, including for sports, arts and cultural related activities.
- Principle 8** Transit planning will be integrated with land use planning to ensure development supports the planned level of transit service. The local transit network will connect core user groups, neighbourhoods and key destinations within the City and beyond, with direct routes and street-side amenities that make taking public transit an attractive and practical travel option.
- Principle 9** Active transportation modes, including walking and cycling, will be recognized as safe, convenient and appealing options for travelling around the City. Pedestrian-friendly community design and a

connected multi-use pathway and trail network will provide enhanced mobility options across the City for people of all ages and abilities.

Principle 10 A flexible approach to local economic development will ensure the City is able to adapt as trends change, and remain prosperous with a diversity of employment opportunities for its residents, including the rural/agricultural economy.

3.0 SUCCESSFUL COMMUNITIES

3.1 Providing Housing Opportunities

Ensure a Range and Mix of Housing Types

- a. The policies of this Section shall be read in conjunction with the Brantford-Brant Housing Stability Plan which contains the City's Affordable Housing Strategy, and in conjunction with all other applicable policies of this Plan.
- b. The City shall encourage a mix and range of market-based housing types, styles, tenures and affordability characteristics to meet the needs of a growing and diverse population. The City may become directly involved in the supply of housing through land acquisitions and development.
- c. The City shall make best efforts to maintain:
 - i. A minimum 15 year supply of lands to accommodate growth through residential intensification and redevelopment, and greenfield lands which are designated and available for residential development; and,
 - ii. A minimum five year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Promote Affordable/Assisted Housing

- d. The City shall promote the supply of new affordable housing in a variety of locations, dwelling types and tenures. Targets for affordable ownership housing and affordable rental housing will be established in the Brantford-Brant Housing Stability Plan.

The current targets in the Brantford-Brant Housing Stability Plan are to provide an increase of 506 units of municipally owned and operated affordable rental housing by 2030, and an increase of 337 units of affordable rental housing owned and operated by non-profit and/or co-operative housing providers by 2030. The City may update the Brantford-Brant Housing Stability Plan at any time, and new affordable housing targets may be implemented by the City, without the need to amend this Plan.

- e. The municipality shall encourage, as a component of the affordable housing strategy, the provision of housing that is cost-subsidized and that is necessary to

meet the needs of households unable to find affordable housing through the private market. Such cost-subsidized housing may be provided by the public or private sector, and may be in conjunction with senior government programs.

- f. The City shall make decisions about new development and demolition that are consistent with the Brantford-Brant Housing Stability Plan. The City may update the Brantford-Brant Housing Stability Plan every five years upon the availability of relevant census information, so that it is kept current with the housing needs of all residents.
- g. The City shall prepare, from time to time, a Residential Monitoring Report that will be revised and updated, when appropriate, to maintain a current indicator of the City's residential market. A Residential Monitoring Report shall inform updates to the Brantford-Brant Housing Stability Plan.

3.2 Promoting a Strong and Healthy Economy

Enhance the Economy

- a. The City will support and update its Economic Development Strategy in order to plan for a strong and healthy economy and anticipate changing economic trends. To help attract and retain a diverse and skilled labour force, the City will support a strong and healthy economy by:
 - i. Facilitating the ongoing development of the City's inventory of Employment Areas for appropriate employment generating land uses;
 - ii. Constructing, upgrading and maintaining high quality municipal infrastructure systems and community facilities;
 - iii. Facilitating efficient and convenient transportation options for the movement of people and goods; and,
 - iv. Planning for an appropriate range of home occupations and home-based businesses, including live/work units, within land use designations that permit residential uses.

Support the Rural/Agricultural Economy

- b. The City will support the rural/agricultural economy by:

- i. Recognizing agriculture as the primary activity and land use in the Agricultural Designation;
- ii. Protecting lands suitable for agricultural production from fragmentation and land uses not related to agriculture; and,
- iii. Promoting the agricultural industry and associated activities and enhancing their capacity to contribute to the economy of the City.

Diversify Commercial Uses

- c. The City will continue to diversify its economic base by supporting its evolving urban structure, which includes a full range of employment generating uses, including office development, institutional uses, and a variety of retail and service commercial businesses. Collectively, the lands designated for commercial and mixed-use development will provide a sufficient supply of land to accommodate a complete range of commercial goods and services to foster competition and choice for the residents of Brantford and surrounding communities.

Promote Tourism

- d. The City will promote tourism as an integral part of economic development, acknowledging that tourism brings economic benefits to the City. Tourism is supported by having a healthy, livable and diverse community, which includes a vibrant downtown, cultural and sports facilities, parks and other outdoor leisure and recreational opportunities, all connected by an integrated transportation system.

Support Creative and Cultural Industries

- e. The City will support the growth and expansion of creative and cultural industries and institutions throughout the City as an important sector of the economy. The City will work collaboratively with the community, artists, cultural workers and organizations to implement the City's Municipal Cultural Plan and Museum Sustainability Plan to guide the provision of arts and cultural programs, services and facilities that serve a growing and increasingly diverse population.
- f. The City recognizes the important contribution of post-secondary institutions, libraries and education service providers to the life-long learning opportunities for residents and the enhancement of the creative culture in Brantford.

3.3 Ensuring Good Urban Design

Urban Design Manual

- a. Urban design is about city building, place-making, and community design through the integration of land use, built form and the public realm. It is the process of giving form, shape and character to the physical elements that comprise neighbourhoods and the City. Good urban design contributes to the vitality and health of a community, and to vibrant and successful public spaces.
- b. All new development shall be consistent with the City's Urban Design Manual, to the satisfaction of the City. To demonstrate consistency, the City may require the submission of an Urban Design Report in support of any development application.
- c. The City shall amend the Urban Design Manual from time to time, to ensure that it remains supportive of appropriate and innovative forms of development.

Barrier Free Design

- d. All newly constructed and/or renovated City owned, leased, funded or operated facilities, parks and open spaces, municipal infrastructure systems, and any other space that is accessible to the public, shall comply with the City's Facility Accessibility Design Standards to enhance accessibility beyond the requirements of the Building Code and the requirements of all applicable Provincial legislation and standards.
- e. Barrier free design for private sector development shall be achieved through Site Plan Approval, enforcement of the Building Code, and the implementation of all applicable Provincial legislation and standards.

Public Art

- f. The City shall maintain and enhance its existing inventory of public art, and shall pursue the installation of new pieces of public art in public locations, in accordance with the City's Public Arts Policy.
- g. In accordance with the Community Benefits By-law, and the applicable policies of this Plan, the City may require public art as a defined community benefit.

3.4 Protecting Cultural Heritage Resources

Management, Conservation and Protection

- a. The policies of this Section are intended to appropriately manage, conserve and protect Brantford's cultural heritage resources, consisting of built heritage resources, cultural heritage landscapes and archaeological resources, which reflect and contribute to the history, identity and character of the City.
- b. The inventory, evaluation and conservation of cultural heritage resources of all types, and related consultation efforts, shall conform with the requirements of the *Ontario Heritage Act*, the *Planning Act* and other enabling legislation where applicable, and shall be consistent with the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada, the guidelines provided by the Province of Ontario, such as the Ontario Heritage Toolkit, and any relevant studies, guidelines or plans adopted by the City.
- c. The City will engage with Indigenous communities who have an interest in the City of Brantford, and consider their interests when identifying, protecting and managing cultural heritage and archeological resources of interest to Indigenous communities.
- d. The City recognizes the Grand River as a Canadian Heritage River and will co-operate with the Grand River Conservation Authority in efforts to conserve, manage and enhance, where practical, the river's natural, cultural, recreational, scenic and ecological features.
- e. The City recognizes that there may be cultural heritage resources that are not yet identified, inventoried, or recognized in official sources, or that have not had their significance determined. Such potential cultural heritage resources are still worthy of conservation.
- f. Methods for the conservation of cultural heritage resources include, but are not limited to:
 - i. Designation of individual properties under Part IV or Heritage Conservation Districts under Part V of the *Ontario Heritage Act*;
 - ii. Listing property on the City's Heritage Register;
 - iii. Heritage Conservation Easements or Covenants;

- iv. Official Plan policies and Zoning By-law regulations;
- v. Conditions within plans of subdivision and condominium and the site plan approval process;
- vi. The offering of incentives to encourage and/or assist with the conservation, restoration and reuse of heritage resources, in accordance with the *Ontario Heritage Act*, the *Municipal Act*, or a Community Improvement Plan under the *Planning Act*;
- vii. Signage and property standards guidelines and regulations;
- viii. Design guidelines and master plans;
- ix. Public education materials and activities; and,
- x. Partnerships and agreements between the City and third parties, including senior levels of government, Indigenous communities, and the private and not-for-profit sectors.

New Development and Cultural Heritage Resources

- g. All new development permitted by the land use policies and designations of this Plan shall:
 - i. Have regard for, and conserve cultural heritage resources;
 - ii. Be planned in a manner that conserves and enhances the context in which cultural heritage resources are situated; and,
 - iii. Wherever possible, incorporate cultural heritage resources into any new development plans in a manner that conserves their integrity.
- h. The City will require the submission of a Heritage Impact Assessment as part of a complete development application where such application includes, is adjacent to, or may have a negative impact on all or part of:
 - i. a cultural heritage resource;
 - ii. a potential cultural heritage resource which has been evaluated, or is being evaluated, for cultural heritage value or interest but is not yet formally recognized; or

- iii. a potential cultural heritage resource identified through the development approval process or site alteration.
- i. Heritage Impact Assessments shall be conducted by a qualified professional with demonstrated experience in cultural heritage resource evaluation and conservation, and shall include the following:
 - i. A detailed site history and documentation of all cultural heritage resources impacted by the proposal;
 - ii. For each cultural heritage resource, an evaluation of its cultural heritage value or interest;
 - iii. An assessment of the effects of the proposed development or site alteration on the cultural heritage resource; and
 - iv. Recommended conservation and mitigation measures.
- j. Where recommended by a Heritage Impact Assessment, a Heritage Conservation Plan will be carried out to ensure the conservation of the identified or designated cultural heritage resource. It is the intent of the City to conserve, enhance and support the reuse of cultural heritage resources in their original location wherever possible.
- k. The City may prepare guidelines regarding the preparation of Heritage Impact Assessments and Conservation Plans. Heritage Impact Assessments and Conservation Plans shall be prepared in accordance with such guidelines as well as policies 3.4.i. and 3.4.j of this Plan.
- l. Where an application for site alteration or development is of a minor nature, the City may waive the requirement for a Heritage Impact Assessment or scope the study requirements.
- m. With respect to the designation of Heritage Conservation Districts under Part V of the *Ontario Heritage Act*:
 - i. Prior to designating a Heritage Conservation District, the City shall complete a Heritage Conservation District Study that meets the requirements of the *Ontario Heritage Act* and is prepared by a qualified professional with demonstrated experience in cultural heritage resource evaluation and conservation.

- ii. Prior to designating a Heritage Conservation District, the City may identify by By-law a Heritage Conservation District Study Area for up to one year, and require the submission of a Heritage Impact Assessment as part of a complete development application within the Study Area during that time.

Conservation of Archaeological Resources

- n. Archaeological resources may occur in archaeological sites on or below the modern land surface. Archaeological resources may also occur in marine archaeological sites that are fully or partially submerged below the surface of a water body, including shorelines and waterfronts. These sites may contain scatters of artifacts, the remains of structures, cultural deposits or subsurface strata of human origin. To protect archaeological resources:
 - i. In any area containing or adjacent to a known or registered archaeological site, or entirely or partially within an area of archaeological potential, the City will require the submission of an Archaeological Assessment as part of a complete development application, prior to site alteration, or when conducting public works projects;
 - ii. Archaeological Assessments must be prepared in accordance with Provincial requirements by a licensed archaeologist, or licensed marine archaeologist as the case may be, to the satisfaction of the City and the Province;
 - iii. Site alteration, mitigation and development shall be permitted only in accordance with the recommendations of an Archaeological Assessment where applicable;
 - iv. All Archaeological Assessments shall be provided to the Province in accordance with Provincial requirements and provided to the City, along with any subsequent correspondence or documentation regarding provincial review and acceptance;
 - v. In accordance with the Grand River Notification Agreement, the City shall notify the Six Nations of the Grand River and the Mississaugas of the Credit First Nation when the City has received an Archaeological Assessment or archaeological report;
 - vi. The City shall maintain an Archaeological Master Plan to identify areas of archaeological potential within the City and shall consider updates to the

Archaeological Master Plan as necessary to ensure its' accuracy. The City shall notify Indigenous communities of the commencement of an update to the Archaeological Master Plan, and they shall be invited to participate in the revision process;

- vii. Where burial sites are encountered during any development, site alteration, or any other excavation or action, the provisions of the *Funeral, Burial and Cremation Services Act*, 2002 and its regulations will apply; and,
- viii. Where development is proposed in proximity to any burial sites or significant archaeological resources relating to the activities of their ancestors that are identified through an Archaeological Assessment, the licensed archaeologist, or licensed marine archaeologist, shall engage with the applicable Indigenous community regarding the management of these resources and appropriate mitigation options.

3.5 Promoting Sustainable Development and Adapting to Climate Change

Range of Practices

- a. The City will explore a broad range of practices often associated with sustainable development including:
 - i. Developing communities and buildings that are energy and water efficient;
 - ii. Promoting the use of environmentally friendly building materials and green infrastructure;
 - iii. Supporting the installation and use of renewable energy across the City;
 - iv. Creating complete, healthy, walkable, transit-supportive, cycling and pedestrian-friendly communities; and,
 - v. Supporting the implementation of the City's Climate Change Action Plan which sets targets for reducing greenhouse gas emissions and identifies actions for meeting those targets.
- b. The City will use its array of master plans and the Urban Design Manual to help guide development and redevelopment to be more sustainable and resilient to climate change. The City may consider the use of tools such as the Community Benefits By-law, Community Improvement Plans and associated incentive

programs to assist with the implementation of sustainable development design standards.

Source Water Protection

- c. The City of Brantford is dependent on the Grand River for its sole source of drinking water. As such, the City shall implement necessary restrictions on development and site alteration to protect the drinking water supply from contamination and land uses that could hinder the quality and quantity of clean drinking water, including:
 - i. Protect all municipal drinking water supplies and designated vulnerable areas;
 - ii. Promote measures for water conservation and that sustain water quality;
 - iii. Ensure storm water management practices minimize storm water volumes and contaminant loads and consider the implementation of low impact design standards;
 - iv. Maintain or increase the extent of vegetative and pervious surfaces where feasible;
 - v. Restrict development and site alteration in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic and hydrogeologic functions will be protected, improved or restored;
 - vi. Require mitigation measures and/or alternative development approaches to protect, improve or restore surface and ground water features and their hydrologic and hydrogeologic functions; and
 - vii. Ensure compliance with the Grand River Source Protection Plan.
- d. The City of Brantford's Source Water Protection Plan is detailed in Chapter 15 of the Grand River Source Protection Plan. Source protection plans identify drinking water sources and delineate the areas vulnerable to contamination or overuse near those sources. They also identify potential threats to both water quality and water quantity and set out policies for reducing, eliminating or preventing present and future threats to sources of drinking water. The watershed upstream of Brantford's water treatment plant has extensive urban, agricultural and industrial activities that could adversely impact the quality of water in the Grand

River. It costs less and is safer to prevent contaminants from entering the water source, rather than removing them after. Source water protection plays a critical role in the City's multi-barrier approach to providing safe drinking water to the residents and businesses of Brantford, as well as downstream users.

- e. Vulnerable areas in which drinking water threats prescribed under the *Clean Water Act* would be significant are identified in Appendix A to this Plan in accordance with the Source Water Protection Plan. Within Intake Protection Zones 1, 2 and 3 (IPZ-1, IPZ-2 and IPZ-3), any use or activity that is, or would be, a significant drinking water threat is required to conform with all applicable Source Protection Plan policies and, as such, may be prohibited, restricted or otherwise regulated by the Source Protection Plan policies. The policies are tailored to each Zone depending on its vulnerability and can also differ depending on whether a use or activity is categorized as an existing or new/future use. Drinking water threats prescribed by Ontario Regulation 287/07 of the *Clean Water Act* are listed below:
 - i. Waste disposal sites;
 - ii. Sewage systems, including septic systems;
 - iii. Storage, management and application of agricultural source material (e.g. manure);
 - iv. Handling, storage and application of non-agricultural source material (e.g. biosolids, food waste);
 - v. Handling, storage and application of commercial fertilizers, pesticides, and/or road salt;
 - vi. Storage of snow;
 - vii. Handling and storage of fuel (e.g. gasoline, home heating oil), dense non-aqueous phase liquids (DNAPL, e.g. paint strippers, metal and plastic cleaning solvents, dry cleaning solvents), and/or organic solvents (e.g. dry cleaning solvents, paint thinners, glue solvents);
 - viii. Chemicals used in the de-icing of aircraft;
 - ix. Livestock grazing, pasturing, outdoor confinement areas and farm-animal yards;

- x. Establishment and operation of a liquid hydrocarbon pipeline;
 - xi. An activity that takes water from an aquifer or surface water body without returning the water taken to the same aquifer or surface water body; and,
 - xii. An activity that reduces the recharge of an aquifer.
- f. Notwithstanding the land uses permitted by the underlying land use designation shown on **Schedule 3: Land Use Plan**,
- i. Permitted land uses that involve a significant drinking water threat within a vulnerable area may be either prohibited or regulated by the applicable Source Protection Plan policies;
 - ii. The submission of a Restricted Land Use Declaration Form is required as part of a complete application under the *Planning Act* for development, redevelopment or site alteration within an IPZ-1, IPZ-2 or IPZ-3 Zone. The form shall disclose whether any of the prescribed drinking water threats are expected to occur on the property, as well as the volume, handling, storage and disposal of any other chemicals, fuels and wastes. The report shall also disclose the proposed management programs associated with the use of chemicals on the site, including risk management/reduction measures, emergency response plans, spill response/prevention plans, employee awareness training, best management practices and monitoring programs;
 - iii. Upon review of the Restricted Land Use Declaration Form, the City's Risk Management Official will issue a Section 59 Notice in accordance with the *Clean Water Act* to determine whether the proposed land use or activity can proceed, is prohibited or can be regulated through a Risk Management Plan in accordance with the applicable Source Protection Plan.
- g. The City will develop and implement education and outreach programs directed at any or all significant prescribed drinking water threats, where such programs are deemed necessary and/or appropriate by the City of Brantford, and/or are required by the policies in Brantford's Source Protection Plan. Such programs shall include, but not be limited to, increasing awareness and understanding of the prescribed drinking water threats and promotion of best management practices.

Energy Conservation

- h. The City will encourage and support alternative energy systems, renewable energy systems, and district energy systems in accordance with the applicable policies of this Plan to accommodate current and projected needs of the community.
- i. The City will encourage energy efficient building design that meets Leadership in Energy & Environmental Design (LEED) standards, or equivalent, and will encourage new residential neighbourhoods to be designed consistent with LEED Neighbourhood Design Criteria, or equivalent.
- j. The City will promote reducing energy consumption in all City owned, maintained and operated facilities and equipment. The City will ensure that all new City facilities are designed to meet a high standard of environmentally conscious design for energy and water conservation.

Air Quality and Carbon Mitigation

- k. To reduce the frequency and length of vehicle trips that contribute to poor air quality and greenhouse gas emissions, the City shall promote development in a compact urban form that encourages walking, cycling, and the use of public transit.
- l. To support reducing emissions in transportation sector, the City shall encourage the installation of a publicly accessible electric vehicle charging network across the City.
- m. The City may prepare reports to monitor the City's progress towards reducing emissions of air pollutants and greenhouse gases, and to increase awareness of initiatives to improve air quality and adapt to a changing climate, in association with the City's Climate Change Action Plan.

Forest Resources

- n. The City shall achieve a minimum of 40 percent tree canopy cover by 2051. To support and increase the existing tree canopy, the City will preserve, protect, manage, replace and acquire, where appropriate, tree stands, hedgerows, woodlands and forested areas within the municipal boundary. In addition, the City will utilize the Tree Protection By-law to protect trees on privately owned land from injury or destruction.

- o. The City may require a Tree Preservation Plan prepared by a qualified professional be submitted in support of any development proposal on land which contains trees. The Tree Preservation Plan shall inventory and assess the present conditions of the trees on the site and shall make recommendations on tree preservation with the objective of maximizing the number of trees that will be conserved on site.
- p. The City will encourage the replacement of trees lost to development with new trees planted elsewhere, generally on-site. Where a development application will result in a net loss of trees, the proponent shall compensate the City for this loss of tree cover. In determining appropriate compensation, consideration should be given to the significance and value of the ecological function that the existing tree inventory provides, including carbon sequestration.

Urban Agriculture

- q. The City will support and promote:
 - i. The existing City-managed Farmer's Market and encourage other accessible locations for farmer's markets or fresh food stands in urban and rural/agricultural areas; and,
 - ii. Urban agricultural activities on public lands, including community gardens, food cooperatives and local food sourcing programs, where appropriate, and in accordance with the applicable policies of this Plan.
- r. The City does not support the keeping of livestock on any lands within the Delineated Built-up Area or portions of the Designated Greenfield Area that have been developed with urban uses.

4.0 GROWTH MANAGEMENT

4.1 Population and Employment Forecasts

- a. This Official Plan accounts for 165,000 residents and 80,000 jobs by the year 2051, in accordance with the population and employment forecasts for the City of Brantford as set out in Schedule 3 of the Growth Plan for the Greater Golden Horseshoe.

4.2 Planning for Growth in an Urban Structure

- a. **Schedule 1: Growth Management** identifies, conceptually, the urban structure of the City of Brantford as it evolves into the 21st Century. It identifies a number of key geographic components of the City that help articulate where and how growth will occur, and that will consequently influence Brantford's success in achieving its stated Vision for the future. **Schedule 1** identifies the following components:
 - i. **The Municipal Boundary** – The Municipal Boundary of the City establishes the jurisdictional extent of the City of Brantford;
 - ii. **The Core Natural Areas** – The Core Natural Areas provide an important structural element throughout the entire City, and generally identify areas where development will be prohibited in order to protect significant natural heritage features and their associated ecological functions;
 - iii. **The Settlement Area Boundary** – The Settlement Area Boundary contains what is considered to be the 'urban area' of the City, and establishes the geographic limits for growth and development of urban land uses;
 - iv. **The Delineated Built-Up Area** – The Delineated Built-Up Area includes lands within the Settlement Area Boundary where the intensification target to the year 2051 is to be measured. It was defined by the Province in 2006, and includes primarily lands already developed with urban land uses, and some lands that are currently vacant;
 - v. **The Designated Greenfield Area** – The Designated Greenfield Area includes lands within the Settlement Area Boundary that are outside of the Delineated Built-Up Area. The Designated Greenfield Area contains all of the lands expected to contribute to the density targets identified in this Plan to the year 2051. It includes primarily vacant lands and some lands that have been developed with urban land uses since 2006;

- vi. **The Neighbourhoods** - The Neighbourhoods comprise the areas where people live and work and include primarily residential development with associated parks and open spaces. Neighbourhoods also include limited commercial and institutional uses;
 - vii. **The Strategic Growth Areas** - The Strategic Growth Areas comprise the Downtown Urban Growth Centre and a number of key transportation corridors and commercial centres where people live and work and are expected to include a broad mix of higher density residential uses, a full range of commercial uses, as well as institutional uses. Urban scaled parks and open spaces will also be accommodated within the Strategic Growth Areas;
 - viii. **The Employment Areas** - The Employment Areas provide jobs in clusters of business and other economic activities such as manufacturing, warehousing, offices and associated retail and ancillary facilities; and,
 - ix. **The Rural/Agricultural Area** – The Rural/Agricultural Area comprises the lands outside of the Settlement Area Boundary that will be used for agricultural and other rural land uses, until such time as they may be required for future urban development.
- b. **Schedule 1** identifies a number of other important elements of Brantford’s urban structure, including:
- i. **Provincially Significant Employment Zones** - Notwithstanding any other policy of this Plan, Employment Areas within a Provincially Significant Employment Zone cannot be converted to a designation that permits non-employment uses prior to a Municipal Comprehensive Review;
 - ii. **Lands Subject to Local Planning Appeal Tribunal Decisions** - All of the relevant policies of this Plan shall apply to the future development of these lands, except where the LPAT decision provides more detailed and specific provisions. The more detailed and specific provisions of a LPAT decision shall take precedence over the policies of this Plan; and,
 - iii. **Lands that are part of the Six Nations of the Grand River Territory** - None of the provisions of this Plan shall apply to those lands.

4.3 Accommodating Projected Growth to 2051

- a. Growth in Brantford to 2051 will occur through a combination of intensification within the Delineated Built-Up Area, and development within the Designated Greenfield Area. These two areas have different policy frameworks to guide their planning and development.

Intensification within the Delineated Built-Up Area

- b. This Plan requires that a minimum of 45% of all new residential development within the City shall occur within the Delineated Built-Up Area on an annual basis until 2031. After 2031, a minimum of 50% of all new residential development within the City shall occur within the Delineated Built-Up Area on an annual basis.
- c. To facilitate intensification, this Plan includes defined Strategic Growth Areas intended to provide an effective framework for the provision of higher density, mixed-use development that will support an efficient and integrated transit system. These Strategic Growth Areas serve and connect areas of the City that provide different community functions, and will therefore be different in terms of character, scale, mix of uses, and potential to accommodate future growth. Intensification initiatives will be subject to the following policies:
 - i. Intensification opportunities will be primarily accommodated within the Strategic Growth Areas, including the Downtown Urban Growth Centre, Major Commercial Centres and Intensification Corridors;
 - ii. The Downtown Urban Growth Centre shall be planned to achieve an overall minimum density of 150 residents and jobs combined per hectare by 2031;
 - iii. Intensification opportunities within the Neighbourhoods that are also within the Delineated Built-up Area may be limited, while those areas continue to evolve. Their contribution to the intensification target will be primarily compatible infill development on vacant lots and underutilized lands, the adaptive reuse or expansion of existing buildings, and the establishment of additional residential units in existing homes and accessory buildings; and,
 - iv. Intensification of the Employment Areas within the Delineated Built-Up Area will be encouraged, where appropriate.

Density within the Designated Greenfield Area

- d. The Designated Greenfield Area is expected to accommodate significant growth over the time horizon of this Plan, subject to the following policies:
- i. The Designated Greenfield Area shall be planned to achieve an overall minimum density of 52 residents and jobs combined per hectare by 2051. This density target shall be measured over the entire Designated Greenfield Area, excluding Employment Areas, Core Natural Areas, cemeteries and rights-of-way for Highway 403, railways, electricity transmission lines and energy transmission pipelines.
 - ii. This Plan recognizes that some areas within Brantford's Designated Greenfield Area were already developed at lower densities than the target of 52 residents and jobs combined per hectare, prior to the approval of this Plan. These areas exist within parts of Brantford's Designated Greenfield Area as it was identified prior to the January 2017 municipal boundary adjustment, as well as in the developed parts of Tutela Heights. As such, and in order to achieve the overall minimum density target for the entire Designated Greenfield Area by 2051, higher density targets are required within specific areas as follows:
 - The Designated Greenfield Area shall be planned to achieve an overall minimum density of 55 residents and jobs combined per hectare where identified on **Schedule 2: Designated Greenfield Area Density and Block Plan Boundaries**. This target is applicable to the City's Designated Greenfield Area as it existed prior to the January 2017 municipal boundary adjustment, and in Tutela Heights.
 - The Designated Greenfield Area shall be planned to achieve an overall minimum density of 60 residents and jobs combined per hectare where identified on **Schedule 2: Designated Greenfield Area Density and Block Plan Boundaries**. This target is applicable to the Designated Greenfield Area added to the City of Brantford through the January 2017 municipal boundary adjustment, excluding Tutela Heights.
 - iii. Employment Areas within the Designated Greenfield Area, as shown on **Schedule 2**, shall be planned to achieve an overall minimum density of 25 jobs per hectare by 2051.

Settlement Area Boundary Adjustments/Expansions

- e. Settlement Area Boundary Expansions may only occur through a Municipal Comprehensive Review, where it is appropriately justified in accordance with applicable Provincial policy.
- f. Notwithstanding e. above, the City may make adjustments to the Settlement Area Boundary outside of a Municipal Comprehensive Review, provided:
 - i. There would be no net increase in land within the Settlement Area;
 - ii. The adjustment would support the City's ability to meet the intensification and density targets established by this Plan;
 - iii. The existing Settlement Area to which lands would be added is serviced by municipal water, wastewater and storm water management systems and there is sufficient reserve infrastructure capacity to service the lands; and,
 - iv. The location of any lands added to the Settlement Area will satisfy the requirements of applicable Provincial policy.
- g. Notwithstanding e. above, Settlement Area Boundary Expansions may occur in advance of a Municipal Comprehensive Review, provided:
 - i. The additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next Municipal Comprehensive Review;
 - ii. The amount of land to be added to the Settlement Area at any one time will be no larger than 40 hectares;
 - iii. The lands that are added will be planned to achieve at least the minimum density target of 52 residents and jobs combined per hectare as established in this Plan or, 25 jobs per hectare as established in this Plan where the lands are added as an Employment Area;
 - iv. The existing Settlement Area to which lands would be added is serviced by municipal water, wastewater and storm water management systems and there is sufficient reserve infrastructure capacity to service the lands; and,

- v. The location of any lands added to a Settlement Area will satisfy the requirements of applicable Provincial policy.

Employment Area Conversion

- h. The conversion of lands within Employment Areas to non-employment uses may be permitted only through a Municipal Comprehensive Review, where it is demonstrated that:
 - i. There is a need for the conversion;
 - ii. The lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
 - iii. The City will maintain sufficient employment lands to accommodate forecasted employment growth to the 2051 time horizon of this Plan;
 - iv. The proposed uses would not adversely affect the overall viability of the Employment Area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and,
 - v. There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

5.0 LAND USE DESIGNATIONS

5.1 General Provisions for All Land Use Designations

Articulating the Urban Structure

- a. **Schedule 1: Growth Management** identifies the high level urban structure of the City for the purposes of managing growth. **Schedule 3: Land Use Plan** further articulates that urban structure through the identification of more detailed land use designations and associated policy frameworks. The detailed land use designations throughout the City are organized in the following categories:
- i. Neighbourhoods:
 - Residential Designation;
 - Major Institutional Designation;
 - Parks and Open Space Designation;
 - ii. Strategic Growth Areas:
 - Downtown Urban Growth Centre Designation;
 - Major Commercial Centre Designation;
 - Intensification Corridor Designation;
 - iii. Employment Areas:
 - Prestige Employment Designation;
 - General Employment Designation;
 - iv. Rural/Agricultural Area:
 - Agricultural Designation;
 - v. Natural Heritage System:
 - Core Natural Areas Designation; and,
 - Adjacent Lands Overlay.

Compatible Built Form and Development

- b. It is the intent of this Plan that built form be a key determining factor for the types of development permitted in each land use designation. Further, a fundamental element of this Plan is the concept of compatible development which, for the purposes of this Plan, means:

Compatible development is development that respects or enhances the character of the community, without causing any undue, adverse impacts on adjacent

properties. Compatible development is not necessarily the same as, or even similar to existing development in the vicinity.

Development Proposal Review

- c. Compatible development shall be considered in the evaluation of all development proposals throughout the City. The following shall be considered when evaluating the compatibility of development proposals:
 - i. The use, height, massing, orientation and landscape characteristics of nearby properties is properly considered and appropriate transitions between the built forms and uses shall be ensured;
 - ii. On-site amenity space is provided and is reflective of, or enhances, the existing patterns of private and public amenity space in the vicinity; and,
 - iii. Streetscape patterns, including block lengths, setbacks and building separations are generally maintained.
- d. In addition to compatibility, the City will have regard for the following when evaluating any development proposal:
 - i. That the Natural Heritage System is recognized and incorporated into the design of the development in a manner that protects and enhances its ecological integrity;
 - ii. That cultural heritage resources and cultural heritage landscapes are recognized and incorporated into the design of the development in a manner that conserves the integrity of the resource/landscape;
 - iii. That buildings and streetscapes are designed to create a sense of identity through architectural features, massing, site layout, orientation and landscaping;
 - iv. That reverse frontage lots (back-lotting) abutting public streets and adjacent to public parks shall be discouraged. Alternatives to back-lotting that promote improved streetscapes and public safety will be encouraged, subject to the approval of the City;
 - v. That landscaping is provided to define and enhance the appearance of roads and associated pedestrian spaces, to buffer adjacent sensitive land

uses, and to minimize the visual impact of parking, loading and storage areas;

- vi. That landscape features are employed to establish an identifiable and well-conceived streetscape quality and street edge condition; and,
 - vii. That utility networks, municipal servicing infrastructure and transportation systems have capacity to serve the proposed development and there are no adverse impacts on the City's water, sewer, storm water management and transportation systems.
- e. All development applications shall be:
- i. Consistent with the City's Urban Design Manual;
 - ii. Subject to Site Plan Approval, unless otherwise exempted from Site Plan Approval by this Plan or the Site Plan By-law;
 - iii. Subject to the provisions of the implementing Zoning By-law; and,
 - iv. Subject to an approved Block Plan where applicable, prepared in accordance with the policies of this Plan and the Comprehensive Block Plan Terms of Reference (Appendix B to this Plan).

Role of the Block Plan Process

- f. If a development application is located within a Block Plan Area identified on **Schedule 2: DGA Density and Block Plan Boundaries**, it shall be subject to the applicable Block Plan. The City shall require, prior to the submission of any development application, that a Block Plan be prepared for the whole of the applicable Block Plan Area. The purpose of the Block Plan is to promote comprehensive planning, and to:
- i. Identify the detailed land use and density distribution, and to ensure that required density targets will be achieved;
 - ii. Confirm the boundaries of the Natural Heritage System through an Environmental Impact Study;
 - iii. Identify the parkland system, community facilities and the active transportation network;

- iv. Identify the detailed road pattern, including Local Roads;
 - v. Articulate the details for the provision of water, sewer and storm water management systems in a Block Servicing Strategy;
 - vi. Identify network and system connections to properties adjacent to the Block Plan Area; and,
 - vii. Form the basis for a Developer's Group Agreement, where the Block Plan Area includes multiple landowners.
- g. The preparation of Block Plans shall have regard for the policies of this Plan, the Urban Design Manual and the Comprehensive Block Plan Terms of Reference (Appendix B to this Plan). The preparation of each individual Block Plan will be guided by an area specific Block Plan terms of reference to be developed at the beginning of the Block Plan process.
- h. Required Block Plans shall be submitted to the satisfaction of the General Manager of Community Development ensuring consistency with the policy direction set out in the Official Plan. The Block Plan shall be supported by all of the necessary supporting technical studies to be identified in the area specific Block Plan terms of reference. Required Block Plans shall form the basis for the subsequent approval of Draft Plans of Subdivision and implementing Zoning By-laws.
- i. The Block Plan process may form the basis for adjustments to the boundaries of the Natural Heritage System, the Residential Designation sub-categories identified in Policy 5.2.1.x, and the bikeways and trail network and road network, as identified on the Schedules to this Plan, without the requirement for an Official Plan Amendment, subject to the necessary supporting technical studies, to the satisfaction of the City.
- j. The Block Plan requirement for development applications such as site plans or minor variance applications that do not involve lot creation or adjustment may be waived by the General Manager of Community Development, subject to the availability of municipal servicing and determination that the application is not in conflict with the objectives set out in policy 5.1.f).

Uses Permitted in All Land Use Designations

- k. Within all of the land use designations, with the exception of the Core Natural Areas Designation and the Adjacent Lands Overlay, the following uses are permitted:
 - i. Parks, open spaces and open space linkages;
 - ii. Public service facilities;
 - iii. Electricity generation facilities and transmission and distribution systems; and,
 - iv. Other infrastructure.

These uses may be permitted within the Core Natural Areas Designation and the Adjacent Lands Overlay, subject to the applicable policies of this Plan.

5.2 Policies for Neighbourhoods

- a. Neighbourhoods include the areas of the City that are focused on residential land uses, but also include community facilities, parks, institutional uses and small-scale retail and service commercial uses that support local residents. The Neighbourhoods in Brantford are diverse, ranging from stable historic districts to recently constructed subdivisions.
- b. The Neighbourhoods include the following land use designations:
 - i. Residential Designation;
 - ii. Major Institutional Designation; and,
 - iii. Parks and Open Space Designation.

5.2.1 Residential Designation

Intent

- a. Lands within the Residential Designation may include a full range of residential dwelling types, as well as supporting land uses intended to serve local residents. It is recognized that areas within the Residential designation will continue to

evolve, with compatible development playing a modest role in achieving the City's overall target for residential intensification in the Built-up Area.

Permitted Uses

- b. The following uses may be permitted on lands within the Residential Designation, as shown on **Schedule 3**, subject to the policies of this Section:
 - i. Residential units in Low-Rise, Mid-Rise and High-Rise Residential Buildings;
 - ii. Additional residential units;
 - iii. Retirement homes and Communal housing, which may include special needs housing and nursing homes;
 - iv. Live-work units, incorporating small-scale retail, service commercial or office uses;
 - v. Home occupations;
 - vi. Bed and breakfast establishments;
 - vii. Day care facilities;
 - viii. Small-scale places of worship; and,
 - ix. Neighbourhood supporting uses.

Policies for Low-Rise Residential Buildings

- c. The maximum building height for Low-Rise Residential Buildings shall be 3 storeys. Built forms that are considered to be Low-Rise Residential Buildings include:
 - i. Single detached, semi-detached, duplex and triplex dwellings; and,
 - ii. Townhouse dwellings.
- d. In addition to the above noted built forms, the implementing Zoning By-law may permit other residential building forms that support the intent of the Low-Rise Residential Buildings category, such as laneway housing and additional dwelling units.

- e. Additional residential units are permitted in all single-detached, semi-detached, street townhouse and block townhouse dwellings and associated ancillary structures, subject to the provision of adequate on-site parking, and compliance with applicable Zoning By-law, Building Code and Fire Code requirements.
- f. Low-Rise Residential Buildings shall generally be located on Local Roads, or Minor Collector Roads. Low-Rise Residential Buildings shall provide individual, direct access to the abutting road. However, where permitted by the implementing Zoning By-law, new Low-Rise Residential Buildings that are located adjacent to Highways, Major/Minor Arterial Roads or Major Collector Roads will be required, wherever possible, to develop in a manner that will minimize direct access to such highways or roads.

Policies for Mid-Rise Residential Buildings

- g. Mid-Rise Residential Buildings shall be between 3 and 6 storeys in height. Built forms that are considered to be Mid-Rise Residential Buildings include:
 - i. Townhouse dwellings;
 - ii. Apartment buildings; and
 - iii. Mixed-use and live-work buildings.
- h. Additional residential units are permitted in all Townhouse dwellings, and associated ancillary structures, where the primary dwelling has direct frontage and access to the abutting road, subject to the provision of adequate on-site parking, and compliance with applicable Zoning By-law, Building Code and Fire Code requirements.
- i. In addition to residential units, other uses permitted in the Residential Designation may be permitted at-grade within live-work or mixed-use Mid-Rise Residential Buildings, in accordance with the corresponding policies for those other uses, and subject to the implementing Zoning By-law.
- j. When a site specific Zoning By-law is under consideration to permit new Mid-Rise Residential Buildings, the proposed development must meet the following criteria, to the satisfaction of the City:
 - i. Be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, on-site parking and garbage pickup and recycling services;

- ii. The City shall encourage the use of underground and/or structured parking facilities for Mid-Rise apartment buildings;
- iii. Be located in proximity to parks, open space and other community facilities, services and amenities;
- iv. Have frontage on a Major/Minor Collector or Major/Minor Arterial Road; and,
- v. Have convenient access to an existing or planned public transit stop.

Policies for High-Rise Residential Buildings

- k. High-Rise Residential Buildings are greater than 6 storeys in height and include stand-alone apartment buildings and mixed-use buildings containing residential units in conjunction with other permitted uses.
- l. In addition to residential units, other uses permitted in the Residential Designation may be permitted within mixed-use High-Rise Residential Buildings, in accordance with the corresponding policies for those other uses, and subject to the implementing Zoning By-law. Generally, non-residential uses that are to be open and accessible to the public shall be located on the ground floor of a High-Rise Residential Building.
- m. When a site specific Zoning By-law is under consideration to permit new High-Rise Residential Buildings, the proposed development must meet the following criteria, to the satisfaction of the City:
 - i. Be on a site of suitable size for the proposed development, and provide adequate landscaping, amenity features, buffering, parking, and garbage pickup and recycling services;
 - ii. The City shall encourage the use of underground and/or structured parking facilities for all High-Rise Residential Buildings;
 - iii. Be located at highly accessible locations, generally within 250 metres of an existing or planned public transit stop and, where possible, within 500 metres of schools, commercial facilities and/or parks, open space and/or other community facilities, services and amenities; and,
 - iv. Have frontage on a Major/Minor Collector or Major/Minor Arterial Road.

Policies for Retirement Homes and Communal Housing in the Residential Designation

- n. Retirement homes and Communal housing, which may include special needs housing and nursing homes, may be located in the Residential Designation subject to specific regulations in the implementing Zoning By-law, and provided that the proposed development meets the criteria established for the associated Low-Rise, Mid-Rise, or High Rise Residential Building that contains the communal housing. A decrease in on-site parking standards may be considered for retirement homes and communal housing within the Residential Designation.

Policies for Live-Work Units

- o. Live-work units have the potential to integrate small-scale retail, service commercial or office uses at-grade with a residential unit. Live-work units are typically in a street townhouse or other Mid-Rise Residential building forms. Live-work units may be permitted within the Residential Designation, subject to a Site Specific Zoning By-law Amendment and compliance with all of the criteria for Mid-Rise Residential Buildings. In addition, live-work units shall provide:
 - i. Amenity areas and sufficient planting and/or fencing to provide a buffer to adjacent residential dwellings; and,
 - ii. Adequate parking and drop-off/pick-up facilities.

Policies for Home Occupations

- p. Home occupations are permitted within the Residential Designation provided the use is accessory and subordinate to the residential use of the building, and does not substantially alter the residential character of the property. The implementing Zoning By-law may contain specific regulations pertaining to the size, number of employees, parking, signage and other matters associated with a permitted home occupation use.

Policies for Bed and Breakfast Establishments

- q. Bed and breakfast establishments are permitted within single detached dwellings in the Residential Designation provided the use does not substantially alter the residential character of the property. The implementing Zoning By-law may contain specific regulations pertaining to parking, signage and other matters associated with a permitted bed and breakfast use.

Policies for Day Care Facilities

- r. Day care facilities may be permitted in the Residential Designation, subject to specific regulations in the implementing Zoning By-law and in accordance with the following policies:
 - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
 - ii. The use is intended to serve and support the surrounding residential area; and,
 - iii. The site is large enough to accommodate the building, on-site play areas, parking and pick-up/drop-off facilities and appropriate buffering, where required.

Policies for Small-Scale Places of Worship

- s. Existing places of worship are located throughout the City of Brantford and may be recognized as a permitted use within the Residential Designation. New places of worship with the capacity to accommodate a congregation of 250 people or less shall be permitted within the Residential Designation through an implementing Zoning By-law, subject to the following criteria:
 - i. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads; and,
 - ii. The site is large enough to accommodate the building, on-site parking areas and appropriate buffering, where required.

Policies for Neighbourhood Supporting Uses

- t. Within the Residential Designation, the following neighbourhood supporting uses may be permitted through an implementing Zoning By-law:
 - i. Artisan establishments, studios and craftsman shops;
 - ii. Business and financial institutions;
 - iii. Healthcare offices and clinics;
 - iv. Recreational and/or cultural facilities; and,

- v. Convenience retail, personal service establishments and restaurants.
- u. The City will encourage the integration of neighbourhood supporting uses with residential uses in mixed-use developments, or in mixed-use buildings, where appropriate and desirable. Neighbourhood supporting uses shall be encouraged to locate on the ground floor, with residential uses located above the ground floor. The City shall consider the following criteria when evaluating an application to permit neighbourhood supporting uses in the Residential Designation:
 - i. The use is considered small-scale, generally having a Gross Floor Area of less than 300 square metres per each use;
 - ii. The use will contribute to a walkable and complete community;
 - iii. Parking and servicing areas shall be located at the side or rear of buildings, and appropriately screened from adjacent residential development;
 - iv. Distinct parking areas shall be provided for the residential uses and neighbourhood supporting uses in mixed use buildings and developments, and the use of underground and/or structured parking facilities will be encouraged;
 - v. Neighbourhood supporting uses shall generally be:
 - Located at an intersection of Collector/Collector, Collector/Arterial or Arterial/Arterial Roads;
 - Provided with shared access to those roads where feasible, in accordance with the requirements of the City; and,
 - Clustered to create a neighbourhood focal point and to facilitate access by all forms of active transportation.
 - vi. Clustered neighbourhood supporting uses including development in a plaza format shall generally not exceed a combined Gross Floor Area of 300 square metres, subject to the provisions of an implementing Zoning By-law.

Policies for Schools

- v. Secondary Schools are not permitted within the Residential Designation. Elementary schools are permitted in the Residential Designation, subject to

specific regulations in the implementing Zoning By-law and in accordance with the following policies:

- i. Elementary school sites shall be provided in accordance with the standards of the appropriate Board of Education, where applicable;
 - ii. The development of elementary schools in conjunction with municipal parkland and other community facilities/services may be considered, as well as the joint development of school sites by more than one Board of Education where appropriate, so that a complementary integration of lands and facilities may be achieved;
 - iii. The coordinated use of recreational facilities located within elementary schools, or on school properties will be encouraged;
 - iv. Adequate parking and pick-up/drop-off facilities for automobiles and buses shall be provided on site; and,
 - v. Direct pedestrian and cycling access shall be provided to schools from all parts of the surrounding residential area.
- w. Any elementary school site that is determined to be surplus to the Board of Education's needs under the provisions of the *Education Act* may be developed in accordance with the Residential Designation without an amendment to this Plan. Private schools and education resource centres may also be permitted on surplus elementary school sites without an amendment to this Plan.

Additional Policies for Specific Growth Areas in the Residential Designation

- x. The land use designations within the Designated Greenfield Area are illustrated on **Schedule 4: Designated Greenfield Area Structure**. Further within the Residential Designation, there are four categories identified on **Schedule 4** where additional policies shall guide the development of specific growth areas: Neighbourhood Centres, Neighbourhood Corridors, Transitional Residential and Suburban Residential, as follows:
 - i. Within the Residential Designation, lands identified on **Schedule 4: Designated Greenfield Area Structure** as Neighbourhood Centre are intended to provide for the range and mix of land uses permitted in the Residential Designation, except for single-detached, semi-detached, duplex, street townhouse and block townhouse dwellings, which are specifically prohibited. In addition:

- Residential and mixed-use building heights shall be a minimum of 3 storeys. Non-residential building heights shall be a minimum of 8.0 metres;
 - Mixed use buildings with residential units above ground floor neighbourhood supporting uses will be encouraged; and,
 - In addition to the neighbourhood supporting uses listed in this Plan, a grocery store with a maximum Gross Floor Area of up to 10,000 square metres may be permitted within a Neighbourhood Centre;
- ii. Within the Residential Designation, lands identified on **Schedule 4: Designated Greenfield Area Structure** as Neighbourhood Corridor are intended to provide for the range and mix of land uses permitted in the Residential Designation, except for single-detached, semi-detached and duplex dwellings, which are specifically prohibited. Building heights shall range from 3 to 6 storeys in Neighbourhood Corridors. Building heights shall range from 2 to 4 storeys in Neighbourhood Corridors in Tutela Heights;
- iii. Within the Residential Designation, on lands identified on **Schedule 4: Designated Greenfield Area Structure** as Suburban Residential in Tutela Heights, the existing pattern of large lot residential uses shall be recognized, permitting single-detached dwellings and additional residential units. Notwithstanding other servicing policies of this Plan, this area can remain on partial services, with private septic systems. Other permitted uses, including the Bell Homestead museum, shall be subject to the implementing Zoning By-law; and,
- iv. Within the Residential Designation, lands identified on **Schedule 4: Designated Greenfield Area Structure** as Transitional Residential in Tutela Heights are intended to accommodate Low-Rise Residential Buildings, on lots with a minimum frontage of 15.5 metres, on full municipal services. Larger lots with single-detached dwellings are required where they abut the Suburban Residential areas identified on **Schedule 4**. Other permitted uses shall be subject to the implementing Zoning By-law.

5.2.2 Major Institutional Designation

Intent

- a. The Major Institutional Designation includes institutional uses that are of a City-wide or regional scale within the City. Major Institutional uses are intended to be integrated into the City fabric, and are a crucial part of a complete community.

Permitted Uses

- b. Permitted uses within the Major Institutional Designation, as identified on **Schedule 3: Land Use Plan**, may include:
 - i. All large scale public service facilities, including secondary schools, post-secondary educational facilities, hospitals, and police and EMS stations;
 - ii. Retirement homes and Communal housing, which may include special needs housing and nursing homes; and,
 - iii. Large-scale places of worship, which may include day care facilities.
- c. Complementary uses such as convenience retail, personal service establishments, financial institutions, and offices will be permitted to locate internal to a major institutional use provided the use is ancillary to the primary institutional use.

Policies for Secondary Schools and Post-Secondary Educational Facilities

- d. Secondary schools and post-secondary educational facilities may be permitted in the Major Institutional Designation, in accordance with the following criteria:
 - i. Secondary school sites shall be provided in accordance with the standards of the appropriate Board of Education, where applicable;
 - ii. The development of a secondary school or post-secondary educational facility in conjunction with municipal parkland and other community facilities/services may be considered, so that a complementary integration of lands and facilities may be achieved;
 - iii. The coordinated use of recreational facilities located within a secondary school or post-secondary educational facility, or on associated properties will be encouraged;

- iv. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks and community facilities. Post-secondary educational facilities should also be in proximity to retail and service commercial uses;
- v. The proposed site has frontage onto an Arterial Road or Major Collector Road;
- vi. Adequate amenity areas, parking and pick-up/drop-off facilities for automobiles and buses shall be provided on site; and,
- vii. Direct pedestrian and cycling access shall be provided to secondary schools and post-secondary educational facilities from all parts of the surrounding community through a comprehensive active transportation network.

Policies for Hospitals

- e. The existing Brantford General Hospital is identified as a permitted use within the Major Institutional Designation. New hospital facilities that are not incorporated onto the existing site shall be considered through the following criteria:
 - i. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, community facilities and retail and service commercial uses;
 - ii. The proposed site has frontage onto an Arterial or Major Collector Road;
 - iii. Adequate amenity areas and pick-up/drop-off facilities shall be provided on-site;
 - iv. Adequate parking facilities shall be provided on-site or in proximity to the main site and are encouraged to be located in structures where feasible; and,
 - v. Direct access shall be provided to hospital facilities from all parts of the surrounding community through a comprehensive active transportation network.

Policies for Police and EMS Stations

- f. Police and EMS station facilities that are not incorporated onto an existing site in the Major Institutional Designation may be considered as a public service facility,

permitted on sites within any land use designation, provided the proposed site is located with frontage onto an Arterial or Collector Road and can accommodate adequate buffering and parking facilities on-site.

Policies for Retirement Homes and Communal Housing in the Major Institutional Designation

- g. Retirement homes and Communal housing, including special needs housing and nursing homes, may be located in the Major Institutional Designation if the use includes specific health or life care services as the primary use, subject to specific regulations in the implementing Zoning By-law, and provided that:
 - i. Adequate buffering, parking, and amenity areas can be provided on-site;
 - ii. The proposed site is located with frontage onto an Arterial or Collector Road; and,
 - iii. The proposed site is within 250 metres of an existing or planned public transit route and is in proximity to parks, community facilities and retail and service commercial facilities.
- h. A decrease in on-site parking standards may be considered for Retirement homes and Communal housing within the Major Institutional Designation.

Policies for Large-Scale Places of Worship

- i. New large-scale places of worship may be located in the Major Institutional Designation subject to specific regulations in the implementing Zoning By-law, and provided that:
 - i. The place of worship has the capacity to accommodate a congregation of greater than 250 people;
 - ii. The site has frontage onto an Arterial or Collector Road;
 - iii. The use will not cause any traffic hazards or an unacceptable level of congestion on surrounding roads;
 - iv. The site is large enough to accommodate the building, on-site parking and appropriate amenity areas and buffering, where required; and,

- v. Direct access shall be provided to places of worship from all parts of the surrounding community through a comprehensive active transportation network.

5.2.3 Parks and Open Space Designation

Intent

- a. Parks and Open Spaces are a valuable resource to the community and contribute to the quality of life in Brantford. The intent of the Parks and Open Space Designation is to provide for a comprehensive and connected open space system of parks, multi-use pathways and trails that increase the opportunities for recreation and general enjoyment of a community.

Permitted Uses

- b. Permitted uses in the Parks and Open Space Designation, as identified on **Schedule 3: Land Use Plan** may include:
 - i. Public parks and open space, including Community Parks, Neighbourhood Parks, Urban Parks and Specialized Parks;
 - ii. Golf courses;
 - iii. Open Space Linkages; and,
 - iv. Cemeteries.
- c. Accessory buildings and structures, and limited commercial uses which serve the main permitted use, such as concession stands and restaurants, may be permitted subject to all other policies of this Plan, and the requirements of the implementing Zoning By-law.

Development Policies

- d. The lands identified as within the Parks and Open Space Designation shall be developed in accordance with the City's Parks and Recreation Master Plan, and any other applicable policies of this Plan.
- e. Parkland dedication will occur in accordance with the provisions of Section 42 of the *Planning Act*. The City shall prepare a Parkland Dedication Bylaw that requires that land be dedicated to the City in an amount not exceeding:

- i. 2 percent of land proposed for development or redevelopment for commercial or industrial purposes; and,
- ii. 5 per cent of land proposed for development or redevelopment in all other cases.

As an alternative, in the case of land proposed for development or redevelopment for residential purposes, the City's Parkland Dedication Bylaw may require that land be conveyed to the City at a rate of one hectare for each 300 dwelling units proposed, or at a lesser rate as may be specified in the Bylaw.

The land conveyed shall be used by the City for park or other public recreational purposes. The City may also accept cash-in-lieu of any required parkland dedication, or part thereof, in accordance with the provisions of the *Planning Act*.

- f. Where a Parks and Open Space Designation is applied to privately owned lands, it shall not imply that the lands are free and open to the general public. Further, it shall not imply any obligation for the City, or any other public agency, to purchase the lands.

Policies for Golf Courses

- g. Adequate parking and pick-up/drop-off facilities shall be provided on-site for golf courses and accessory uses.
- h. Where a municipally owned golf course use is no longer considered viable or desirable by the City, it may be redeveloped for any other permitted uses within the Parks and Open Space Designation without the need for an amendment to this Plan.

Policies for Open Space Linkages

- i. Open space linkages may be permitted in any land use designation and are not specifically identified on **Schedule 3: Land Use Plan**. Open Space linkages may include utility and hydro corridors, berms and dikes, or abandoned railway lines, all of which can contribute to a continuous linear open space system.
- j. The City may develop a system of multi-purpose pathways and trails within open space linkages for pedestrians, cyclists and mobility aids and assistive devices, and to provide access to parks and other community facilities as part of the active transportation network, in accordance with the following:

- i. Where practical, the City may acquire and develop natural linear features as open space linkages;
- ii. The City will encourage the use of utility and hydro corridors, rights-of-way and easements to establish open space linkages, where supported by the accommodating utility operator or landowner; and,
- iii. Wherever possible, open space linkages shall be conveyed to the City or other public agencies.

Policies for Cemeteries

- k. The establishment of new cemeteries, or the enlargement of existing cemeteries, shall have regard for:
 - i. Driveway access to the road system in a manner which does not create traffic hazards;
 - ii. Provision of adequate on-site parking facilities; and,
 - iii. Screening and landscaping to complement the plot plan and provide a buffer to adjacent land uses, where necessary.
- l. Buildings, structures and uses associated with the Cemetery use may be permitted, subject to the implementing Zoning By-law. The location and scale of any permitted building, structure or use will be identified and regulated within the implementing Zoning By-law.

5.3 Policies for Strategic Growth Areas

- a. The Strategic Growth Areas have the potential to accommodate significant growth, in an intensified built form, primarily within Mid-Rise and High-Rise buildings. These buildings will include residential uses and/or employment in community or regionally scaled retail and service commercial uses, offices and institutional facilities. The Strategic Growth Areas also play a crucial role in defining the planned urban structure of the City, in supporting a successful transit system, and in achieving the City's intensification and density targets.
- b. Strategic Growth Areas are intended to be flexible and responsive to land use pattern changes and demands. They permit a broad range of uses at different scales and intensities depending on the location within the City's urban structure. An appropriate mix and range of commercial, retail, office, institutional and

residential uses at different scales and intensities will be encouraged and supported within Strategic Growth Areas.

- c. To promote the ability to accommodate anticipated growth and development within the Strategic Growth Areas, the City shall ensure that:
 - i. There is a significant supply of lands designated in this Plan to provide multiple opportunities for a diversified economic base, including a range and choice of suitable sites for all types of institutional, retail and service commercial uses, and office space. These sites will support a wide range of economic activities that take into account the needs of existing and future residents and businesses;
 - ii. The use of land and available municipal servicing infrastructure shall be optimized, and accommodate all forms of movement to, from and within Strategic Growth Areas, including active transportation;
 - iii. The necessary municipal servicing infrastructure will be available to support current and projected growth and development; and,
 - iv. All development within the Strategic Growth Areas will incorporate high-quality design including built form, architectural details, landscaping and signage, in consideration of the definition of compatible development.
- d. Development in Strategic Growth Areas is encouraged to accommodate an array of uses. A mix of uses is encouraged on individual development sites and within individual buildings. Mid-Rise and High Rise buildings may contain single stand-alone uses, multiple tenants or mixed uses, unless specified otherwise within the policies of this Plan, or the implementing Zoning By-law.
- e. At-grade uses may change over time. As a result, the floor to ceiling height of ground floors for Mid-Rise and High-Rise buildings in Strategic Growth Areas should be generally sufficient to adapt to a range of permitted uses – a minimum of 4.25 metres.
- f. All development within any Strategic Growth Area shall include context appropriate on-site parking for vehicles and bicycles, as regulated by the implementing Zoning By-law. Where required, parking is encouraged to be located in parking structures, either above or below grade. Parking lots are subject to the following development requirements:

- i. Parking facilities at-grade and/or in structures shall be appropriately designed and landscaped to complement the urban streetscape; and,
 - ii. Parking structures shall incorporate active permitted uses at-grade facing onto any Arterial Road or Collector Road.
- g. All development within any Strategic Growth Area shall provide community benefits, including urban park spaces in accordance with the Parks and Recreation Master Plan and the City's Community Benefits Bylaw.
- h. The Strategic Growth Areas identified on **Schedule 1: Growth Management** are further refined into three, more specific land use designations identified on **Schedule 3: Land Use Plan**, including:
 - i. Downtown Urban Growth Centre Designation;
 - ii. Major Commercial Centre Designation; and,
 - iii. Intensification Corridor Designation.

5.3.1 Downtown Urban Growth Centre Designation

Intent

- a. The Downtown Urban Growth Centre is planned to achieve an overall minimum density of 150 residents and jobs combined per hectare by 2031. The Downtown Urban Growth Centre (UGC) shall be planned:
 - i. To be the cultural, entertainment and administrative heart of the City, a key shopping district, and a destination for residents, students, tourists and businesses;
 - ii. To promote economic revitalization within the context of historic preservation, recognizing the potential for adaptive re-use, redevelopment and intensification;
 - iii. To be a great neighbourhood that accommodates a broad range of housing types and tenures for residents of all ages, and contributes substantially to a complete, healthy and sustainable community;

- iv. To attract investment in institutional uses, including post-secondary educational facilities, regionally-focused public services, as well as a full range of commercial, recreational, cultural and entertainment uses;
- v. To serve as a focus for major office employment that will attract provincially, nationally and internationally significant employers;
- vi. To include a hierarchy of urban park spaces in accordance with the Parks and Recreation Master Plan and including linkages to the Grand River, Mohawk Lake and Canal, and the City's multi-use pathway and trail network;
- vii. To act as a hub for local, regional and interregional transit, and to accommodate and support major transit infrastructure; and,
- viii. To provide the community services, amenities and infrastructure that will attract population and employment growth.

Permitted Uses

- b. Permitted uses on lands designated as Downtown UGC, as identified on **Schedule 3: Land Use Plan**, may include:
 - i. Retail and service commercial uses, including but not limited to department stores, grocery stores, restaurants and retail warehouses;
 - ii. Hotels, including ancillary uses;
 - iii. Convention/conference facilities;
 - iv. Office uses;
 - v. Cultural, entertainment and recreational uses;
 - vi. Institutional uses, including secondary and elementary schools, post-secondary education facilities and places of worship;
 - vii. Day care facilities;
 - viii. Residential units in stand-alone and mixed-use Mid-Rise and High-Rise Residential Buildings;

- ix. Live-work units, incorporating small-scale service commercial, retail or office uses;
- x. Retirement homes and Communal housing, which may include special needs housing and nursing homes;
- xi. Commercial and/or accessory parking facilities at-grade and/or in structures.

Precinct Specific Policies

- c. The Downtown UGC Designation, which is identified on **Schedule 3: Land Use Plan**, is comprised of the following Precincts as shown on **Schedule 5: Downtown Urban Growth Centre**:
 - i. The Historic Mainstreets Precinct;
 - ii. The Lower Downtown Precinct; and,
 - iii. The Upper Downtown Precinct.
- d. The Precinct specific policies that follow are expected to be read in conjunction with, and in addition to the relevant policies of this Plan and the policies that apply to the Downtown UGC in general.

Policies for the Historic Mainstreets Precinct

- e. Notwithstanding the list of uses permitted throughout the Downtown UGC, auto-focused uses such as drive-through facilities, automobile service centres and repair shops, and automobile dealerships shall be prohibited in the Historic Mainstreets Precinct. In addition, commercial uses requiring extensive storage areas such as retail warehouses and building supply and lumber yards shall be prohibited in the Historic Mainstreets Precinct.
- f. The design of buildings in the Historic Mainstreets Precinct shall enhance the quality of the pedestrian environment by:
 - i. Requiring articulated façades using quality materials and encouraging high activity uses at-grade, such as retail stores and restaurants, that animate the streetscape with window displays or outdoor patios; and
 - ii. Reinforcing the continuity of commercial, institutional and community uses along certain streets, by prohibiting any residential units from locating at-

grade fronting Water Street, Wharfe Street, Colborne Street, Dalhousie Street, or Market Street. Residential units may be located at-grade along the rear or side façades of the buildings, or fronting King Street, Queen Street, George Street, Charlotte Street, or Clarence Street.

- g. Buildings in the Historic Mainstreets Precinct shall be a minimum building height of 3 storeys, or 10.0 metres, whichever is greater. The first 3 storeys of all buildings shall generally be required to reference the historic 3 storey building height in the Historic Mainstreets Precinct, either through architectural detailing, or with a building step-back beyond the 3rd storey, to the satisfaction of the City.
- h. Parking lots are subject to the following additional development requirements:
 - i. Surface parking lots shall not have direct frontage on Colborne Street, Dalhousie Street or Market Street; and,
 - ii. Access into parking facilities shall be from local roads and laneways, avoiding Colborne Street, Dalhousie Street, Market Street or other arterial or collector roads, wherever possible.
- i. The Historic Mainstreets Precinct includes the Victoria Park Square Heritage Conservation District, which is identified on **Schedule 5**. Development proposed within or adjacent to the Victoria Park Square Heritage Conservation District shall be subject to the specific design criteria and height limitations provided in the Victoria Park Square Heritage Conservation District Study, in addition to the other design policies of this Plan or the Urban Design Manual. Where there is a conflict between the specific design criteria articulated in the Victoria Park Square Heritage Conservation District Study and any of the design policies of this Plan or the Urban Design Manual, the specific design criteria articulated in the Victoria Park Square Heritage Conservation District Study shall prevail.

Policies for the Lower Downtown Precinct

- j. The Lower Downtown Precinct is planned to accommodate significant intensification through redevelopment opportunities upon vacant or underutilized lands and through the residential intensification of existing commercial developments. It is envisioned that the Lower Downtown Precinct will develop as a complete community, where new residents in Mid-Rise and High-Rise residential and mixed use buildings will have access to nearby jobs and services. They will provide an expanded market for commercial and cultural uses linked to the Grand River Waterfront, Shallow Creek Park and the Historic Mainstreets Precinct.

- k. Notwithstanding the list of uses permitted throughout the Downtown UGC, auto-focused uses such as drive-throughs and automotive service centres and repair shops are not permitted within the Lower Downtown Precinct. The casino is specifically permitted only within the Lower Downtown Precinct.
- l. Within the Lower Downtown Precinct, the minimum building height for stand-alone residential buildings and mixed-use buildings containing residential units shall be 3 storeys.
- m. An enhanced public realm, urban design and building orientation should take advantage of views to the Grand River from the Lower Downtown Precinct.
- n. The extension of an open space linkage along the former east-west T.H. & B. railway line between the Grand River waterfront and Shallow Creek Park and Mohawk Canal shall be encouraged in order to facilitate pedestrian and bicycle access throughout the area and connections to the Bikeways and Trails Network.
- o. The City will explore opportunities to improve pedestrian linkages and accessibility between the Historic Mainstreets Precinct and the Lower Downtown Precinct, particularly the Market Street South area.

Policies for the Upper Downtown Precinct

- p. In addition to the list of uses permitted throughout the Downtown UGC, residential units in Low-Rise Residential Buildings are permitted within the Upper Downtown Precinct. Along with the permission for Low-Rise Residential Buildings, additional residential units, home occupations and bed and breakfast establishments are also permitted within any Low-Rise Residential Building.
- q. Within the Upper Downtown Precinct, the minimum building height for buildings fronting onto an Arterial Road, or a Collector Road, shall be 2 storeys, or 7.0 metres, whichever is greater.
- r. All development within the Upper Downtown Precinct, with the exception of Low-Rise Residential Buildings and stand-alone, single use Mid-Rise and High-Rise Residential Buildings, shall be designed in a manner that contributes to an active street environment and, where possible, shall provide a high activity use at-grade, such as retail stores and restaurants, with uses such as offices and residential on second floors and above. Within the Upper Downtown Precinct, the first 2 storeys of buildings located along Clarence Street, Market Street and West Street shall be clearly defined and positively contribute to the quality of the

pedestrian environment in the level of animation, transparency, articulation and material quality.

- s. The Downtown Transit Terminal is located in Upper Downtown Precinct of the Downtown UGC, and is symbolically shown on **Schedule 5**. Lands in proximity to the Downtown Transit Terminal, and particularly along Market Street between the terminal and the VIA/GO Transit station, are subject to the policies that apply throughout the Upper Downtown Precinct, and will be designed to achieve:
 - i. Increased residential and employment intensities that support existing and planned transit service levels; and,
 - ii. A mix of residential, office, institutional and commercial development wherever appropriate.
- t. Development or redevelopment around the Downtown Transit Terminal shall consider access from various transportation modes to the station, including pedestrians, bicycle and commuter transfer areas.
- u. The City may implement parking management and/or transportation demand management strategies for land uses in proximity – generally within approximately 800 metres – to the Downtown Transit Terminal to maximize intensification opportunities, minimize surface parking areas, and to encourage mixed-use and transit supportive development.

5.3.2 Major Commercial Centre Designation

Intent

- a. Lands within the Major Commercial Centre Designation are considered to be key destinations for the existing and future transit system. It is the intent of this Plan to facilitate the ongoing evolution of the retail sector in Brantford with a minimum of policy interventions with respect to the amount and type of commercial space and/or facilities. It is also the intent of this Plan to ensure that lands within the Major Commercial Centre Designation can also accommodate a range of residential, office, recreational, cultural, entertainment and community uses and facilities over time.

Permitted Uses

- b. Permitted uses on lands designated as Major Commercial Centre, as identified on **Schedule 3**, may include all of the uses listed in Policy 5.3.1.b. of the

Downtown Urban Growth Centre Designation as well as auto-focused uses such as automotive service centres and repair shops, and automobile dealerships.

Development Policies

- c. Buildings and sites throughout the Major Commercial Centre Designation may develop as comprehensively planned centres, consisting of individual buildings or multi-unit buildings. In particular, larger sites in the Major Commercial Centre Designation have potential to intensify with a broader mix of uses around existing shopping centres and large floor plate retail stores.
- d. Within the Major Commercial Centre Designation, the minimum building height of stand-alone residential buildings and mixed-use buildings containing residential units shall be 3 storeys.
- e. Permitted office uses shall generally not exceed 4,000 square metres of Gross Floor Area per building.
- f. Adequate loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. These facilities shall not be located between the building(s) and any Arterial Road, Collector Road or Highway 403.

5.3.3 Intensification Corridor Designation

Intent

- a. Intensification Corridors function as the connective spines of the City, as well as destinations for the surrounding neighbourhoods. It is the intent of this Plan that lands within the Intensification Corridor Designation provide significant opportunities for creating vibrant, pedestrian and transit oriented places through investment in infrastructure, residential intensification, infill and redevelopment, with particular attention to urban design. The Intensification Corridors are intended to strengthen transit routes between major nodes of commerce and employment within Brantford, and to be connected to the active transportation network.

Permitted Uses

- b. Permitted uses on lands designated as Intensification Corridor, as identified on **Schedule 3**, may include all of the uses listed in Policy 5.3.1.b. of the Downtown Urban Growth Centre Designation, as well as:

- i. Auto-focused uses such as automotive service centres and repair shops, and automotive dealerships, except in the Brant Avenue Heritage Conservation District; and
- ii. Townhouse dwellings identified as a Low-Rise Building.

Development Policies

- c. Permitted townhouse dwellings that are identified as a Low-Rise Building may be permitted only where the lot depth between the street right-of-way and any abutting existing development is 35 metres or less.
- d. Permitted retail and service commercial uses and restaurants shall be moderately scaled at less than 8,000 square metres of Gross Floor Area per use.
- e. Permitted office and residential uses may be in stand-alone buildings, or in upper storeys of a mixed-use building. They may be located on individual sites, or form part of a larger, comprehensively planned site.
- f. Office uses shall generally not exceed 4,000 square metres of Gross Floor Area per building.
- g. Within the Intensification Corridor Designation, the minimum building height of stand-alone residential buildings and mixed-use buildings containing residential units shall be 3 storeys.
- h. The Intensification Corridor designation along Brant Avenue includes the Brant Avenue Heritage Conservation District. Development proposed within or adjacent to the Brant Avenue Heritage Conservation District shall be subject to the specific design criteria and height limitations in the Brant Avenue Heritage Conservation District Study, in addition to the design policies of this Plan and the Urban Design Manual. Where there is a conflict between the specific design criteria articulated in the Brant Avenue Heritage Conservation District Study and any of the design policies of this Plan or the Urban Design Manual, the specific design criteria articulated in the Brant Avenue Heritage Conservation District Study shall prevail. Further, building height within the Intensification Corridor Designation that is also part of the Brant Avenue Heritage Conservation District will be set out in the implementing Zoning By-law in accordance with the Brant Avenue Heritage Conservation District Study, to a maximum of 3 storeys, or 10 metres, whichever is less. The minimum height requirement in Policy 5.3.3.g does not apply to the Heritage Conservation District.

- i. All Low-Rise Residential Buildings are also permitted within the Brant Avenue Heritage Conservation District, containing residential dwellings and/or converted to commercial use.
- j. Within the Intensification Corridor designation along Erie Avenue, the maximum building height shall be 6 storeys.
- k. Individual driveway access to adjacent roads shall be limited. The City will encourage shared access opportunities for all forms of development along the Intensification Corridors.
- l. Adequate loading and garbage collection/storage facilities for all permitted land uses shall be provided on the site. These facilities shall be located at the rear or side of the building and shall not be visible from the street.

5.4 Policies for Employment Areas

- a. The development of Employment Areas shall provide opportunities for a diversified economic base. A range and choice of suitable sites for employment uses will be made available to support a wide variety of economic activities and ancillary uses.
- b. Intensified development in existing and new Employment Areas will be encouraged.
- c. Residential uses are not permitted in Employment Areas. Any amendment to this Plan to permit new or expanded opportunities for Major Retail Uses in an Employment Area may only occur in accordance with the Employment Area Conversion policies of this Plan.
- d. Within the Employment Areas identified on **Schedule 1: Growth Management**, there are two land use designations identified on **Schedule 3: Land Use Plan**, including:
 - i. Prestige Employment Designation; and,
 - ii. General Employment Designation.

5.4.1 Prestige Employment Designation

Intent

- a. The Prestige Employment Designation identified on **Schedule 3: Land Use Plan** generally applies to lands having prime exposure along Highway 403 and Major Arterial, Minor Arterial or Major Collector Roads. It is intended that development within the Prestige Employment Designation will exhibit a high standard of building design and landscaping.

Permitted Uses

- b. Permitted uses within the Prestige Employment Designation, as identified on **Schedule 3: Land Use Plan**, may include:
 - i. Manufacturing and/or research and development facilities in wholly enclosed buildings;
 - ii. Warehousing and distribution centres;
 - iii. Office uses;
 - iv. Limited sales of products manufactured, processed or assembled on the premises;
 - v. Ancillary uses that specifically support the Prestige Employment uses such as hotels, banquet facilities, convention centres, recreation facilities, financial institutions, restaurants, personal service establishments, automobile service centres and repair shops and convenience retail. Permitted ancillary uses shall be located in accordance with the following criteria:
 - The site has frontage onto an Arterial or Collector Road; and,
 - The ancillary use will not compromise the ability of nearby Employment Area uses to operate.
- c. The following uses are specifically prohibited from the Prestige Employment Designation:
 - i. Residential dwelling units;

- ii. Major retail uses and major institutional uses;
- iii. Major office buildings;
- iv. Outdoor storage and/or display of any equipment, items or goods, where visible from Highway 403 or any Arterial or Collector Road; and,
- v. Any permitted employment use that is considered noxious due to materials used or produced, or methods or processes employed, that emit pollution from noise, vibration, odours, smoke, dust or any other forms of pollution.

Development Policies

- d. Permitted office uses shall not exceed 4,000 square metres of Gross Floor Area in any building.
- e. Development within the Prestige Employment Designation shall exhibit high-quality design features including built form, architectural detail, landscaping and signage. Where adjacent to Highway 403 or an Arterial or Collector Road, buildings shall be designed to face the Highway and/or Road.
- f. Adequate parking, loading and garbage collection/storage facilities shall be provided on-site and shall be screened from view. These required facilities, except for a limited amount of adjacent visitor parking, generally shall not be located between buildings and Highway 403, Arterial Roads or Collector Roads. Shared access and parking among various properties is encouraged.

5.4.2 General Employment Designation

Intent

- a. Lands designated General Employment are intended to accommodate employment uses that are more industrial in nature and remain a crucial component of the City's economy.

Permitted Uses

- b. Permitted uses within the General Employment Designation, as identified on **Schedule 3: Land Use Plan**, include:
 - i. Industrial uses, including municipal works yards and recycling operations;

- ii. Manufacturing and/or research and development facilities;
- iii. Warehousing and distribution centres;
- iv. Licensed mineral resource extraction operations, in accordance with the policies of this Plan;
- v. Automobile service centres and repair shops, truck service centres and repair shops, body shops, automobile and truck rental operations, automobile and truck depots, and used and/or recycled automobile dealerships;
- vi. Ancillary offices and limited retail sales and display of products manufactured, processed or assembled on the premises;
- vii. Ancillary uses that specifically support the General Employment uses such as financial institutions, restaurants, personal service establishments and convenience retail; and,
- viii. Outside storage.

Development Policies

- c. All permitted development within the General Employment Designation identified on **Schedule 3: Land Use Plan** shall be conducted in a manner that adequately mitigates pollution from noise, vibration, odours, smoke, dust or any other forms of pollution, and shall be in compliance with all applicable municipal and Provincial policies, standards and guidelines.
- d. Business operations within the General Employment Designation are to be protected from intrusions of sensitive land uses that may restrict the operations of existing or planned industrial land users.
- e. Where outside storage areas are permitted within the General Employment Designation, they shall be subject to the following:
 - i. All storage areas shall be located away from any adjacent lands containing existing residential uses or within the Residential Designation, or have adequate buffers that will visually screen the storage area from adjacent lands;

- ii. All buffers, fencing and screening shall visually enhance the site, and shall be permanent in its construction; and,
 - iii. Where natural landscaping is utilized it shall be of adequate size to appropriately screen the storage area when it is installed.
- f. Adequate parking, loading and garbage collection/storage facilities shall be provided on-site. Shared access and parking among various properties is encouraged.

5.5 Policies for the Rural/Agricultural Area

- a. The Rural/Agricultural Area, identified on **Schedule 1: Growth Management**, lies outside of the City's Settlement Area Boundary. It includes the Agricultural Designation, as identified on **Schedule 3: Land Use Plan**.

5.5.1 Agricultural Designation

Intent

- a. The Rural/Agricultural Area of Brantford, identified on **Schedules 1 and 3**, is comprised of primarily prime agricultural lands. It is the intent of this Plan to support the ongoing success of the rural economy, while, at the same time recognizing that these lands will be required to accommodate urban land uses at some time in the future, beyond 2051.

Permitted Uses

- b. Permitted uses in the Agricultural Designation may include:
 - i. Agricultural uses;
 - ii. Single detached dwellings on existing lots of record;
 - iii. Accessory residential uses on farm properties;
 - iv. Bed and breakfast establishments;
 - v. Home occupations;
 - vi. Home industries and on-farm diversified uses;

- vii. Agricultural-related uses;
- viii. Agri-tourism uses; and,
- ix. Agricultural research and training establishments.

Development Policies

- c. All development shall be designed, located and managed to be complementary to the primary agricultural uses in the Agricultural Designation. All new development within the Agricultural Designation shall comply with the Province's Minimum Distance Separation requirements.
- d. Where permitted uses of a non-agricultural nature are sought through an implementing Zoning By-law and/or Site Plan Approval, the City may require the preparation of an Agricultural Impact Assessment as part of a complete application.

Policies for Agricultural Uses

- e. Agricultural uses may include:
 - i. Growing of crops, including nursery, biomass, and horticultural crops;
 - ii. Raising of livestock and the raising of other animals for food, fur or fibre, including poultry and fish;
 - iii. Aquaculture;
 - iv. Apiaries;
 - v. Agro-forestry; and,
 - vi. Associated on-farm buildings and structures.
- f. It is recognized that the future of these lands is for urban development, beyond the 2051 time horizon of this Plan. As such, significant investment in on-farm buildings and structures is to be discouraged, except where such investment is necessary to ensure the ongoing economic viability of the agricultural operation, in consideration of the planning horizon of this Plan.

Policies for Single Detached Dwellings on Existing Lots of Record

- g. Every lot of record within the Agricultural Designation is permitted to have one single detached dwelling to be located in accordance with the implementing Zoning By-law, and may be subject to an Agricultural Impact Assessment and/or Environmental Impact Study, where necessary.

Policies for Accessory Residential Uses on Farm Properties

- h. The establishment of additional dwelling units on a farm for bona fide farm help is permitted, subject to an implementing Zoning By-law. Prior to the approval of a Zoning By-law amendment application, the City shall be satisfied that each additional dwelling unit:
 - i. Is required for farm help as set out in a detailed submission addressing matters such as labour requirements related to the size and nature of the farm operation, and an assessment of the available residential accommodation on the farm;
 - ii. Will be located within the existing farm-building cluster, where possible; and,
 - iii. Can be serviced by appropriate water and sewage services.
- i. The future severance of the lands upon which the accessory residential use is located is not permitted.

Policies for Bed and Breakfast Establishments in the Agricultural Designation

- j. Bed and breakfast establishments are permitted within the Agricultural Designation in a single detached dwelling subject to an implementing Zoning By-law. Prior to the approval of a bed and breakfast establishment, the City shall be satisfied that:
 - i. The use is clearly secondary to the primary residential use in terms of floor space utilization;
 - ii. The bed and breakfast establishment is the principal residence of the owner and operator;
 - iii. The character of the dwelling as a private residence is preserved;

- iv. Adequate parking facilities are available on the lot for the proposed use;
- v. The use will not cause a traffic hazard;
- vi. The use can be serviced with an appropriate water supply and an appropriate means of sewage disposal; and,
- vii. The signage advertising the use is to be designed and located in accordance with the City's Sign By-law.

Policies for Home Occupations in the Agricultural Designation

- k. Home Occupations are permitted within the Agricultural Designation in a single detached dwelling or within a detached garage or workshop, subject to an implementing Zoning By-law, and in consideration of the following the development criteria:
 - i. The building and the lot area shall be appropriate for the use;
 - ii. The building or building space shall be limited in floor area and will be a dedicated building or room within a building for the home occupation; and,
 - iii. Home occupations involving training or education will require the provision of additional parking spaces.

Policies for Home Industries and On-Farm Diversified Uses

- l. Home industries and on-farm diversified uses within the Agricultural Designation are secondary industrial or commercial uses that are limited in area and are accessory to an agricultural operation or a single detached dwelling on the same property. These uses should not detract from the primary use of the property for agricultural or residential purposes, nor shall these uses detract from the objectives of this Plan as they relate to the Agricultural Designation.
- m. Such uses may include building and/or landscaping contractors yards, workshops for skilled trades and services, or small-scale production and processing facilities undertaken in a workshop or agricultural building. The accessory retail sale of products produced in conjunction with the home industry or on-farm diversified uses is also permitted.
- n. The establishment of a home industry or on-farm diversified use shall be subject to an implementing Zoning By-law and Site Plan Approval. In considering

approval of such uses, the City shall be satisfied the following criteria have been addressed:

- i. The building housing the use is located within the existing farm-building cluster;
- ii. The building housing the use has a floor area that is limited in size and is in keeping with the size of the parcel and scale of farm buildings;
- iii. The use and any activity area associated with the use is suitably set back from all lot lines;
- iv. The type and level of traffic generated by the use is compatible with the character of the area and the function of adjacent roads;
- v. The operator of the home industry or on-farm diversified use permanently resides on the property, however a limited number of employees of seasonal or permanent nature may be permitted;
- vi. All machinery and equipment, with the exception of motor vehicles required for the use, is located within enclosed buildings;
- vii. Any permitted open storage associated with the use is screened from view and located within a fenced compound; and,
- viii. Any retail component of the use is clearly accessory to the home industry and does not detract from the primary use of the property or adjacent properties.

Policies for Agricultural-Related Uses

- o. Agricultural-related uses are industrial or commercial in character and provide services or products to farm operations and are beneficial to the agricultural community. When evaluating an implementing Zoning By-law and/or Site Plan Approval application to permit a new agricultural-related use, the City shall consider the following criteria:
 - i. The proposed business would not remove active agricultural land from production and the location would be compatible with and not hinder, surrounding agricultural operations and other existing land uses;

- ii. The size and character of the proposed use is appropriate within the Agricultural Designation; and,
 - iii. The proposed business is compliant with Minimum Distance Separation Guidelines.
- p. In cases where the proposed business involves vehicles or equipment providing contract services (i.e. trucking), the City shall be satisfied that the nature of the building and/or facility exclusively serves farm operations. The implementing Zoning By-law will regulate the size of the business operation and the maximum land area available for vehicle or equipment storage and/or parking.

Policies for Agri-Tourism Uses

- q. The City supports the development of uses that highlight the importance and value of the agricultural economy. On this basis, uses such as farm tours, petting zoos, hay rides and sleigh rides, small-scale farm theme playgrounds, processing demonstrations and small-scale educational establishments that focus on farming instruction are permitted in the Agricultural Designation as an accessory use on a farm, subject to an implementing Zoning By-law, and consideration of the following criteria:
- i. The use and any activity area associated with the use is suitably set back from all lot lines;
 - ii. The type and level of traffic generated by the use is compatible with the character of the area and the function of adjacent road; and,
 - iii. The operator of the agri-tourism use permanently resides on the property, however a limited number of employees of seasonal or permanent nature may be permitted.

Policies for Agricultural Research and Training Establishments

- r. Agricultural research and training establishments may be permitted subject to an implementing Zoning By-law, provided the City is satisfied that:
- i. The use is related to and will benefit the agricultural industry;
 - ii. The use will assist in the furthering of knowledge in the agricultural sector of the economy; and,

- iii. The use will assist local farmers through training and the identification of improved farming methods and procedures.

5.6 Policies for the Natural Heritage System

Intent

- a. It is the intent of this Plan to ensure that the biodiversity, ecological function and connectivity of the Natural Heritage System is protected, maintained, restored or, where possible, enhanced for the long-term, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features. The Natural Heritage System is intended to:
 - i. Protect the health and water quality of the Grand River Watershed;
 - ii. Protect surface and underground water resources;
 - iii. Conserve biodiversity; and,
 - iv. Protect all significant natural heritage features and their associated ecological and hydrological functions.
- b. The Natural Heritage System identified on **Schedule 6: Natural Heritage System** is comprised of the following components:
 - i. The Core Natural Areas Designation, which comprises the environmental features and an associated 30 metre buffer, as well as portions of the Natural Heritage System for the Growth Plan for the Greater Golden Horseshoe located within Brantford, that the City shall protect and conserve; and,
 - ii. The Adjacent Lands Overlay, which is based on an approximate 90 metre setback from the boundary of the Core Natural Areas Designation and is intended to act as a trigger for the completion of an Environmental Impact Study when required by the City.

5.6.1 Core Natural Areas Designation

Components

- a. The Core Natural Areas Designation is identified on **Schedules 1, 3 and 6**. Core Natural Areas are comprised of the following components:

- i. Provincially significant wetlands;
 - ii. Provincially significant woodlands;
 - iii. Provincially significant valleylands;
 - iv. Significant wildlife habitat attributes and functions, including habitat for species-at-risk and rare plant communities such as prairie, savannah and oak woodland;
 - v. Significant areas of natural and scientific interest;
 - vi. Hazard lands;
 - vii. Other natural heritage features (i.e. woodlands that are less than 4 hectares, locally significant wetlands, treed slopes, and cultural habitat features); and,
 - viii. Enhancement/restoration areas.
- b. The Core Natural Areas Designation also includes a 30 metre buffer from identified natural heritage features to protect their ecological and hydrological functions. The 30 metre buffer is a minimum buffer and may be adjusted as a result of further analysis carried out in an Environmental Impact Study.

Permitted Uses

- c. Permitted uses, subject to the results of an Environmental Impact Study, on lands designated Core Natural Areas may include:
- i. Conservation uses;
 - ii. Public parks and trails and other associated passive recreational opportunities and facilities that do not require substantial site alterations;
 - iii. Buildings or structures appropriate and supportive of public parks and trails and other associated passive recreational opportunities and facilities;
 - iv. Buildings or structures necessary for flood or erosion control;
 - v. Existing golf courses and other existing lawful uses restricted to their geographic location as of the date of the adoption of this Plan; and,

- vi. Agricultural uses.
- d. In addition to the permitted land uses listed, municipal infrastructure projects, where the alignments or locations of those facilities have been established in this Plan, approved Secondary Plans, Plans of Subdivision and/or approved Environmental Assessments, may be permitted within lands designated as Core Natural Areas, subject to the application of specific mitigation measures as set out in an approved Environmental Impact Study. Notwithstanding the permission provided by this policy, no municipal infrastructure projects shall be permitted within any identified Provincially Significant Wetland.

Development Policies

- e. Lands identified as within the Core Natural Areas Designation shall be appropriately zoned by the City.
- f. No buildings or structures, nor the removal or placing of fill of any kind whether originating on the site or elsewhere, may be permitted within the Core Natural Areas Designation, except with the approval of the City, in consultation with the Conservation Authority and any other agency having jurisdiction.
- g. Wherever possible and practical, areas designated Core Natural Areas shall generally not form part of any new lots to be created for the purposes of development.
- h. Where development, redevelopment and/or site alteration is proposed within the Core Natural Areas Designation, the City shall require that an Environmental Impact Study be prepared that demonstrates that there will be no negative impacts on any natural heritage features, or their ecological and hydrological functions.
- i. The establishment of any permitted use shall demonstrate no negative impact to any natural heritage feature or the supporting ecological and hydrological functions, as demonstrated through the required Environmental Impact Study. Where a permitted use requires impact mitigation, the mitigation shall result in no negative impact on the natural heritage features or their ecological and hydrological functions.
- j. Where development, redevelopment and/or site alteration is necessary within the Core Natural Areas Designation, and a negative impact is unavoidable as identified through an Environmental Impact Study, then the City, in consultation

with the Conservation Authority and any agency having jurisdiction, may accept a compensatory mitigation approach. Where compensatory mitigation is proposed, it must be demonstrated through an Environmental Impact Study that the mitigation results in no net loss of the natural heritage features and/or their supporting ecological and hydrological functions. The compensatory mitigation approach will not be permitted within any identified Provincially Significant Wetland.

- k. Where fish habitat and/or the habitat of endangered species and/or the habitat of threatened species are identified, the required Environmental Impact Study shall ensure that all Provincial and Federal requirements have been satisfied. All applications for development shall provide an Endangered and Threatened Species Assessment of the subject site to identify any potential development constraints. The City will review the Assessment in collaboration with the Provincial agency having jurisdiction. Development and/or site alteration shall not be permitted in any identified habitat of endangered and/or threatened species, except in accordance with applicable Provincial and Federal requirements
- l. Existing legal non-conforming uses and structures within the Core Natural Areas Designation are permitted and may be replaced if destroyed by natural causes. An application for the expansion or enlargement of such uses and structures may be considered by the City, subject to the submission of an Environmental Impact Study, in consultation with the Conservation Authority and any other agency having jurisdiction. The application shall demonstrate no negative impact to the natural heritage features and/or their supporting ecological and hydrological functions.
- m. The City shall recognize all existing planning approvals that pre-date the approval of this Plan. Where an existing planning approval is within the Core Natural Areas Designation, but has not yet been developed, the City will work with the developer to mitigate the impacts of that development on the natural heritage features and/or their supporting ecological and hydrological functions.

In cases where an Environmental Impact Study was completed and approved in support of the existing planning approval, further Environmental Impact Study requirements may be waived by the City. Where changes to existing planning approvals are requested, the City may require that an Environmental Impact Study be carried out to ensure that there is no negative impact to the natural heritage features and/or their supporting ecological and hydrological functions.

- n. The removal or destruction of any natural heritage feature, or hydrologic feature or any associated ecological function by unauthorized development or site alteration is prohibited. Such removal or destruction will not provide the rationale for the removal of these lands from the Core Natural Areas Designation. Restoration, to the satisfaction of the City, in consultation with the Conservation Authority and any other agency having jurisdiction, will be required where the removal or destruction of a key natural heritage feature or key hydrologic feature or any associated ecological function by unauthorized development or site alteration has occurred.
- o. Significant changes to the Core Natural Areas Designation as identified on **Schedules 1, 3 and 6** may be considered through an Environmental Impact Study, submitted in support of an Official Plan Amendment application.
- p. Minor adjustments to the boundary of the Core Natural Areas Designation may be facilitated through an Environmental Impact Study without the need to amend this Plan. Where a minor adjustment to the boundary of the Core Natural Areas Designation is approved by the City, in consultation with the Conservation Authority and any other agency having jurisdiction, the abutting land use designation as identified on **Schedule 3: Land Use Plan**, shall apply.
- q. Notwithstanding policy 5.6.o and p, further refinements to the Growth Plan Natural Heritage System identified on **Schedule 6: Natural Heritage System**, may only occur through a municipal comprehensive review.
- r. Where an application for development, redevelopment and/or site alteration within the Core Natural Areas Designation is of a minor nature, the City, in consultation with the Conservation Authority or any other agency having jurisdiction, may waive the requirement to conduct an Environmental Impact Study, or appropriately scope the study requirements.
- s. Lands within the Core Natural Areas Designation may be dedicated to the City or other public authority, subject to the approval of the City, without cost. Any dedication may or may not be considered as a community benefit, subject to the details of the City's Community Benefits Bylaw.
- t. Where lands within the Core Natural Areas Designation are proposed for dedication to the City they shall be conveyed in a satisfactory physical condition and if an open watercourse is involved, the dedication shall provide sufficient land for property maintenance operations to be carried out. Such land shall not be acceptable as parkland dedication.

5.6.2 Adjacent Lands Overlay

Intent

- a. The intent of the Adjacent Lands Overlay is to trigger the requirement for the preparation of an Environmental Impact Study when necessary to support applications for development.
- b. Lands within 90 metres and abutting the Core Natural Areas Designation are shown on **Schedule 6: Natural Heritage System** as the Adjacent Lands Overlay. Adjacent Lands may have ecological and hydrological functions or linkages that are important to the long-term health of the features and functions of the Natural Heritage System.
- c. As an Overlay, the policies in this Section of this Plan must be read in conjunction with the policies of the associated underlying land use designation that is identified for any specific site on **Schedule 3: Land Use Plan**.

Permitted Uses

- d. The uses permitted on any specific site or area within the Adjacent Lands Overlay may include those land uses permitted by the underlying land use designation, as identified on **Schedule 3: Land Use Plan**, subject to the results of an Environmental Impact Study when required by the City.
- e. In addition to any permitted land uses, the extension of existing municipal infrastructure projects where the alignments or locations of those facilities have been established in this Plan, approved Secondary Plans, Plans of Subdivision and/or approved Environmental Assessments, may be permitted on lands within the Adjacent Lands Overlay, subject to the application of specific mitigation measures as set out in an approved Environmental Impact Study.

Development Policies

- f. Prior to any lands being considered for development, redevelopment or site alteration, within any area identified as subject to the Adjacent Lands Overlay, an Environmental Impact Study is to be undertaken by the proponent in accordance with City and Conservation Authority requirements and approved by the City in consultation with the Conservation Authority and any agency having jurisdiction.
- g. Subject to the conclusions and requirements of the Environmental Impact Study, the lands may be developed in accordance with the permitted uses and

development policies of the underlying land use designation that is identified on **Schedule 3: Land Use Plan**. Any changes to the extent of the developable land area, restrictions on any permitted land use and/or any required impact mitigation requirements identified in the Environmental Impact Study shall be identified, implemented, regulated or otherwise secured to the satisfaction of the City.

- h. Where an application for development, redevelopment and/or site alteration within the Adjacent Lands Overlay is of a minor nature, the City, in consultation with the Conservation Authority or any other agency having jurisdiction, may waive the requirement to conduct an Environmental Impact Study, or appropriately scope the study requirements.
- i. The City shall recognize all existing planning approvals that pre-date the approval of this Plan. In cases where an Environmental Impact Study was completed and approved in support of the existing planning approval within the Adjacent Lands Overlay, further Environmental Impact Study requirements may be waived by the City.

6.0 SITE AND AREA SPECIFIC POLICIES

6.1 Floodplain Areas

Intent

- a. It is the intent of this Plan to limit development within the floodplain limits of the Grand River, D'Aubigny Creek, Jones Creek, Phelps Creek and the tributaries of Fairchild Creek. Development will minimize hazards to the public and will be limited to public infrastructure, flood control works, and structures associated with open space uses.

Development Policies

- b. The floodplain limits of the Grand River, D'Aubigny Creek, Jones Creek, Phelps Creek, and the tributaries of Fairchild Creek in the City are shown on **Schedule 7-1: Floodplain**, and are established by the Conservation Authority. The floodplain includes all lands adjacent to a watercourse that have been or may be subject to flooding hazards. This Plan establishes three policy areas for floodplain lands within the City:
 - i. Floodway Policy Area;
 - ii. Special Policy Area 1; and,
 - iii. Special Policy Area 2.
- c. Some development within the floodplain area may be permitted subject to the approval of the Conservation Authority. As a condition of development or redevelopment, a Floodplain Analysis may be required for lands located within the floodplain area, to the satisfaction of the City and the Conservation Authority, to define the flood risk and the extent of the lands impacted by flooding hazards. Changes to the floodplain limits, as established by a Floodplain Analysis approved by the Conservation Authority, do not require an amendment to this Plan.

Changes in Land Use Designation in the Floodplain

- d. Where a change in use is proposed for legally existing buildings within the floodplain, consideration will be given to increasing the requirements for protection against possible flooding. The need for increased protection will be

dependent on the nature of the future land use to ensure a balance between protection and the economic ability to utilize the lands.

- e. All amendments to this Plan for areas within the floodplain shall be subject to the satisfaction of the City in consultation with the Conservation Authority. Where such change of land use designation is to an Employment Area designation, policies shall be established in the amendment to this Plan to require that the storage of hazardous materials be located above the elevation of the 100-year Flood or the storage facilities be otherwise flood-proofed.

6.1.1 Floodway Policy Area

- a. The Floodway Policy Area consists of all lands within the floodplain of the Grand River, D'Aubigny Creek, and the tributaries of Fairchild Creek that are not protected by dikes. The floodway policies established in this Section apply to all land use designations in the area shown as Floodway on **Schedule 7-1: Floodplain**. The policies of this Section are applicable, in addition to the policies of the applicable underlying land use designation. Where a conflict exists between the policies of the applicable underlying land use designation and the policies of this Section, the policies of this Section shall prevail.
- b. Development in the Floodway is to be limited to public infrastructure, flood control works, and structures associated with open space uses. Limited open space structures are permitted to support public recreational use of the lands, however the structures are to be minimal in scale and simple in design recognizing they will be subject to inundation and ice damage.
- c. All development, redevelopment and site alteration within the Floodway Policy Area shall be subject to Site Plan Approval for the purposes of assuring the objectives and policies of this Plan are implemented and will also be subject to the approval of the Conservation Authority.

6.1.2 Special Policy Areas 1 and 2

- a. The policies of this Section are applicable in addition to the respective policies for the underlying land use designations, identified on **Schedule 3: Land Use Plan**. Where a conflict exists between the respective policies for the underlying land use designations, and the policies of this Section of this Plan, the policies of this Section shall prevail.

- b. Notwithstanding the uses permitted by the underlying land use designations established elsewhere in this Plan, the following shall not be permitted in Special Policy Areas 1 and 2:
 - i. Uses that would permit vulnerable persons to occupy the site;
 - ii. New essential emergency services consisting of police, fire and ambulance stations and major electrical sub-stations; and,
 - iii. Basements or crawlspaces shall not be permitted in new development, including additions to existing buildings.
- c. Space for pipes and utilities may be provided below the elevation of the first floor. However, all mechanical and electrical service equipment is to be installed above the first floor elevation.
- d. All development shall be subject to Site Plan Approval for the purposes of assuring the objectives and policies of this Plan are implemented. Development will also be subject to the approval of the Conservation Authority.

Policies for Special Policy Area 1

- e. Special Policy Area 1 consists of all areas of the Grand River floodplain within the City that are primarily developed already and are protected by dikes.
- f. All development and redevelopment in Special Policy Area 1 will have a first floor elevation not less than that of the nearest existing building comprising the main use on a lot or the elevation of the 100-Year Flood, whichever is less. Additions to existing buildings will have a first floor elevation not less than that of the existing building.

Policies for Special Policy Area 2

- g. Special Policy Area 2 consists of areas of the floodplain within the City that are not fully developed and are provided a reasonable level of protection from flooding through the use of dikes and other flood control works, however full protection is not guaranteed and some risk of flooding is assumed.
- h. A comprehensive Storm Water Management Plan shall be established for the whole of Special Policy Area 2 prior to development occurring in the area, to the satisfaction of the City and the Conservation Authority.

- i. To reduce the potential for loss of life and property damage in the event of a breach or over topping of the dike:
 - i. No back-lotting will be permitted abutting the dike; and,
 - ii. Development of one or more buildings constituting the main use of a lot is not permitted on that portion of a lot lying within the Breach Zone shown on **Schedule 7-2: Floodplain Breach Zone**.
- j. Accessory buildings may be permitted in the Breach Zone provided overland flow routes established by the required comprehensive Storm Water Management Plan are not negatively affected.
- k. The Breach Zone is calculated by the Conservation Authority and may be adjusted, without amendment to this Plan, subject to the approval of the City and the Conservation Authority. Changes in the limits of the Breach Zone shall not impair the functionality of overland flow routes established by the comprehensive Storm Water Management Plan.
- l. All new development, excluding additions to existing buildings, in Special Policy Area 2 will have a first floor elevation not less than 1 metre below the elevation of the Regulatory Flood.
- m. Additions to existing buildings will have a first floor elevation not less than that of the existing building.
- n. Notwithstanding any other policy of this Plan, buildings or portions of buildings designed for the parking of vehicles may have a lower finished floor elevation, provided that it is not less than the elevation of the centre line of the abutting street.
- o. Any development incorporating lands abutting any section of the dike shall convey to the City, as part of the conditions of development approval, a minimum 6 metre wide right-of-way along the base of the dike to facilitate ongoing and emergency maintenance of the dike.

6.2 Steep Slopes and Erosion Hazards

Intent

- a. It is the intent of this Plan to maintain steep slopes and erosion hazards in their natural state. Steep slopes and erosion hazard areas are shown on **Schedule 7-3:**

Steep Slopes and Erosion Hazards, and are established by the Conservation Authority.

Development Policies

- b. Some development within the erosion hazard area may be permitted subject to the approval of the Conservation Authority. Proponents of development shall be required to undertake appropriate studies to determine setbacks from the designated top of slope line for all buildings and structures that are subject to approval by the City and Conservation Authority.
- c. Development proposals within and adjacent to steep slopes shall include a detailed site specific geotechnical assessment to establish a more precise slope hazard and appropriate setback to the satisfaction of the City and the Conservation Authority.
- d. As a condition of development approval, the City will require the application of erosion and siltation control measures during any proposed construction period.

6.3 Brownfield/Greyfield Sites

Intent

- a. It is the intent of this Plan to promote the development of brownfield/greyfield properties throughout the City. It is also the intent of this Plan to ensure that the remediation and redevelopment of brownfield/greyfield properties shall provide, where appropriate, opportunities for intensification that may also serve as catalysts for neighbourhood revitalization and improvement.

Development Policies

- b. Development of brownfield/greyfield properties will be given consideration in the City's achievement of the residential and employment growth targets identified in this Plan.
- c. Prior to permitting development of a brownfield/greyfield property that is, or potentially is, a contaminated site, all potential risks to human health and the environment shall be assessed to support proposed land uses in accordance with Provincial legislation, regulations and standards.
- d. Development of a brownfield/greyfield property that results in a change in land use to a more sensitive use, shall require a Record of Site Condition, before the

issuance of a building permit, in accordance with applicable Provincial policies and regulations.

- e. The City may prepare a Community Improvement Plan for known brownfield/greyfield properties, in accordance with applicable Provincial policies and the applicable policies of this Plan, and may explore additional opportunities to use a variety of incentives to promote the remediation and redevelopment of these sites.
- f. Applications to convert brownfield/greyfield properties from an Employment Area, or a Provincially Significant Employment Zone to facilitate their use for other, non-employment generating land uses will be reviewed in the context of applicable policies of this Plan.
- g. The City, as part of its promotion of the development of contaminated sites, may pre-zone sites for uses in conformity with this Plan, where they are planned for development and located within Community Improvement Areas.

6.4 Abandoned Landfill Sites

Intent

- a. It is the intent of this Plan to promote the development of the abandoned landfill sites identified throughout the City. Abandoned landfill sites are areas identified as having been used in the past for municipal waste disposal purposes. These areas are divided into four categories as shown on **Schedule 8: Abandoned Landfill Sites**.

Development Policies

- b. For any proposed change in land use for all categories of abandoned landfill sites, geotechnical and environmental investigations shall be required in accordance with Provincial guidelines. The City may refine the list of required studies, or scope the terms of reference for those studies, in recognition of their Category and context, in consultation with any agency having jurisdiction. The following categories are defined:
 - i. Category 1 Abandoned Landfill Sites contain inert materials such as building demolition rubble or street sweepings. They do not generate significant methane gas and do not adversely impact human health or the environment on adjacent lands;

- ii. Category 2 Abandoned Landfill Sites contain waste materials which can leach and become mobile with surface water or groundwater. This leachate can have adverse impacts on human health and the environment on the site itself as well as surrounding properties;
 - iii. Category 3 Abandoned Landfill Sites may generate significant quantities of methane gas; and,
 - iv. Category 4 Abandoned Landfill Sites are both actively generating significant quantities of methane gas which may be adversely impacting groundwater. Geotechnical and environmental investigations shall also be required on lands adjacent to any Category 4 former landfill site, prior to any proposed change in land use, in accordance with Provincial guidelines.
- c. Development of an abandoned land fill site shall be permitted only in accordance with the land use designations on **Schedule 3: Land Use Plan** once the results of geotechnical investigations, including soil and groundwater quality investigations, and methane gas investigations in the subsurface and otherwise, have been completed and all of the required remediation measures have been put in place, to the satisfaction of the City and all other agencies having jurisdiction.
 - d. All development within Abandoned Landfill Sites shown on **Schedule 8** is to be subject to Site Plan Approval.

6.5 Mineral Aggregate Resources

Intent

- a. The policies in this Plan are intended to protect mineral aggregate resource areas for long-term use while ensuring that extraction occurs in a manner that minimizes environmental and social impacts and conflicts with incompatible land uses.

Permitted Uses

- b. The following uses shall be permitted within a Mineral Aggregate Resource Area:
 - i. Pits and/or quarries licensed pursuant to the Aggregate Resources Act;

- ii. Accessory uses such as crushing, screening, washing, stockpiling, and blending, weigh scales, operational maintenance/repair facilities, and offices and associated facilities;
- iii. Associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources and derived products such as asphalt and concrete, or the production of secondary related products;
- iv. Natural heritage and wildlife habitat conservation, management, rehabilitation and/or stewardship;
- v. Forestry;
- vi. Recycling may be permitted in a site-specific By-law for the recycling only of inert materials such as asphalt, concrete, brick, porcelain and reclaimed aggregate products; and,
- vii. Permanent asphalt and concrete plants may be permitted in licensed active pits and quarries in a site-specific By-law provided they are compatible with, and adequately buffered to protect adjacent land uses.

Development Policies

- c. Mineral Aggregates Resource Areas delineated on **Schedule 9: Mineral Aggregate Resource Areas and Petroleum Wells** are approximate and may be refined without an amendment to this Plan. The identification of this resource in this Plan does not presume that all lands identified are suitable for the establishment of new or expansions to existing mineral aggregate operations.
- d. Where mineral aggregate extraction is permitted by way of an implementing Zoning By-law, the City will also permit accessory uses that are directly associated with the mineral aggregate operation, provided it is demonstrated to the satisfaction of the City, that the proposed use will mitigate any potential adverse effects.
- e. New mineral aggregate operations, or an expansion to an existing licensed extraction area, will require an implementing Zoning By-law. All proposals for new mineral aggregate operations, including wayside pits and quarries shall:
 - i. Demonstrate adequate buffering, screening, or other mitigation measures to prevent or minimize any potential adverse effects on the natural

heritage system, cultural heritage resources or surrounding sensitive land uses; and,

- ii. Include a Rehabilitation Plan.
- f. The City may request the Province to impose a condition on the license which has the effect of limiting the duration of extraction. This may be considered desirable to minimize the impact on the surrounding environment considering such factors as the:
- i. Location of the site relative to a settlement area;
 - ii. Scale and type of deposit;
 - iii. Desirability of stockpiling; and,
 - iv. Anticipated time of development on or near the site.

6.6 Wayside Pits and Quarries, Portable Asphalt and Concrete Plants

- a. Wayside pits and quarries, portable asphalt plants and portable concrete plants will be permitted on a temporary basis in all land use designations without the need for an amendment to this Plan, or an implementing Zoning By-law, except where:
- i. The use would be located within or adjacent to a sensitive land use that would be incompatible with aggregate extraction and associated activities; or,
 - ii. The use would be located within lands designated as part of the Natural Heritage System.

6.7 Petroleum Resources

- a. The policies in this plan are intended to recognize existing and historical activities associated with petroleum resource operations that shall be identified and protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

- b. Petroleum Resources identified on **Schedule 9: Mineral Aggregate Resource Areas and Petroleum Wells** are approximate and may be refined without an amendment to this Plan. The detailed location of Petroleum Resources may be established through consultation with the Ministry of Natural Resources and Forestry.
- c. No new development shall be located within 75 metres of any active gas or petroleum well or an inactive well that has not been decommissioned in accordance with the operating standards of the Oil, Gas and Salt Resources Act.
- d. Development on or adjacent to lands formerly used for gas or petroleum operations may be permitted only if rehabilitation measures have been identified and are underway, or have been completed to address and mitigate any known or suspected hazards.
- e. Abandoned petroleum resource well sites, suspected sites, site of unknown status, and related areas of contamination discovered during the planning or construction of a development proposal will be mitigated or rehabilitated as necessary.
- f. Petroleum resource rehabilitation shall be conducted according to the Oil, Gas and Salt Resources Act and its regulations and standards.

6.8 Undesirable Noise and Emissions

Intent

- a. It is the intent of this Plan to minimize land use conflicts with sensitive land uses, and to require mitigation measures wherever possible.

Development Policies

- b. The City will have regard for the *Provincial Guideline D6: Compatibility Between Industrial Facilities*, or other applicable policies or guidelines, relating to noise, vibration, odour, particulate matter or other emissions when considering the siting of sensitive land uses.
- c. The City will ensure that noise, vibration, odour, particulate matter or other emissions from non-exempt municipal facilities and operations meet or exceed applicable Provincial standards.

- d. During the construction phase of development, owners/applicants will be encouraged, and where appropriate, required to establish emission attenuation strategies, based on relevant regulations, guidelines, and best practices to minimize undue, adverse impacts.
- e. The development of new employment uses and sensitive land uses shall be subject to Provincial guidelines respecting separation distances between industrial uses and sensitive uses. In locating any sensitive land uses in the vicinity of any established or approved employment use and vice versa, the City will reference the relevant Provincial guidelines.
- f. The City will encourage the minimization of noise levels in the urban environment, particularly where sites are located adjacent to, or near sensitive land uses, by supporting the use of mitigation techniques such as building orientation, location of open spaces relative to noise sources, and other internal or external noise attenuation measures.
- g. Design solutions for attenuating noise will be in accordance with the City's Urban Design Manual and Provincial guidelines.
- h. Where an assessment of a noise impact is required, the noise study will be undertaken by a qualified professional as recognized by the Province. The noise study will recommend design solutions that avoid or minimize noise barriers, and address any other noise attenuation measures that may be needed, to the satisfaction of the City and in accordance with Provincial guidelines. Where a noise study addresses the noise impact of existing or proposed railways on new residential development or redevelopment, the affected railways will be consulted during the preparation of the assessment.
- i. All proposed development or redevelopment adjacent to railways will ensure that appropriate safety measures such as setbacks, berms and security fencing are approved to the satisfaction of the City in consultation with the appropriate railway authority.

6.9 Modified Policy Areas

- a. The following Modified Policy Areas associated with this Plan are identified on **Schedule 10: Modified Policy Areas**:

Area 1 - Stanley Street

- b. The scrap yard operation identified as Area 1 on **Schedule 10**, existing at the date of adoption of this Official Plan, shall be encouraged to relocate to an appropriate location within the General Employment Designation, in order to permit the lands to be redeveloped for residential uses compatible with existing and planned residential uses in the vicinity.

Area 2 - Grand River Avenue

- c. In addition to the uses permitted in the Residential Designation applying to the lands identified as Area 2 - Grand River Avenue on **Schedule 10**, permitted uses shall also include recreation and restaurant facilities. Other commercial development which is related to the waterfront will be encouraged.
- d. The industrial uses in Area 2 existing at the date of adoption of this Plan may be recognized and zoned in the implementing Zoning By-law.
- e. Public access between Grand River Avenue and the Grand River waterfront is encouraged in Area 2 in order to provide a linkage to the bikeway and trail network along the waterfront between Waterworks Park and the Downtown area.

Area 3 - King George Road/Powerline Road

- f. Notwithstanding the Intensification Corridor Designation on the lands identified as Area 3 - King George Road/Powerline Road on **Schedule 10**, the types of uses shall be restricted due to the lack of municipal sanitary sewers. In the interim, development may proceed on the basis of private sanitary sewage disposal systems or private temporary connections to existing sanitary sewers, pending the extension of new public sanitary sewer trunks.
- g. Applications for development in Area 3 shall submit an engineering analysis which establishes the feasibility of providing private sanitary sewage systems to the satisfaction of the City and all other appropriate approval authorities.
- h. The City may require land owners in Area 3 to enter into agreements and post securities in order to ensure the private systems servicing uses are properly discontinued and the said uses are connected to the municipal services, once available.

Area 4 - Mohawk Lake/Greenwich Mohawk District Area

- i. Development within the Mohawk Lake District Plan Area, identified as Area 4 on **Schedule 10**, shall be subject to the Mohawk Lake District Plan. The District Plan will facilitate the comprehensive redevelopment of properties within the District, including the Greenwich Mohawk site and surrounding area, as well as the enhancement of Mohawk Lake and Park. A mix of uses including residential, institutional, commercial, recreational, and clean employment uses, parks and open space may be permitted by the District Plan. Until such time as the detailed District Plan is completed, development of sites within Area 4 shall be consistent with the policies of the underlying land use designations identified on **Schedule 3**.

Area 5 – Colborne Street Slope Failure Area

- j. Notwithstanding the land use designations on **Schedule 3**, on lands identified as Area 5 Colborne Street Slope Failure Area on **Schedule 10**, only those uses existing on the date of adoption of this Plan shall be permitted. This policy shall remain in effect until such time as the lands above and below the slope are certified to be sufficiently stable to support a proposed development, by a competent, qualified professional engineer hired by the developer and reviewed by the City and all other appropriate approval authorities. At that time, development shall be permitted in accordance with the policies of this Plan.
- k. This policy will be implemented by an amendment to the Zoning By-law which will permit only existing uses, buildings and structures in Area 5 and will not permit any additions, expansions, or restoration.

Area 6 - Oak Hill Drive Slope Area

- l. Notwithstanding the Residential Designation on lands identified as Area 6 Oak Hill Drive Slope Area on **Schedule 10**, all development shall be subject to the following policies:
 - i. All buildings and structures shall be subject to a 15.0 metre setback from a point representing the future location of the top of the bank, assuming a 100 year erosion rate and the calculation of stable inclination for the slope to the satisfaction of the City, in consultation with the Grand River Conservation Authority;
 - ii. Where remedial works are required by the City Engineer or a development is proposed, a geotechnical study, completed to the satisfaction of the City

and all other appropriate approval authorities will be required to support the proposal; and,

- iii. Where remedial works to stabilize the slope are proposed to permit development, such works will be constructed and maintained to the satisfaction of the Grand River Conservation Authority and the City.

Area 7 – Northwest Area, South of Brantford Golf & Country Club

- m. Notwithstanding the Core Natural Areas Designation on the lands identified as Area 7 - Northwest Area, south of Brantford Golf and Country Club on **Schedule 10**, existing development may be serviced by private sanitary sewage disposal systems.

Area 8 – Southwest Corner of Highway No. 403/Paris Road Interchange

- n. Notwithstanding the Residential Designation on the lands identified as Area 8 - Southwest Corner of Highway No. 403/Paris Road Interchange on **Schedule 10**, the uses shall be restricted to general offices and a service industry limited to the offices and open and enclosed storage associated with a general contractor, in accordance with the following policy:
 - i. The maximum gross floor area of all buildings supporting general offices shall be 365.0 square metres; and,
 - ii. The maximum gross floor area of all buildings used for enclosed storage associated with a general contractor shall be 190.0 square metres.

Area 9 – Southeast Corner of Summerhayes Crescent and Powerline Road

- o. Notwithstanding the Residential Designation on the lands identified as Area 9 - Southeast Corner of Summerhayes Crescent and Powerline Road on **Schedule 10**, the types of uses and development shall be restricted due to the lack of municipal sanitary sewers. In the interim, development in the form of single detached dwellings may proceed on the basis of private sanitary sewage disposal systems, pending the extension of new public sanitary sewers.
- p. Applications for development in Area 9 shall submit an engineering analysis which establishes the feasibility of providing private sanitary sewage disposal systems to the satisfaction of the City and all other appropriate approval authorities.

Area 10 – 17 & 22 Sydenham Street

- q. Notwithstanding the uses permitted in the Residential Designation applying to the lands at 17 and 22 Sydenham Street, identified as Area 10 on **Schedule 10**, permitted uses in Area 10 shall be further refined through the implementing Zoning By-law, and development shall be subject to the Record of Site Condition and Certificate of Property Use registered on title, in compliance with the completed land remediation strategy.

Area 11 – 271 Greenwich Street

- r. In addition to the uses permitted in the Residential Designation applying to the lands identified as Area 11 – 271 Greenwich Street on **Schedule 10**, the following uses shall also be permitted in the existing building: general offices, and a telecommunication service limited to a radio station or studio.

Area 12 –Sherwood Drive

- s. Notwithstanding the policies of the General Employment Designation applying to lands in Area 12 –Sherwood Drive, identified on **Schedule 10**, development shall be in accordance with the following additional policy:
 - i. Parking shall be permitted to be located on a separate lot to accommodate the parking needs of only the residential apartment building located at 115 Sherwood Drive.

Area 13 – 45 Dalkieth Drive, 340 Henry Street & 435 Elgin Street

- t. In addition to the uses permitted in the General Employment Designation applying to the lands identified as Area 13 on **Schedule 10**, business and professional offices shall also be permitted.

Area 14 – 347 – 365 Colborne Street East

- u. Notwithstanding policies of the Plan applying to the lands identified as Area 14 - 347 – 365 Colborne Street East on **Schedule 10**, required parking spaces may be permitted to be located on appropriate commercial property located within 200 metres of the lands, conditional on entering into an agreement with the City to guarantee long term continuation of the parking.

Area 15 – 111 Sherwood Drive

- v. Notwithstanding the uses permitted in the General Employment Designation applying to the lands in Area 15 – 111 Sherwood Drive on **Schedule 10**, the permitted uses shall include the following:
 - i. Manufacturing, processing, assembling, storage, warehousing, and fabricating of goods and materials within wholly enclosed buildings;
 - ii. Retail warehousing uses, such as home furnishings, appliance or floor covering sales, and other uses similar thereto;
 - iii. Business and professional offices;
 - iv. Computer, electronic, or data processing establishment;
 - v. Research and development facilities;
 - vi. Scientific, technological, or communication establishments;
 - vii. Convenience commercial uses;
 - viii. Personal service stores such as hairstylists, and tailors;
 - ix. Education facilities limited to post-secondary, trade schools, and commercial schools;
 - x. Service commercial uses such as banks and restaurants;
 - xi. Places of worship and Religious establishments; and,
 - xii. Entertainment and recreation facilities.

Area 16 – 125 Sherwood Drive

- w. In addition to the policies of the General Employment Designation applying to the lands in Area 16 – 125 Sherwood Drive, identified on **Schedule 10**, a parking lot shall be permitted to be located on this property to accommodate the parking needs of only the Industrial and Commercial uses located at 111 Sherwood Drive, conditional upon an agreement with the City to guarantee long term continuation and maintenance of the parking area.

Area 17 – 411 Elgin Street

- x. In addition to the uses permitted in the General Employment Designation applying to the lands in Area 17– 411 Elgin Street, as identified on **Schedule 10**, the following uses are also permitted:
 - i. Art schools;
 - ii. Commercial schools;
 - iii. Post-secondary schools;
 - iv. Private schools;
 - v. Health clubs, including gymnasiums;
 - vi. Neighbourhood convenience stores;
 - vii. Personal service stores; and,
 - viii. General business and professional offices.

Area 18 – 277 Hardy Road

- y. Pursuant to OMB Case No. PL100472, the following policies shall apply to Area 18 – 277 Hardy Road, as identified on **Schedule 10**:
 - i. Encroachment of development activities and fill slopes shall not be permitted into buffer areas;
 - ii. Road access shall be provided to those portions of Area 18 in which development is permitted, to the satisfaction of the City;
 - iii. A 30 metre buffer width shall be provided from the Provincially Significant Wetland (PSW), allowing for a reduced buffer widest adjacent to the street following realignment to avoid encroachment into the PSW;
 - iv. A 30 metre buffer width shall be provided from each side of the cold-water stream except at road crossings; and,
 - v. If required, an application to amend the Official Plan will be submitted to modify the development limits.

Area 19 – 80, 90 and 110 Morton Ave East

- z. Notwithstanding the Major Commercial Centre Designation applying to the lands in Area 19 – 80, 90 and 110 Morton Ave East, as identified on **Schedule 10**, residential uses shall not be permitted. The non-residential land uses permitted in the Major Commercial Designation may be permitted.

Area 20 - North of Shellard Lane (Area C)

- aa. Development within Area 20 – North of Shellard Lane (Area C), identified on **Schedule 10**, shall not be required to achieve any minimum density target, nor shall it be included in the land area calculations of the Designated Greenfield Area. Permitted uses within Area 20 may include large lot, single detached housing and/or a range of low impact recreational uses, including a golf course. Notwithstanding those land use permissions, development within this area will only be permitted following the completion of an Environmental Impact Study, a hydrogeological study and any other studies considered appropriate to ensure that significant natural heritage features and cultural heritage landscapes, including wooded areas, watercourses and wetlands, are maintained in their natural state, and are appropriately conserved, and will continue to contribute to the natural character of the area.

Area 21 – 389, 395, 407-417 Paris Road

- ab. In addition to the uses permitted in the Prestige Employment Designation applying to the lands in Area 21 – 389, 395, 407-417 Paris Road, identified on **Schedule 10**, retail commercial establishments are also permitted except for large-scale or large-format stand-alone retail stores.

Area 22 – 352 Governor's Road East

- ac. In addition to the uses permitted in the Agricultural Designation applying to the lands in Area 22 – 352 Governor's Road East, identified on **Schedule 10**, the uses as set out in the applicable site specific Zoning By-law shall also be permitted in accordance with the site specific Zoning By-law regulations.

Area 23 – 11 Wadsworth Street

- ad. In addition to the uses permitted in the General Employment Designation applying to lands in Area 23 – 11 Wadsworth Street, identified on **Schedule 10**, which include ancillary commercial uses that specifically support the General Employment uses, commercial uses that support the traveling public to the

adjacent Rail Station and the surrounding community may be permitted within the existing building.

7.0 INTEGRATED TRANSPORTATION SYSTEM

7.1 Multi-Modal Transportation System

- a. This Plan provides overarching policies that are intended to complement the more detailed requirements and guidelines identified in the City's Transportation Master Plan, as well as the Design and Construction Manual for Linear Municipal Infrastructure pertaining to Roads and Transportation.
- b. All development, including all public works related to the transportation system, shall conform with the relevant policies of this Plan, and shall be consistent with the requirements and guidelines in the City's Transportation Master Plan.
- c. The City's Transportation Master Plan provides requirements and guidelines with respect to:
 - i. Active transportation;
 - ii. Public transit;
 - iii. Parking;
 - iv. Transportation demand management;
 - v. Goods movement; and
 - vi. the Road Network.

Policies for Active Transportation

- d. To address the needs, safety, and convenience of pedestrians and cyclists when constructing or reconstructing transportation infrastructure, the City will support:
 - i. Enhancement of active transportation facilities to increase walking and cycling opportunities for work, recreational, health, environmental, economic, or convenience purposes through means identified in the City's Transportation Master Plan;
 - ii. Active transportation and transit through promotional and educational initiatives that address issues such as safe interactions between vehicle drivers, pedestrians, and cyclists, as well as personal security, barrier-free

access, an appreciation of the health and environmental benefits of walking and the comparative costs of private and public travel choices; and,

- iii. Built form and mixed land uses that encourage the use of active transportation choices.
- e. The City will follow the principles of Complete Streets in the design of roads by:
 - i. Requiring sidewalks with sufficient width to accommodate accessible and comfortable pedestrian flows, as well as personal mobility devices;
 - ii. Developing a comprehensive pedestrian sidewalk network that creates direct, convenient, safe and frequent connections between destinations including schools and other institutions within a 3.2 kilometre radius, and within a 400 metres radius of a transit stop;
 - iii. Supporting provisions for a comfortable pedestrian and cycling environment which may include shade trees, street furniture, bicycle racks, lighting and signed and safe street crossings and other traffic controls; and,
 - iv. Minimizing hazard and conflict exposures through strategies such as implementation of complete streets principles, provision of adequate lighting, signage and wayfinding, and management of vehicle speeds.
- f. New public roads shall accommodate pedestrian and cycling activity through the inclusion of dedicated cycle lanes, sidewalks, multi-use pathways, or a combination thereof, on both sides of the road, unless otherwise exempted in this Plan.
- g. The City will plan and develop a continuous and linked network of multi-use pathways, trails and bikeways throughout the City, recognizing that it is a vital component of Brantford's urban fabric and public realm. This linked system may be provided in parkland and open space, in developed and newly developing areas of the City, including the Rural/Agricultural Area, and may include dedicated, separated or shared lanes upon a roadway.
- h. The City may adjust the location and/or alignment of existing and future multi-use pathways and trails as identified on **Schedule 11: Bikeways and Trails Network Plan**, to accommodate the actual on-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Official Plan amendment. On-road refers to facilities within the public right-of-way, while Off-road refers to facilities located outside of a public right-of-way.

Policies for Public Transit

- i. The City will work with Brantford Transit, VIA Rail, Metrolinx, the Province and adjacent municipalities to support transit service integration within and across municipal boundaries.
- j. The City will ensure that all development proposals in areas serviced by public transit are designed to support the provision of an efficient, convenient, and safe public transit service.
- k. For the purposes of implementing the City's transportation network, development may be required to provide, at no public expense, the dedication of a public transit right-of-way and lands for related facilities.
- l. The City will, where appropriate, designate lands for mixed-use, high density residential development, retail, office, community services, institutional and/or employment uses, or other high transit trip generators, in proximity to existing and planned transit service.
- m. The City will ensure that the layout of new Arterial and Collector Roads promotes efficient and direct transit routes within and between neighbourhoods.

Policies for Parking

- n. Parking standards and regulations for all types of land uses will be provided in the City's Zoning By-law. Minimum and maximum parking standards may be defined, along with requirements for barrier-free spaces and bicycle facilities, to promote accessibility and the use of public transit and active transportation options, and to encourage the efficient use of land.
- o. The City may consider adjustments to parking requirements for properties within an area or areas where the City is satisfied that adequate alternative parking facilities are available, or where sufficient transit exists, or is to be provided along with adequate Transportation Demand Management measures.
- p. The City may consider adjustments to parking requirements for specific housing types including affordable/assisted housing, retirement homes and communal and/or special needs housing where the City is satisfied that adequate parking facilities can be provided on-site, or in proximity to the site, or where sufficient transit exists to serve the residents and/or employees and visitors of the development.

- q. To ensure the safe and efficient movement of all users, commercial parking facilities will be subject to Site Plan Approval, and designed, constructed and maintained to be consistent with the City's Urban Design Manual.
- r. Provision of cash-in-lieu of parking will be encouraged for some component of the required parking supply within the Downtown Urban Growth Centre, subject to the recommendations of the City's long-term parking strategy and in accordance with the Cash-in-lieu of Parking By-law.

Policies for Transportation Demand Management (TDM)

- s. To reduce single occupant automobile trips, traffic congestion and parking supply needs, the City shall promote sustainable transportation choices and encourage various modes of travel.
- t. The City may implement a comprehensive Transportation Demand Management program as recommended in the City's Transportation Master Plan.
- u. The City will consider reduced parking requirements for development and/or redevelopment where a comprehensive Transportation Demand Management Report is submitted to the satisfaction of the City.

Policies for Goods Movement

- v. The City will ensure safe, efficient and sustainable movement of goods to support economic development and growth. The City will work with other levels of government and agencies, as needed, to plan for a strategic goods movement network, including road and rail, which promotes efficient and direct access, supports economic growth and development, and maximizes safety.
- w. The City will ensure industrial and major commercial developments are located in proximity to Arterial Roads, to minimize traffic impacts that deliveries might have on local neighbourhoods and roads.
- x. The City shall maintain a truck route network designed to regulate the movement of commercial vehicles within the City. Truck routes and truck restrictions shall be established by By-law.

7.2 The Road Network

Road Classifications

- a. To maintain and develop an appropriate hierarchy of roads to ensure the desired movement of people and goods within and throughout the City, this Plan establishes the classifications of roads, as shown on **Schedule 12: Road Network**. For the purposes of this Plan, the following functional classification of roads is established in coordination with the Transportation Master Plan:
 - i. Provincial Highway;
 - ii. Major Arterial Roads;
 - iii. Minor Arterial Roads;
 - iv. Major Collector Roads;
 - v. Minor Collector Roads; and,
 - vi. Local Roads.
- b. The City may adjust the location and/or alignment of existing and future roads as identified on **Schedule 12: Road Network** to accommodate the actual on-ground route, and to respond to new opportunities and/or constraints that arise from time-to-time, without the need for an Official Plan amendment, subject to a Block Plan and/or any required technical studies, to the satisfaction of the City.
- c. The classification of roads and associated rights-of-way are shown on **Schedule 13: Road Widenings**. **Schedule 13** should be consulted along with the City's Design and Construction Manual for Linear Municipal Infrastructure to ensure the principles of Complete Streets will be satisfied within the right-of-way. Allowances for additional on-street parking, turn lanes, and engineering elements such as grading and sightlines are not part of **Schedule 13** and additional right-of-way may be required for their construction.
- d. The development of roads will be subject to the approval of the City's Public Works Commission and must be planned, designed and operated in accordance with City's Transportation Master Plan, Transit Master Plan and associated design standards.

- e. The City supports a grid pattern road network and connectivity to facilitate transit use and to increase opportunities for walking and cycling trips. Cul-de-sacs, or other disruptions to the grid network are generally discouraged.

Policies for Provincial Highways

- f. Provincial Highways (Highway 24 and Highway 403) within the City are under the jurisdiction of the Province. While they are different from each other, they provide for inter-regional and inter-provincial motorized travel. They are constructed to Provincial Highway standards and are regulated by the Ministry of Transportation. Access to Highway 24 and/or abutting lands is prohibited except as permitted by the Province. Highway 403 is a controlled access highway that does not allow any direct access to adjacent lands in the City of Brantford.

Policies for Major Arterial Roads

- g. Major Arterial Roads are designed to move large volumes of traffic (people and goods) within and through the City. To minimize the impact of development on existing or planned Major Arterial Roads, and to preserve the traffic carrying capacity of these roads, the City will, where feasible:
 - i. Establish minimum and/or maximum setbacks for buildings and structures, and limit and/or reduce the number of access points and driveways;
 - ii. Require a centre left turn lane on Major Arterial Roads, where there are 25 or more driveways per kilometre and no driveway consolidation is feasible;
 - iii. Prohibit reverse frontage development abutting any Major Arterial Road. Creative alternatives for development along new Major Arterial Roads that supports the urban design objectives of this Plan, such as laneway housing and window streets, that promote improved streetscapes and public safety, shall be encouraged; and,
 - iv. Residential development shall access Major Arterial Roads through other roads within the identified road hierarchy. Individual access to Major Arterial Roads shall be discouraged.

Policies for Minor Arterial Roads

- h. Minor Arterial Roads are designed to move large volumes of traffic (people and goods) between other Arterial Roads in the City. To minimize the impact of development on existing or planned Minor Arterial Roads and to preserve the

traffic carrying capacity of these roads, the City will regulate new development adjacent to Major Arterial Roads, which may include minimum and/or maximum setbacks for buildings and structures, limiting the number of new access points, and where feasible, maintaining intersection spacing requirements of 300 metres or less.

Policies for Major Collector Roads

- i. Major Collector Roads carry traffic through all areas of the City, not just residential neighbourhoods, connecting these areas to the integrated transportation network.

Policies for Minor Collector Roads

- j. Minor Collector Roads are designed to carry low to moderate volumes of traffic in residential neighbourhoods and employment areas, connecting to the broader Major Collector and Arterial Roads network.

Policies for Local Roads

- k. Local Roads are designed to carry low volumes of traffic from abutting properties to Minor Collector, Major Collector and Minor Arterial Roads.

Policies for Access to Roads

- l. Direct or restricted access to any road shall only be permitted subject to the approval of the City, and may be subject to detailed traffic analysis to determine impacts to traffic flow and the planned function of the road. Wherever feasible, shared access shall be encouraged.

Policies for Emergency Access Connectivity

- m. New development may require more than one access route for emergency services to connect to the road network. When a single access provided by a proposed road generally exceeds 250 metres measured from the centerline of the existing, intersecting road, a second access road will be required to provide an additional route for emergency services. Emergency access roads shall be provided by the development proponent, and shall be a condition of approval for both public and private roads.

Policies for Intersections and Road Allowance (Right-of-Way) Widening

- n. A list of road allowance widenings is provided on **Schedule 13: Road Allowance Widening**. For the purposes of the *Planning Act*, each road listed in **Schedule 13** is a “highway to be widened” and the designated road allowance plus any additional widening specified indicates the “extent of the proposed widening”.
- o. The City will obtain road allowance and intersection widenings to meet the designated road allowances listed in **Schedule 13** by land dedication through the development approval process or by purchase in accordance with the *Planning Act*. The City may take road allowance widenings as a condition of Subdivision Approval, Site Plan Approval or the Consent process pursuant to the *Planning Act*.
- p. The boundaries of the designated road allowance will generally be parallel to the centre line of the original road allowance. The City shall, wherever possible, take the required road allowance widening equally from either side of the centreline. Where conditions require taking the widening unequally from one side of the centreline, up to 50% of the widening will be obtained as a condition of development approval. Any land acquisition greater than 50% will be obtained through a negotiated agreement with the landowner.
- q. The City may take additional road allowance widenings:
 - i. For cut and fill purposes where the proposed road configuration cannot be achieved within the designated road allowance;
 - ii. To provide sufficient distances and room for auxiliary turn lanes, roundabouts, pedestrian/cycling/transit facilities, street illumination and/or for traffic control devices; and/or,
 - iii. At intersections to provide for daylight triangles. The maximum length of the side of a daylight triangle will be 15 metres.
- r. Where required, road allowance widenings, intersection improvements and road closures will comply with an approved Municipal Class Environmental Assessment process in accordance with the *Environmental Assessment Act*.
- s. Final road allowance widths shall be determined through the completion of detailed design studies as a condition of draft plan approval in accordance with the City’s approved roadway design standards. The studies will include the placement of services, accommodation of all road users, the allocation of

parking, and shall address any traffic concerns or issues to the satisfaction of the City. The impact on the streetscape, including street lighting, shall also be considered before undertaking any road or intersection widening.

Policies for Long-Term Corridor Protection

- t. Long-term Corridors are identified on **Schedule 12**, and shall be maintained to meet the long-term transportation demands of the City. Final design and construction of the corridors shall be subject to a Municipal Class Environmental Assessment (EA). Upon completion of the EA, they may be reclassified as a Major or Minor Arterial Road without the need for an amendment to this Plan.
- u. The City shall not permit development in, or adjacent to, any identified Long-Term Corridor that would have the potential to preclude or negatively affect the use of the Corridor for the purposes for which it has been identified.

8.0 Servicing Infrastructure and Utilities

8.1 Municipal Servicing Infrastructure Systems

- a. This Plan provides overarching policies that are intended to complement the more detailed requirements and guidelines identified in the City's Master Servicing Plan and subwatershed studies.
- b. All development and public works shall conform with the relevant policies of this Plan, and shall be consistent with the requirements and guidelines in the City's Master Servicing Plan. The City's Master Servicing Plan provides requirements and guidelines with respect to:
 - i. Wastewater servicing infrastructure;
 - ii. Water servicing infrastructure; and,
 - iii. Storm water servicing infrastructure.
- c. All development within the Settlement Area Boundary shall be provided with full municipal servicing infrastructure, unless otherwise exempted by this Plan.
- d. Generally, municipal service infrastructure and public and private utilities, including electricity generation facilities and transmission and distribution systems, are permitted in any land use designation. Where construction of any municipal servicing infrastructure or public and private utilities project is proposed within either the Core Natural Areas Designation or the Adjacent Lands Overlay, the project shall be required to submit an Environmental Impact Study, and/or other appropriate studies, in accordance with the policies in this Plan, or be subject to an Environmental Assessment under the *Environmental Assessment Act*.
- e. In planning for the expansion of existing and planned transportation and/or infrastructure corridors, the City will encourage the co-location of linear water, wastewater and storm water service infrastructure, wherever possible. Development of municipal infrastructure projects will be:
 - i. Coordinated and phased in a manner which is efficient, cost effective, and minimizes disruption; and,
 - ii. Encouraged to locate underground, where feasible.

- f. Before the approval of any application for development, the City must be satisfied that adequate municipal servicing infrastructure, including overall system capacity, is available or can efficiently and economically be provided to support the proposal. Where adequate municipal servicing infrastructure does not exist, the City may not approve the application or may use Holding provisions in the Zoning By-law to regulate the timing of development. Where adequate servicing does not exist to support a proposed development, the City will not be obligated to provide such servicing in advance of development, in accordance with the City's Municipal Wastewater Allocation Policy.

Policies for Wastewater Servicing Infrastructure

- g. Development shall provide appropriate wastewater servicing infrastructure as approved by the City and, where necessary, the Conservation Authority and the Province.
- h. Wastewater servicing infrastructure shall be designed, constructed and maintained to:
 - i. Provide adequate service to proposed developments;
 - ii. Accommodate the full development of the drainage area;
 - iii. Utilize gravity flow wherever possible, to avoid the need for pumping stations;
 - iv. Protect the natural characteristics of the landscapes in which they are located; and,
 - v. Satisfy the servicing standards of the City.
- i. The City will monitor the quality and quantity of commercial and industrial sewage effluent entering the municipal sanitary sewage system, to control its impact on the operation and capacity of the wastewater collection and treatment system and on the receiving watercourse.

Policies for Water Servicing Infrastructure

- j. Development shall provide appropriate water servicing infrastructure as approved by the City and, where necessary, the Conservation Authority and the Province.

- k. The City shall direct and accommodate growth in a manner that promotes the efficient use of water and maintains water quality in accordance with Provincial regulations.
- l. Water servicing infrastructure shall be designed, constructed and maintained to:
 - i. Provide adequate service to proposed developments;
 - ii. Provide sufficient quantity and flow to meet capacity for domestic use and fire protection;
 - iii. Accommodate full development of the service area; and,
 - iv. Satisfy the servicing standards of the City.

Policies for Storm Water Servicing Infrastructure

- m. Development shall provide appropriate storm water management facilities as approved by the City and, where necessary, the Conservation Authority and the Province.
- n. All storm water management systems and facilities shall be designed, constructed and maintained to:
 - i. Be landscaped features, appropriately integrated into the parks and open space system. However, storm water management facilities shall not count toward any required public parkland contribution;
 - ii. Minimize surface ponding and flooding inconveniences throughout the City;
 - iii. Control the quantity and quality of storm water runoff entering receiving watercourses and wetlands;
 - iv. Protect receiving watercourses, wetlands and adjacent land uses from any potential adverse impacts of storm water runoff, including stream erosion, thermal loading and nutrient loading;
 - v. Maintain natural stream geometry wherever possible;
 - vi. Control erosion and sedimentation during construction; and,

- vii. Satisfy the servicing standards of the City, the Conservation Authority and any other agency or regulatory bodies having jurisdiction.

8.2 Utilities and Transmission

Policies for Utilities and Telecommunications

- a. In planning for the expansion of existing and planned transportation, hydro corridors and/or other infrastructure corridors, the City will encourage the co-location of linear utilities and telecommunication facilities.
- b. All utilities and telecommunication facilities shall be located underground and be grouped into a single utility conduit, where feasible, in a road allowance or easement, consistent with the City's Manual for Linear Municipal Infrastructure. For larger equipment, and facilities that are required to be located above grade, the City shall require that appropriate locations are identified and/or cluster sites have been determined which take into consideration the location requirements for larger infrastructure elements, whether within public rights-of-way, or on private property. In some cases, this may be determined through an Environmental Assessment under the *Environmental Assessment Act*.
- c. The City shall not permit development in, or adjacent to, hydro and other utility corridors that would have the potential to preclude or negatively affect the use of the corridor for its intended purpose.
- d. Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots that are accessory to adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. Proponents should be aware of the primacy of the electricity transmission and distribution facilities and that secondary uses require technical approval from Hydro One Networks Inc.
- e. The City will support the provision of electronic communications technology involving high capacity fibre optics to enhance telecommunications services.

Policies for Wind Turbines and Solar Farms

- f. Wind turbines and/or solar farms may be permitted within the Agricultural Designation, Prestige Employment Designation or General Employment Designation, as identified on **Schedule 3: Land Use Plan**. For any proposed wind turbine or solar farm, the City shall require the proponent to proceed through an Environmental Assessment process under the *Environmental Assessment Act*, or

at a minimum, through a land use planning approval process under the *Planning Act*, or both. The approvals process will evaluate and assess:

- i. The impact of the proposal on the views, vistas and any cultural heritage landscapes in the vicinity;
 - ii. Whether the nature and scale of the proposal is appropriate, and how any identified impacts can be mitigated; and,
 - iii. How the site will be accessed for maintenance.
- g. The City may impose limits on the extent, height and location of any proposed wind turbine or solar farm.
- h. The City, in partnership with the Province, as appropriate, shall ensure that the necessary agreements are in place to deal with ongoing operation and maintenance of any green energy facilities, as well as appropriate protocols for their ultimate decommissioning.

Policies for Gas and Oil Pipelines

- i. Gas and oil distribution pipelines will be encouraged to locate within a road right-of-way or easement. They will be encouraged to locate in such a manner that does not negatively impact on the function, safety or amenity of adjacent land uses, or roadway operation when accessed.

9.0 IMPLEMENTATION

9.1 The Official Plan

Official Plan Review

- a. The City will review the policies in this Plan as part of a Provincially mandated review program, to ensure the continued relevance of the objectives and policies contained herein. Such a review will be in accordance with the requirements of the *Planning Act*.
- b. Monitoring and reviewing of the Official Plan is required to identify planning issues and trends affecting the City, to analyze the effectiveness of the policies of the Official Plan, and to allow for adjustments and updating. It is critical to monitor, review, update and consolidate the Official Plan to ensure its continued relevance and usefulness.
- c. The City will review existing and future legislation contained in the *Planning Act*, the *Municipal Act* and other relevant Provincial statutes that apply to areas of municipal jurisdiction. The City will, where appropriate, amend existing By-laws or pass new By-laws to ensure land uses are properly regulated in accordance with the policies of this Plan, relevant legislation and associated regulations.

Monitoring

- d. Monitoring and measuring the performance of this Plan is critical to determine if:
 - i. The assumptions inherent to this Plan remain valid;
 - ii. The implementation of the policies fulfills the overall vision, principles and intent of the policies of this Plan;
 - iii. That development is being carried out in conformity with the policies of this Plan and consistent with the associated plans, guidelines and manuals adopted by the City;
 - iv. Provincial growth and intensification targets are being met; and,
 - v. The priorities identified in this Plan remain constant or require change.

Amendments to this Plan

- e. An amendment to this Plan shall be required where a policy, designation, Schedule or guiding principle is added, deleted, or significantly altered.
- f. The City will consider applications for amendments to this Plan within the context of the policies and criteria set out throughout this Plan.
- g. An applicant of an amendment to this Plan shall be required to submit a planning justification report(s) to demonstrate the rationale for such an amendment, and shall be required to evaluate and address such matters, including but not limited to:
 - i. Conformity/consistency with Provincial policies and plans;
 - ii. Conformity to the vision, goals, objectives and policies of this Plan, and other City adopted plans and guidelines;
 - iii. Need for the proposed amendment;
 - iv. Suitability of the lands for the proposed use;
 - v. Land use compatibility with the existing and future uses and built form on surrounding lands; and,
 - vi. Adequacy of municipal servicing infrastructure and community facilities to support the proposed use.
- h. In accordance with the *Planning Act*, there will be no appeal with respect to the refusal or failure of the City to adopt an amendment to this Plan and/or the passage of an implementing Zoning By-law:
 - i. For the re-designation or conversion of lands designated as an Employment Area; and,
 - ii. For the expansion of the Settlement Area Boundary.
- i. Technical revisions to this Plan will not require an Official Plan Amendment provided they do not change the intent of the Plan. Technical revisions include:
 - i. Changing the numbering, cross-referencing and arrangement of the text, tables, Schedules and maps;

- ii. Altering punctuation or language for consistency;
 - iii. Correcting grammatical, dimensional and boundary, mathematical or typographical errors;
 - iv. Adding technical information to Schedules or maps; and/or,
 - v. Changing format or presentation.
- j. This Plan shall conform with any decisions of the Ontario Municipal Board (OMB) and/or the Local Planning Appeal Tribunal (LPAT). Where there is a conflict between the policies of this Plan and a decision of the OMB/LPAT, the decision of the OMB/LPAT shall prevail.

9.2 The Zoning By-law

- a. The Zoning By-law shall implement the policies of this Plan by regulating the use of land, buildings or structures in accordance with the provisions of the *Planning Act* and, where appropriate, may be more restrictive than this Plan.
- b. The implementing Zoning By-law shall include and refine the lists of permitted uses identified in this Plan. It is not the intent of this Plan that every permitted use within each designation necessarily be permitted on every site within the designation.
- c. The implementing Zoning By-law will include regulations for development to ensure compatibility and appropriate transitions between different uses and built forms. Development standards within the implementing Zoning By-law may include, among other matters, building setbacks, build-within zones, step backs, angular planes, lot area, lot coverage, lot frontage, height and gross floor area restrictions.
- d. Within three years of the adoption of this Plan, the existing implementing Zoning By-law 160-90 will be reviewed and amended, or a new Zoning By-law prepared and adopted, to conform to the policies of this Plan, in accordance with the *Planning Act*.
- e. The existing implementing Zoning By-law 160-90 shall remain in effect until such time as it is amended to bring it into conformity with this Plan. Any amendments to the implementing Zoning By-law shall be in conformity with this Plan.

9.3 Subdivision of Land

Plan of Subdivision

- a. All lands within the City shall be subject to subdivision control pursuant to the relevant provisions of the *Planning Act*.
- b. The division of land shall occur by draft plan of subdivision where:
 - i. A new road or extension to an existing road is required, extension of services and/or reconfiguration of the storm water management system is required; or,
 - ii. Four or more lots are being created and/or the owner is retaining sufficient lands for the development of additional lots; or,
 - iii. The City deems it necessary in the public interest for the proper development of the lands.
- c. The City, when considering applications for plans of subdivision, will have regard for the provisions of the *Planning Act* and related Provincial policies and plans, along with the policies and procedures of the Conservation Authority and any other applicable regulatory bodies.
- d. Pursuant to the provisions of the *Planning Act*, the City may enact a By-law to exempt properties from Part Lot Control, to permit the creation of lots within a registered plan of subdivision, to make minor boundary adjustments, and to establish easements.

Plan of Condominium

- e. Only those development proposals submitted under the *Condominium Act* that conform to the general policies of this Plan shall be considered for approval.
- f. The City, when considering applications for plans of condominium, will have regard for the provisions of the *Planning Act* and related Provincial policies and plans, along with the policies and procedures of the Conservation Authority and any other applicable regulatory bodies.

Consent to Sever

- g. A consent to sever land shall only be considered where a plan of subdivision is deemed to be unnecessary and where the application conforms to the policies of the Official Plan.
- h. The maximum number of new lots approved by the City on one property through consent shall be three (3), where appropriate. New lots shall have frontage on a municipal road, and shall not require that municipal services be extended.
- i. Consents may be permitted for the creation of up to three (3) new lots, to create easements, boundary adjustments, rights-of-way, lot additions and long-term leases in accordance with the provisions of the *Planning Act*.

The Creation of New Lots in the Agricultural Designation

- j. New lots may be permitted within the Agricultural Designation if:
 - i. The new lot is to be severed to create a farm, and both the retained and severed parcels each have a lot area of no less than approximately 40 hectares; or,
 - ii. The new lot may be created through a consent to sever when a farm consolidation has resulted in a surplus dwelling unit that is not required for the long term needs of the remaining farm operation. The new lot may be created provided that the establishment of any new residential use is prohibited on the remaining lands that accommodate the farm operation. This policy requires that the new lot to be severed incorporates the surplus dwelling, and that the surplus dwelling is deemed to be compliant with the Ontario Building Code and was in existence prior to the Approval of this Plan. In addition, the farm operator shall be the owner of the lands proposed to be severed at the time of the severance, and shall have a principle farm operation elsewhere in the City; or,
 - iii. The lot is required for an agriculture-related use, provided the lot is limited to the minimum size needed to accommodate the use and appropriate sewage and water services, and is zoned specifically for agricultural-related use. Residential uses shall not be permitted on such lots. The lot should be in a location that is separate from the primary agricultural operations by physical features or where it causes minimal disruption to the agricultural operation and, if possible, be located on lower quality soils.

- k. Consents may also be granted within the Agricultural Designation for legal or technical reasons, such as for easements, correction of deeds, quit claims and minor boundary adjustments which do not result in the creation of a new lot.
- l. The consolidation of farms into larger and more efficient operations is encouraged. In this regard, the consolidation of two adjacent farm parcels or a boundary adjustment that increases the viability of a farm parcel is permitted provided no new lot is created.

9.4 Site Plan Approval

- a. Site Plan Approval is one of the key tools for implementing the City's policies on Urban Design in accordance with this Plan, and the City's Urban Design Manual. Site Plan Approval will be used by the City of Brantford in accordance with the provisions of Section 41 of the *Planning Act* as a means of achieving well-designed, functional, accessible, safe, sustainable built form and public space.
- b. In addition to the provisions of the implementing Zoning By-law, and where different land uses or building types abut each other, transitional features may be required through Site Plan Approval, to mitigate potential adverse impacts between the developments and to ensure compatible development through visual screening, landscaping, fencing, and other forms of buffering.
- c. The City will establish, by By-law, a Site Plan Approval Area which encompasses all of the lands within the boundaries of the City and is applicable to all development. The City may exempt development which would otherwise be subject to Site Plan Approval where it considers such approval to be unnecessary due to the type or scale of development proposed. The City may by By-law:
 - i. Require Site Plan Approval as a condition of a subdivision/condominium agreement or any other type of development agreement;
 - ii. Require Site Plan Approval as a condition of any decision of the Committee of Adjustment; and,
 - iii. Require Site Plan or Building Permit Approval prior to the issuance of a demolition permit(s) for properties designated under the *Ontario Heritage Act*, and for those properties that the City has identified as having significant heritage attributes.
- d. Where Site Plan Approval is applicable, the City may utilize the Site Plan Approval process to the maximum extent permissible by the Planning Act. Specifically, the

City may consider matters related to exterior design, including, without limitation, the character, scale, materials, colour, appearance and design features of buildings for all development.

9.5 Committee of Adjustment

- a. Council may appoint a Committee of Adjustment to consider minor variances, and other matters, to the Zoning By-law and consents, in accordance with the provisions of Section 44 and 45 of the *Planning Act*. Decisions of the Committee of Adjustment will maintain the general intent and purpose of this Plan, and will be in accordance with requirements of the *Planning Act* and all other applicable legislation.

9.6 Non-Conforming Uses, Buildings or Structures

- a. It is the intention and expectation of the City that legal non-conforming uses, buildings, or structures will eventually cease to exist and be replaced by uses, buildings or structures that conform to this Plan and comply with the Zoning By-law.
- b. The use of lands, buildings and/or structures which do not conform to the Zoning By-law but which were in lawful existence prior to the approval of the Zoning By-law, and which continue to be used for such a purpose, will be recognized as legal non-conforming uses. If such legal non-conforming uses cease for a period of up to one year, then the legal non-conforming status will lapse and rights derived from such uses will terminate.
- c. Notwithstanding any other Policy in this Section, a legal non-conforming use(s) destroyed by fire or natural disaster may be rebuilt provided that the dimensions of the building and/or structure are not substantially increased, the use of the building and/or structure is not substantially altered, and all applicable approvals are obtained.
- d. The City may recognize uses that exist at the time of the approval of this Plan and which do not have a negative impact on the environment and do not pose a significant threat to health and safety. This will be done by means of appropriate site specific Zoning By-laws. Such site specific zoning will not be considered to be in contravention of the policies of this Plan and will:
 - i. Only be accomplished by the adoption of a site specific Zoning By-law which will incorporate specific and appropriate regulations relative to the existing specific site and use; and,

- ii. Be restricted to the property boundaries of the land owned at the time of the approval of this Plan.

9.7 Other Planning Act Tools

- a. The City of Brantford may use a number of planning and development tools, as they are authorized by the Planning Act, to implement the vision, principles and policies of this Plan. The City may use the following tools:
 - i. Inclusionary Zoning - Pursuant to Section 16 of the *Planning Act*. Inclusionary zoning may be implemented for the purposes of authorizing the inclusion of affordable housing units within buildings or projects containing other residential units, and for ensuring that those affordable housing units are maintained as such over time;
 - ii. Community Improvement Plans - Pursuant to Section 28 of the *Planning Act*;
 - iii. Demolition Control By-law - In accordance with Section 33 of the *Planning Act*;
 - iv. Holding By-law - Pursuant to Section 36 of the *Planning Act*;
 - v. Community Benefits Charges By-law - In accordance with Section 37 of the *Planning Act*;
 - vi. Interim Control By-law - Pursuant to Section 38 of the *Planning Act*;
 - vii. Temporary Use By-law - Pursuant to Section 39 of the *Planning Act*;
 - viii. Parkland Dedication, in accordance with Section 42 of the *Planning Act*; and,
 - ix. Community Planning Permit System - In accordance with Section 70.2 of the *Planning Act*.

9.8 Land Acquisition

- a. Council may acquire and hold lands within the City for the purposes of implementing the Official Plan in accordance with the provisions of the *Planning Act*.
- b. It is the intent of the City to work cooperatively with the Conservation Authority, the Province of Ontario, the Government of Canada and private property owners

to establish ongoing financial, policy and legislative support for the protection and enhancement of all significant natural heritage features and their associated ecological and hydrological functions, within the Core Natural Areas Designation of the Natural Heritage System, in accordance with the policies of this Plan.

- c. Mechanisms to secure lands within the Core Natural Areas Designation of the Natural Heritage System may include, but are not limited to, the following property acquisition tools:
 - i. Land dedications/conveyance;
 - ii. Voluntary sale and public purchase through funds allocated in the City's budget;
 - iii. Land swaps/exchanges;
 - iv. Donations, gifts, bequests from individuals and/or corporations;
 - v. Density transfers; and/or,
 - vi. Other appropriate land acquisition methods.
- d. It is recognized that the City may not be able to acquire or secure in public ownership all of the lands that are within the Core Natural Areas Designation of the Natural Heritage System. Where lands within the Core Natural Areas Designation of the Natural Heritage System are not in public ownership, the City will work cooperatively with the landowners to protect the identified natural, environmental and cultural heritage features and/or their associated functions on private lands.
- e. In instances where the City may not be able to acquire or secure in public ownership all of the lands that are within the Core Natural Areas Designation of the Natural Heritage System, the City shall consider the following stewardship techniques to ensure the appropriate level of protection for the significant natural heritage features and their associated functions:
 - i. Municipal land use controls including zoning;
 - ii. Information and education programs;
 - iii. Stewardship agreements;

- iv. Charitable tax receipts;
 - v. Conservation easements; and/or,
 - vi. Any other appropriate agreements with the landowners.
- f. The City may establish a Land Securement Fund to be used to contribute to the costs of acquisitions for specific properties that are within the Core Natural Areas Designation of the Natural Heritage System.
- g. Council may provide an annual budget allocation for a Land Securement Fund and may authorize staff to pursue funding partners and other funding opportunities to achieve the vision for the lands within the Natural Heritage System.

9.9 Municipal Finance

Fiscal Responsibility

- a. The implementation of this Plan must be fiscally responsible, by ensuring that the required capital expenditures to provide services for development and infrastructure improvements are paid for in an equitable and appropriate manner. The City will strive to maintain financial sustainability and integrity by managing its financial resources and by undertaking development in a fiscally responsible manner.
- b. Municipal capital expenditures implementing any aspect of this Plan will be guided by a Ten Year Capital Budget Forecast, which will be reviewed annually.
- c. The City will undertake capital works programs, in accordance with the approved capital budget, to provide the municipal services and infrastructure necessary for Intensification Areas and new growth.
- d. Future development will be monitored to ensure that a balance is maintained between demands for service and the overall fiscal capacity of the City.
- e. Where possible, the City will use financial mechanisms available to it under any legislative authority, including the *Municipal Act*, *Development Charges Act*, *Planning Act* and any other applicable legislation, for the purposes of land use planning and the provision of municipal servicing infrastructure and community benefits.

- f. The City may request a Municipal Financial Impact Assessment from the owner/applicant of any development application. The terms of reference of such a study will be determined by the City at the time of the request. The Assessment will be prepared and may be peer reviewed at the owner/applicant's expense. Development applications or proposals may be refused or deferred on the basis of financial impact and burden on the City, if suitable mitigation measures are not available.

The Development Charges By-law

- g. The City will prepare a background study and enact a By-law under the *Development Charges Act*, to ensure that the initial capital cost of growth related services does not place a financial burden upon the City's existing taxpayers, and to ensure that new taxpayers bear no more than the growth-related net capital cost attributable to providing the current level of services.
- h. The City may enact a Development Charges By-law that applies to the City as a whole, and/or to specific geographic areas within the City.
- i. The City may exempt some or all of the Development Charge or exempt certain development or redevelopment from the Development Charge as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.
- j. The City will apply, calculate and collect Development Charges in accordance with the provisions of the Development Charges By-law and the *Development Charges Act*.

The Community Benefits By-law

- k. The City will prepare a background study and enact a By-law under the provisions of Section 37 of the *Planning Act*, to ensure that the capital cost of defined Community Benefits can be collected. The City may enact a Community Benefits Charge By-law that applies to the City as a whole, and/or to specific geographic areas within the City.
- l. The City may exempt some or all of the Community Benefits Charge or exempt certain development or redevelopment from the Community Benefits Charge as a means to promote specific development, redevelopment or revitalization objectives in accordance with this Plan.

- m. The City will apply, calculate and collect Community Benefits Charges in accordance with the provisions of the Community Benefits Charge By-law and the *Planning Act*.

9.10 Public Meetings and Notification

- a. The City recognizes that public consultation is a key component of many planning processes. The policies of this Plan seek to support opportunities for public participation, while balancing the need to process development applications within the timelines prescribed by the *Planning Act*.
- b. The *Planning Act* contains provisions regarding public meetings, notification requirements, and processing timelines for the consideration of development applications. The City will follow the public notification procedures and regulations on planning matters in accordance with the provisions of the *Planning Act*, and in some instances, the City may exceed these requirements as deemed appropriate and as outlined in this Section.
- c. The City will engage with Indigenous communities who have an interest in the City of Brantford, to co-ordinate their informed involvement in land use planning matters of interest to the Indigenous community. Engagement with Six Nations of the Grand River and Mississaugas of the Credit First Nation will be conducted in accordance with the Grand River Notification Agreement.
- d. The City of Brantford will use the provisions for public meetings and notifications outlined in this Section, to allow for enhanced consultation during the early review process and not rely solely on the notice of public meeting as outlined in the *Planning Act*. This will foster communication and education of issues to people and groups early in the decision-making process.
- e. The City shall use a variety of communication methods to seek input on planning matters or to provide information to the general public. Depending on the issues, and in accordance with the *Planning Act*, the City shall choose the most appropriate method of communication, which may include any or all of the following:
 - i. Direct mail-outs, including post and/or e-mail;
 - ii. Public notice signs;
 - iii. Surveys, electronic or mail-out;

- iv. Informal Public meeting/Neighbourhood Ward meeting;
 - v. Statutory Public meetings;
 - vi. Public Information Centres and Workshops; and/or,
 - vii. City website.
- f. In addition to the methods identified in this Section, the City will use the following mechanisms to promote public participation in the planning process by:
- i. Requiring the proponent to post one or more signs, clearly visible to the general public, on properties undergoing a planning approval process; and,
 - ii. Any other means deemed appropriate by the City.
- g. The City will utilize the City of Brantford Community Involvement Framework to provide a consistent approach for how the City will involve the public in planning processes, recognizing that the City has an obligation to process development applications within the timelines prescribed by the *Planning Act*.

Public Meetings

- h. Two (2) public meetings shall be held to inform and obtain the views of the public with respect to an Amendment to the Official Plan, Zoning By-law or other development application. The first meeting shall be known as the “Neighbourhood Meeting” and the second meeting shall be known as the “Statutory Public Meeting”.
- i. The City may waive the requirement for a Neighbourhood Meeting in consultation with the Ward Councilors, where the holding of such meeting would serve no useful purpose.
- j. The purpose of the Neighbourhood Meeting is to present the planning application and to obtain preliminary comments from those who may be affected by the application. Applicants and/or their agents are encouraged to attend. The Neighbourhood Meeting shall be open to the public and any person who attends the meeting shall be afforded an opportunity to make representations regarding the application.

- k. Where a Statutory Public Meeting is required for a planning application, the City shall follow the notification requirements pursuant to the *Planning Act*.
- l. A Statutory Public Meeting under the *Planning Act* shall not be required for minor administrative or technical amendments to this Plan.

9.11 Development Applications

Pre-Consultation Meeting

- a. Formal pre-consultation with the City and relevant commenting agencies shall be required prior to the submission of any development application required under the *Planning Act*. The purpose of the pre-consultation meeting shall be to review a draft development proposal for the lands affected by the proposed application(s), and identify the need for, and the scope of, other information and materials considered necessary by the City and other affected agencies to allow for a comprehensive assessment of the development application(s).
- b. The City shall determine the information and materials necessary for submission with the application based on the nature of the proposal, and in accordance with the list of Studies identified in this Plan.
- c. The City may waive the requirement for formal pre-consultation, where the City has identified that due to the nature of the proposal, the need for and scope of required information and materials can be determined without formal pre-consultation.
- d. Development applications submitted to the City prior to the formal pre-consultation meeting shall be considered incomplete and returned to the applicant.

Complete Application Requirements

- e. Any or all of the information outlined in this Section may be requested from applicants to ensure that all relevant and required information pertaining to a development application is available at the time of submission, to enable Council and its delegated authorities make informed decisions within the time periods prescribed by the *Planning Act*.
- f. Any information provided in support of an application for development submitted under the *Planning Act* is considered public, and is available for public review.

- g. For planning applications to be deemed complete, the following mandatory items shall be submitted to the City, and shall be carried out to the satisfaction of the City.
- i. Application Form;
 - ii. Covering Letter; and,
 - iii. Required Fees and Studies.
- h. The City may require any/all of the studies included in **Table 2: Required Studies** as part of a complete application:

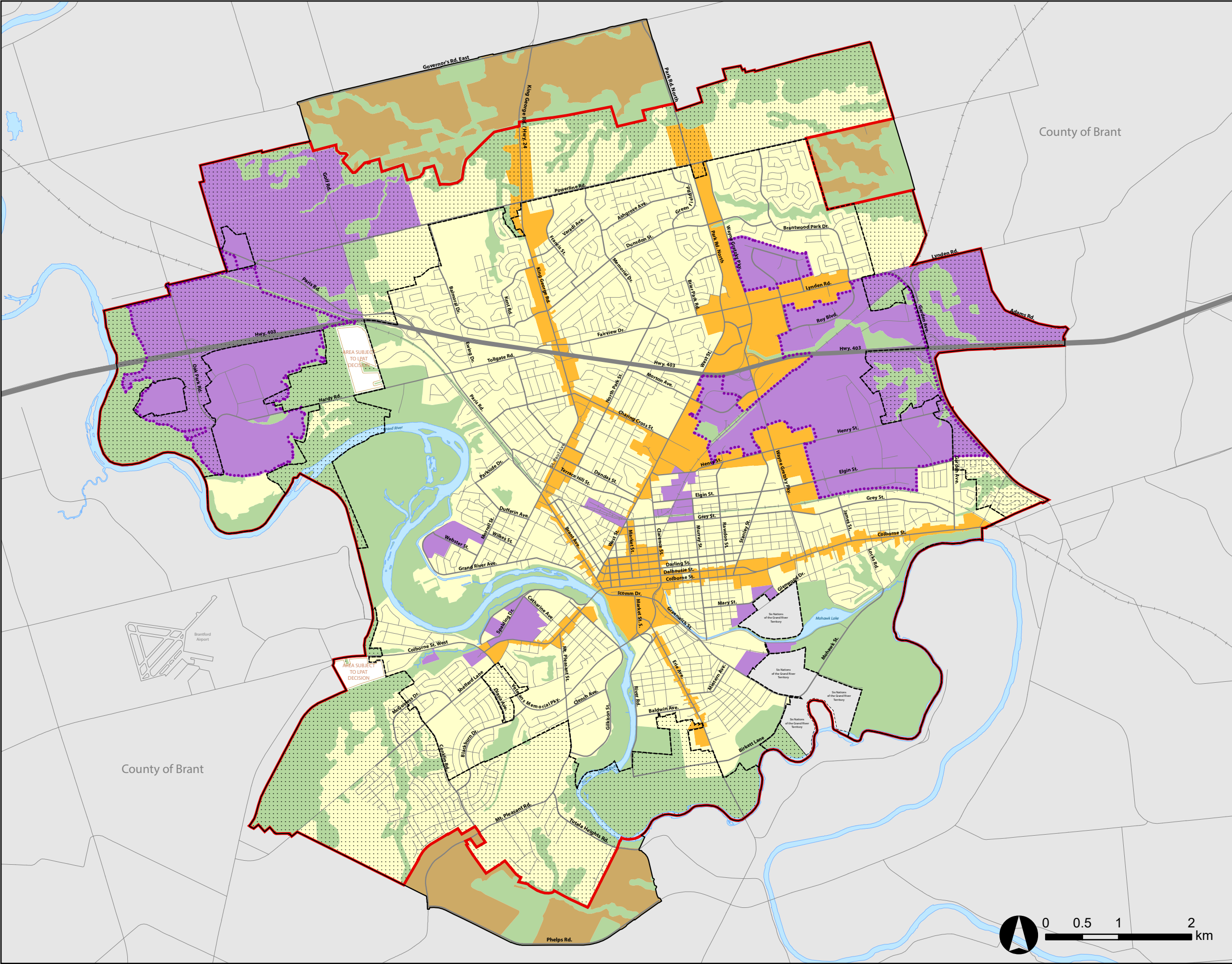
Table 2: Required Studies

<ul style="list-style-type: none"> - Affordable Housing Report - Agricultural Impact Assessment - Air Quality Study - Area Management Plan for Storm Water - Archaeological Assessment - Block Plan - Building Details (including elevations, colours, materials) - Building Matrix - Carbon Emissions Assessment - CPTED Report (Crime Prevention Through Environmental Design) - Contamination Management Plan Remediation Strategy - Endangered and Threatened Species Assessment - Employment Land Needs Assessment - Engineer's Report (Building Condition) - Environmental Impact Study - Environmental Strategy - Erosion Hazard/Sediment Control Plan - Floodplain Analysis - Fluvial Geomorphology - Functional Servicing Report - Geotechnical Report - Grading Plan (Cut and Fill plan) - Height Survey of Adjacent Buildings - Heritage Impact Assessment 	<ul style="list-style-type: none"> - Heritage Conservation Plan - Hydrogeology Study - Infrastructure Servicing Study - Land Assembly Documents - Land Use Compatibility Study - Landfill Impact Study - Landscape Plan - Lighting Plan - Master Drainage Plan - Mineral Aggregate Resource Analysis - Municipal Financial Impact Assessment - Neighbourhood Design Plan - Neighbourhood Traffic Calming Options Report - Noise and/or Vibration Study - Odour, Dust and Light Assessment and Mitigation Report - Park Concept Plan - Parking Study - Peer Review Studies - Pest Control Plan - Phase I Environmental Site Assessment - Phase II Environmental Site Assessment - Phasing Plan - Planning Justification Report - Record of Site Condition - Recreation Needs Study - Rental Housing Conversion Study 	<ul style="list-style-type: none"> - Residential Land Needs Assessment - Restoration Plan - Restricted Land Use Declaration Form - Sensitive Land Use Report - Servicing Plan - Sun/Shadow and/or Wind Analysis - Site Plan/proposed Draft Plan of Subdivision and/or Condominium - Slope Stability Report - Soil Report - Statement of conformity with Minimum Distance Separation Formula - Storm Water Management Report/Plan - Street Parking Study - Survey (completed within the last five years preceding the application submission date) - Sub-Watershed Plan - Traffic/Transportation Impact Study - Transportation Design Study - Tree Inventory and/or Tree Preservation Study - Top-of-Bank Demarcation - Urban Design Report - Wind Analysis
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- i. All Information, studies and materials prepared in accordance with the policies of this Plan shall be subject to the following requirements to be deemed complete:
 - i. All information, studies and materials required by the City shall be prepared by an appropriately designated qualified professional, in accordance with applicable legislation, to the satisfaction of the City, retained by and at the expense of the applicant;
 - ii. The applicant may be required to submit any other supporting information, studies and materials identified by the City during the formal pre-consultation process for the application to be deemed complete;
 - iii. Incomplete applications submitted to the City will not be accepted and shall be returned to the applicant. The City may deem an application to be incomplete and refuse all information, studies and materials, submitted as part of a complete application(s) if it considers the quality of the submission unsatisfactory;
 - iv. Where the City has deemed an application incomplete, the City may request or conduct a peer review of any information, studies and materials submitted where the City:
 - Lacks the appropriate expertise to review such information, studies and materials; and/or,
 - Is not satisfied with the extent and quality of the work submitted by the applicant.

Such peer review shall be completed by an appropriate agency or professional consultant retained by the City, at the applicant's expense. Where a peer review is requested by the City, the application will not be deemed complete until:

- The peer review study has been submitted to the City, and the City is fully satisfied with the extent and quality of the work, including any requirements for additional or supplementary work identified through the peer review process; and,
- The City has been fully reimbursed by the applicant for the cost of the peer review study.



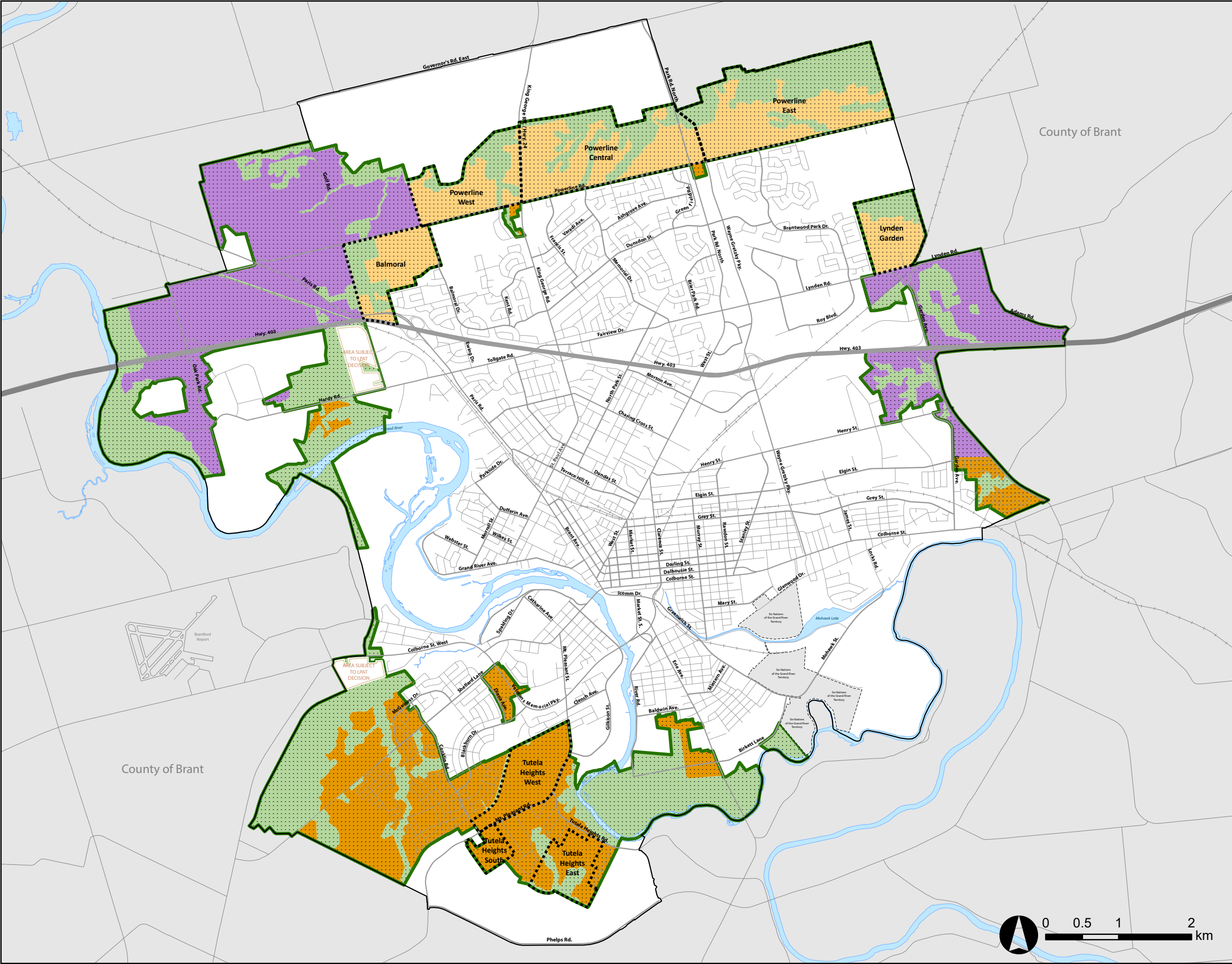
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Schedule 1

Growth Management

Legend

- Municipal Boundary
- Core Natural Areas
- Settlement Area Boundary
- Delineated Built-up Area
- Designated Greenfield Area
- Neighbourhoods
- Strategic Growth Areas
- Employment Areas
- Rural/Agricultural Area
- Provincially Significant Employment Zones
- Subject to Local Planning Appeal Tribunal Decision
- Six Nations of the Grand River Territory

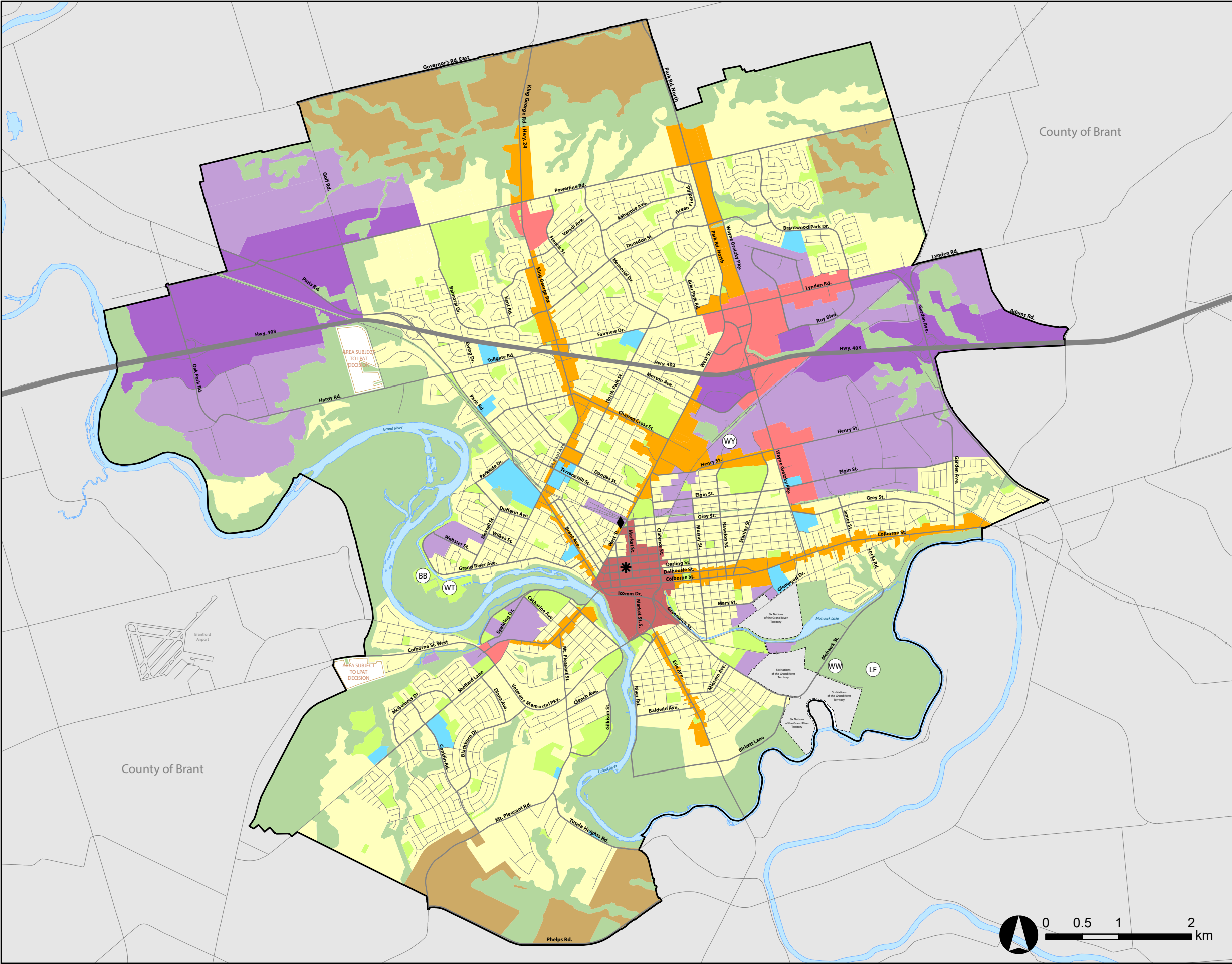


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Schedule 2

Designated Greenfield
Area Density and
Block Plan Boundaries

- Legend**
- Designated Greenfield Area
 - Density target of 55 residents and jobs combined per hectare
 - Density target of 60 residents and jobs combined per hectare
 - Density target of 25 jobs per hectare
 - Block Plan Areas
 - Core Natural Areas



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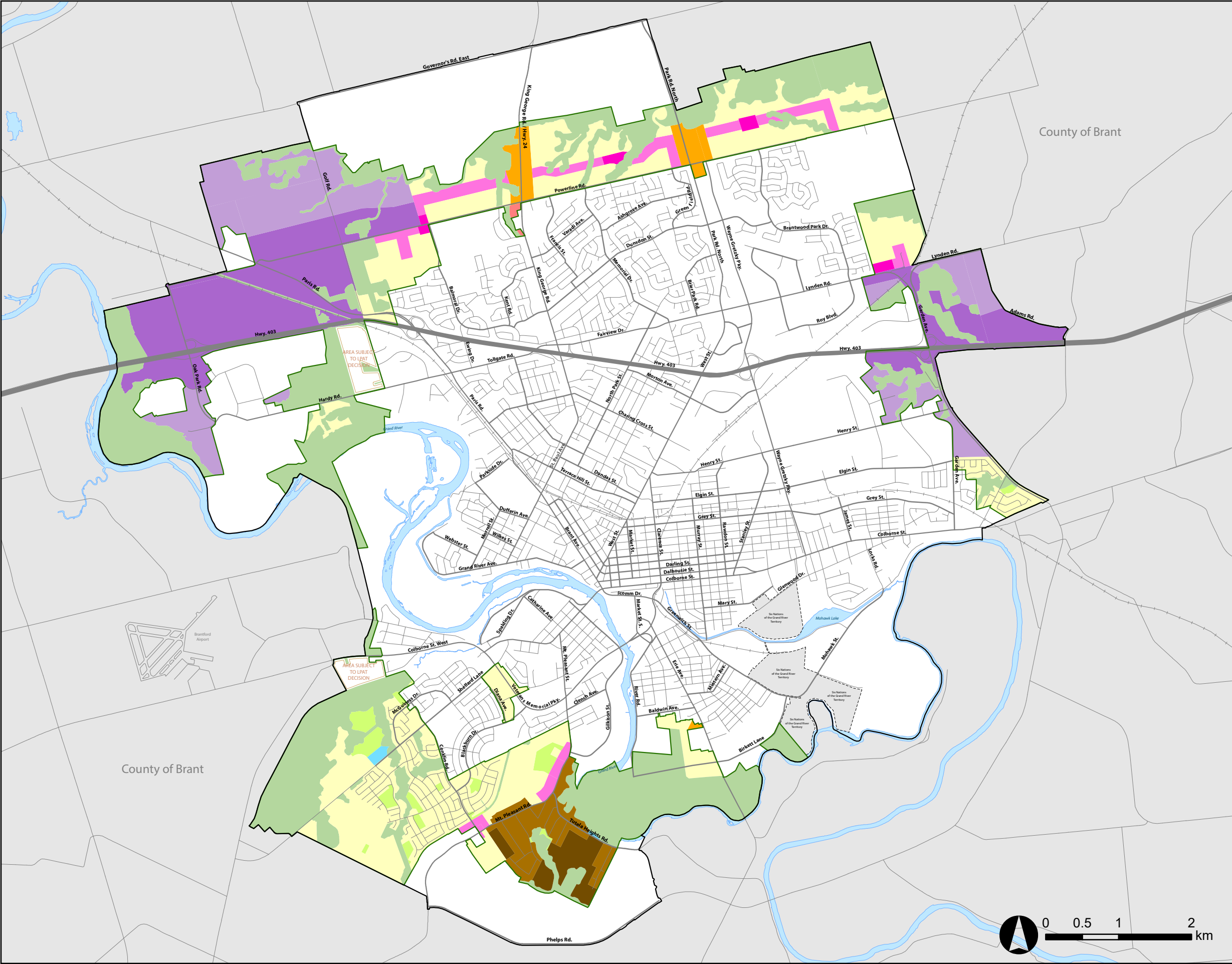
Schedule 3

Land Use Plan

- Legend**
- Agricultural Designation
 - Core Natural Areas Designation
- Neighbourhoods**
- Residential Designation
 - Major Institutional Designation
 - Parks and Open Space Designation
- Strategic Growth Areas**
- Downtown Urban Growth Centre Designation
 - Major Commercial Centre Designation
 - Intensification Corridor Designation
- Employment Areas**
- Prestige Employment Designation
 - General Employment Designation

- Symbols**
- Sanitary Landfill Site
 - Water Treatment Facility
 - Wastewater Treatment Facility
 - Municipal Works Yard
 - Transit Bus Barns
 - Downtown Transit Terminal
 - VIA Rail Station



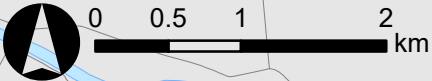


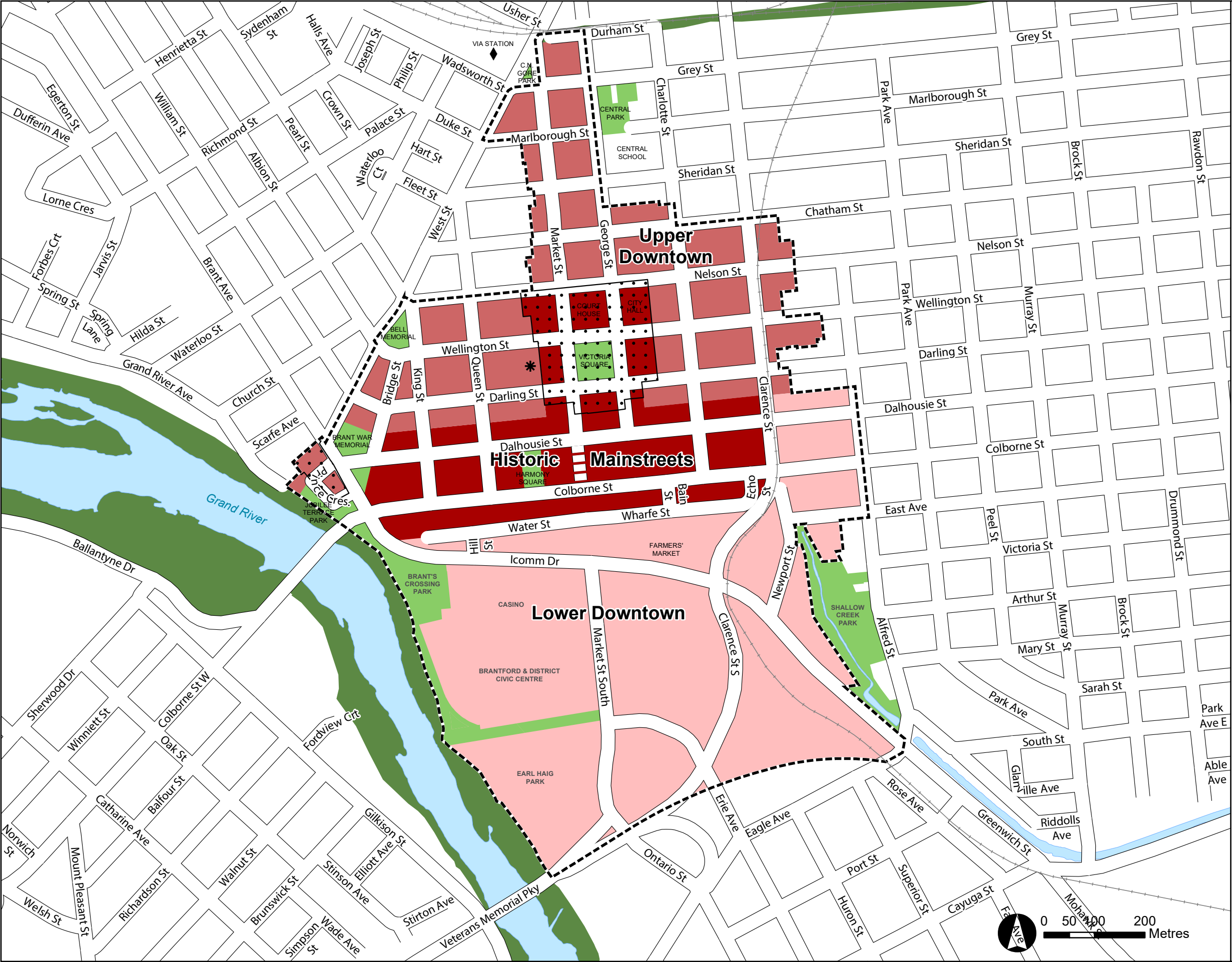
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Schedule 4

Designated Greenfield Area Structure

- Legend**
- Designated Greenfield Area
 - Core Natural Areas Designation
 - Residential Designation
 - Neighbourhood Centre
 - Neighbourhood Corridor
 - Suburban Residential
 - Transitional Residential
 - Major Institutional Designation
 - Parks and Open Space Designation
 - Major Commercial Centre Designation
 - Intensification Corridor Designation
 - General Employment Designation
 - Prestige Employment Designation





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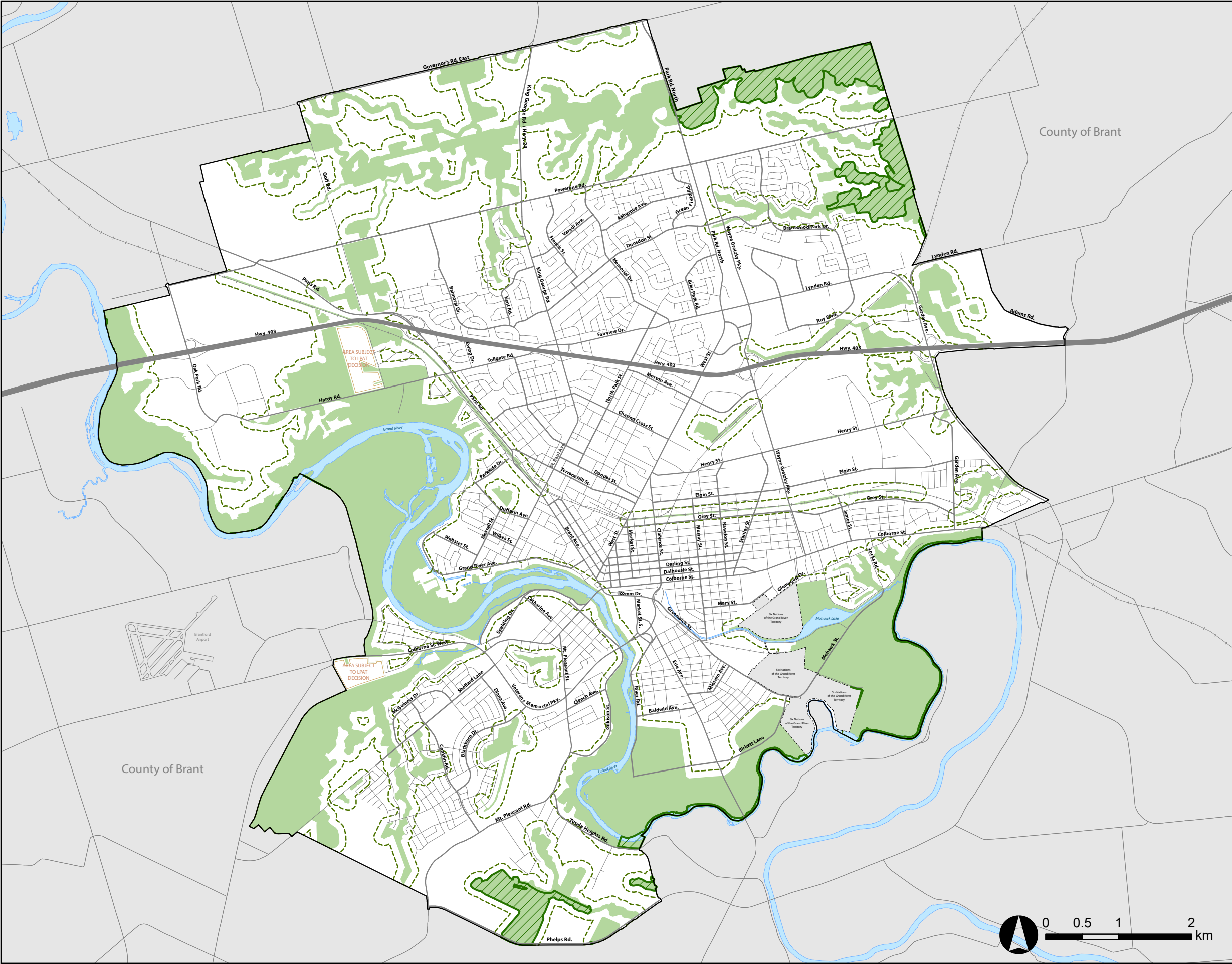
Schedule 5

Downtown Urban Growth Centre

- Legend**
- Urban Growth Centre Boundary
 - Historic Mainstreets Precinct
 - Upper Downtown Precinct
 - Lower Downtown Precinct
 - Parks and Public Open Space
 - Heritage Conservation Districts

- Symbols**
- Downtown Transit Terminal
 - VIA Rail Station






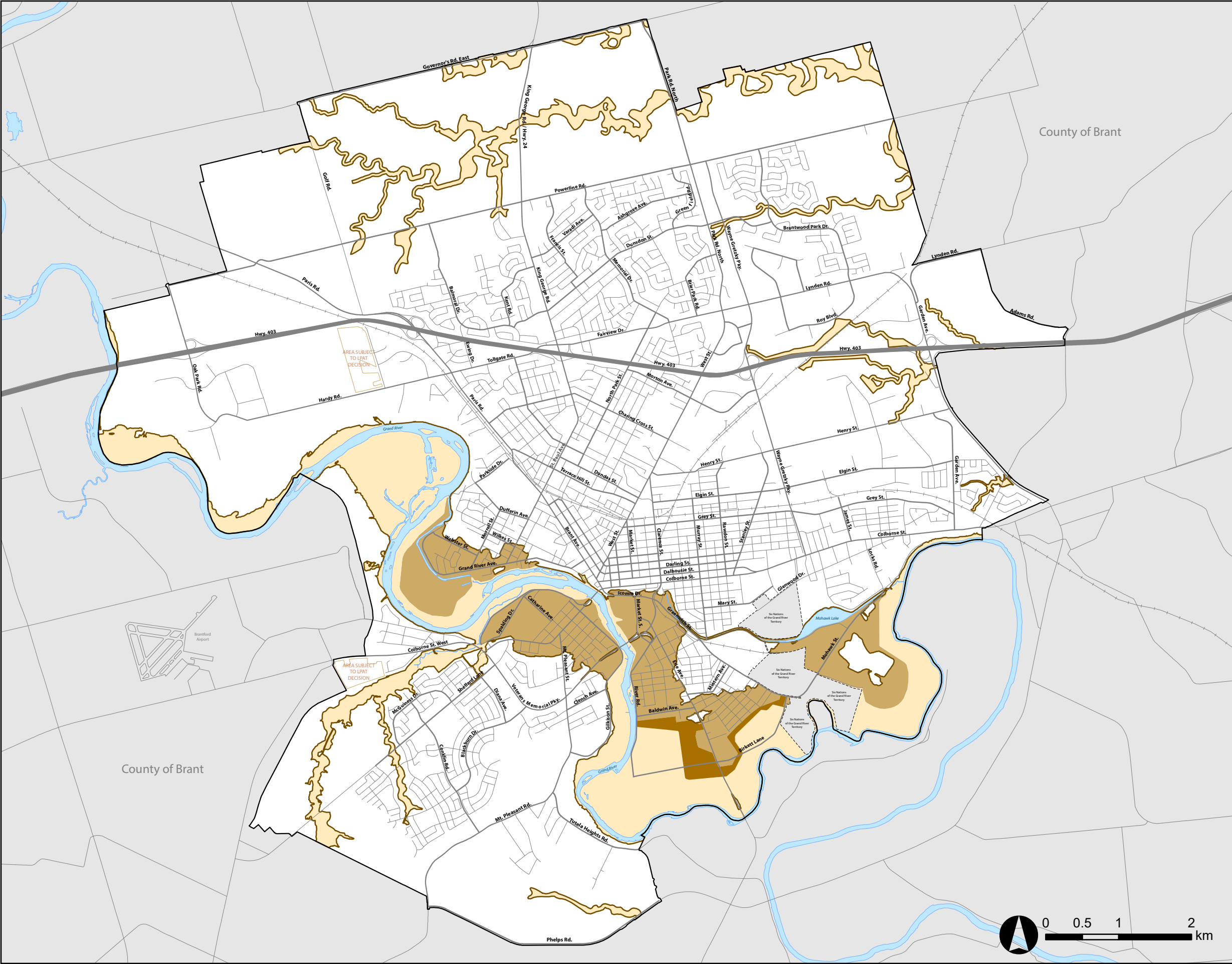


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Schedule 6

Natural Heritage System

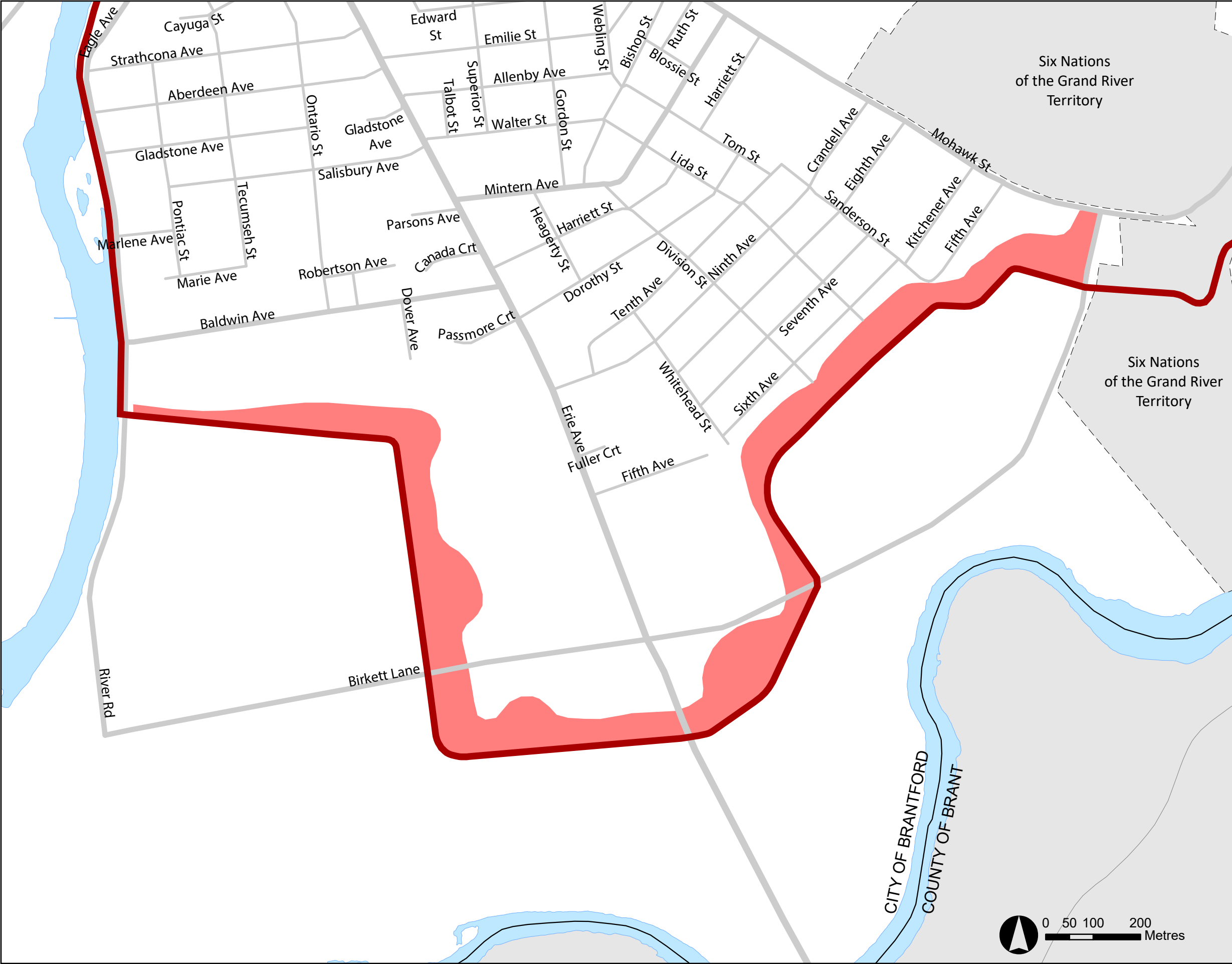
- Legend**
-  Core Natural Areas Designation
 -  Adjacent Lands Overlay (90 m)
 -  Growth Plan Natural Heritage System



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Schedule 7-1 Floodplain

- Legend**
- Limit of the Floodplain
 - Special Policy Area 1
 - Special Policy Area 2
 - Floodway Policy Area



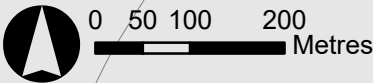
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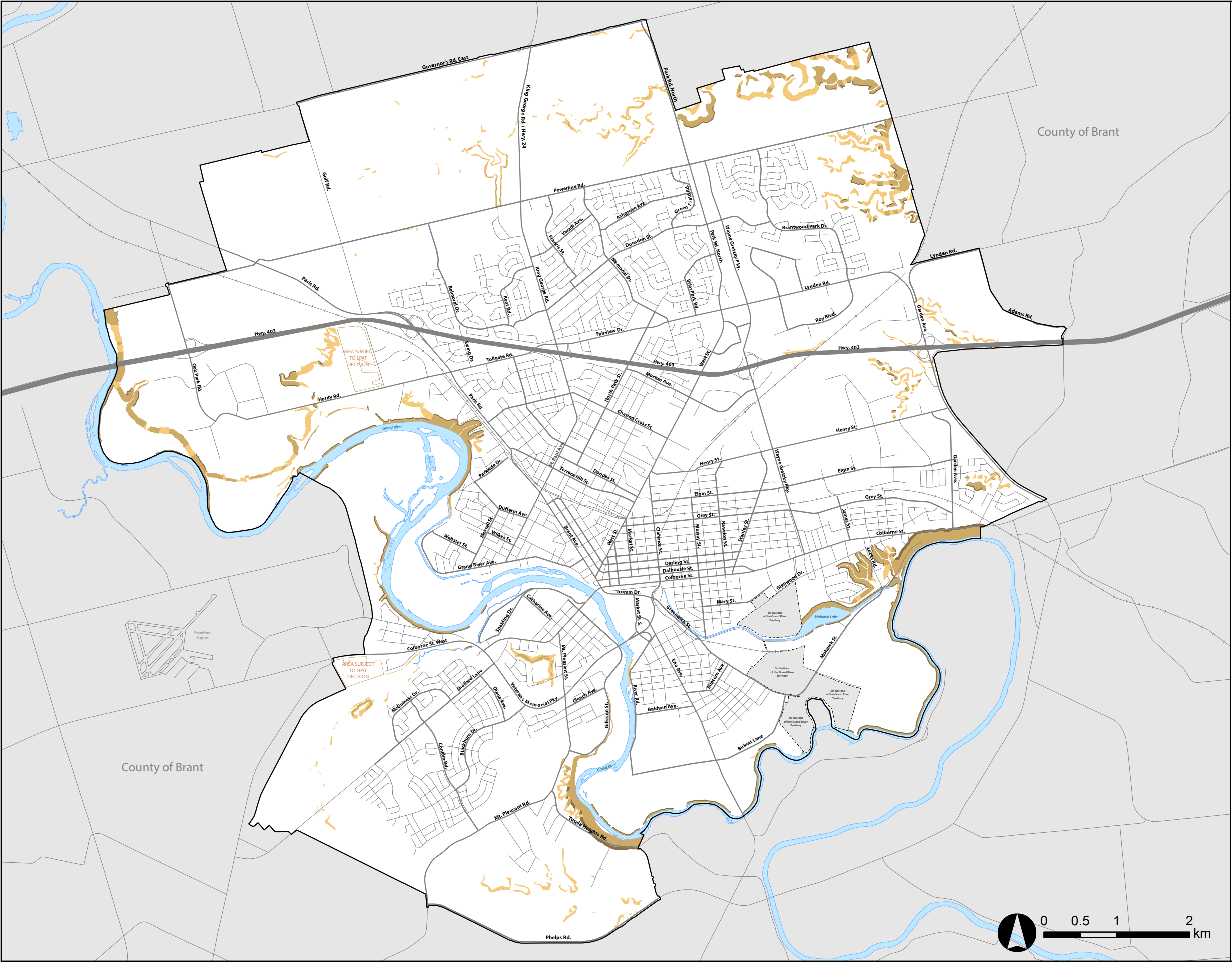
Schedule 7-2

Floodplain Breach Zone

Legend

-  Dyke System
-  Breach Zone





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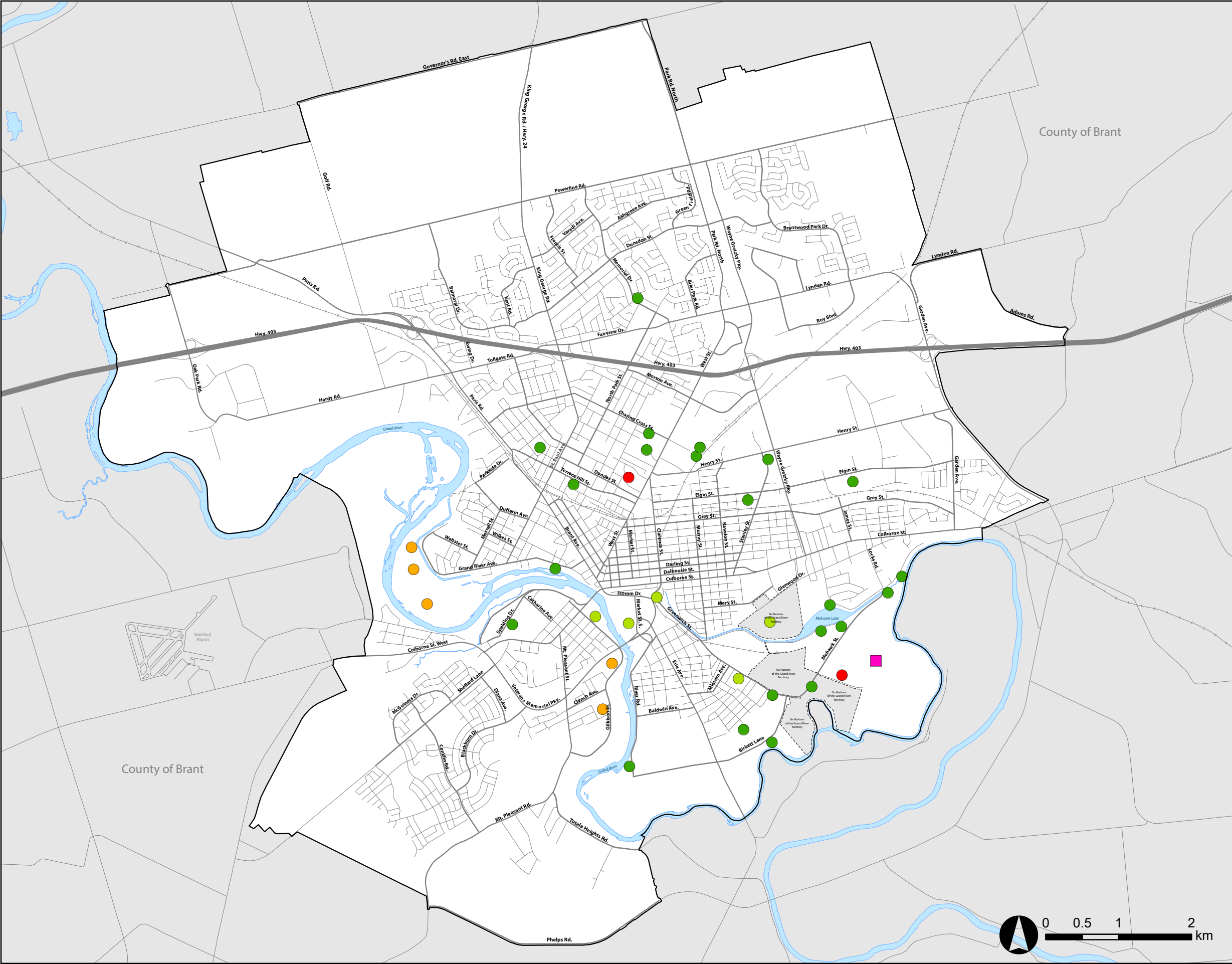
Schedule 7-3

Steep Slopes and Erosion Hazards

Legend

Slope Areas

-  Steep
-  Oversteep
-  Toe



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Schedule 8

Abandoned Landfill Sites

- Legend**
- Active Landfill Sites**
- Landfill Site
- Abandoned Landfill Sites**
- Category 1
 - Category 2
 - Category 3
 - Category 4

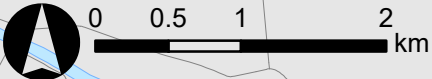


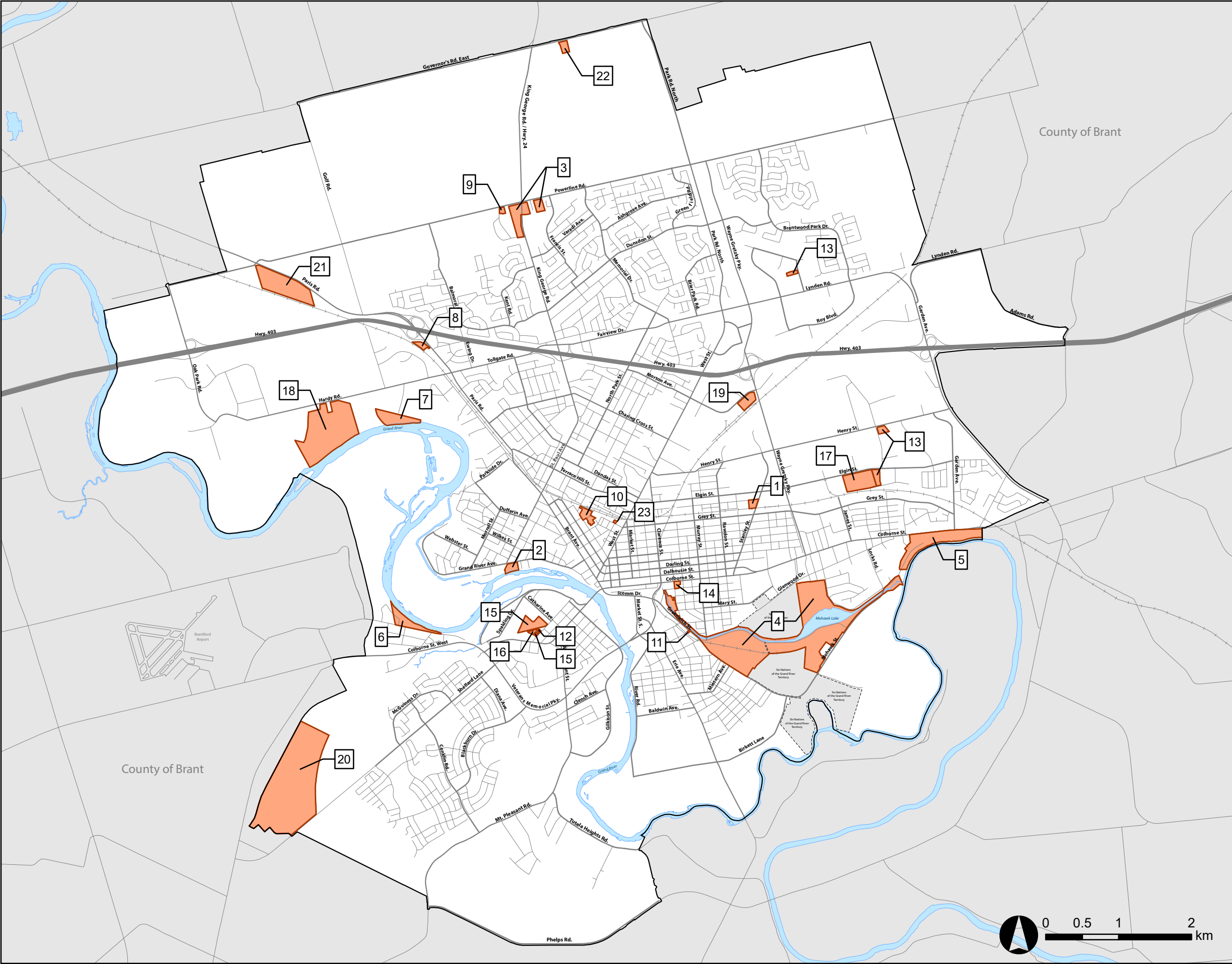
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Schedule 9

Mineral Aggregate Resource Areas and Petroleum Wells

- Legend**
- Licensed Pits and Quarries
 - Mineral Aggregate Areas
 - Petroleum Well Sites




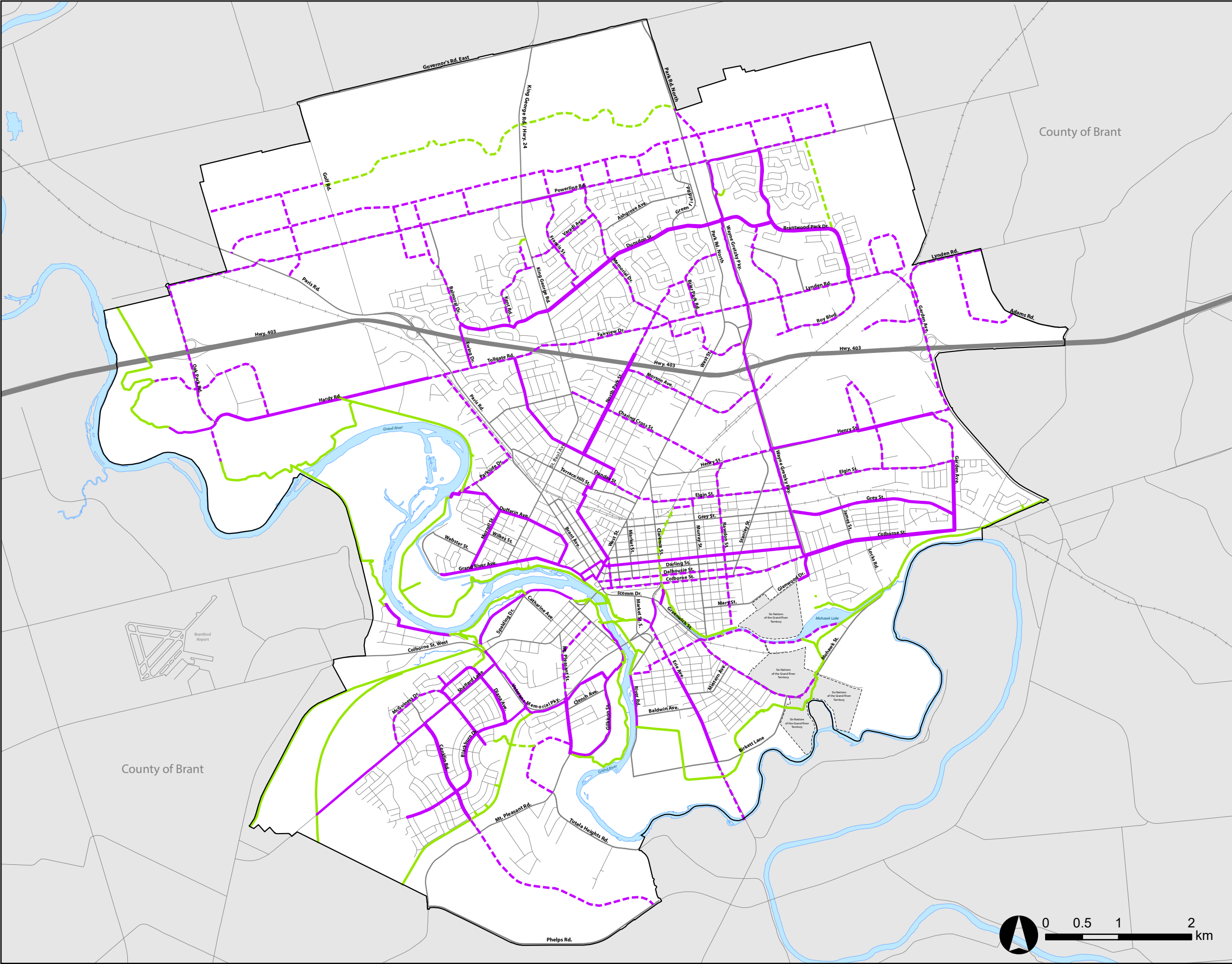


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Schedule 10

Modified Policy Areas

- Legend**
-  Modified Policy Areas
- 1 Stanley Street
 - 2 Grand River Avenue
 - 3 King George Road/Powerline Road
 - 4 Mohawk Lake/ Greenwich-Mohawk District Area
 - 5 Colborne Street Slope Failure Area
 - 6 Oak Hill Drive Slope Area
 - 7 Northwest Area, South of Brantford Golf and Country Club
 - 8 Highway 403 and Paris Road
 - 9 Summerhayes Crescent and Powerline Road
 - 10 17 and 22 Sydenham Street
 - 11 271 Greenwich Street
 - 12 Sherwood Drive
 - 13 45 Dalkeith Drive, 340 Henry Street, and 435 Henry Street
 - 14 365 Colborne Street
 - 15 111 Sherwood Drive
 - 16 125 Sherwood Drive
 - 17 411 Elgin Street
 - 18 277 Hardy Road
 - 19 80, 90, and 110 Morton Avenue East North of Shellard Lane
 - 20 389, 395, 407-417 Paris Road
 - 22 352 Governor's Road East
 - 23 11 Wadsworth Street



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Schedule 11

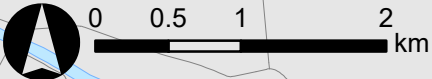
Bikeways and Trails Network Plan

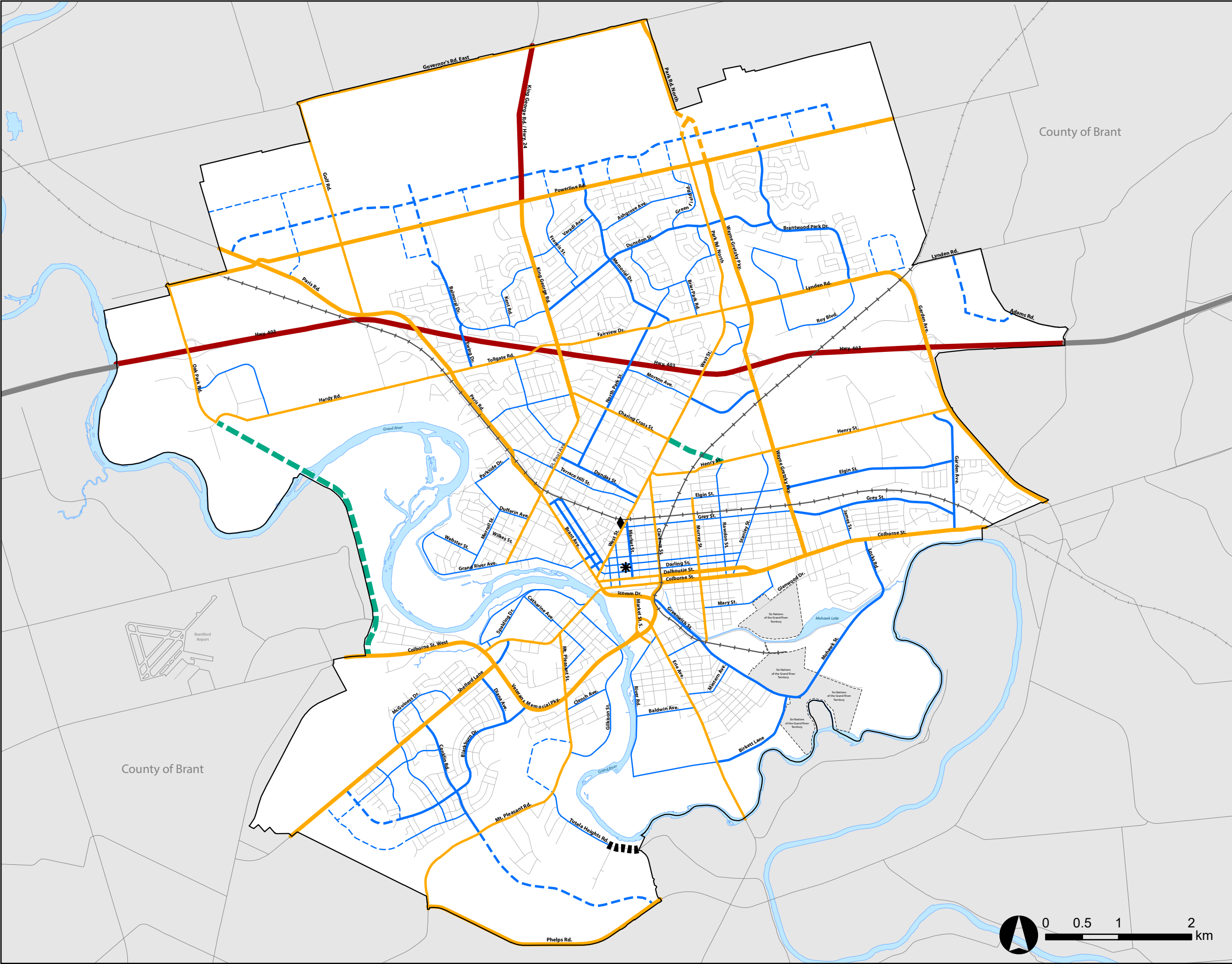
Legend

- On-Road
- Off-Road
- Proposed On-Road
- Proposed Off-Road

On-Road refers to the bikeway and trails network located within a public road allowance/right-of-way.

Off-Road refers to the bikeway and trails network located outside of a public road allowance/right-of-way.





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Schedule 12

Road Network

Legend

- Provincial Highway
- Major Arterial Road
- Minor Arterial Road
- Proposed Arterial Road
- Major Collector Road
- Minor Collector Road
- Proposed Major Collector Road
- Proposed Minor Collector Road
- Long-Term Corridor Protection
- Future Road Closure
- Active Railway

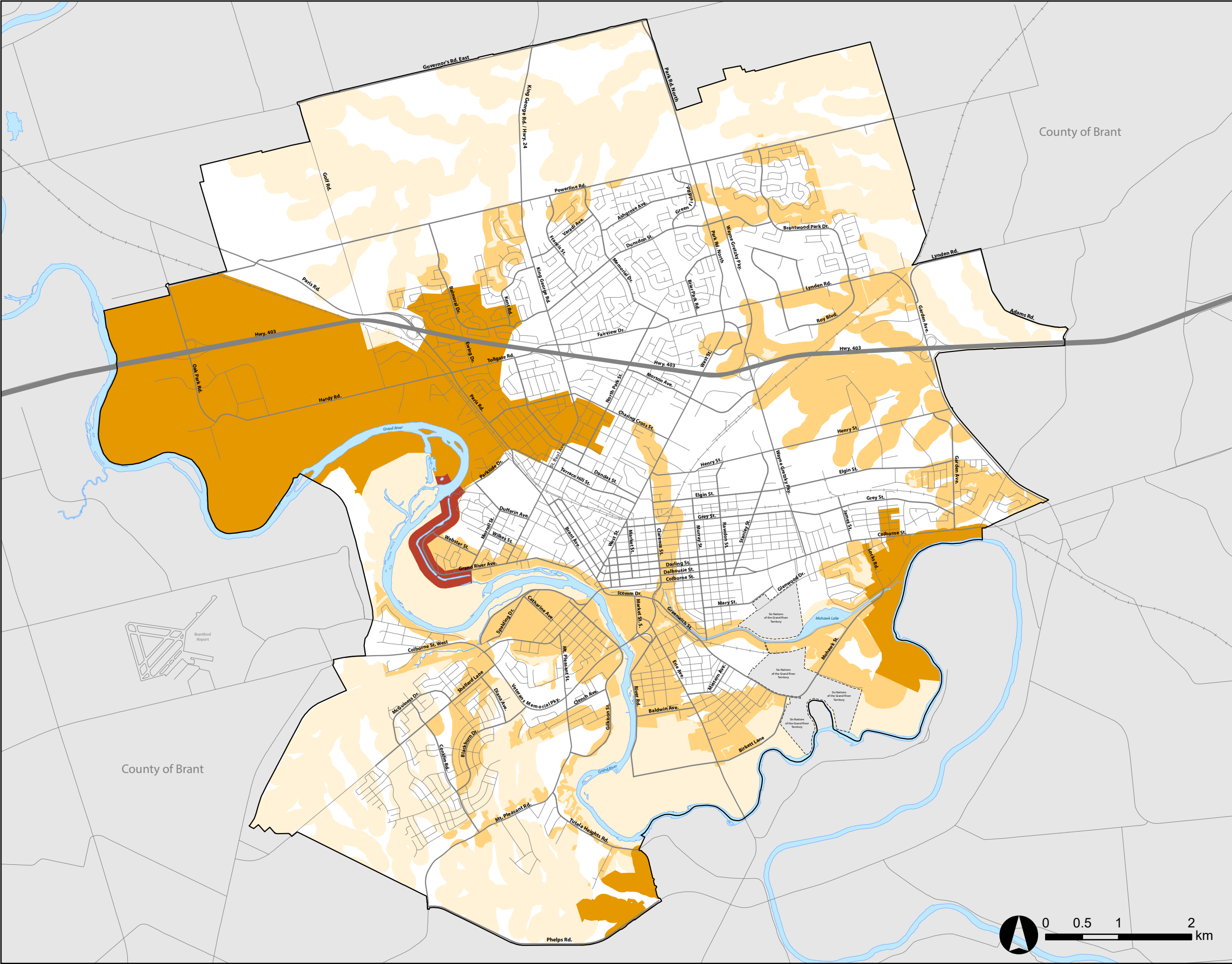
Symbols

- Downtown Transit Terminal
- VIA Rail Station



Schedule 13: Road Allowance Widening		
ROAD	LIMITS	PROPOSED RIGHT-OF- WAY WIDTH (metres)
Albion St	West St to Bedford St	30.5
Baldwin Ave	River Rd to Erie Ave	24.5
Ballantyne Dr	Sherwood Dr to Spalding Dr	24.5
Balmoral Dr	Smith's Ln to Powerline Rd	30.5
Bedford St	Brant Ave to Albion St	30.5
Birkett Lane	River Rd to Erie Ave	24.5
Birkett Lane	Erie Ave to Mohawk St	30.5
Brant Ave	Prince Cres to St Paul Ave	36
Catharine Ave	Laneway North of Spalding Dr to Sherwood Dr	24.5
Charing Cross St	King George Rd to West St	36
Clarence St	Colborne St to West St	36
Clarence St S	Colborne St to Erie Ave	40
Conklin Rd	Shellard Ln to Longboat Run	30.5
Conklin Rd	Gillespie Dr to Mt Pleasant Rd	30.5
Colborne St	Clarence St to Stanley St	40
Colborne St	Second Ave to City limits	40
Colborne St W	Gilkison St to Veterans Memorial Pkwy	36
Colborne St W	Veterans Memorial Pkwy to City limits	40
Dalhousie St	Clarence St to Stanley St	40
Dundas St	St Paul Ave to High St	30.5
Dundas St E	High St to West St	30.5
Dunsdon St	King George Rd to Memorial Dr	30.5
Eagle Ave	Foster St to Strathcona Ave	24.5
Elgin St	Hachborn Rd to Plant Farm Blvd	30.5
Erie Ave	Market St S to City limits	36
Fairview Dr	Hwy 403 ramp to West St	36
Garden Ave	Hwy 403 EB ramp to WB ramp	40
Garden Ave	Henry St to Colborne St	30.5
Gilkison St	Brunswick St to Veterans Memorial Pkwy underpass	24.5
Golf Rd	Paris Rd to Governor's Rd E	36
Governor's Rd E	Golf Road to Park Rd N	36
Greenwich St	Newport St to Mohawk St	30.5
Hardy Rd	Zatonski Ave to Paris Rd	36
Henry St	West St to Plant Farm Blvd	36
Icomm Dr	Hill St to Clarence St S	40
King George Rd	Elm St to Powerline Rd	40
King St	Colborne St to Dalhousie St	24.5

ROAD	LIMITS	PROPOSED RIGHT-OF- WAY WIDTH (metres)
King St	Wellington St to Nelson St	24.5
Locks Rd	Lloyd St to Colborne St	30.5
Lynden Rd	West St to Wayne Gretzky Pkwy	40
Lynden Rd	Brantwood Park Rd to Garden Ave	40
Market St	Dalhousie St to West St	30.5
Market St S	Icomm Dr to Erie Ave	36
Mintern Ave	Mohawk St to Erie Ave	24.5
Mohawk St	Greenwich St to Greenwich St	30.5
Morton Ave	West St to Hill Ave	24.5
Mount Pleasant St	Colborne St W to Gilkison St	36
Mount Pleasant Rd	Gilkison St to City limits	36
Murray St	Greenwich St to Elgin St	36
North Park St	Dundas St to Fairview Dr	30.5
Paris Rd	Terrace Hill St to City limit	40
Park Rd N	Powerline Rd to Governor's Rd E	40
Powerline Rd	Oak Park Rd to Karek Rd	40
Queen St	Colborne St to Sheridan St	24.5
Rawdon St	Colborne St to Dalhousie St	24.5
River Rd	Strathcona Ave to Birkett Ln	24.5
Shellard Ln	Veterans Memorial Pkwy to Conklin Rd	40
Shellard Ln	Anderson Rd to City limits	40
St. George St	North Park St to St Paul Ave	24.5
St. Paul Ave	Grand River Ave to Eastbourne St	36
Stanley St	Colborne St to Elgin St	24.5
Terrace Hill St	West St to Abigail Ave	24.5
Tollgate Rd	King George Rd to Paris Rd	36
Tutela Heights Rd	Mount Pleasant Rd to City Limit	24.5
Wayne Gretzky Pkwy	Chatham St to Grey St	40
Wayne Gretzky Pkwy	Henry St to north ramp	40
Wellington St	West St to King St	24.5
West St	Brant Ave to Fairview Dr	36
William St	West St to Bedford St	30.5



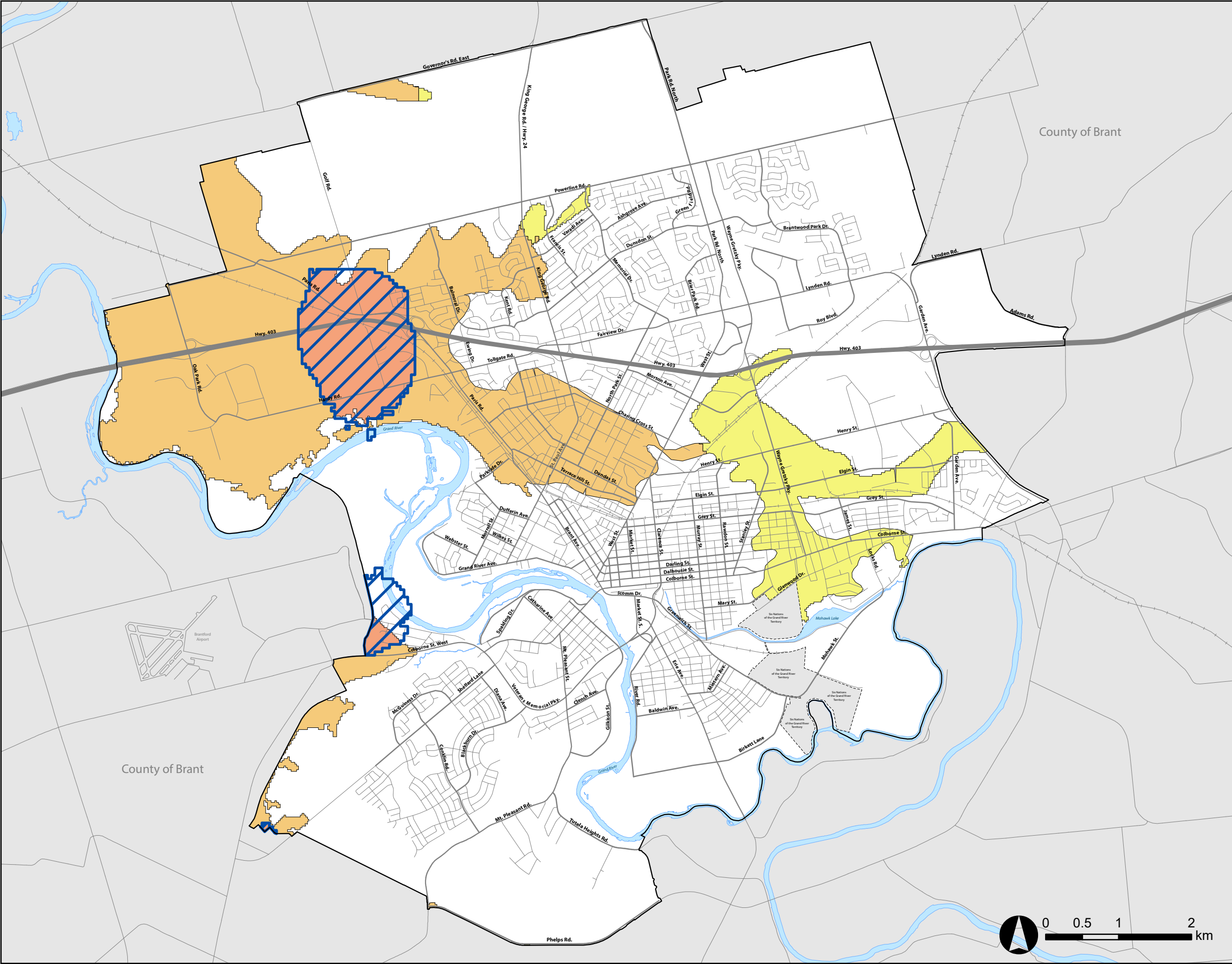
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Appendix A-1

Intake Protection Zones

Refer to the Grand River Source Protection Plan
www.sourcewater.ca

- Legend**
- Intake Protection Zone 1
(Vulnerability Score 10)
 - Intake Protection Zone 2
(Vulnerability Score 9)
 - Intake Protection Zone 3
(Vulnerability Score 8)
 - Intake Protection Zone
(Vulnerability < 8)



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Appendix A-2

Aquifers and Groundwater Recharge Areas

Refer to the Grand River Source Protection Plan
www.sourcewater.ca

Legend

Significant Groundwater Recharge Area

-  Higher vulnerability to surface contaminants
-  Vulnerability to surface contaminants
-  Lower vulnerability to surface contaminants

Highly Vulnerable Aquifer





CITY OF BRANTFORD
OFFICIAL PLAN
ENVISIONING OUR CITY: 2051

Envisioning Brantford - Municipal Comprehensive Review

Comprehensive Block Plan Terms of Reference

DRAFT - October 2020

Comprehensive Block Plan

Terms of Reference

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1. Purpose

The City will require a Comprehensive Block Plan (Block Plan) to be prepared by landowners at their expense and submitted to the City to the satisfaction of the General Manager prior to the approval of a development application for any lands located within the City's Block Plan areas, as identified on Schedule 2 of the Official Plan. A Block Plan is a non-statutory document which will be used to form the basis of the approvals related to Draft Plans of Subdivision or implementing Zoning By-law applications, and if necessary, Official Plan amendment applications.

Submission of a Block Plan to the City will include a Conceptual Master Plan, graphically demonstrating the public and private design elements of the Block Plan area, accompanied by a Block Plan Document which should explain the design rationale in writing of the various elements of the Conceptual Master Plan. These components are further described in Section 3.

Block Plans are intended to communicate the vision for the community and promote comprehensive planning within specific sections of the City's Designated Greenfield Areas. A Block Plan should demonstrate how the physical form of a proposed development fits within the planned context for each area. They should illustrate the vision and analyze the proposed development, demonstrating regard for: a mix of land uses; the layout and design of public streets and blocks; existing and planned adjacent land uses and Block Plan areas; pedestrian and cycling connections; parks and open spaces; public realm and streetscape elements; parking and access; landscaping; natural heritage features; and built form considerations such as type, location, organization, massing and density distribution. Block Plans should also demonstrate how the policies and guidance of the Official Plan, the Urban Design Manual, Master Servicing Plan, Transportation Master Plan, and any other relevant supporting City design documents are met and will be implemented. Block Plans should be supported by technical studies needed to inform future development applications, to the satisfaction of the City.

The Comprehensive Block Plan Terms of Reference has been prepared to standardize the City's expectation for Block Plan submissions to allow for efficient preparation and review. The scope and level of detail expected in each plan will be determined through an approved Terms of Reference and will depend on the scale, location, nature, and complexity of the development block. Planning and Public Works Staff will use Block Plans to help assess the proposed design, uses, and opportunities of a Block Plan area to ensure that high quality design and efficient land uses are achieved in the public and private realm of the City's Designated Greenfield Areas.

2. Preparation and Approval Process

This Terms of Reference sets out a process based on the minimum requirements to complete a Block Plan. The first step in the process for preparing a Block Plan is a pre-consultation meeting followed by the formal submission of a Terms of Reference for the Block Plan study. Preparation of the Block Plan may commence once the Terms of Reference is satisfactory to City Staff.

It is the intent that Block Plans be undertaken by the proponents of development applications, in consultation with neighbouring landowners. The proponent of a Block Plan is required to advise neighbouring landowners of the initiation of a Block Plan. Where a Block Plan area includes multiple landowners, the development of a Block Plan should form the basis for a Developer's Cost Share Agreement. All landowners within a Block Plan area are subject to the Block Plan process, and are encouraged to work together to complete the plan.

2.1. Consultation

The proponent should consult with Planning and Public Works Staff as the Block Plan is developed. As part of the City's review of a submission, staff will circulate the Draft Block Plan to City Departments and outside agencies. The preparation and review of Block Plans should be conducted in consultation with external stakeholders, including but not limited to: the Grand River Conservation Authority; the Ministry of the Environment, Conservation and Parks; and any other relevant stakeholders.

Landowner consultation shall occur prior to the Block Plan's formal submission to the City and all landowners within the Block Plan area shall be notified and consulted as part of this process. Written proof will be required to demonstrate all landowners have been notified.

Development applications within the Block Plan area may be submitted following acceptance of the Block Plan by the General Manager. Public consultation shall occur through the standard development application process.

2.2. Block Plan Preparation Steps

The preparation of a Block Plan in consultation with the City will generally follow the steps below:

1. Pre-consultation with City Staff
2. Proponent required to notify all Block Plan landowners and invite them to participate in preparation of the Block Plan

3. Submission of Block Plan Terms of Reference to the City
4. Amend Terms of Reference and re-submit (if needed)
5. Approval of Block Plan Terms of Reference by City Staff
6. Completion of Block Plan by proponent and submission to City for approval
7. Circulation of Block Plan by City Planning Staff to City Departments and agencies
8. Amend Block Plan and re-submit (if needed)
9. Acceptance of Block Plan by the General Manager

2.3. Block Servicing Strategy - Required Supporting Studies

The preparation of a Block Plan will be supported by a Block Servicing Strategy that is informed by a number of required studies. These studies will be confirmed as part of the pre-consultation process and may include, but are not limited to:

2.3.1. Environmental Impact Study (EIS)

An Environmental Impact Study (EIS) will be prepared in accordance with the approved Block Plan Terms of Reference. The EIS is to be approved by the City as part of the Block Plan process and will satisfy the Natural Heritage System requirements of the City's Official Plan to the satisfaction of the City in consultation with the Grand River Conservation Authority.

The EIS will include:

- Field studies to address gaps or updates in subwatershed level information for the applicable catchment or subcatchment areas of the Block Plan
- Integration of the existing management goals and recommendations of the applicable subwatershed study(s).
- Completion of an impact assessment and development recommendations for mitigation, restoration and enhancement following the City's natural heritage system policies based on the Block Plan concept and including all related infrastructure, parks, trails, etc.
- Provide a water balance that is inclusive of natural heritage features and areas based on the Block Plan concept
- Refine stormwater management plans and recommendations including infiltration targets to support and achieve the overall water balance for the Block Plan area and support maintaining or improving the hydrologic functions of natural heritage features and areas, surface water and ground water features (refer to engineering requirements in Section 4.3).
- Provide recommendations for the enhancement and restoration of existing surface water features and their riparian areas; and the management of contaminants (i.e. salt) and runoff, in order to support fish habitat and the improvement of water quality and quantity.
- Assess impacts and develop recommendations to mitigate proposed refinements for the trail network and associated alignments including looking

at opportunities to collocate trails with other existing or proposed infrastructure. Where trails are proposed within the natural heritage system, provide recommendations to ensure compatibility between natural heritage features and areas and the proposed trail network including the provision of sufficient space for trails in accordance with the Official Plan Natural Heritage System policies.

- Develop management objectives for stewardship and restoration of natural heritage features and areas, including the provision of recommendations regarding the protection and enhancement of the City's urban forest resources, including the identification of plantable spaces, while also providing opportunities for meadow communities and pollinator habitats.
- Identify and develop monitoring and adaptive management recommendations to ensure long-term sustainability of the natural heritage system within the Block Plan area and natural heritage features and areas, surface water features and ground water features.

The need for subsequent site specific environmental studies, their scope and timing will be determined through the pre-consultation process prior to the submission of development applications and will build from and satisfy the recommendations of the applicable Block Plan EIS.

2.3.2. Master Environmental Servicing Plan (MESP)

A Master Servicing Plan (MSP) will be required to determine the appropriate servicing needs for the Blocks and shall follow the Municipal Class Environmental Assessment Planning process. All projects that are identified through the MSP shall satisfy Phases 1 and 2 of the Class EA process, at a minimum.

The submission will include studies and plans that inform the design of the road network, active transportation network, servicing, and stormwater management facilities. As indicated in Section 1, this guidance document is intended to establish the minimum level of detail required of a Block Plan Terms of Reference and a Block Plan, and to support a more inclusive submission with a higher level of detail if a proponent wishes to scope subsequent development applications.

Accordingly, the minimum level of Engineering plans and studies will include the following:

- Description of Proposed Development and Required Infrastructure
- Sanitary, Storm and Water Servicing, including Servicing Connectivity to adjacent Blocks and hydraulic grade line assessments
- Establish sanitary and storm drainage area boundaries, confirm capacity of outlets and conveyance systems,
- Location and preliminary sizing of sanitary sewers, storm sewers and watermains
- Phasing/Sequencing of Infrastructure

- Stormwater management strategy including hydrogeological assessment and preliminary design of Stormwater Management Facilities including volumetric sizing, stage/storage/discharge relationship, outlet control calculations, forebay design, length/width ratios, decanting area, access routes, overland flow route.
- Preliminary Grading Plan to a level of detail that ensures that the future subdivision lotting will meet Engineering grading standards
- Full transportation network to the local road level including active transportation connections (plan and profile drawings including all road geometrics)
- Noise impact analysis to ensure noise sensitive land uses are located away from noise sources
- A Phase I/One Environmental Site Assessment and subsequent study reports
- High level cost estimates for engineering works

If a proponent chooses, additional details could be provided at the Block Plan level to help streamline the subsequent development applications. Additional details to consider at the Block Plan level include, but are not limited to:

- Road cross-sections that accommodate transportation, servicing needs, and streetscaping requirements, while aiming to avoid locating utilities beneath trees or hardscaped areas.
- Road plan and profile drawings including all road geometrics
- Municipal services with detailed design sheets and plan and profiles
- Stormwater management strategy/plan including hydrogeological assessment and associated field work to confirm water balance requirements
- Erosion and sediment control plans
- Geotechnical report to support the proposed road and pipe design
- Plans for all other utilities
- On-street parking plan

The most recent versions of the following documents should be utilized when preparing the aforementioned plans and studies. If deviation from the City's Engineering standards is required to achieve the vision, innovative engineering solutions may also be considered, to the satisfaction of the City Engineer.

- City of Brantford Master Servicing Plan
- City of Brantford Transportation Master Plan with Complete Street Framework
- City of Brantford North Brantford and Tutela Heights Sub Watershed Study
- Linear Design and Construction Manuals

2.3.3. Traffic Impact Study

A Traffic Impact Study (TIS) will be prepared in accordance with a Terms of Reference (TOR) for the TIS as part of the overall Block Plan TOR. The TIS is to be approved by the City as part of the Block Plan process.

The Block Plan will include a road schedule that builds upon Schedule 12: Road Network of the City's Official Plan. Roads shall generally be designed and built in accordance with the Complete Streets Framework of the Transportation Master Plan, standards outlined in the policies of the Linear Design and Construction Manuals and the Official Plan.

The active transportation network shall be designed in accordance with the approved Transportation Master Plan and Schedule 11 – Active Transportation of the Official Plan. The City's approved Bikeway and Trail Network Plan passes through parks and open spaces wherever possible, and aligns within the road right-of-way only where necessary to connect the network, and where fully-separated facilities in the boulevard are possible. The cycling network is within the road right-of-way. Active Transportation network connections must follow the design guidelines stated in the City's Complete Street Framework in the Transportation Master Plan.

Consultation with Engineering staff with respect to minimum facility design standards is required and the final design will be subject to staff's approval as part of the recommended Block Plan.

3. Comprehensive Block Plan Components

The submission of a Comprehensive Block Plan will be informed by supporting studies required as part of the Block Servicing Strategy and will include both a Conceptual Master Plan and Block Plan Document. The Conceptual Master Plan should detail public and private design elements including, but not limited to:

- Proposed residential, commercial and employment areas;
- Neighbourhood Centres and Corridors;
- The creation of Neighbourhoods within the Block;
- Conceptual building siting;
- Integration of the Natural Heritage System;
- Sustainability;
- Proposed parks and open space network;
- New community facilities and institutional uses;
- Roads and active transportation network; and
- Preliminary servicing considerations.

The Conceptual Master Plan will be accompanied by a Block Plan Document, which should demonstrate in writing how the development proposal and Conceptual Master Plan conform with Official Plan policy and guidance from the City's Urban Design Manual. The document should also demonstrate how the Block Plan is designed to appropriately anticipate community needs and contribute to good planning and urban

design. The following should be addressed and identified when developing a Block Plan.

3.1. Introduction

3.1.1. Vision and Purpose

The Block Plan Document should provide an overview of the Conceptual Master Plan and an explanation of the vision and purpose of the Block Plan.

3.1.2. Background and Existing Conditions

A brief description and analysis of the existing Block Plan area and surrounding context should be provided in the Block Plan Document. This should include an inventory of existing conditions and physical features of the site and surrounding lands, including but not limited to:

- Natural heritage features, topography and vegetation;
- Any existing buildings and structures within the area;
- Views and vistas to and from the area;
- Existing or planned landmarks or gateways;
- Existing or planned transportation networks, including vehicular, cycling, pedestrian and transit;
- Existing infrastructure utilities including telecom, electrical natural gas;
- Existing open space linkages; and
- Any connections or interfaces with adjacent areas.

3.2. City Policy and Design Context

A Block Plan should be designed in accordance with the City's Official Plan and Urban Design Manual. These documents should be read in their entirety, with specific policies and guidance applied to the development of a Block Plan area where applicable. The Block Plan Document should provide a description of the overall character of the proposed development and identify conformity with the planning context for the area.

The Block Plan should be designed to foster a distinct community identity and purpose for each Block Plan area which is to be developed in accordance with specific direction for Brantford's Designated Greenfield Areas. This direction is provided within:

- *Section 5.2: Neighbourhoods* of the City's Official Plan, which includes policy direction for Residential Areas, Neighbourhood Centres, Neighbourhood Corridors, Transitional Residential Areas, and Suburban Residential Areas; and

- *Section 2: Urban Structure* of the City's Urban Design Manual, which outlines the planned vision and key directions for Residential Areas, Neighbourhood Centres, and Neighbourhood Corridors.

3.3. Block Plan Design and Development Considerations

Both the Conceptual Master Plan and Block Plan Document should illustrate urban design and development considerations for elements within the private and public realm of each Block Plan area. Written descriptions along with images and graphics within the Block Plan Document should provide a basis for the vision of the community and detailed rationale for the design of the proposed development. The following should be included and graphically shown within a Conceptual Master Plan, and the Block Plan Document should explain how each component has been addressed:

Streets and Blocks

- Configuration of blocks
- Pedestrian and vehicle linkages to adjacent areas, including streets, multi-purpose pathways and trails
- Layout and design of development parcels

Public Realm – Streetscape Design

- Streetscape Typologies for:
 - Neighbourhood Corridors
 - Neighbourhood Centres
 - Collector Roads
 - Local Roads
 - Lanes
 - Special Streetscapes
- Existing or new neighbourhood focal points and/or landmarks

Land Use Mix & Distribution

- Distribution of density and land uses that meet the required Block Plan area density target as outlined within the Official Plan
- Mix of housing types and densities
- Distribution and range of employment uses
- Distribution and range of commercial and retail areas
- Identification of mixed use areas
- Appropriate intensification within Neighbourhood Centres and Corridors

Built Form Design and Site Planning

- Site analysis and building types
- Residential building types
- Mixed use and non-residential areas
- Public buildings and institutions

Natural Heritage System

- As determined by the Block Servicing Strategy, the following should also be included within the Conceptual Master Plan:
 - Boundaries of the Natural Heritage System
 - Location of natural features including mature trees and vegetation
 - Strategies to enhance and protect existing Natural Heritage

Parks, Open Spaces, and Community Uses

- Parkland dedication strategy
- Location, orientation, and size of proposed parks, open spaces, and the trail system
- Future public destinations including schools, community facilities, and institutional uses
- Emergency service buildings including fire, police, and emergency medical services
- Public Art and the provision of other Community Benefits

Transportation Network and Servicing

- As determined by the Block Servicing Strategy, the following should also be included within the Conceptual Master Plan:
 - Proposed active transportation network, including public sidewalks, bike lanes and trails, walkways through planned parks, and accessible open spaces including midblock connections
 - Proposed transportation and transit network, including new road pattern and key transit areas
 - Interconnectivity of the transit network and the off-road trails system
 - Details for the provision of water, sanitary trunks and sub-trunks
 - Stormwater management facilities including location and area requirements
 - Infrastructure utilities including gas, electricity and telecom

Other Uses/Considerations

- Strategies to apply sustainable best practices
- Cultural heritage resources and strategies to protect them
- Potential views and vistas in the development of built form and open spaces
- How the proposed development will influence and integrate with future development
- Phasing of development including all relevant information required to evaluate the phasing plan

4. Deliverables**4.1. Block Plan Terms of Reference**

A Block Plan Terms of Reference will be officially received and processed once Planning Staff are satisfied that it is complete. A complete submission will consist of the following:

1. A signed letter of authorization from the landowner(s) of the Block Plan area for applications submitted by an agent.
2. A cover letter that includes: a contact name, address, email and phone number, site address(s) (street and number) and legal address(s) within the Block Plan area, and date of submission.
3. A completed Block Plan application form and fee provided in accordance with the Development Planning Fee Schedule
4. Two (2) hard copies and one digital PDF copy of the Terms of Reference.

4.2. Comprehensive Block Plan

A Block Plan will be officially received and processed once the City is satisfied that it is complete, and conforms to the approved Terms of Reference and Official Plan. The submission of a Comprehensive Block Plan accompanied by a Block Servicing Strategy will include a Conceptual Master Plan accompanied by a Block Plan Document. A complete submission consists of the following:

1. A signed letter of authorization from the landowner(s) of the property for those applications submitted by an agent.
2. A title page that includes: Block Plan identifier, site address(s) (street and number) within the Block Plan area, lists the principal author(s) of the Block Plan, the consulting firm(s) and date of completion.
3. Contact information for the principal author of the report: address, email and phone number.
4. Two (2) and one digital PDF copy of the Block Plan.

5. Each of the mapping schedules included in the Block Plan is to be scaled in metric and also provided in an AutoCAD, ESRI shapefile, or ESRI geodatabase format.
6. Two (2) hard copies and one digital PDF copy of all supporting technical and background reports as required. The City may request a higher number of supporting technical and background reports to accommodate requirements for Environmental Impact Statements, etc.

5. Implementation

Applications for a Draft Plan of Subdivision or implementing Zoning By-law may not be submitted until the Block Plan and Block Servicing Strategy have been accepted by the General Manager. All proponents are required to request a pre-consultation meeting with Planning Staff prior to the submission of any development application, in order to identify the studies and/or reports required to carry out the application. The pre-consultation process may commence prior to acceptance from by the General Manager, provided that the Block Plan and Block Servicing Strategy process has reached a point where requirements for a complete application can be determined. If the Block Plan or any supporting documents do not align with the policy direction of the Official Plan or are not to the satisfaction of the General Manager of Community Development, the applicant may be required to revise and resubmit or apply for an Official Plan Amendment. Approved Block Plans may be included as an Appendix to the City's Official Plan for transparency and ease of use, however they will not form part of the Official Plan.

Planning Staff and Public Works Staff will work with Block Plan and Block Servicing Strategy proponents throughout the process, in order to provide the opportunity to streamline subsequent submission requirements for future development requirements. Any development application for properties subject to Block Plan areas within the City shall demonstrate to the City's satisfaction that the proposal is generally consistent with the applicable Block Plan, and will contribute to meeting the vision, key directions, and any additional requirements for specific areas as outlined within the Official Plan and Urban Design Manual, and Block Servicing Strategy. Block Plans may be amended through the development approval process, provided the relevant City requirements continue to be met.



CITY OF BRANTFORD

OFFICIAL PLAN

ENVISIONING OUR CITY: 2051

Envisioning Brantford - Municipal Comprehensive Review

Comprehensive Block Plan Terms of Reference

DRAFT - October 2020

Comprehensive Block Plan

Terms of Reference

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1. Purpose

The City will require a Comprehensive Block Plan (Block Plan) to be prepared by landowners at their expense and submitted to the City to the satisfaction of the General Manager prior to the approval of a development application for any lands located within the City's Block Plan areas, as identified on Schedule 2 of the Official Plan. A Block Plan is a non-statutory document which will be used to form the basis of the approvals related to Draft Plans of Subdivision or implementing Zoning By-law applications, and if necessary, Official Plan amendment applications.

Submission of a Block Plan to the City will include a Conceptual Master Plan, graphically demonstrating the public and private design elements of the Block Plan area, accompanied by a Block Plan Document which should explain the design rationale in writing of the various elements of the Conceptual Master Plan. These components are further described in Section 3.

Block Plans are intended to communicate the vision for the community and promote comprehensive planning within specific sections of the City's Designated Greenfield Areas. A Block Plan should demonstrate how the physical form of a proposed development fits within the planned context for each area. They should illustrate the vision and analyze the proposed development, demonstrating regard for: a mix of land uses; the layout and design of public streets and blocks; existing and planned adjacent land uses and Block Plan areas; pedestrian and cycling connections; parks and open spaces; public realm and streetscape elements; parking and access; landscaping; natural heritage features; and built form considerations such as type, location, organization, massing and density distribution. Block Plans should also demonstrate how the policies and guidance of the Official Plan, the Urban Design Manual, Master Servicing Plan, Transportation Master Plan, and any other relevant supporting City design documents are met and will be implemented. Block Plans should be supported by technical studies needed to inform future development applications, to the satisfaction of the City.

The Comprehensive Block Plan Terms of Reference has been prepared to standardize the City's expectation for Block Plan submissions to allow for efficient preparation and review. The scope and level of detail expected in each plan will be determined through an approved Terms of Reference and will depend on the scale, location, nature, and complexity of the development block. Planning and Public Works Staff will use Block Plans to help assess the proposed design, uses, and opportunities of a Block Plan area to ensure that high quality design and efficient land uses are achieved in the public and private realm of the City's Designated Greenfield Areas.

2. Preparation and Approval Process

This Terms of Reference sets out a process based on the minimum requirements to complete a Block Plan. The first step in the process for preparing a Block Plan is a pre-consultation meeting followed by the formal submission of a Terms of Reference for the Block Plan study. Preparation of the Block Plan may commence once the Terms of Reference is satisfactory to City Staff.

It is the intent that Block Plans be undertaken by the proponents of development applications, in consultation with neighbouring landowners. The proponent of a Block Plan is required to advise neighbouring landowners of the initiation of a Block Plan. Where a Block Plan area includes multiple landowners, the development of a Block Plan should form the basis for a Developer's Cost Share Agreement. All landowners within a Block Plan area are subject to the Block Plan process, and are encouraged to work together to complete the plan.

2.1. Consultation

The proponent should consult with Planning and Public Works Staff as the Block Plan is developed. As part of the City's review of a submission, staff will circulate the Draft Block Plan to City Departments and outside agencies. The preparation and review of Block Plans should be conducted in consultation with external stakeholders, including but not limited to: the Grand River Conservation Authority; the Ministry of the Environment, Conservation and Parks; and any other relevant stakeholders.

Landowner consultation shall occur prior to the Block Plan's formal submission to the City and all landowners within the Block Plan area shall be notified and consulted as part of this process. Written proof will be required to demonstrate all landowners have been notified.

Development applications within the Block Plan area may be submitted following acceptance of the Block Plan by the General Manager. Public consultation shall occur through the standard development application process.

2.2. Block Plan Preparation Steps

The preparation of a Block Plan in consultation with the City will generally follow the steps below:

1. Pre-consultation with City Staff
2. Proponent required to notify all Block Plan landowners and invite them to participate in preparation of the Block Plan

3. Submission of Block Plan Terms of Reference to the City
4. Amend Terms of Reference and re-submit (if needed)
5. Approval of Block Plan Terms of Reference by City Staff
6. Completion of Block Plan by proponent and submission to City for approval
7. Circulation of Block Plan by City Planning Staff to City Departments and agencies
8. Amend Block Plan and re-submit (if needed)
9. Acceptance of Block Plan by the General Manager

2.3. Block Servicing Strategy - Required Supporting Studies

The preparation of a Block Plan will be supported by a Block Servicing Strategy that is informed by a number of required studies. These studies will be confirmed as part of the pre-consultation process and may include, but are not limited to:

2.3.1. Environmental Impact Study (EIS)

An Environmental Impact Study (EIS) will be prepared in accordance with the approved Block Plan Terms of Reference. The EIS is to be approved by the City as part of the Block Plan process and will satisfy the Natural Heritage System requirements of the City's Official Plan to the satisfaction of the City in consultation with the Grand River Conservation Authority.

The EIS will include:

- Field studies to address gaps or updates in subwatershed level information for the applicable catchment or subcatchment areas of the Block Plan
- Integration of the existing management goals and recommendations of the applicable subwatershed study(s).
- Completion of an impact assessment and development recommendations for mitigation, restoration and enhancement following the City's natural heritage system policies based on the Block Plan concept and including all related infrastructure, parks, trails, etc.
- Provide a water balance that is inclusive of natural heritage features and areas based on the Block Plan concept
- Refine stormwater management plans and recommendations including infiltration targets to support and achieve the overall water balance for the Block Plan area and support maintaining or improving the hydrologic functions of natural heritage features and areas, surface water and ground water features (refer to engineering requirements in Section 4.3).
- Provide recommendations for the enhancement and restoration of existing surface water features and their riparian areas; and the management of contaminants (i.e. salt) and runoff, in order to support fish habitat and the improvement of water quality and quantity.
- Assess impacts and develop recommendations to mitigate proposed refinements for the trail network and associated alignments including looking

at opportunities to collocate trails with other existing or proposed infrastructure. Where trails are proposed within the natural heritage system, provide recommendations to ensure compatibility between natural heritage features and areas and the proposed trail network including the provision of sufficient space for trails in accordance with the Official Plan Natural Heritage System policies.

- Develop management objectives for stewardship and restoration of natural heritage features and areas, including the provision of recommendations regarding the protection and enhancement of the City's urban forest resources, including the identification of plantable spaces, while also providing opportunities for meadow communities and pollinator habitats.
- Identify and develop monitoring and adaptive management recommendations to ensure long-term sustainability of the natural heritage system within the Block Plan area and natural heritage features and areas, surface water features and ground water features.

The need for subsequent site specific environmental studies, their scope and timing will be determined through the pre-consultation process prior to the submission of development applications and will build from and satisfy the recommendations of the applicable Block Plan EIS.

2.3.2. Master Environmental Servicing Plan (MESP)

A Master Servicing Plan (MSP) will be required to determine the appropriate servicing needs for the Blocks and shall follow the Municipal Class Environmental Assessment Planning process. All projects that are identified through the MSP shall satisfy Phases 1 and 2 of the Class EA process, at a minimum.

The submission will include studies and plans that inform the design of the road network, active transportation network, servicing, and stormwater management facilities. As indicated in Section 1, this guidance document is intended to establish the minimum level of detail required of a Block Plan Terms of Reference and a Block Plan, and to support a more inclusive submission with a higher level of detail if a proponent wishes to scope subsequent development applications.

Accordingly, the minimum level of Engineering plans and studies will include the following:

- Description of Proposed Development and Required Infrastructure
- Sanitary, Storm and Water Servicing, including Servicing Connectivity to adjacent Blocks and hydraulic grade line assessments
- Establish sanitary and storm drainage area boundaries, confirm capacity of outlets and conveyance systems,
- Location and preliminary sizing of sanitary sewers, storm sewers and watermains
- Phasing/Sequencing of Infrastructure

- Stormwater management strategy including hydrogeological assessment and preliminary design of Stormwater Management Facilities including volumetric sizing, stage/storage/discharge relationship, outlet control calculations, forebay design, length/width ratios, decanting area, access routes, overland flow route.
- Preliminary Grading Plan to a level of detail that ensures that the future subdivision lotting will meet Engineering grading standards
- Full transportation network to the local road level including active transportation connections (plan and profile drawings including all road geometrics)
- Noise impact analysis to ensure noise sensitive land uses are located away from noise sources
- A Phase I/One Environmental Site Assessment and subsequent study reports
- High level cost estimates for engineering works

If a proponent chooses, additional details could be provided at the Block Plan level to help streamline the subsequent development applications. Additional details to consider at the Block Plan level include, but are not limited to:

- Road cross-sections that accommodate transportation, servicing needs, and streetscaping requirements, while aiming to avoid locating utilities beneath trees or hardscaped areas.
- Road plan and profile drawings including all road geometrics
- Municipal services with detailed design sheets and plan and profiles
- Stormwater management strategy/plan including hydrogeological assessment and associated field work to confirm water balance requirements
- Erosion and sediment control plans
- Geotechnical report to support the proposed road and pipe design
- Plans for all other utilities
- On-street parking plan

The most recent versions of the following documents should be utilized when preparing the aforementioned plans and studies. If deviation from the City's Engineering standards is required to achieve the vision, innovative engineering solutions may also be considered, to the satisfaction of the City Engineer.

- City of Brantford Master Servicing Plan
- City of Brantford Transportation Master Plan with Complete Street Framework
- City of Brantford North Brantford and Tutela Heights Sub Watershed Study
- Linear Design and Construction Manuals

2.3.3. Traffic Impact Study

A Traffic Impact Study (TIS) will be prepared in accordance with a Terms of Reference (TOR) for the TIS as part of the overall Block Plan TOR. The TIS is to be approved by the City as part of the Block Plan process.

The Block Plan will include a road schedule that builds upon Schedule 12: Road Network of the City's Official Plan. Roads shall generally be designed and built in accordance with the Complete Streets Framework of the Transportation Master Plan, standards outlined in the policies of the Linear Design and Construction Manuals and the Official Plan.

The active transportation network shall be designed in accordance with the approved Transportation Master Plan and Schedule 11 – Active Transportation of the Official Plan. The City's approved Bikeway and Trail Network Plan passes through parks and open spaces wherever possible, and aligns within the road right-of-way only where necessary to connect the network, and where fully-separated facilities in the boulevard are possible. The cycling network is within the road right-of-way. Active Transportation network connections must follow the design guidelines stated in the City's Complete Street Framework in the Transportation Master Plan.

Consultation with Engineering staff with respect to minimum facility design standards is required and the final design will be subject to staff's approval as part of the recommended Block Plan.

3. Comprehensive Block Plan Components

The submission of a Comprehensive Block Plan will be informed by supporting studies required as part of the Block Servicing Strategy and will include both a Conceptual Master Plan and Block Plan Document. The Conceptual Master Plan should detail public and private design elements including, but not limited to:

- Proposed residential, commercial and employment areas;
- Neighbourhood Centres and Corridors;
- The creation of Neighbourhoods within the Block;
- Conceptual building siting;
- Integration of the Natural Heritage System;
- Sustainability;
- Proposed parks and open space network;
- New community facilities and institutional uses;
- Roads and active transportation network; and
- Preliminary servicing considerations.

The Conceptual Master Plan will be accompanied by a Block Plan Document, which should demonstrate in writing how the development proposal and Conceptual Master Plan conform with Official Plan policy and guidance from the City's Urban Design Manual. The document should also demonstrate how the Block Plan is designed to appropriately anticipate community needs and contribute to good planning and urban

design. The following should be addressed and identified when developing a Block Plan.

3.1. Introduction

3.1.1. Vision and Purpose

The Block Plan Document should provide an overview of the Conceptual Master Plan and an explanation of the vision and purpose of the Block Plan.

3.1.2. Background and Existing Conditions

A brief description and analysis of the existing Block Plan area and surrounding context should be provided in the Block Plan Document. This should include an inventory of existing conditions and physical features of the site and surrounding lands, including but not limited to:

- Natural heritage features, topography and vegetation;
- Any existing buildings and structures within the area;
- Views and vistas to and from the area;
- Existing or planned landmarks or gateways;
- Existing or planned transportation networks, including vehicular, cycling, pedestrian and transit;
- Existing infrastructure utilities including telecom, electrical natural gas;
- Existing open space linkages; and
- Any connections or interfaces with adjacent areas.

3.2. City Policy and Design Context

A Block Plan should be designed in accordance with the City's Official Plan and Urban Design Manual. These documents should be read in their entirety, with specific policies and guidance applied to the development of a Block Plan area where applicable. The Block Plan Document should provide a description of the overall character of the proposed development and identify conformity with the planning context for the area.

The Block Plan should be designed to foster a distinct community identity and purpose for each Block Plan area which is to be developed in accordance with specific direction for Brantford's Designated Greenfield Areas. This direction is provided within:

- *Section 5.2: Neighbourhoods* of the City's Official Plan, which includes policy direction for Residential Areas, Neighbourhood Centres, Neighbourhood Corridors, Transitional Residential Areas, and Suburban Residential Areas; and

- *Section 2: Urban Structure* of the City's Urban Design Manual, which outlines the planned vision and key directions for Residential Areas, Neighbourhood Centres, and Neighbourhood Corridors.

3.3. Block Plan Design and Development Considerations

Both the Conceptual Master Plan and Block Plan Document should illustrate urban design and development considerations for elements within the private and public realm of each Block Plan area. Written descriptions along with images and graphics within the Block Plan Document should provide a basis for the vision of the community and detailed rationale for the design of the proposed development. The following should be included and graphically shown within a Conceptual Master Plan, and the Block Plan Document should explain how each component has been addressed:

Streets and Blocks

- Configuration of blocks
- Pedestrian and vehicle linkages to adjacent areas, including streets, multi-purpose pathways and trails
- Layout and design of development parcels

Public Realm – Streetscape Design

- Streetscape Typologies for:
 - Neighbourhood Corridors
 - Neighbourhood Centres
 - Collector Roads
 - Local Roads
 - Lanes
 - Special Streetscapes
- Existing or new neighbourhood focal points and/or landmarks

Land Use Mix & Distribution

- Distribution of density and land uses that meet the required Block Plan area density target as outlined within the Official Plan
- Mix of housing types and densities
- Distribution and range of employment uses
- Distribution and range of commercial and retail areas
- Identification of mixed use areas
- Appropriate intensification within Neighbourhood Centres and Corridors

Built Form Design and Site Planning

- Site analysis and building types
- Residential building types
- Mixed use and non-residential areas
- Public buildings and institutions

Natural Heritage System

- As determined by the Block Servicing Strategy, the following should also be included within the Conceptual Master Plan:
 - Boundaries of the Natural Heritage System
 - Location of natural features including mature trees and vegetation
 - Strategies to enhance and protect existing Natural Heritage

Parks, Open Spaces, and Community Uses

- Parkland dedication strategy
- Location, orientation, and size of proposed parks, open spaces, and the trail system
- Future public destinations including schools, community facilities, and institutional uses
- Emergency service buildings including fire, police, and emergency medical services
- Public Art and the provision of other Community Benefits

Transportation Network and Servicing

- As determined by the Block Servicing Strategy, the following should also be included within the Conceptual Master Plan:
 - Proposed active transportation network, including public sidewalks, bike lanes and trails, walkways through planned parks, and accessible open spaces including midblock connections
 - Proposed transportation and transit network, including new road pattern and key transit areas
 - Interconnectivity of the transit network and the off-road trails system
 - Details for the provision of water, sanitary trunks and sub-trunks
 - Stormwater management facilities including location and area requirements
 - Infrastructure utilities including gas, electricity and telecom

Other Uses/Considerations

- Strategies to apply sustainable best practices
- Cultural heritage resources and strategies to protect them
- Potential views and vistas in the development of built form and open spaces
- How the proposed development will influence and integrate with future development
- Phasing of development including all relevant information required to evaluate the phasing plan

4. Deliverables**4.1. Block Plan Terms of Reference**

A Block Plan Terms of Reference will be officially received and processed once Planning Staff are satisfied that it is complete. A complete submission will consist of the following:

1. A signed letter of authorization from the landowner(s) of the Block Plan area for applications submitted by an agent.
2. A cover letter that includes: a contact name, address, email and phone number, site address(s) (street and number) and legal address(s) within the Block Plan area, and date of submission.
3. A completed Block Plan application form and fee provided in accordance with the Development Planning Fee Schedule
4. Two (2) hard copies and one digital PDF copy of the Terms of Reference.

4.2. Comprehensive Block Plan

A Block Plan will be officially received and processed once the City is satisfied that it is complete, and conforms to the approved Terms of Reference and Official Plan. The submission of a Comprehensive Block Plan accompanied by a Block Servicing Strategy will include a Conceptual Master Plan accompanied by a Block Plan Document. A complete submission consists of the following:

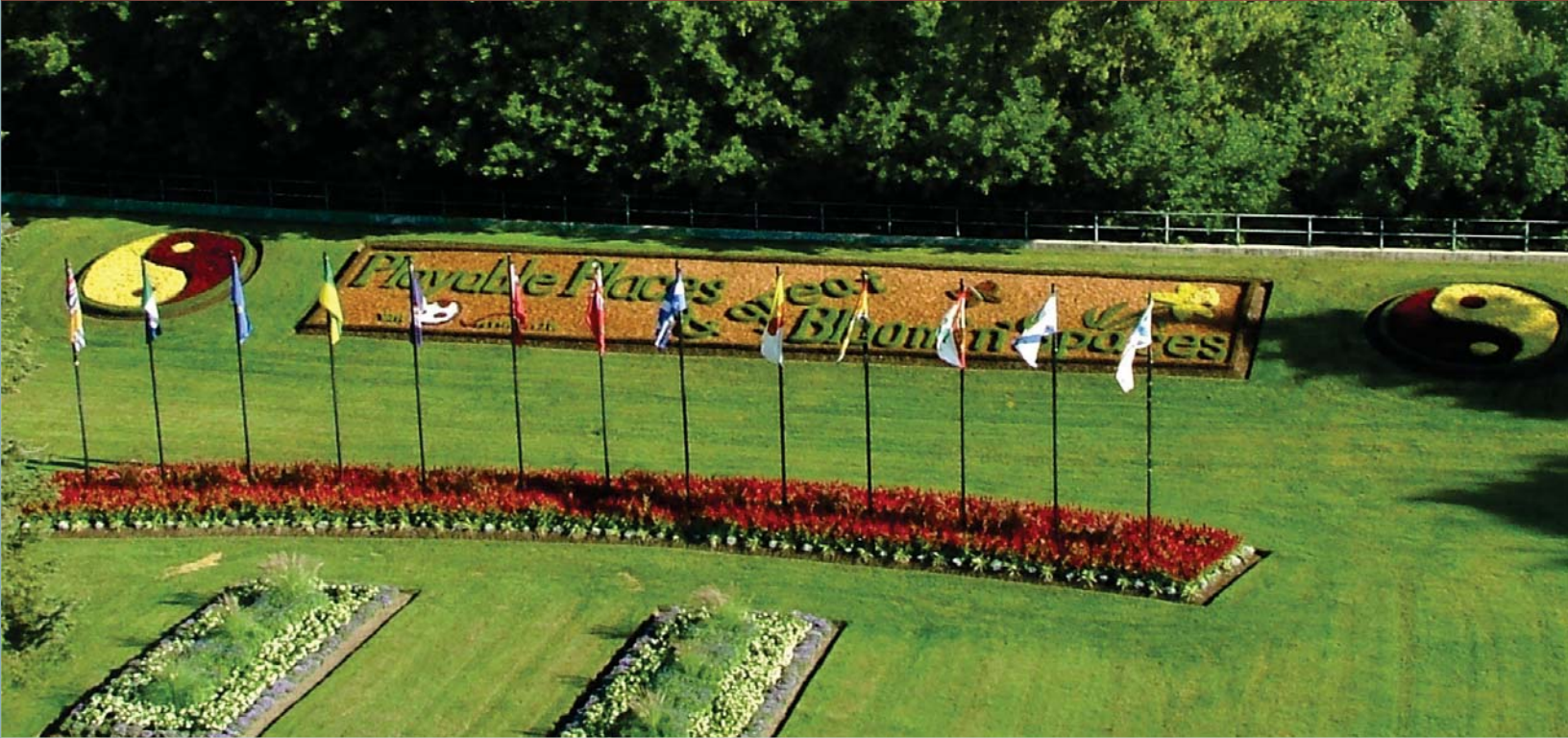
1. A signed letter of authorization from the landowner(s) of the property for those applications submitted by an agent.
2. A title page that includes: Block Plan identifier, site address(s) (street and number) within the Block Plan area, lists the principal author(s) of the Block Plan, the consulting firm(s) and date of completion.
3. Contact information for the principal author of the report: address, email and phone number.
4. Two (2) and one digital PDF copy of the Block Plan.

5. Each of the mapping schedules included in the Block Plan is to be scaled in metric and also provided in an AutoCAD, ESRI shapefile, or ESRI geodatabase format.
6. Two (2) hard copies and one digital PDF copy of all supporting technical and background reports as required. The City may request a higher number of supporting technical and background reports to accommodate requirements for Environmental Impact Statements, etc.

5. Implementation

Applications for a Draft Plan of Subdivision or implementing Zoning By-law may not be submitted until the Block Plan and Block Servicing Strategy have been accepted by the General Manager. All proponents are required to request a pre-consultation meeting with Planning Staff prior to the submission of any development application, in order to identify the studies and/or reports required to carry out the application. The pre-consultation process may commence prior to acceptance from by the General Manager, provided that the Block Plan and Block Servicing Strategy process has reached a point where requirements for a complete application can be determined. If the Block Plan or any supporting documents do not align with the policy direction of the Official Plan or are not to the satisfaction of the General Manager of Community Development, the applicant may be required to revise and resubmit or apply for an Official Plan Amendment. Approved Block Plans may be included as an Appendix to the City's Official Plan for transparency and ease of use, however they will not form part of the Official Plan.

Planning Staff and Public Works Staff will work with Block Plan and Block Servicing Strategy proponents throughout the process, in order to provide the opportunity to streamline subsequent submission requirements for future development requirements. Any development application for properties subject to Block Plan areas within the City shall demonstrate to the City's satisfaction that the proposal is generally consistent with the applicable Block Plan, and will contribute to meeting the vision, key directions, and any additional requirements for specific areas as outlined within the Official Plan and Urban Design Manual, and Block Servicing Strategy. Block Plans may be amended through the development approval process, provided the relevant City requirements continue to be met.



URBAN DESIGN MANUAL

City Building & Placemaking Guidelines

Prepared by



Draft
November 2020

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URBAN DESIGN REPORT TERMS OF REFERENCE

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ADDITIONAL DESIGN DOCUMENTS

1

INTRODUCTION

The City of Brantford is a community rich in history, shaped by its agricultural and industrial background and location on the Grand River. Brantford has a diverse mix of old and new, providing a vibrant atmosphere for residents, visitors, and businesses. The City is growing, and with this growth comes many different types of development and redevelopment within the City's Built-up Area and as part of the City's Settlement Area expansion. As part of this, the City is committed to ensuring an urban design guideline framework is provided for Brantford's public and private realm.

The Urban Design Manual, City Building and Place Making Guidelines (the Manual) is a consolidated set of City-wide urban design guidelines for the City of Brantford. The Manual reflects the City's commitment to good urban design and provides a consistent baseline for assessing development proposals on both public and private lands.



1.1 VISION & OBJECTIVES

Vision

Brantford is a healthy and prosperous place to live. The City is made up of complete communities that are inclusive, accessible, compact, and well connected for all modes of travel. Residents have access to a range of community services and recreational amenities to support their well-being.

Direction for the Manual comes from the City's vision for Brantford as a:

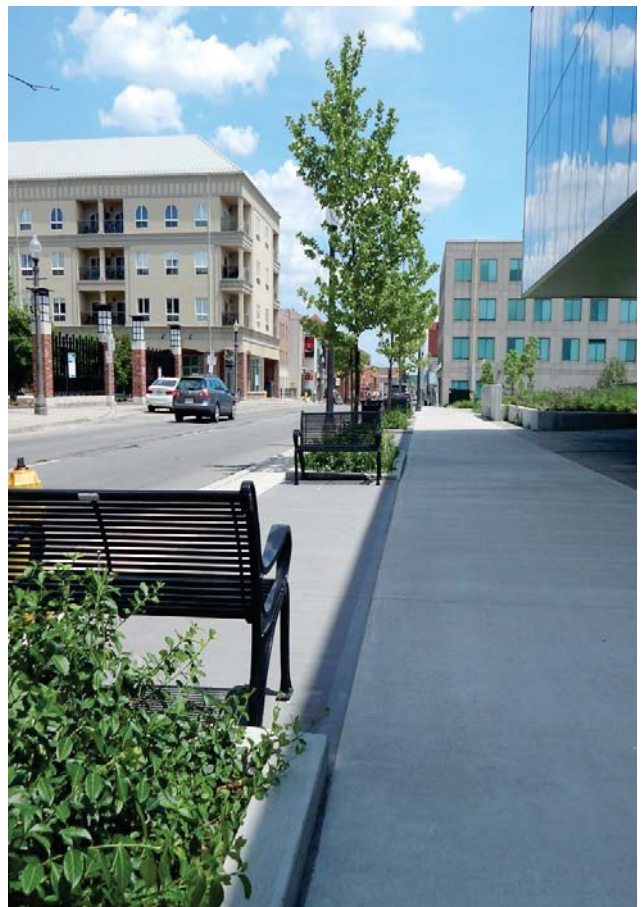
- Unique urban community
- Healthy and prosperous area
- City with a diverse and adaptable local economy
- City centered around the heart of the downtown core



Design Objectives

The Manual has been prepared to accomplish the following design objectives:

1. Achieve high quality urban design in both public and private spaces
2. Encourage the design of a complete, functional, sustainable, and attractive built environment consistent with Brantford's character and vision for the future
3. Ensure new development and redevelopment is unique while also maintaining compatibility with the surrounding built and natural environment
4. Support and promote the use of public transit and active transportation and other elements of sustainable design
5. Provide consistent direction on the design of buildings and spaces for the public, the development community, and City Staff



1.2 HOW TO USE THE MANUAL

The Manual applies to both the public and private realm, and provides specific direction to different building typologies, site design considerations, and building and streetscape design. The Manual should be read in its entirety and direction should be referenced and applied when designing or proposing any type of development or redevelopment in the City of Brantford.

The Manual should be referred to when preparing a Comprehensive Block Plan for the New Community Areas and Existing Community areas as delineated on Schedule 2 of the City's Official Plan. The Manual should also be referenced when preparing an Urban Design Report in support of a development application (see **Appendix A** for the Urban Design Report Terms of Reference).

Note. Illustrations and photographs shown throughout this guideline document demonstrate examples of how the Manual can be applied, and are not intended to exclude other designs that meet the intent of the Manual.

The Urban Design Manual should be read in conjunction with Provincial legislation and regulations including the Accessibility for Ontarians with Disabilities Act (AODA) and the Design of Public Spaces (DOPS) Standards. As part of development approval, the Brantford Accessibility Advisory Committee shall be consulted, in accordance with the Design of Public Spaces Standards. Municipal policies, by-laws, master plans and secondary plans, and development standards and guidelines should also be referenced and followed, including but not limited to, the City's:

- Official Plan;
- Zoning By-law;
- Municipal Code;
- Site Plan Manual;
- Linear Design and Construction Manual;
- Vertical Design and Construction Manual;
- Master Servicing Plan
- Intensification Strategy;
- Downtown Master Plan;
- Parks and Recreation Master Plan;
- Waterfront Master Plan;
- Transportation Master Plan; and,
- Facility Accessibility Design Standards.



1.3 MANUAL FORMAT

This document is organized as a series of guidelines, providing detailed direction for development in the City's public and private realms. In order to achieve the intent of each guideline, development is encouraged to be both creative and sensitive to existing and planned contexts. Alternative approaches should be considered on a case-by-case basis where it can be demonstrated that the design objectives of this Manual are being met.

SECTION 1:

Introduction

This section provides an overview of the vision and design objectives for the City, as well as information on how the Manual should be read and used by a range of users.

SECTION 2:

Urban Structure

This section provides the vision for each of the City's structural elements that come together to create neighbourhoods, communities, and the City as a whole. Elaborating on the Urban Structure elements in the City's Official Plan, such as intensification corridors and neighbourhood centres, the Manual provides the appropriate design guidance to aid in the implementation of the vision for the Urban Structure.

SECTION 3:

Public Realm Guidelines

This section outlines the City's design directions for Brantford's public realm. This includes streets and blocks, boulevards, public open spaces, public art, natural heritage, and other places within the City that anyone is able to access.

SECTION 4:

Private Realm Guidelines

This section provides guidelines for the development of individual sites, building design, and transportation and parking within the City's private realm.

SECTION 5:

Built Form Guidelines

This section provides design guidance for a diverse range of building types within the City including low- to high-rise residential dwellings, commercial buildings, mixed use buildings, institutional buildings, employment buildings, as well as cultural heritage resources.



1.4 MANUAL AUDIENCE

The Urban Design Manual has been developed for a specific set of users:

THE DEVELOPMENT COMMUNITY

The primary user of the Manual is intended to be the development community. This includes developers, professional consultants, and other proponents of development within the City of Brantford.

The development community will utilize and reference the Manual in all aspects of the design of their development and are responsible for demonstrating how their proposal incorporates all applicable guidelines from the Manual.

CITY COUNCIL

The Urban Design Manual, City Building and Place Making Guidelines helps implement and further express the design aspirations for development in Brantford as set out in Council approved Official Plan policy.

CITY STAFF

City Staff will use the Guidelines in the review and approval of development applications, including applications for amendments to the Official Plan and Zoning By-law, Plan of Subdivision, Plan of Condominium, and Site Plan Control, as well as the review of supporting Urban Design Reports and Comprehensive Block Plans, where required.

Staff will identify primary urban design priorities and the need for Urban Design Reports for specific development proposals during Pre-Consultation meetings and will work with development proponents throughout the application process to find design strategies that achieve the intent of the guidelines.

THE PUBLIC

The Manual provides the public with confidence in the City's commitment to a high standard of urban design.

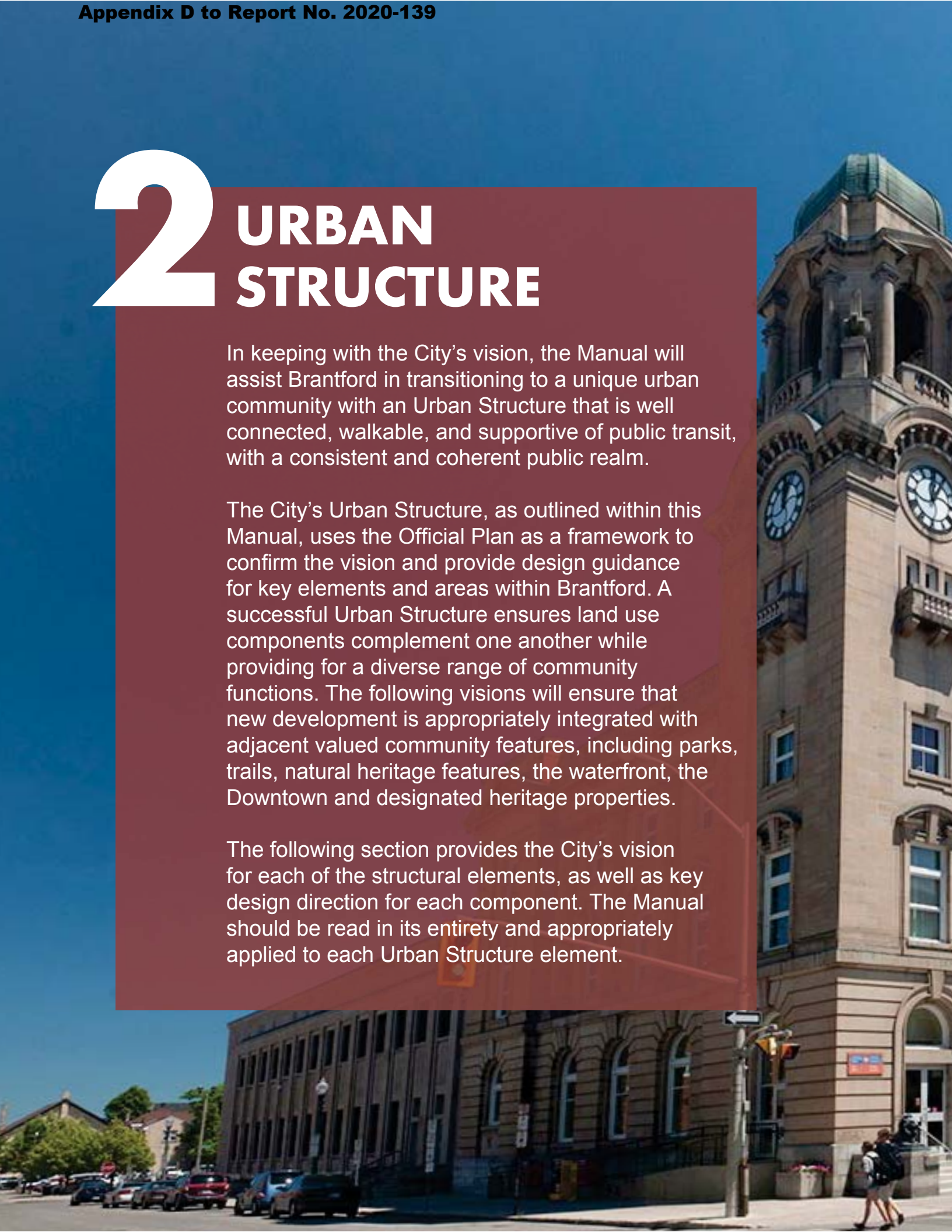


2 URBAN STRUCTURE

In keeping with the City's vision, the Manual will assist Brantford in transitioning to a unique urban community with an Urban Structure that is well connected, walkable, and supportive of public transit, with a consistent and coherent public realm.

The City's Urban Structure, as outlined within this Manual, uses the Official Plan as a framework to confirm the vision and provide design guidance for key elements and areas within Brantford. A successful Urban Structure ensures land use components complement one another while providing for a diverse range of community functions. The following visions will ensure that new development is appropriately integrated with adjacent valued community features, including parks, trails, natural heritage features, the waterfront, the Downtown and designated heritage properties.

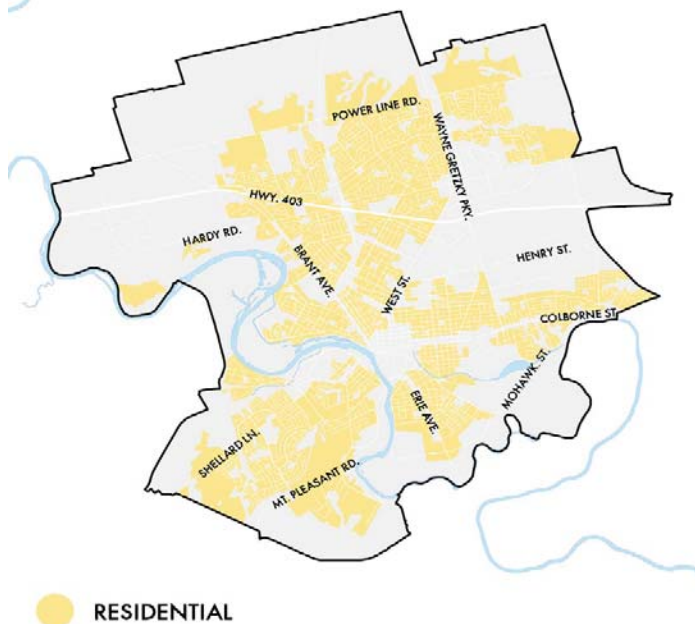
The following section provides the City's vision for each of the structural elements, as well as key design direction for each component. The Manual should be read in its entirety and appropriately applied to each Urban Structure element.





2.1 RESIDENTIAL AREAS

Brantford's Residential Areas Map



Vision

Brantford's residential neighbourhoods make up the largest part of the City's Urban Structure. These areas are intended to include a full range of residential dwelling types, along with supporting land uses such as parks, schools, daycares, places of worship, and local retail and service commercial uses. Communities within the City's residential areas will continue to evolve and mature, each with their own character and identity, as modest development and intensification occurs within different neighbourhoods as appropriate.

Key Directions

Residential areas within the City should continue to include low- to high-rise built form development, both as infill in existing neighbourhoods and development in new subdivisions. The density and design of new development within existing neighbourhoods should be planned to respect surrounding land uses and the character of neighbourhoods, taking into consideration appropriate transitions in height, massing, setbacks and built form details.

Existing neighbourhood commercial plazas and centres also serve an important role for the City's residential areas. These areas are envisioned to evolve and intensify over time into more urban, pedestrian-friendly, and transit oriented neighbourhood gathering places. A mix of uses including higher density mid- to high-rise residential development, as well as new retail, service, and office uses should be directed to these areas in order to balance the local needs of new and established communities.



Commercial plaza at Shellard Ln. and Conklin Rd.



New low-rise residential neighbourhood in West Brant



Established low-rise neighbourhood in north Brantford

2.2 DOWNTOWN

Downtown Urban Growth Centre Map



Vision

As the heart of the City, the Downtown Urban Growth Centre is a primary destination for residents, students, tourists, and businesses. The Downtown is surrounded by residential lands, bordered by the Grand River to the west, and includes the City's Downtown Transit Terminal servicing Brantford Transit and GO Transit Buses, as well as the Brantford Train Station.

Rich in heritage, the Downtown is intended to include a broad range of built forms and land uses that contribute to a sustainable and complete community. The area has a balanced mix of government and social services, post-secondary institutions, shopping, offices, housing options, entertainment, and cultural activities. As a Strategic Growth Area, Downtown Brantford has the potential to accommodate significant growth through an intensified built form.

Key Directions

Envisioned as the densest urban area of the City, development within the Downtown should be pedestrian-friendly and accommodate mid- to high-rise mixed uses. Intensification, adaptive-reuse, and

redevelopment within the Downtown should be compatible with existing built form and uses, while supporting the evolution of a more compact and transit supportive centre. High quality urban design should reflect the importance of the Downtown as a centralized gathering place for the City. Proposed development should also reference the City's Downtown Master Plan and Downtown Streetscape Design Plan, however where any conflicts occur, this Manual shall take precedence.

Development is encouraged to be in the form of mixed use buildings, residential buildings, retail and commercial spaces, offices, institutional buildings, and recreational/entertainment uses. In order to accommodate a revitalized, vibrant, and walkable downtown, development should take into consideration pedestrian safety, streetscape and façade improvements, landscaping, suitable parking facilities, lighting, access to trails and the Grand River, and open space and urban parks.

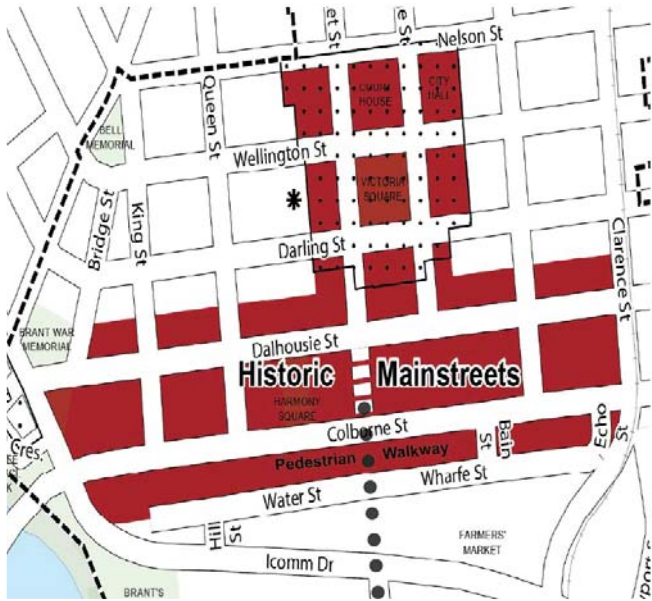
Downtown Brantford is comprised of three precincts: Historic Mainstreets, Lower Downtown and Upper Downtown. Enhancing the connections within and between these areas is essential in the development of a cohesive Downtown. Based on the existing character and context of each precinct, the following key directions provide guidance for the encouraged type and form of development within each area.



Harmony Square

2.2.1 Historic Mainstreets Precinct

Historic Mainstreets Precinct Boundary Map



Development within the Historic Mainstreets Precinct should be designed to enhance the quality of the pedestrian and public realm and complement the existing built environment including Harmony Square and Victoria Square. In order to maintain the historic character of this precinct, the adaptive reuse and the redevelopment of existing buildings is encouraged. An active street frontage should be animated by articulated building frontages, street landscaping and furniture, the use of high-quality materials, and high activity at-grade uses.

Any residential development within the Historic Mainstreets Precinct should be in the form of mid- to high-rise mixed use buildings, where appropriate. The development of these buildings are encouraged to include podium heights in conformity with surrounding built form, with at-grade uses such as retail stores, restaurants, or institutional uses. New development opportunities may be accommodated on redevelopment sites or existing excess surface parking lots. Where appropriate, higher density new office and institutional uses are also encouraged within this precinct.

The Historic Mainstreets Precinct includes the Victoria Park Square Heritage Conservation District. New development within this District will be subject to the specific design criteria provided in the Victoria Park Square Heritage Conservation District Study, which will take precedence over the direction of this Manual.



Dalhousie St. / Downtown Brantford

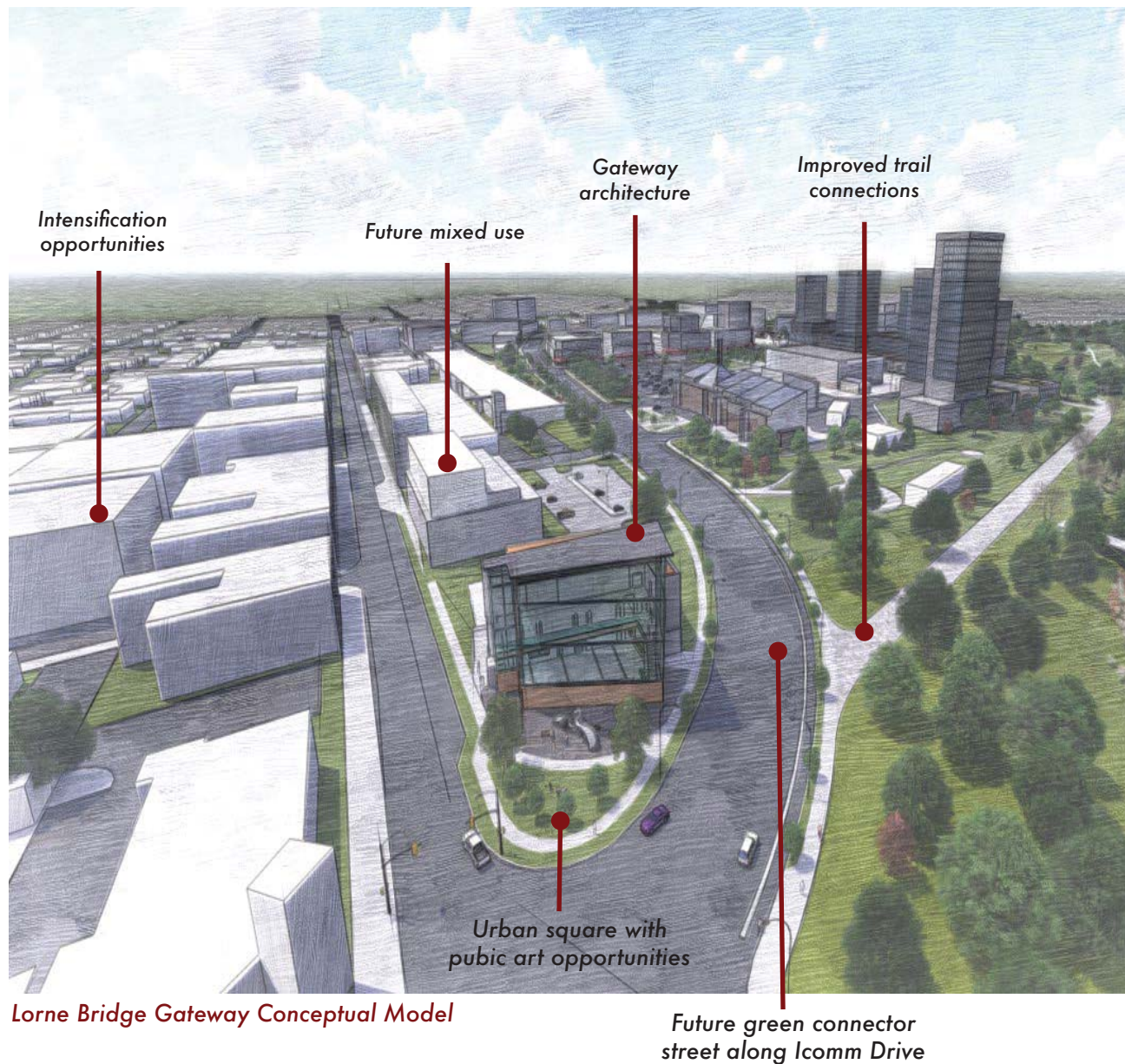


George St. at Victoria Park / Downtown Brantford



Expositor Place Building / Downtown Brantford

2.2.1.2 Lorne Bridge Gateway



The Lorne Bridge Gateway area is defined by the intersection where Colborne Street East meets Colborne Street West, and Icomm Drive to the south connects to Brant Avenue to the north. This area serves as an important gateway to and from Downtown Brantford and connects the City's Historic Mainstreets Precinct with the Lower Downtown Precinct to the south. Access to, and views of, the area's parks, trails, and the Grand River are important elements of this gateway, and present opportunities for new development to create a more welcoming entrance to Downtown with active public space for people to meet, sit, travel, and socialize. Icomm Drive should evolve over time to incorporate green street elements, including mature street trees, increased vegetation, and landscaping.



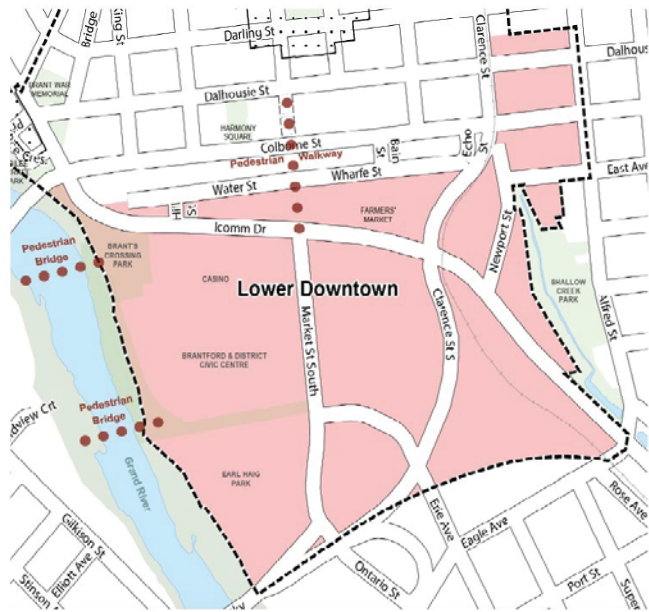
The Lorne Bridge Gateway area presents opportunities for intensified development and should serve as a welcoming entrance to Downtown with active public space for people to meet, sit and socialize

Within the gateway area, public art features, streetscape improvements, and development that accentuates the character of Brantford is encouraged. Given its prominent location in proximity to other Downtown amenities including the Laurier Brantford YMCA, Brant Avenue Armoury and Jubilee Terrace Park, as well as Elements Casino Brantford and Brant's Crossing Park, a taller mixed use building of high quality design that provides both public and private uses is encouraged to be located at the west end of Colborne Street East.

In addition to other appropriate infill development within the gateway area, there are many opportunities to improve and enhance pedestrian and cyclist connections and safety within the intersection.

2.2.2 Lower Downtown Precinct

Lower Downtown Precinct Boundary Map



Brantford's Lower Downtown Precinct currently serves a large-format recreational and commercial function for the area, located south of the Historic Mainstreets Precinct. Icomm Drive, Market Street South, and Clarence Street South are all wide auto-oriented Major Arterial Roads that connect areas within Lower Downtown to one another, and to the rest of the City. Many major recreational and community facilities within the City area are located within this precinct, including the Brantford & District Civic Centre, Brant's Crossing Park, Earl Haig Park, the Brantford Farmers Market, the Brantford Convention Centre and Elements Casino Brantford.

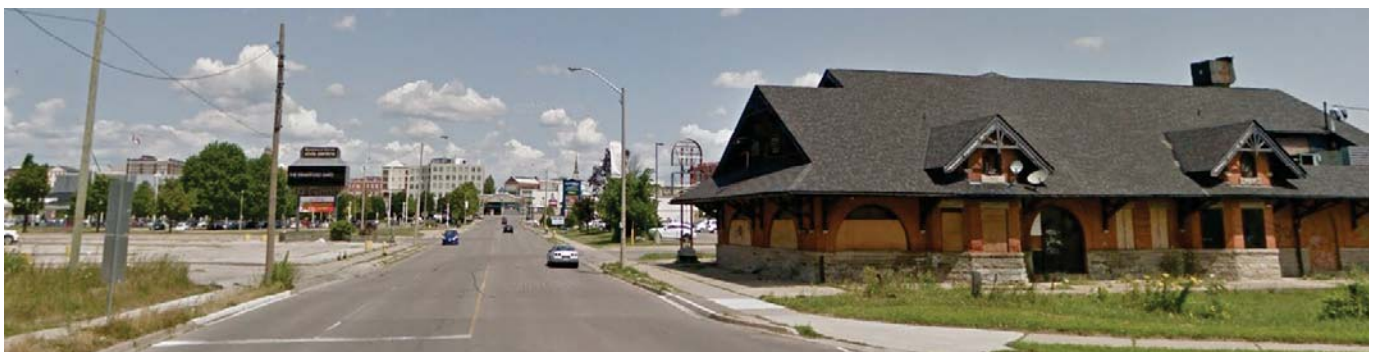
The area is currently characterized by low-rise commercial plazas and stand-alone retail, restaurant and grocery establishments, surrounded by large surface parking areas and vacant lots. These areas, along with the redevelopment of existing sites, provide many opportunities for mid- to high-rise infill and intensification.



Elements Casino Brantford



Lower Downtown Commercial Plaza



Market Street St. S.

Lower Downtown is envisioned to evolve over time into a pedestrian-friendly mixed use complete community, providing for a range of shopping, office, residential, and recreational amenities, as well as park space. As this area evolves, a tighter network of streets and blocks, developed in place of large blocks and underutilized parking areas, are envisioned to encourage walkability and provide safe access to many of the existing facilities of Lower Downtown, as well as the Historic Mainstreets Precinct to the north. Currently, the Market Centre Parkade provides ample parking for the area, however as existing parking lots are redeveloped, on-street and underground parking is encouraged.



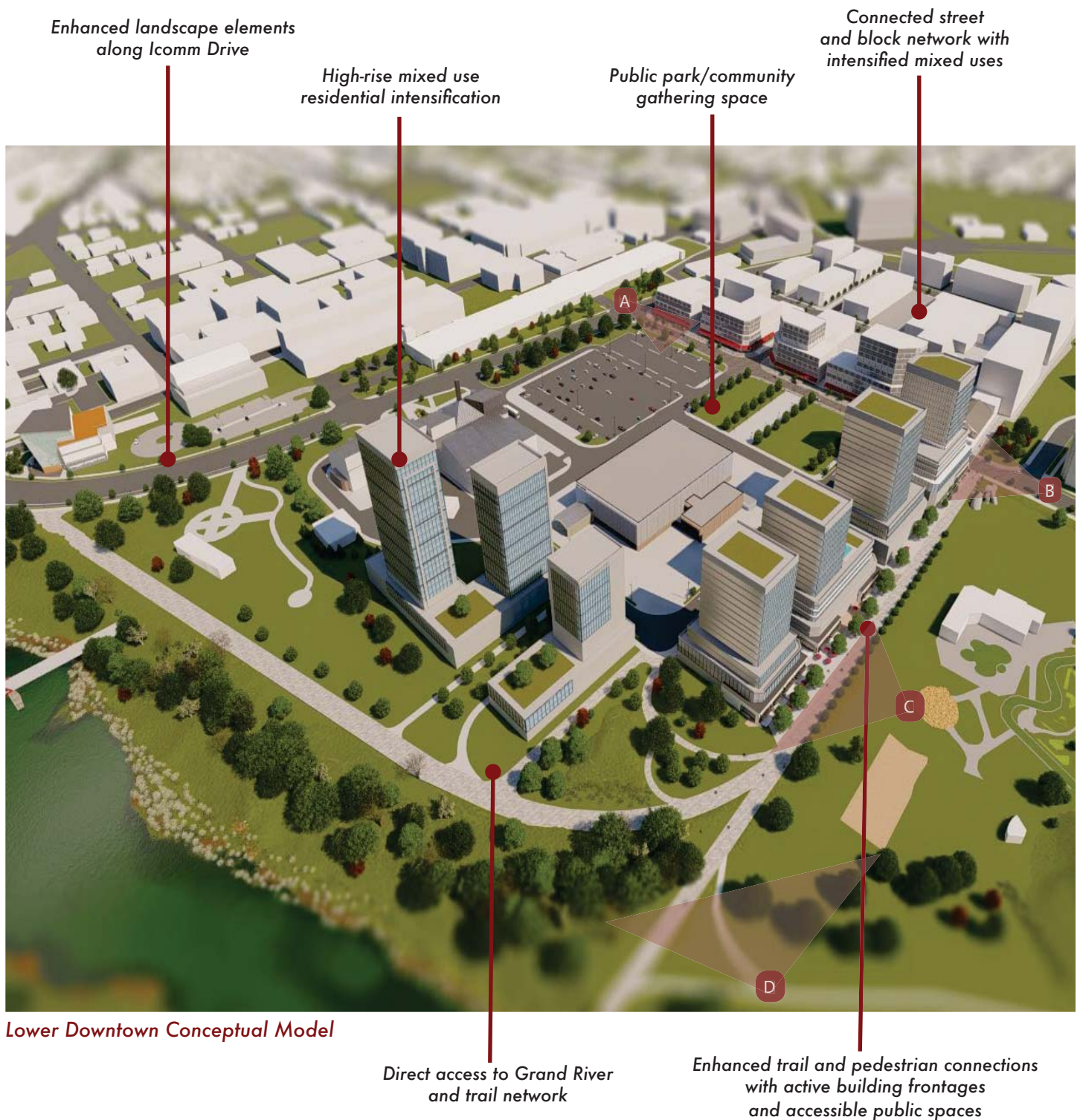
Lower Downtown is envisioned to evolve into a complete community with intensified mixed uses and a pedestrian-friendly public realm



The Boardwalk / Waterloo, ON.



The Shops at Don Mills / Toronto, ON.



- A** View of Market Street South Facing South / **Pg. 20**
- B** View of Market Street South Facing North / **Pg. 20**

- C** View of Public Realm Along Trail / **Pg. 21**
- D** View of Trail Connection to Grand River / **Pg. 21**



Market Street South is envisioned to evolve into a flexible streetscape



Trail connections and public art should be integrated



Mixed Use Development / Toronto, ON.

Residential mixed use buildings with at-grade uses are encouraged in the Lower Downtown Precinct, with conscious design efforts to foster a live, work, and play environment. The integration of these types of buildings will assist the area in becoming more pedestrian-friendly, with revitalized streetscapes for new blocks. Specifically, Market Street South within Lower Downtown is envisioned to transform from an auto-oriented corridor to a more flexible street that supports walkability and active transportation to be shared by pedestrians, cyclists and motorists. This type of environment is shaped by the integration of a curb-less road, designed to accommodate open two-way traffic regularly, with the opportunity to close the space to traffic for events or activities. Further study and consultation is required to support the transition of Market Street South into a flexible street and to design an appropriate cross section.

Design elements of a successful pedestrian-friendly street include the integration of pedestrian-scaled lighting, public art, active at-grade uses and patios aligned close to the street, as well as street furniture. Providing versatile built form that is adaptable and flexible as it relates to the street will also help assist the area in evolving over time. In addition to opening up streets for activity, the introduction of accessible parks and green space is just as important to balance new built form when redeveloping the underutilized lands within Lower Downtown.

New development and intensification should also provide access to the City's trails network, bridges, and Grand River, and take advantage of the scenic views and vistas these natural areas and amenities provide. Specifically, the most opportune location for high-rise buildings is adjacent to the Grand River and the City's trails, which will encourage a strong interface between the natural environment and new built form, and will avoid negative shadow or overlook impacts on low- and mid-rise development. However, it is important that all new development is massed and designed to respect views and access of the area's natural features.

In developing these lands, it is also important to ensure that public access to parks, trails, and natural areas is accessible for all. This may include improvements to trail connections and providing new access points through and around buildings.



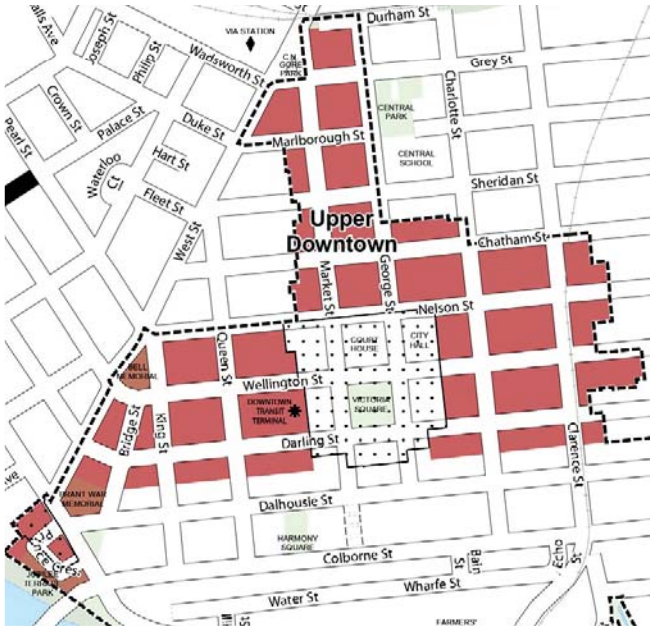
New high-rise mixed use infill and intensification is encouraged adjacent to the Grand River



Enhanced trail connections to the Grand River should be incorporated into development, including active frontages with retail and patio space facing the trail, public parks, and open space areas

2.2.3 Upper Downtown Precinct

Upper Downtown Precinct Boundary Map



The City's Upper Downtown Precinct currently accommodates a mix of low-rise residential dwellings, mid-rise apartments and townhouses, institutional buildings, and stand-alone retail, service, and restaurant uses. Development within this precinct should be designed to respect the surrounding low-rise character of the area, while providing for additional residential and mixed uses. Increased residential and employment density development in proximity to both the Downtown Transit Terminal and Via Rail Station is encouraged, which should consider safe and efficient access to the two stations.

Where appropriate, new residential development will be in the form of low-rise, infill or replacement housing, townhouses, or mid-rise buildings, and high-rise buildings where contextually appropriate. The adaptive reuse, revitalization, and/or redevelopment of existing buildings and structures within this precinct is encouraged.

As a key entrance to downtown, development along Market Street should foster a

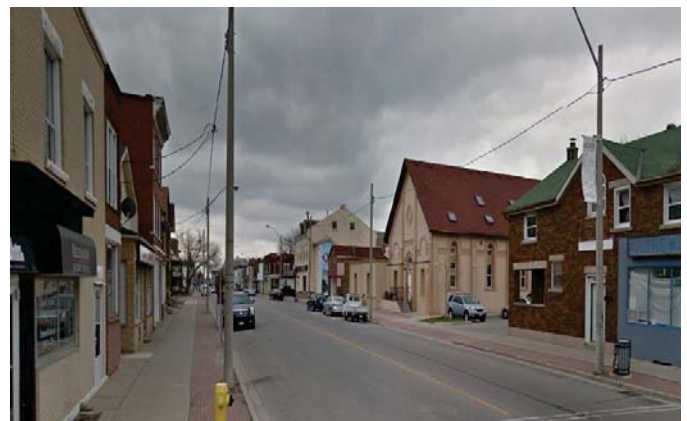
pedestrian-friendly environment with active street frontages, providing for high activity uses at grade such as retail and restaurants, with uses such as offices and residential uses on second floors and above. There are opportunities to improve street furniture and landscaping within this precinct.



Queen St. and Wellington St.



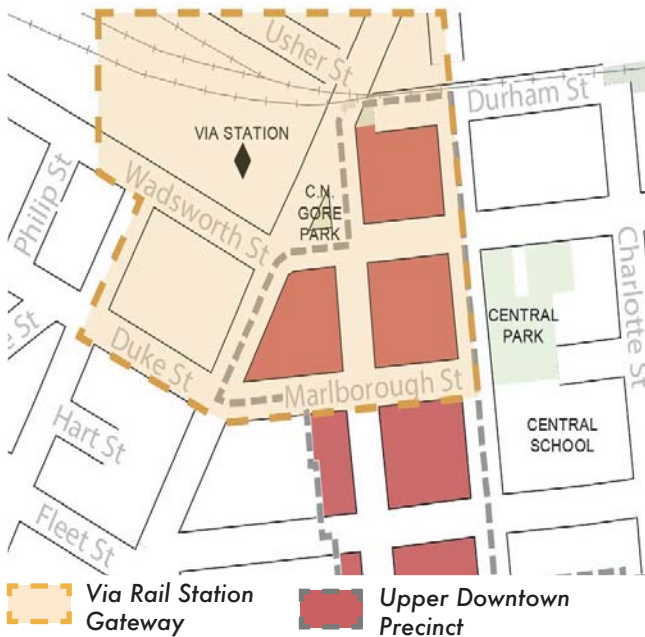
Nelson St. and Charlotte St.



Market St. and Marlborough St.

2.2.3.1 Via Rail Station Gateway

Via Rail Station Gateway Boundary Map



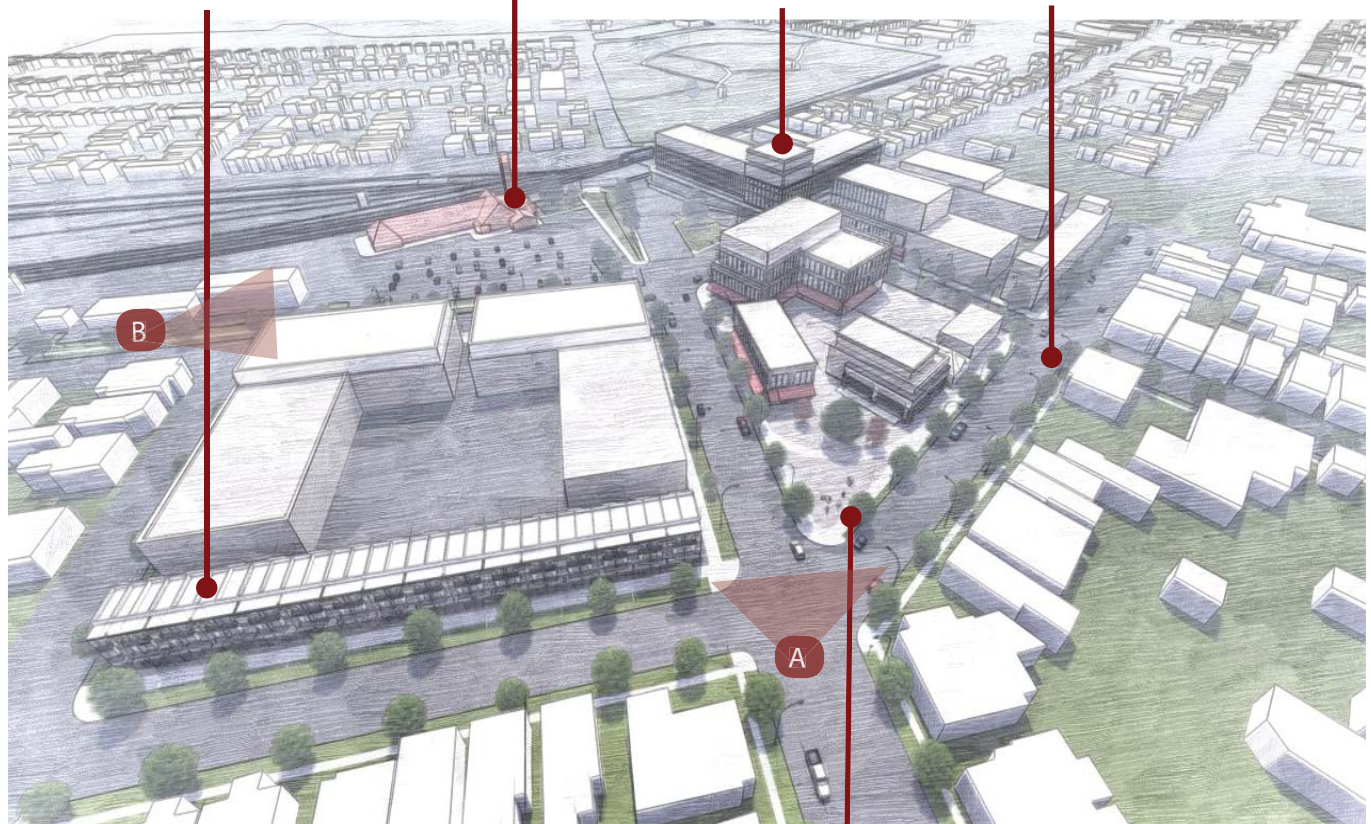
Located on the edge of the City's Upper Downtown Precinct, the Brantford Via Station and surrounding area serves as a gateway to Downtown from the north. In alignment with the direction provided for Upper Downtown, this area will evolve over time and development should be designed to provide context-appropriate infill and intensification surrounding the station that respects the low-rise character of the area through the use of built form transitions. This includes preserving the character of the station, and any important views of existing buildings, open spaces, and heritage sites. New development should also encourage connections from the Via Rail Station to the City's Downtown Transit Terminal, as well as any other transit routes.

Built form transition between low-rise neighbourhood and mid-rise residential

Via Rail Station

Intensified mixed use node

Improved streetscapes



Via Rail Station Gateway Conceptual Model

Proposed urban square



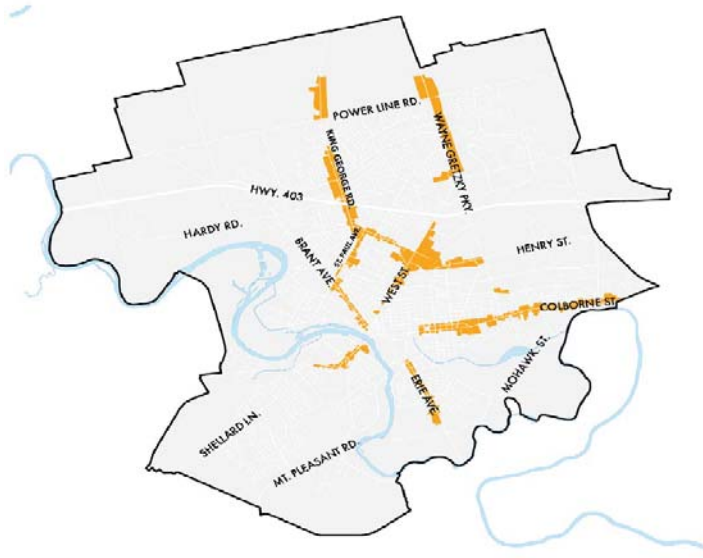
Built form intensification should be balanced with new public open spaces



Context-appropriate intensification is encouraged within the Via Rail Station Gateway

2.3 INTENSIFICATION CORRIDORS

Brantford's Intensification Corridors Map



Vision

The City of Brantford Official Plan identifies intensification corridors along key arterial roads that function as connective spines for the City, and serve as destinations for their surrounding neighbourhoods. As the City grows, these corridors are intended to become intensified, vibrant, mixed use areas that are pedestrian and transit oriented. This includes offering a full range of compatible land uses including retail and service commercial uses, as well as low-rise, mid-rise, and high-rise buildings, and community and institutional uses. Intensification corridors are intended to be flexible and responsive to land use pattern changes and demands, and should permit a broad range of uses at different scales and densities depending on location.

Key Directions

Located throughout the City, these connective spines not only link different parts of the City to one another, but also each have a different character with varied uses. The unique character of each of the City's corridors will help to inform how

these areas will re-urbanize or intensify and evolve in the future. It is important that any new development, redevelopment, residential intensification or infill project transition to appropriately fit within the evolving context of each corridor, while balancing the needs of the adjacent neighbourhoods and the surrounding community. Based on the existing character and context of the City's corridors, the following key directions provide design guidance for the type of development that is encouraged within each intensification corridor.

Conceptual diagrams are included for each corridor, highlighting direction for the following key areas:



Mixed Use Building Nodes: Located at key intersections, these nodes are first priority areas for the development of mid- to high-rise mixed use buildings.



Mixed Use Areas: These areas are intended to provide for a mix of intensified uses and built form including retail, commercial, and residential buildings.



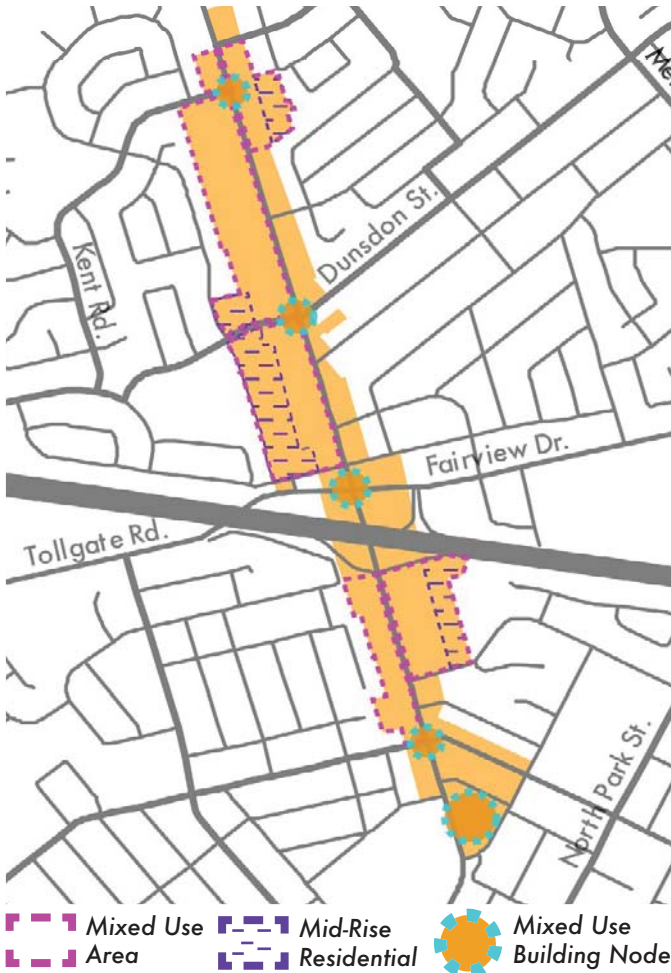
Mid/High-Rise Residential Areas: Mid- to high-rise residential growth is encouraged to intensify these areas, and should respect existing residential built form through appropriate transitions, setbacks, etc. These areas should be reserved solely for intensified residential development.



Precedent mid-rise mixed use corridor intensification

2.3.1 King George Rd. Corridor

King George Rd. Corridor Boundary Map



The King George Road Corridor serves an essential commercial function for the City. This wide auto-oriented corridor is currently characterized by large low-rise, stand-alone retail establishments and multi-unit plazas, surrounded by large front and side-yard surface parking lots. The boulevards along King George Road are narrow, with few street trees, providing many opportunities for enhanced landscaping and improved pedestrian realm amenities. Along the corridor, there are a few segments where low-rise dwellings are located, and these areas should be preserved for residential functions.

There is opportunity for intensification through the redevelopment of existing commercial

sites, structures, and over-abundant parking lot areas within the identified mixed use areas. New development and intensification should be in the form of new and renovated commercial buildings, restaurants, and retail plazas to preserve the commercial function of the area. New mid- to high-rise residential buildings should be located within these areas where large commercial lot depths exist and back onto existing neighbourhoods. As identified, mixed use mid- to high-rise buildings should be directed to the intersections of King George and Tollgate Road/Fairview Drive, Dunsdon/Oxford Street, and Kent Road.

New development, along this corridor, especially along the mixed use areas and within the mixed use building nodes, should be pedestrian-friendly, in order to create a safe and comfortable public realm supportive of walking, transit use, and cycling.



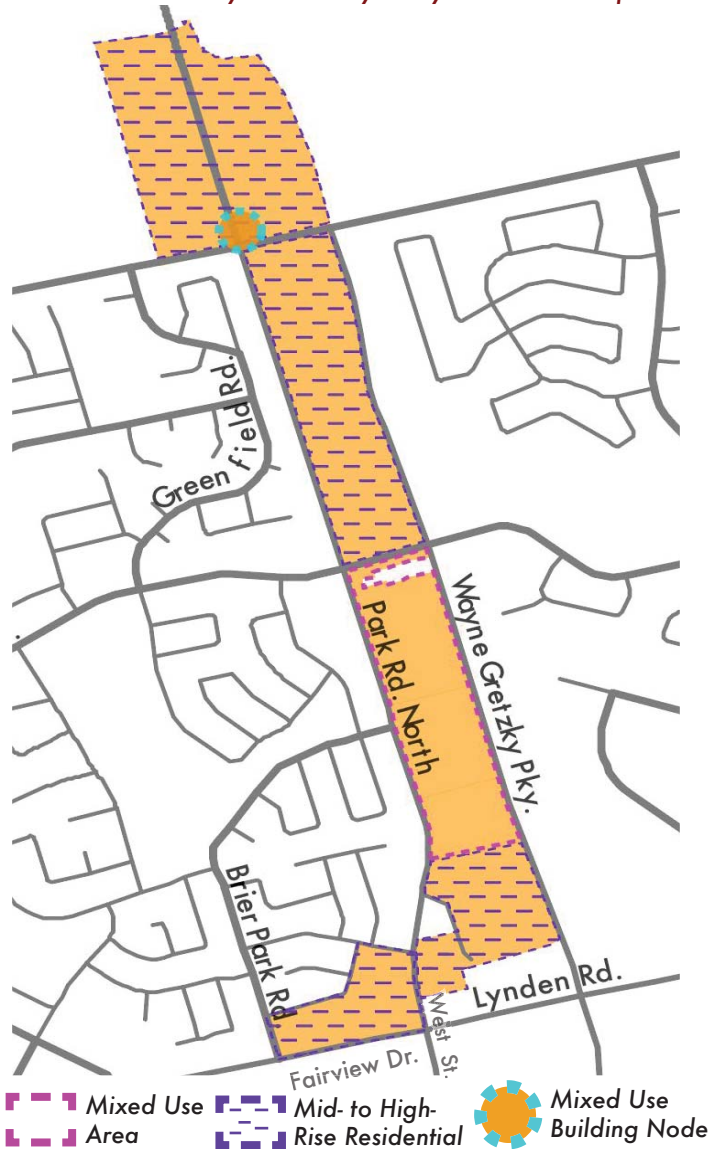
Dunsdon and Oxford St.



Kent and King George Rd.

2.3.2 Park Rd. North and Wayne Gretzky Pkwy. Corridors

Park Rd. N. & Wayne Gretzky Pkwy. Corridor Map



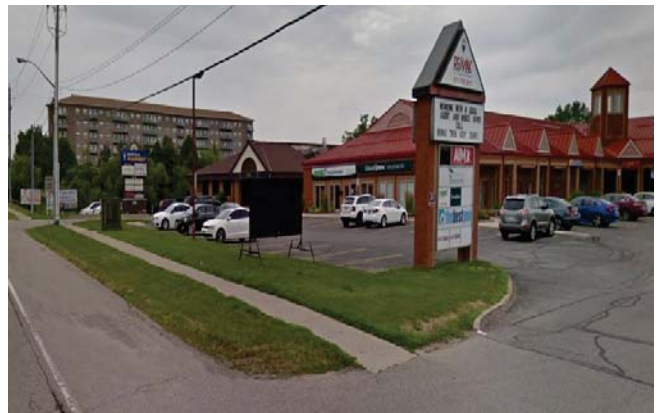
The Wayne Gretzky Parkway and West Street/Park Road North Intensification Corridors, north of Fairview Drive/Lynden Park Road, currently provide a mix of housing including townhouses and multiple mid- and high-rise apartment buildings, as well as a few large individual service and commercial uses with separate parking lots.

This area is envisioned to continue to evolve into a high density residential corridor, mixed with additional infill commercial and office uses within the identified mixed

use area. Large vacant lots in between current uses create opportunities for this evolution to be accommodated effectively. Residential development should be in the form of mid-rise townhouse blocks, and where positioned appropriately, mid-rise and high-rise buildings. Development should be active transportation and transit friendly. As the City's greenfield area evolves, higher density mixed use buildings are envisioned at the intersection of Park Road North and Powerline Road, as identified.



Park Rd. N. mid- and high-rise apartment buildings



Park Rd. N. retail plaza and high-rise development



Park Rd. N. and West St. low-rise townhouses

2.3.3 Brant Ave. Corridor

Brant Ave. Corridor Boundary Map



The Brant Avenue Intensification Corridor also contains a Heritage Conservation District. This corridor is currently characterized by existing one, two, and three storey single detached dwellings, mixed with smaller retail businesses, service shops and institutional uses such as schools and churches. Some duplex, triplex, and smaller multi-unit buildings also exist along Brant Avenue, and there is one high rise apartment building located at the nexus of the Brant Avenue corridor and the St. Paul Avenue corridor. Brant Avenue contains a diverse mix of residential and converted dwelling commercial uses along its corridor.

Residential intensification along the Brant Avenue Corridor should be in the form of low-rise infill where appropriate, internal and external renovations to existing buildings, adaptive reuse of buildings, and building

additions that are designed to respect the low-rise and heritage character of this area. Converted dwellings are encouraged along the corridor in order to contribute to the vibrant mix of commercial, restaurant, office, and residential uses currently available. Any development within the Brant Avenue Heritage District, which does not directly align with the boundaries of the Brant Avenue Corridor shown, must refer to specific design guidance provided in the Brant Ave Heritage Conservation District Study, and in the case of a conflict, the Heritage Study shall take precedence.



Brant Ave. contains a mix of low-rise residential homes and converted dwellings



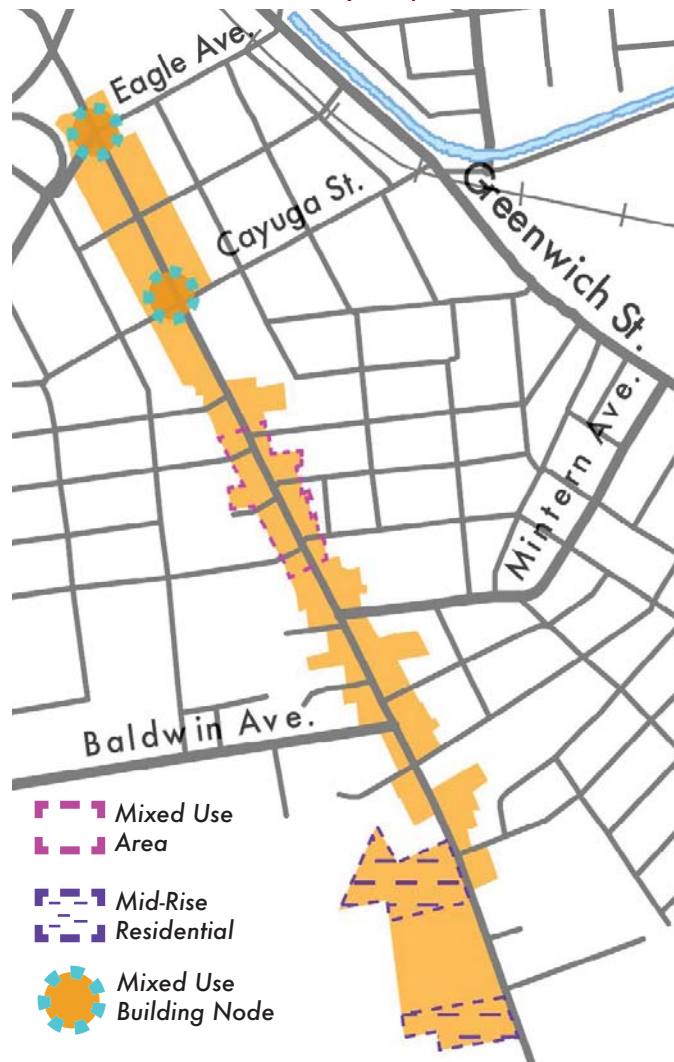
Brant Ave. historic single detached dwellings



Brant Ave. and Waterloo St.

2.3.4 Erie Ave. Corridor

Erie Ave. Corridor Boundary Map



The Erie Avenue Intensification Corridor is currently characterized by existing low-rise single detached dwellings, mixed with smaller retail businesses, service shops, and institutional uses such as schools. Some duplex, triplex, and smaller multi-unit buildings also exist along Erie Avenue.

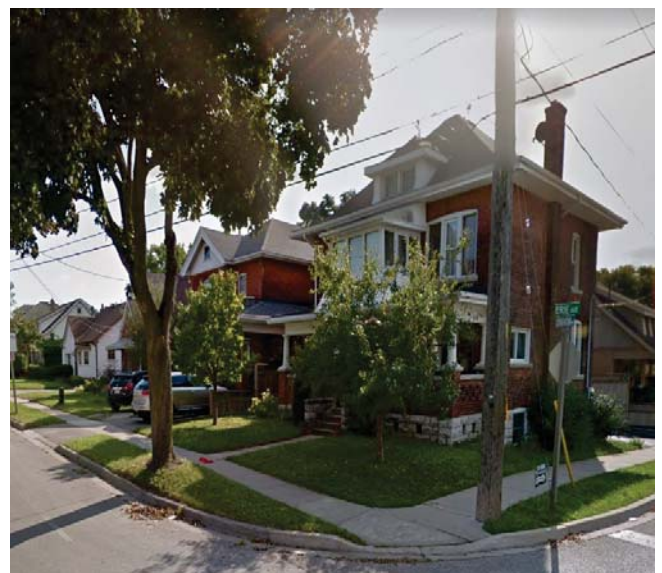
Where appropriate, residential intensification along Erie Avenue should be in the form of low-rise infill and replacement housing as well as townhouses to respect the residential character of these areas. New residential development should be in the form of mid-rise townhouses and buildings. As this corridor intensifies, mid-

rise mixed use buildings are envisioned to be located at the intersections of Erie Avenue and Eagle Avenue, as well as at Cayuga Street, in order to serve the needs of the surrounding community while respecting the residential nature of the neighbourhood.

Appropriate stand alone commercial and retail development mixed with mid-density residential housing is envisioned to continue to develop within the mixed use area between Emilie Street and Salisbury Avenue, while respecting the residential nature of the neighbourhood.



Erie and Eagle Ave.



Erie and Strathcona Ave.

2.3.5 Colborne St. East and West Corridors

Colborne St. West Intensification Corridor Boundary Map



Colborne St. high-rise apartment



Colborne and Mt. Pleasant St.



Colborne and Oak St.

The two intensification corridor areas located along Colborne Street to the west and east of downtown currently accommodate a mix of low- to high-rise residential buildings, including single detached dwellings and townhouses. These residential uses are integrated between open spaces and parks, schools, churches, retail plazas, large commercial and service buildings to serve the surrounding community. While some segments along Colborne Street only currently accommodate residential uses, other sections provide a mix of commercial and retail uses.

Mixed use areas and nodes along different sections of Colborne Street are envisioned to become higher density, vibrant areas that are pedestrian friendly and transit oriented. Along both segments of Colborne Street, opportunities have been identified for the development of mixed use buildings at key intersections where appropriate, in the form of mid to high-rise buildings with active at-grade uses. Mixed use areas along these corridors should continue to accommodate a mix of uses and should develop as intensified areas, accommodating office, retail, or institutional uses where appropriate.

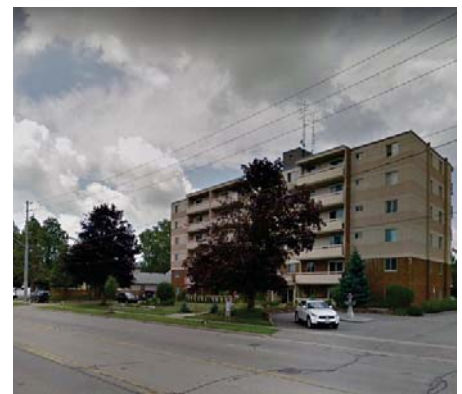
Colborne St. East Intensification Corridor Boundary Map



Large commercial plaza along Colborne St.



Commercial plaza across Colborne St. from low-rise residential homes



Colborne St. mid-rise residential apartment building

Opportunities for intensification and infill are currently available on empty and vacant lots, redevelopment sites, and existing excess parking lot space. In addition to mixed uses, there are currently opportunities for increased mid- to high-rise residential development in the form of townhouses, mid-rise buildings, and high-rise buildings along both ends of Colborne Street, as well as other specific areas that have been identified.

Mid to high-rise residential development is envisioned to intensify these areas and make efficient use of available space, while providing additional residential space in proximity to mixed uses.

2.3.6 St. Paul Ave. and Charing Cross St. Corridors

St. Paul Ave. & Charing Cross St. Corridors Boundary Map



St. Paul Ave. and St. George Rd.



Charing Cross and N. Park St.

Intensification corridor areas along St. Paul Avenue and Charing Cross Street currently accommodate a wide mix of residential dwellings, including single detached, semi-detached, duplexes, triplexes, townhouses as well as mid-rise residential buildings. These residential uses are integrated between open spaces and parks, retail plazas, as well as large commercial and service buildings. Some segments of these two corridors only accommodate residential uses, while others provide commercial intensification opportunities.

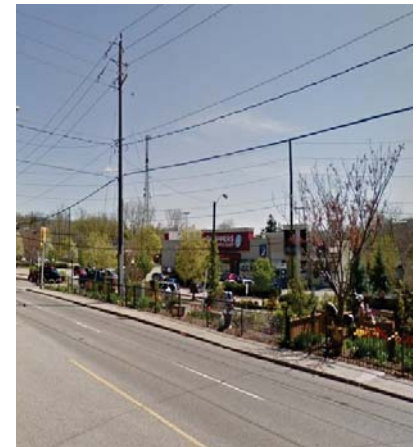
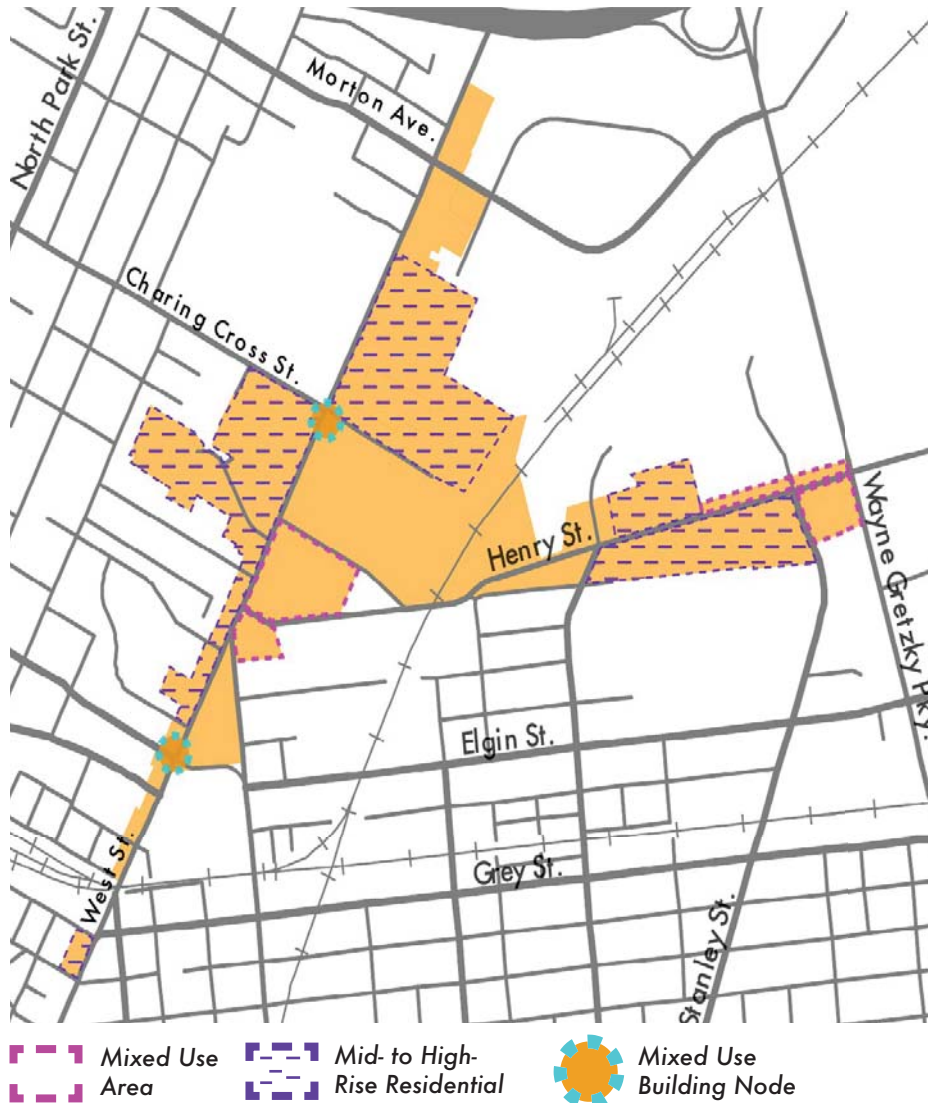
Mixed use areas within these corridors should continue to accommodate new and redeveloped stand-alone buildings. Opportunities for this are currently available

on empty and vacant lots, redevelopment sites, and existing parking lots. At key intersections of these corridors, opportunities for the development of higher density mixed use buildings are available, and intensified development is encouraged. These mixed use nodes include where Charing Cross Street intersects West Street and North Park Street, as well as where St. Paul Avenue intersects Terrace Hill Street and King George Road.

Higher density residential buildings in the form of townhouses and mid-rise buildings should be accommodated along these corridors where identified, taking into account surrounding development and appropriate transitions, as well as connections to transit and active transportation.

2.3.7 West St. and Henry St. Corridors

West St. and Henry St. Corridors Boundary Map



Henry and West St.



Mid-rise apartment behind low-rise homes on Henry St.

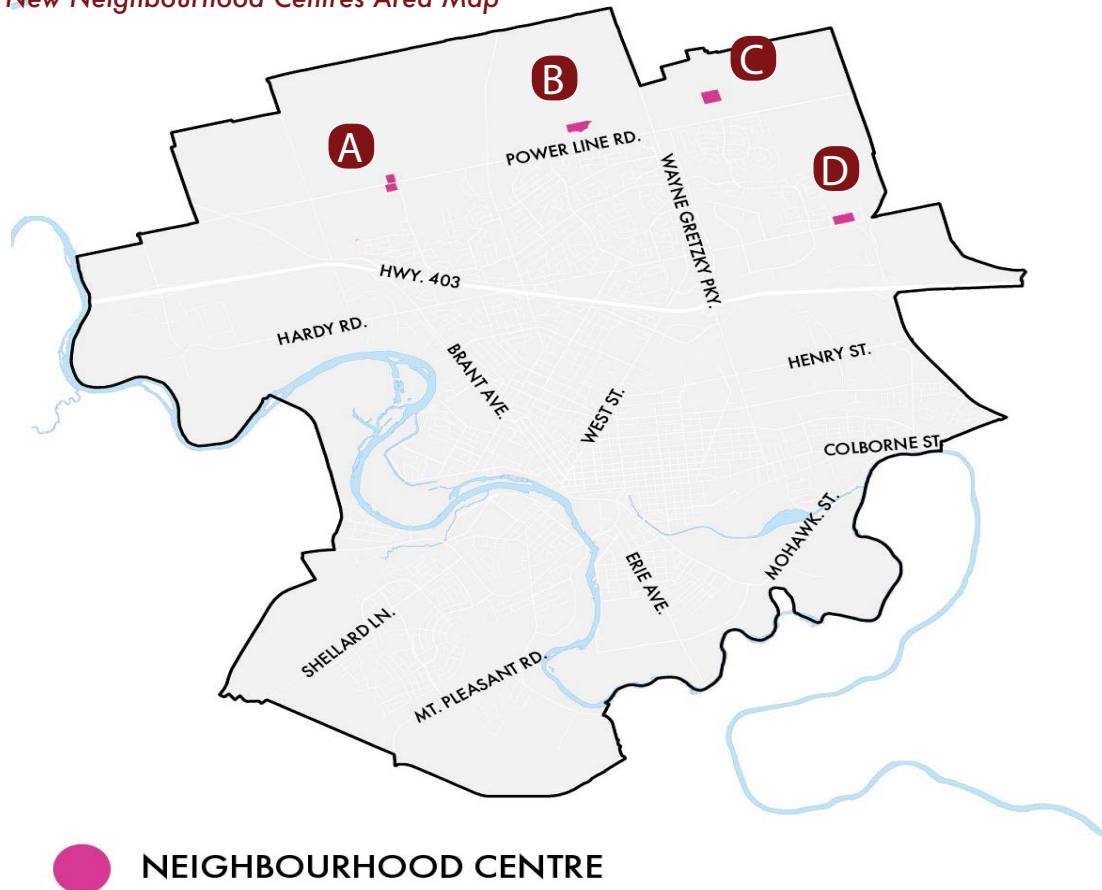
Much like the intensification corridors along Colborne Street, St. Paul Avenue, and Charing Cross Street, the corridors along West Street and Henry Street provide a mix of low-, mid-, and high-rise residential dwellings in the form of single detached, townhouse complexes, and apartment buildings. These residential uses are mixed with low-rise retail, service, office, and industrial uses. New residential development in the form of townhouse dwellings, as well as mid- and high-rise apartments where appropriate, are encouraged along these

corridors. There are many areas of vacant land in between lots that provide a valuable opportunity for infill residential development.

As these areas evolve, mid to high-rise mixed use buildings are directed to develop at the intersections of West Street and Charing Cross Street as well as West Street and Elgin Street. The identified mixed use areas should continue to intensify to provide for a range of uses on each site to appropriately serve the surrounding residential areas.

2.4 NEIGHBOURHOOD CENTRES

Brantford's New Neighbourhood Centres Area Map



Vision

Neighbourhood centres are located within the City's Designated Greenfield Area. As new communities and surrounding residential areas are developed, these areas will function as the centres of new neighbourhoods to support the daily needs of surrounding residents. Neighbourhood centres are located in between and adjacent to neighbourhood corridors. The City has identified four different neighbourhood centre areas, all located in the City's northern boundary expansion lands. They are envisioned to evolve into higher density mixed use areas, providing a mix of retail, commercial, office and institutional uses and mixed use residential buildings.

Note. Development within these areas is subject to a Comprehensive Block Plan.

Key Directions

Neighbourhood centres should provide a range of built forms including mid- to high-rise mixed use buildings, as well as new commercial and office businesses including grocery stores, drug stores, local retail, personal services, medical offices and community facilities such as libraries and community centres. The level and type of development within each centre will be different, in order to balance the needs of new adjacent neighbourhoods and surrounding communities.

Site and building development should be planned to be pedestrian friendly in order to encourage active-transportation and transit usage. Based on the planned function of the City's neighbourhood centres, the following key directions provide guidance for the types of development that are expected within each.

A

Balmoral Dr. and Powerline Rd. Centre

The Balmoral Drive and Powerline Road Neighbourhood Centre is envisioned to provide service and commercial uses to surrounding neighbourhoods as they evolve within the City's north-western greenfield area. This neighbourhood centre is located adjacent to areas planned for Prestige Employment uses and residential uses, and should accommodate commercial and service uses to serve these surrounding uses.

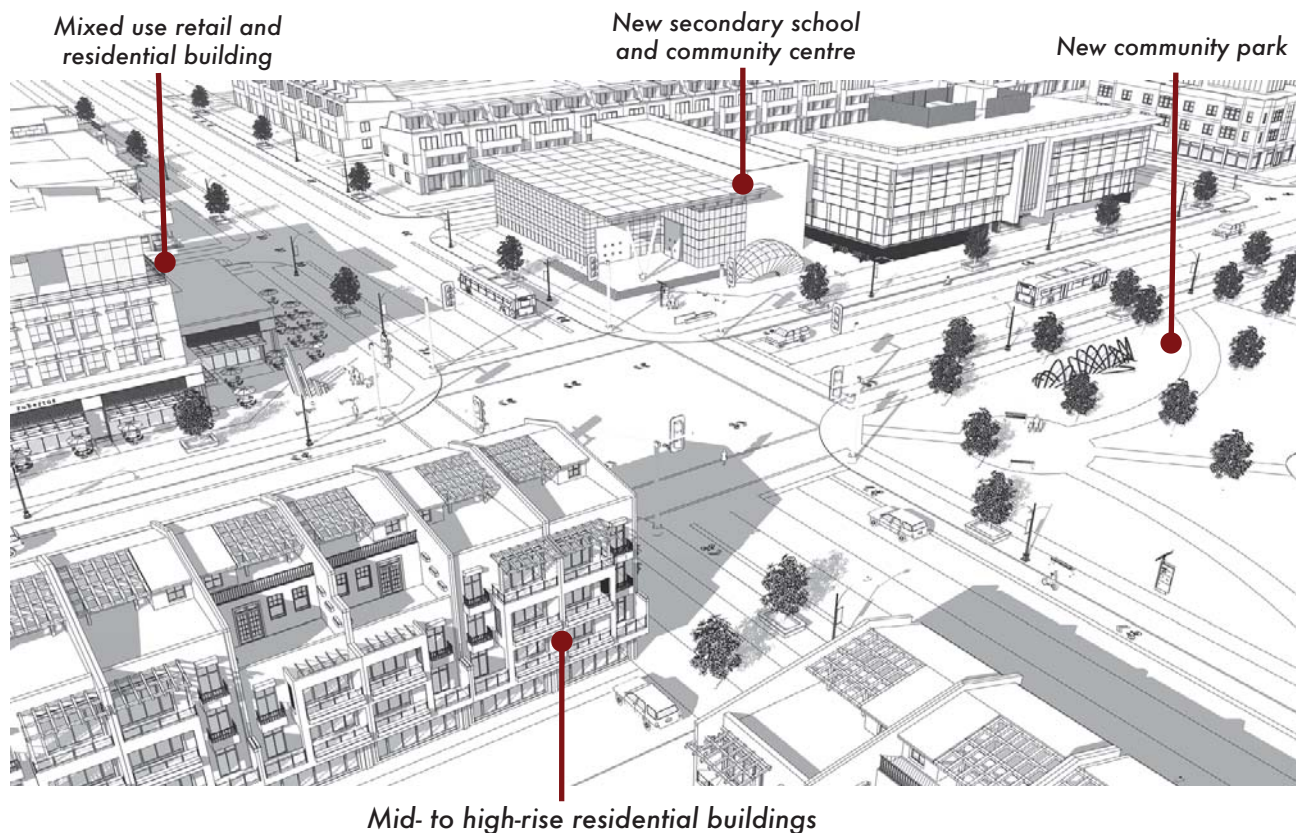


Precedent commercial plaza fronting key intersection / Oakville, ON.

B

Centre Between King George Rd. and Park Rd. N.

The neighbourhood centre located north of Powerline Road, in between the King George Road and Park Road North intensification corridors, should be developed to accommodate significant greenfield area growth and density. As a centralized neighbourhood centre, mid- to high-rise mixed use residential buildings, community facilities, and institutional uses such as schools, libraries and community centres are directed to this area and along its adjacent neighbourhood corridor.





Centre North of Brantwood Park Dr.

The neighbourhood centre located north of Brantwood Park Drive should develop to serve the needs of existing and future neighbourhood areas, and provide an extension of the commercial uses currently present along the King George Road Corridor. Development within this centre is envisioned to include mid-rise mixed use buildings, complimented by new commercial, retail, and service uses. Higher density residential buildings are also encouraged in this centre, providing walkable access to the amenities provided.



Lynden Rd. and Garden Ave.

The Lynden Road and Garden Avenue Neighbourhood Centre is located adjacent to an existing low-rise residential neighbourhood and across Lynden Road from a future Prestige Employment area, which is envisioned to evolve as uses expand into the City's eastern greenfield area.

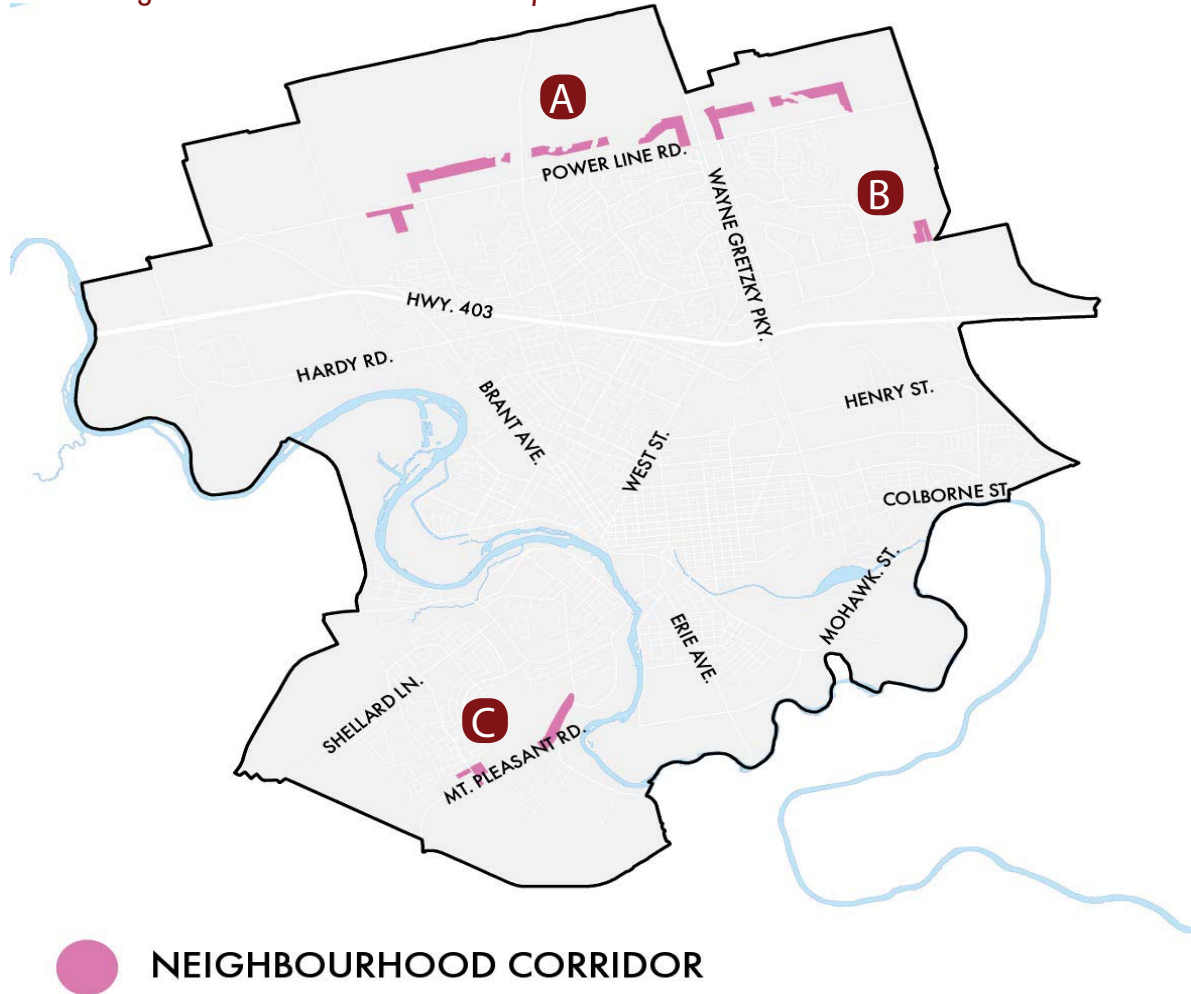
As an extension of the commercial function and higher density residential uses provided along Lynden Road, this neighbourhood centre is envisioned to provide additional retail, service, and office development to serve existing and future neighbourhoods surrounding the centre and compliment future employment uses within the Prestige Employment area of the City located south of Lynden Road.



Precedent retail/office development / Waterloo, ON.

2.5 NEIGHBOURHOOD CORRIDORS

Brantford's New Neighbourhood Corridors Area Map



Vision

Similar to Brantford's intensification corridors in the Built-Up Area, neighbourhood corridors within the City's greenfield area will connect neighbourhood centres, and are envisioned to evolve into intensified mixed use areas, offering a range of compatible land uses including service and commercial uses, as well as higher density residential buildings than the surrounding residential neighbourhoods. They will function as connective spines for new neighbourhood areas within the City's greenfield area.

Key Directions

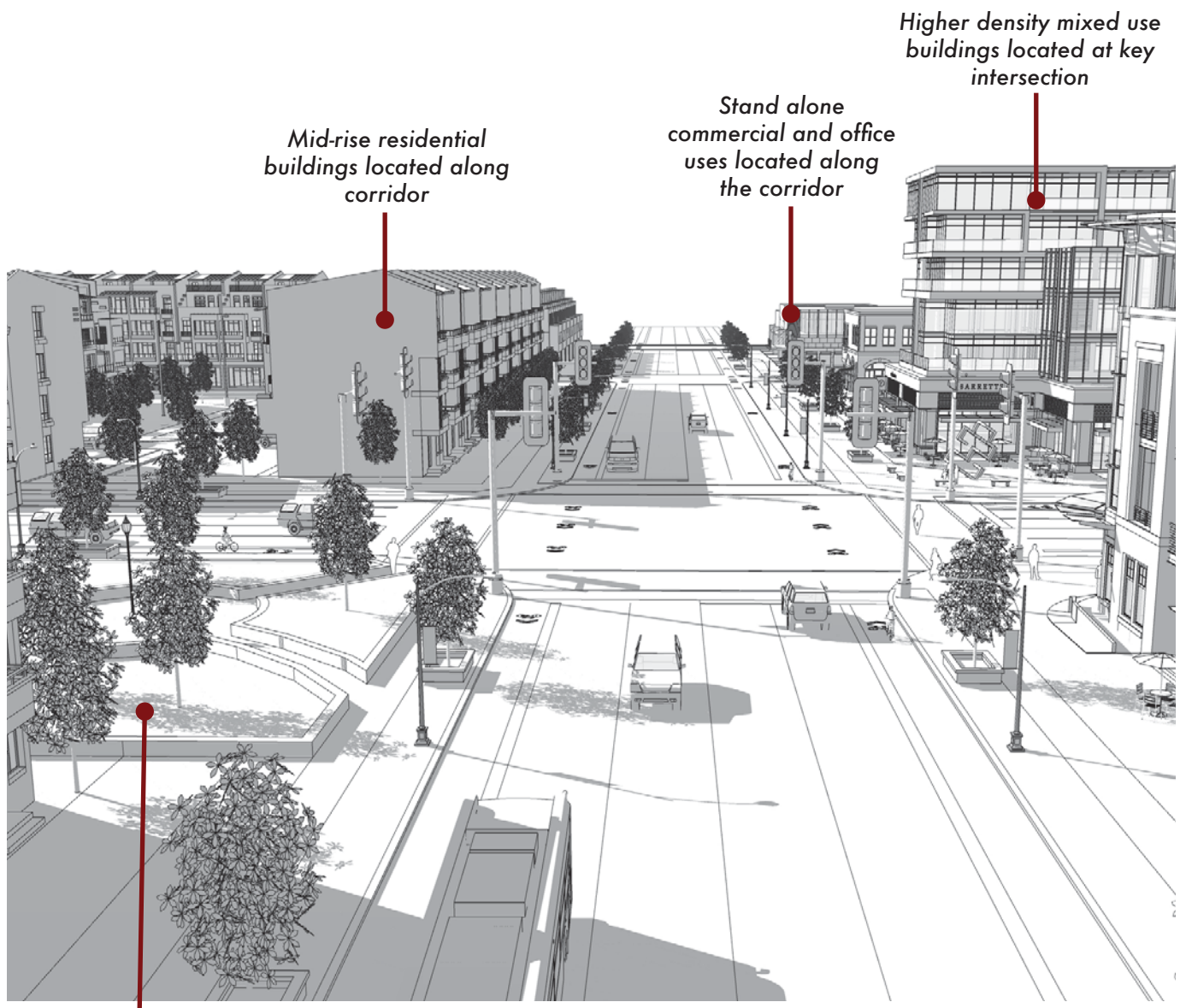
As the City expands, neighbourhood corridors are envisioned to provide an extension of the higher density commercial and residential uses provided within the City's neighbourhood centres and intensification corridors. Mid- to high-rise multi-unit housing along these corridors is encouraged. Residential development should comprise of a full range of townhouses, mid-rise, and high-rise buildings.

A

Corridor North of Powerline Rd.

The City's longest neighbourhood corridor located north of Powerline Road connects three neighbourhood centres together and should be developed to accommodate additional growth needed to compliment these centres and the City's new neighbourhoods as greenfield development occurs. This includes higher density residential development in the form of mid-rise residential buildings where appropriate, as well as low- and mid-rise townhouses.

In addition to this, retail, service, and office uses, as well as institutional uses where appropriate, should be accommodated along this corridor as well. Mixed use buildings are encouraged to develop at key major intersections along this corridor.



*Park/public open space
provided in between new
built form*

B

Lynden Rd. and Garden Ave. Corridor

The Lynden Road and Garden Avenue Corridor is located adjacent to a neighborhood centre and should be developed to act as a gateway for future neighbourhood and low-rise residential development to the north. This includes the provision of denser residential uses such as townhouses and mid-rise buildings, along with small commercial and retail services to serve future residents.



Precedent mid-rise residential building / Markham, ON.

C

Mount Pleasant Rd. Corridor

The neighbourhood corridors along this area of Mount Pleasant Road in Tutela Heights should be designed to serve the City's existing neighbourhood areas and expanding greenfield residential areas, while providing for greater density in residential uses such as townhouses and mid-rise buildings up to 4 storeys where appropriate.

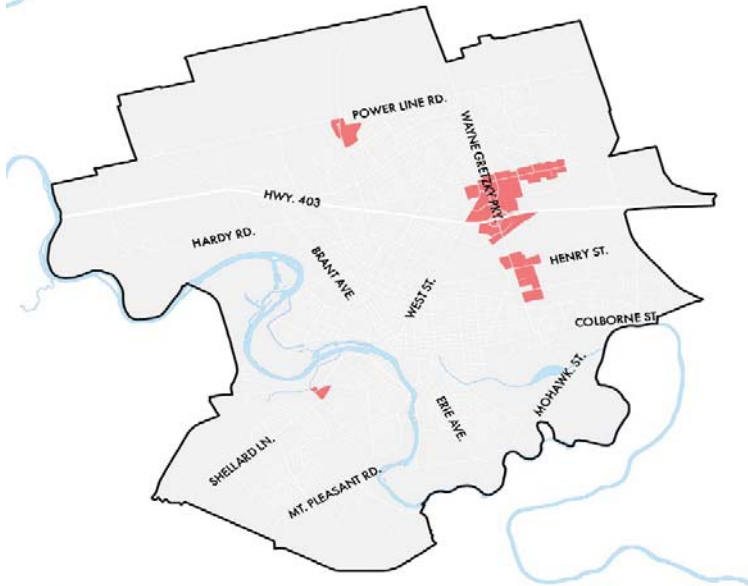
The denser, mixed use developments should be provided at the corner of main intersections, which includes where Mount Pleasant Road intersects Wilkinson Street, Tutela Heights Road, and Conklin Road. All other residential development should be appropriately incorporated through infill or redevelopment with respect to the existing low-rise and open space character of the area.



Precedent mid-rise townhouse and mixed use developments in established neighbourhood areas

2.6 MAJOR COMMERCIAL CENTRES

Brantford's Commercial Centres Map



MAJOR COMMERCIAL

Vision

As key destinations within the City, major commercial centres are envisioned to evolve into areas that accommodate a range of office, residential, cultural, entertainment, and community uses and facilities. Over time, these centres are intended to become intensified, mixed use areas that are pedestrian friendly and supportive of existing and planned transit systems. Buildings and sites within these major commercial centres may develop as comprehensively planned centres with a mixture of uses, consisting of individual or multi-unit buildings.

Key Directions

Brantford has four major commercial centre areas throughout the City all currently serviced by transit, the largest being the area between Lynden Road/Fairview Drive, Wayne Gretzky Parkway, and Highway 403, where Lynden Park Mall is located. These centres all serve an essential commercial function for the City, located along wide auto-oriented corridors and characterized by large,

stand-alone retail establishments, restaurants, grocery stores, banks, auto-focused uses, and multi-unit plazas. Commercial built form in these centres is currently surrounded by large surface parking lots.

There is opportunity for the redevelopment of existing sites and structures, as well as intensification on over abundant parking lot areas. New development and intensification should accommodate a mix of uses in the form of service, commercial and retail buildings, offices, recreational and entertainment uses, as well as residential developments and mixed use buildings as the area evolves over time at key intersections and high activity areas.

When considering intensified residential uses, current site context and adjacent uses should be taken into consideration. Measures should also be taken to protect pedestrian safety through landscape buffers and outdoor amenities, as well as appropriately screened parking spaces or structures.



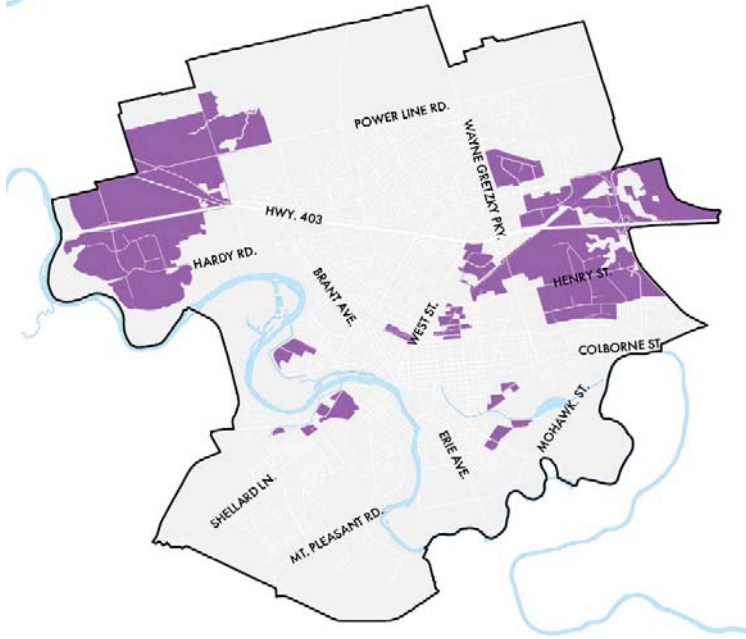
Lynden Park Mall and surrounding area



New infill retail and service buildings should frame streets and provide pedestrian routes / Waterloo, ON.

2.7 EMPLOYMENT AREAS

Brantford's Employment Areas Map



EMPLOYMENT

Vision

Brantford's employment areas should provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment and ancillary uses.

Brantford accommodates both general employment and prestige employment areas throughout the City. These areas are envisioned to become self sustaining places that are able to accommodate the day-to-day lives of workers through the provision of efficient access to transit, parks and open spaces, landscaping and a vibrant public realm.

Key Directions

Intensified development within the City's employment areas is encouraged. Development should be planned to exhibit a high standard of built form, building design, architectural detail, landscaping, and signage. These areas should be designed as

a neighbourhood, with a sense of place that will attract businesses and employees through access to transit and active transportation, infrastructure, landscaping and park areas.



Wecast Industries Inc.



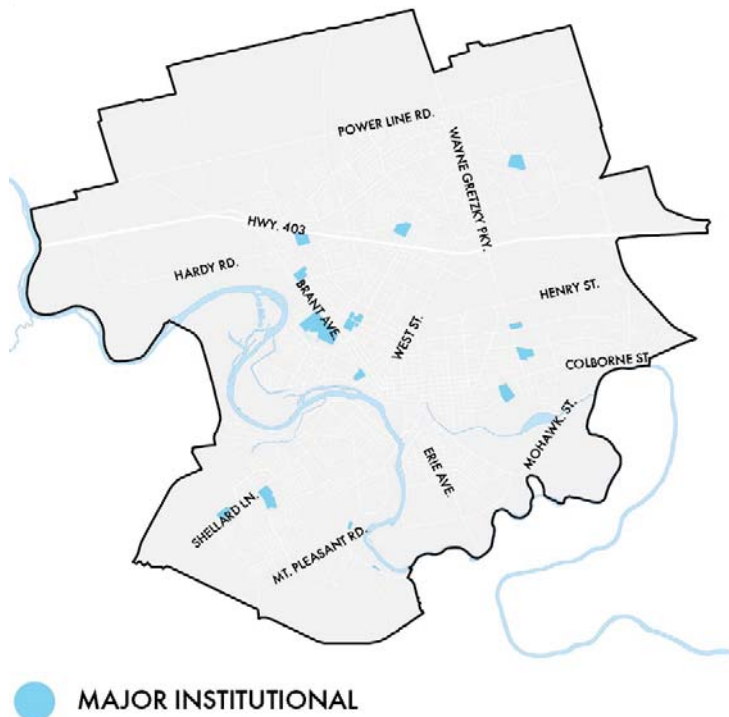
Brantford Medical Centre



Henry Street Employment Area

2.8 MAJOR INSTITUTIONAL

Brantford's Major Institutional Areas Map



Vision

The City's major institutional areas include uses of a City-wide or regional scale, such as secondary schools, post-secondary educational facilities, hospitals, police stations, communal housing and large-scale places of worship. These areas and uses are intended to be integrated into the City fabric, and form a critical part of complete communities, often acting as landmarks in the community.

Key Directions

Major institutional areas should be designed to contribute to the public realm and to be distinct from other buildings, while respecting the scale and character of the surrounding neighbourhood through a high standard of architectural design and landscape features.



Pauline Johnson Collegiate & Vocational School



Brantford General Hospital

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3 PUBLIC REALM GUIDELINES

The City's public realm includes streets and blocks, boulevards, public open spaces, public art, natural heritage, and other outdoor places within the City that anyone is able to access. The public realm should be viewed in the context of the uses of adjacent buildings and their location in a wider network of public and private spaces.

The tone of the public realm is set by the design of spaces themselves, the buildings enclose and define a space, and determine how people use and interact with a space. Within new areas of the City, the creation of efficient and safe streets and blocks is key to success. In other areas where intensification is planned or is occurring, streetscape or boulevard design, along with appropriate building heights, uses and placement of buildings and structures will be vital in creating a successful and vibrant public realm.



3.1 STREETS AND BLOCKS

Well-connected streets and blocks designed to support a mix of uses are important elements of Brantford's Urban Structure, and make it possible for people to comfortably walk, bike, or take transit to where they live, work, and play. The development of streets and blocks within the City will vary depending on context, and the limitations of existing block depths impacting development may differ between various intensification areas such as major commercial areas and intensification corridors.

The creation of new streets and blocks within designated greenfield areas will also follow a different pattern of development. While their development may be slightly different in areas across the City, the objective remains the same: to achieve the creation of walkable streets that are supportive of transit and active transportation.

Guidelines:

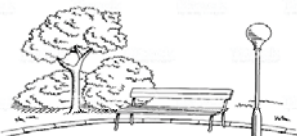
1. A well connected network of streets and blocks is encouraged to reduce congestion, improve public transit and emergency vehicle access, and promote walking and cycling by providing multiple and convenient routes.
2. To improve and maximize connectivity for pedestrians, cyclists, and vehicles, new streets should be based on a continuous grid/modified grid pattern that responds to natural heritage features or open spaces, built heritage, and existing street conditions.
3. Streets and blocks should be aligned to ensure building orientation can maximize solar gain and use of active and passive solar energy.
4. A variety of block and lot sizes should be provided to accommodate diversity in uses and the built form, and to enhance visual interest along the streetscape.



A well connected grid network of rectangular blocks is encouraged / Downtown Brantford



Neighbourhoods should incorporate a grid and laneway network with rectangular shaped blocks to encourage passive surveillance and pedestrian activity / Cornell, Markham, ON.



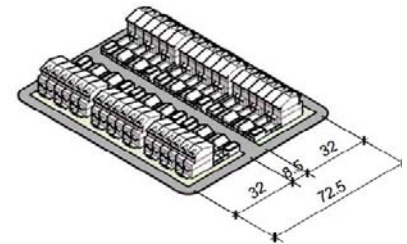
Block Guidelines:

1. Block lengths should generally not exceed 200 metres along Intensification and Neighbourhood Corridors. Where a block extends beyond 150 metres, a mid-block pedestrian connection should be provided in the form of a 6 to 10 metre walkway, parkette, or Privately-Owned Publicly Accessible Spaces (POPS).
2. Blocks depths should be designed to allow for appropriate built form, adequate setbacks, outdoor amenity space, service and parking, and transitions.
3. For designated greenfield areas, low-rise development blocks should generally be a minimum of 70 metres deep.
4. Mid-rise development blocks that accommodate a mid-rise building and transitional built form to the rear of the block should generally be 80 - 90 metres deep.
5. High-rise development blocks that accommodate a high-rise building and transitional built form to the rear of the block should generally be 90+ metres deep.
6. For areas of intensification within the City such as Major Commercial areas and Lower Downtown, organize new commercial buildings and plazas to promote the future redevelopment of a mixed use urban area. This should involve the introduction of an internal street and block pattern into large sites to facilitate intensification over time in an urban way.

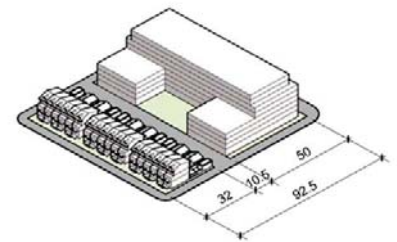


Blocks exceeding 150 metres should provide mid-block pedestrian connections

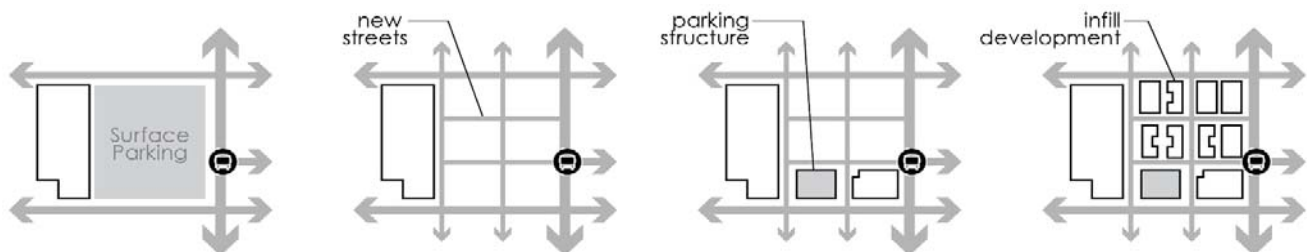
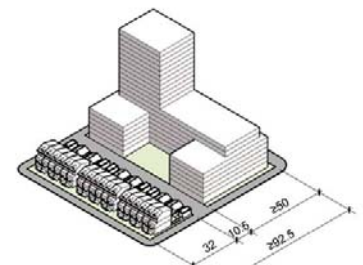
Example low-rise residential building block depths



Example mid-rise building block depths where transitional built form is located at the rear



Example high-rise residential block depths with transitional built form located at the rear



As existing sites within the City evolve, a tighter network of streets and blocks is encouraged to foster intensified infill development and support a more urban pedestrian-friendly and transit-oriented area

3.2 BOULEVARD DESIGN

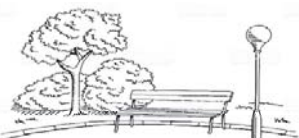
Well-designed boulevards are important to create vibrant and pedestrian-supportive streetscapes, particularly in the City's Downtown, neighbourhood centres and corridors, and intensification corridors where intensification and a significant increase in pedestrian traffic are envisioned.

There are three individual elements within the boulevard:

- A** Street Furniture and Landscape Area
- B** Sidewalks
- C** Transition Area



Individual Boulevard Elements



A

Street Furniture and Landscape Area

Street furniture and landscape areas should generally be located between the sidewalk and the street. This area should accommodate street furniture to contribute to the creation of a unique pedestrian oriented streetscape, offering opportunities for rest, social interaction, and casual surveillance, and to encourage public transit, walking, and cycling as viable modes of transportation in Brantford.

Significant landscaping and large, mature street trees should also be provided in this area to enhance the visual and environmental qualities of streets, provide shade and comfort to pedestrians, reduce the urban heat island effect, and provide a buffer between vehicle and pedestrian traffic.

Guidelines:

1. Street furnishings, including benches, lighting, waste and recycling receptacles, bicycle parking, and bus shelters, are encouraged to establish a consistent and unified streetscape appearance that is appropriate for the area context. Street furnishings should be clustered for convenience and safety.
2. Bus shelters are encouraged to be located in areas of high pedestrian activity, such as the Downtown and intensification corridors, and should provide basic amenities including weather protection, seating, and route information.
3. Bicycle parking should be provided at regular intervals in areas of high pedestrian activity, such as the Downtown, neighbourhood centres, and intensification corridors, and is encouraged to be sheltered, where feasible, as it makes cycling more viable for daily and year-round use (refer to Section 3.4 Active Transportation).
4. The placement of street furniture, street trees, and other plantings should not obstruct pedestrian or vehicular circulation, underground servicing, or driver sightlines, particularly near intersections and driveways, or impact sidewalk maintenance, particularly snow removal.



Street furnishings should be paired with landscaping to provide a buffer from the road



Street furniture, bicycle parking, and street trees should be clustered in areas of high pedestrian activity / George St.

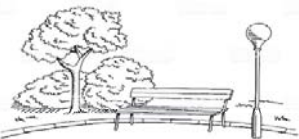
5. Accessibility must be considered in the design and placement of rest areas along exterior paths of travel, in accordance with the Design of Public Spaces Standards.
6. Large street trees and significant landscaping, including planter boxes, are encouraged to enhance the visual and environmental qualities of the street and improve pedestrian comfort and safety. Trees and landscaping must be appropriate to the road classification, as per the Design and Construction Manual.
7. Existing thriving street trees should be preserved, as mature street trees create a greater sense of enclosure along streets.
8. Supplemental street trees should be considered where the existing tree canopy is reaching the end of its life-cycle.
9. As per the Site Plan Manual, street trees and other plantings should be selected from plant species that are non-invasive, are adapted to the local climate and tolerant of urban soil conditions, and can survive with minimum maintenance, irrigation, and use of fertilizer or pesticides. Plantings should also be completely non-toxic and appropriate for use in public areas.
10. Street trees adjacent to public sidewalks should also be selected from species that do not drop large seed pods and debris.
11. Seasonal appeal, especially for the winter months, should be considered for all plantings.
12. A modern roundabout design requires that landscaping be included within the interior circle of the intersection to reduce visual distraction from lower priority areas as well as to provide identification to drivers of the intersection type in all weather and lighting conditions.



Landscaping along the street should enhance the pedestrian experience / Dalhousie St.



Mature street trees should be preserved / Hillcrest Ave., West Brant



B

Sidewalks

Public sidewalks should be located adjacent to building frontages, front property lines, or following a Transition Area. Sidewalks are an essential component of a pedestrian-supportive streetscape, providing clear and safe connections for pedestrians to buildings and public spaces.

Guidelines:

1. Accessible sidewalks and/or multi-use paths should be provided on both sides of all streets (as defined in the City's Design and Construction Manual) and should be continuous, including where they cross driveways. Sidewalks should be located such that there is boulevard separation, adequate for the roadway classification, between the sidewalk and the roadway.
2. Wider sidewalks are encouraged in areas of high pedestrian activity, such as the Downtown and intensification corridors.
3. Limited use of feature paving bands constructed of materials other than asphalt, including stamped or decorative concrete, is permitted in accordance with Section 4.1 Accessible Design. These materials should continue across driveways and signalized intersections to indicate pedestrian priority.
4. Sidewalks should remain clear of obstructions at the ground level and overhead, at all times.



Accessible,
Continuous
Sidewalks

Boulevard
Separation



Accessible sidewalks should be provided on both sides of the street with adequate boulevard separation / Brantford, ON.

C Transition Areas

The Transition Area should be located between the sidewalk and the building or property line to provide a dedicated area for window shopping, spill-out retail, restaurant patios and café seating, building entrances, and signage.

Guidelines:

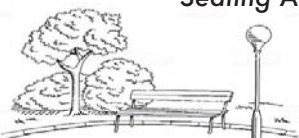
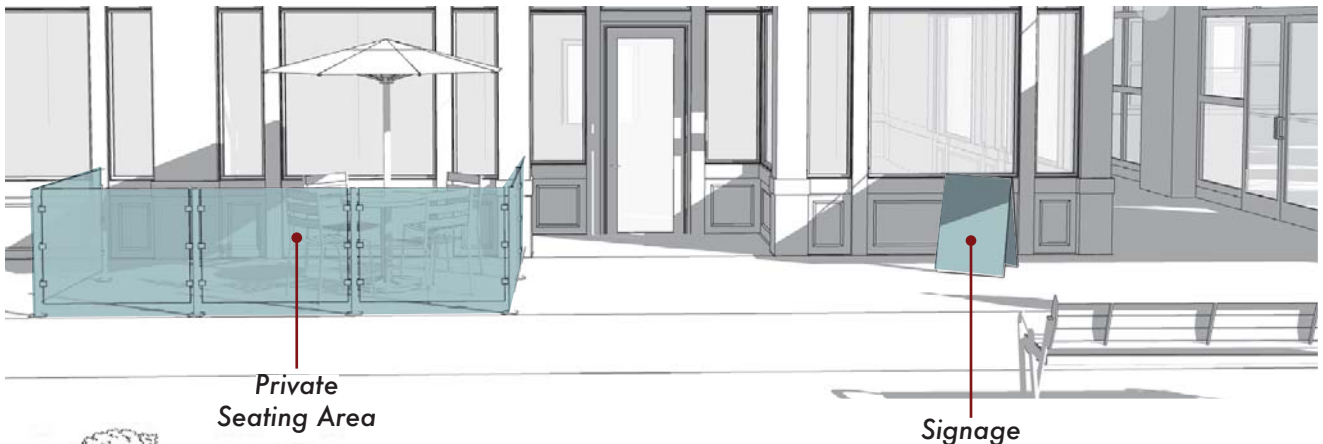
1. Transition Areas are encouraged in areas where buildings have retail or other active uses at the ground floor.
2. Special paving, such as stamped or decorative concrete is encouraged to define a Transition Area. Paving materials should be stable, firm, slip-resistant, and durable and should be installed and maintained to prevent trip hazards.
3. Transition Areas may contain private seating areas, planters, signage, temporary retail displays, and other elements that extend active land uses outdoors and create visual interest in the streetscape.
4. The placement of furniture and other elements in this area should not obstruct pedestrian movement on the sidewalk.



Defined transition area containing patio seating, signage, and landscaping / King George Rd.



Transition areas should define building entrances and provide spill-out retail opportunities



3.3 SIGNAGE

Site signage and wayfinding signage should be highly visible and easy to understand without dominating the streetscape. The scale of signage should be appropriate to the intended user and the neighbourhood. The design of signage should be consistent throughout large sites and throughout areas of high pedestrian activity. This section does not apply to traffic signs within the municipal right of way.

Guidelines:

1. The scale, visibility, and design of signage should respond to the surrounding neighbourhood and the intended users. For example, in areas of high pedestrian activity, such as the Downtown and intensification corridors, street signs and advertising signs, should be designed for optimal visibility by pedestrians to be viewed at the speed of pedestrian traffic. Signage that is optimized for pedestrians does not need to be as large as signage that is optimized for vehicular traffic.
2. Signage should have high visual contrast.
3. Signage should provide visual interest and should complement the architecture of a building in its scale, materials, and design.
4. Externally illuminated signage is preferred over internally illuminated, back-lit signs, and electronic messaging centres.
5. On large sites and in areas of high pedestrian activity, a hierarchy of signage should be implemented uniformly including wayfinding and directional signage, information signage, and commercial signage.



Sign optimized for pedestrians respects the existing character of the corridor / Brant St.



Commercial signage optimized for vehicular traffic / King George Rd.



Signage should complement the architecture and character of a building / Dalhousie St.

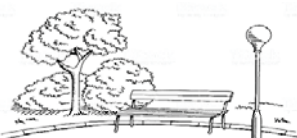
6. On large sites and in areas of high pedestrian activity, banner signage on light posts is encouraged to create a distinct identity for the site or area.
7. For buildings with multiple commercial units, individual unit signage should have a uniform height and location on the building façade.
8. Educational signage is encouraged to highlight natural heritage features, cultural heritage features, public art, or other special features.
9. A comprehensive wayfinding strategy for the Downtown and other areas of high pedestrian activity is encouraged. Information kiosks should be conveniently located in these areas and should be limited in size to minimize visual impacts while providing adequate space for posting information.
10. Advertising signage should not be included within street furniture with the exception of small, unobtrusive plaques to indicate the source of funding for the furniture, if applicable.
11. Signs should be carefully located to ensure they do not impede pedestrian circulation, sightlines for drivers, views to important features such as the Grand River, or the placement or growth of street trees.
12. Wayfinding and educational signage should be accessible, including providing braille or tactile signage.
13. Signage must comply with the City's Sign Regulations in Chapter 478 of the Municipal Code.



Banner signage helps to define an area and foster a distinct identity / Dalhousie St.



Downtown wayfinding signage should be accommodated within key areas



3.3.1 Wayfinding

Wayfinding elements help orient all users by providing navigational information along paths of travel. Wayfinding should be designed as part of a comprehensive system that complements the building and site design elements and is primarily oriented towards pedestrians and cyclists.

Guidelines:

1. A wayfinding system should be incorporated into the design of large sites, and may include signage, pavement markings, landmark features, kiosks and information boards.
2. Wayfinding signage should be included for all connecting points from the subject site to the larger mobility network including trails, transit stops, bikeways and walkways.
3. Consider ways to make wayfinding elements accessible to a range of users of different languages, abilities and ages.



Laurier Brantford Downtown wayfinding signage

3.4 ACTIVE TRANSPORTATION

The design of all spaces should support walking, cycling and public transit as the preferred modes of transportation. An integrated network of active transportation options and supportive development designs has many benefits, ranging from increasing the health of the community to reducing traffic congestion and sprawl.

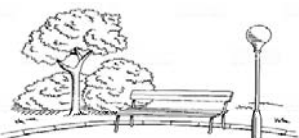
All modes of mobility and users should be given equal consideration in the planning, design and construction of new developments to achieve a balanced, pedestrian-oriented approach.

General Guidelines:

1. Active transportation options should be encouraged on all sites and developments to promote alternative modes of transportation and reduced needs for parking.
2. Sites should be designed to facilitate inter-modal connections between the bicycle, pedestrian and transit network.
3. The balance between pedestrians, cyclists, and vehicles should vary based on the context of the street and context of the development. However, sustainable modes (walking, cycling, transit) should be given priority over vehicles wherever feasible.



Various forms of active transportation such as walking, cycling, and public transportation should be taken into consideration when developing the street

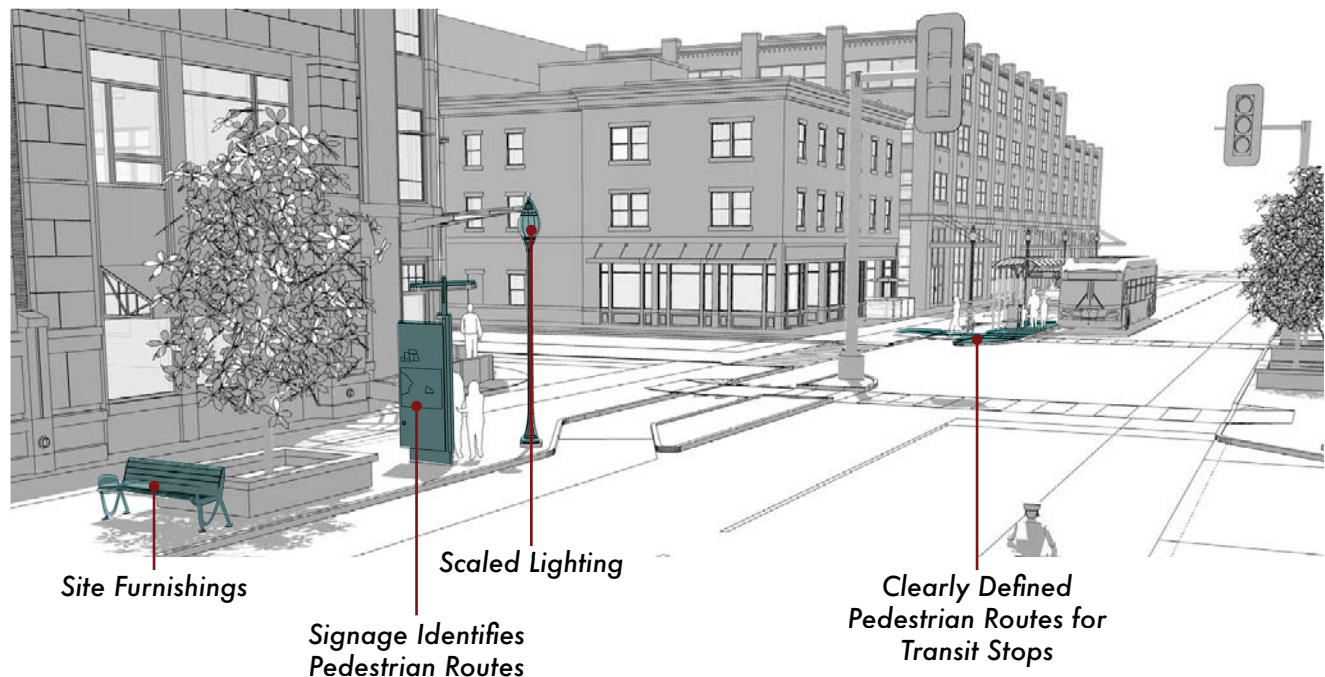


3.4.1 Pedestrian Circulation

Every person is a pedestrian for a least one point in their journey. Whether it is walking from the parking lot or walking from a bus stop, supportive infrastructure needs to exist for seamless, logical and safe movement throughout a site. Pedestrians should be prioritized through design and development with comfortable spaces and demarcated routes.

Guidelines:

1. Direct, safe, continuous and clearly defined pedestrian routes should be provided between the following locations: building entrances, parking areas, public sidewalks, transit stops, and outdoor amenity areas.
2. Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites and reduce conflicts with vehicles for pedestrians traveling between sites.
3. Identify and emphasize major pedestrian routes through the use of signage, bollards, new sidewalk linkages, pavement marking, trees, appropriately scaled lighting and continuous hard surfaces.
4. Provide site furnishings such as benches at building entrances and amenity areas.
5. Multi-unit residential developments and subdivisions should provide street and pedestrian connections to neighbouring developments or existing infrastructure.
6. Subdivisions and multi-unit residential developments should delineate safe routes for students to walk to schools or common bus stops.
7. A grid or modified grid network of streets with a road hierarchy is to be used in a subdivision to promote/support a variety of mobility modes within a neighbourhood.



3.4.2 Bicycle Circulation and Parking

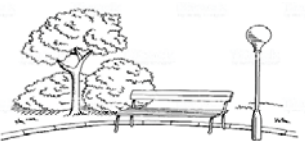
The accommodation of a bicycle network and convenient bicycle parking is essential to support cycling as a long-term sustainable transportation option.

Trails, Bikeways, and Multi-use Path Circulation Guidelines:

1. Minimize conflict between pedestrian, cyclist and vehicular crossings on site.
2. All sewer grates should be located and designed to provide safe crossing for bicycles.
3. Bicycle ramps are encouraged on outdoor staircases.
4. Active transportation facilities (bike lanes, multi-use paths, etc.) should be considered for all developments and prioritized over on-street parking.
5. Connections should be made to the larger trail or bikeway network where one exists surrounding a proposed development.
6. Trails or multi-use pathways should be provided along significant natural areas where they abut a built-up area or street (either public or private).
7. Trails should accommodate a wide range of users.



The SC Johnson Trail along the Grand River accommodates a wide range of users



Bicycle Parking Guidelines:

1. Bicycle parking should be integrated into all developments and located in highly visible areas near primary building entrances and amenity spaces to deter theft and vandalism.
2. Bicycle parking should be weather-protected/sheltered whenever possible.
3. Bicycle parking should be provided along City streets and close to building entrances.
4. Bicycle racks should allow for both the frame and wheels to be locked. Post-and-ring, or inverted 'u' bicycle parking is preferred.
5. All bicycle parking (indoor and outdoor) should be provided within close proximity to the primary building entrance and at grade.
6. Indoor, secure bicycle parking should be provided in areas of high pedestrian activity and in the following building uses: multi-unit residential, mixed use, commercial, industrial and institutional.
7. Showers and lockers are strongly encouraged to be provided within commercial, industrial and institutional uses in addition to secure bicycle storage.
8. Within parking structures (underground or above), provide secure bicycle parking spaces, storage lockers and bicycle repair stations.
9. Where bicycle parking cannot be accommodated due to limited boulevard space, the use of bicycle corrals is encouraged.



Inverted "U" bicycle parking



Protected bicycle parking should be provided in high pedestrian activity areas and in proximity to transit / Hamilton GO Station



Bicycle parking provided at Wayne Gretzky Sports Centre building entrance

3.5 TRANSIT

The efficiency of existing transit services can be maximized through transit-oriented design and by focusing development around transit stations and stops. All sites should consider inter-modal connections between the bicycle, pedestrian and transit network.

Guidelines:

1. Locate buildings, building entrances and pedestrian walkways and connections close to transit stops to minimize walking distances to transit stops. Locate accessible transit shelters close to major building entrances.
2. Encourage transit facility amenities, such as bike racks, benches, seat walls, lighting, route information, weather protection, wayfinding and landscaping near transit stops and building entrances.
3. Locate transit shelters within public boulevards and in locations to facilitate maintenance practices such as snow clearing.
4. Promote transit shelter designs that enhance streetscape quality and character.
5. Complement and support the transit system through a network of on-road and off-road active transportation facilities to further promote inter-modal and first-mile/last-mile connections (walking, cycling, transit).



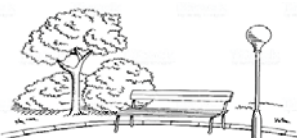
Transit-oriented development is encouraged in areas surrounding the Downtown Transit Terminal



Transit shelters should enhance streetscape quality and help to define the character of an area / York Region, ON



Active transportation routes and facilities should be provided in proximity to transit stations

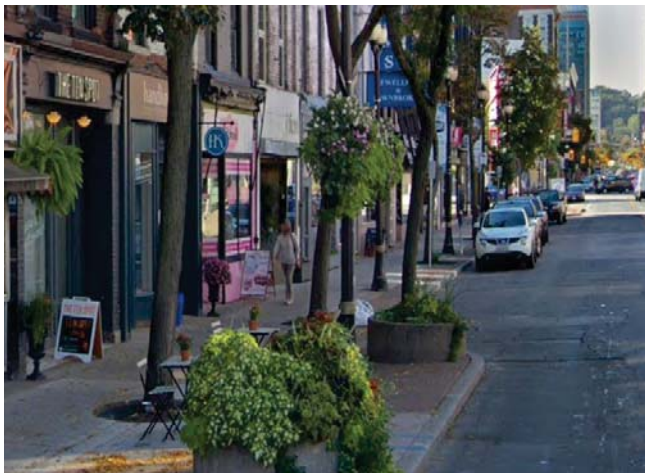


3.6 ON-STREET PARKING

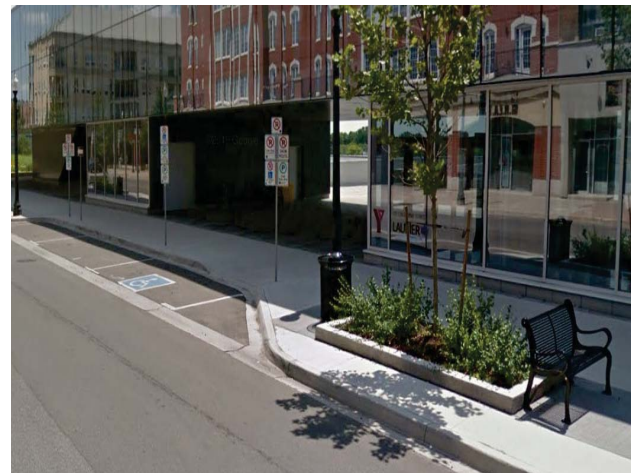
On-street parking provides convenient, short term access to public and private spaces and maybe used to animate the street, reduce vehicle speeds, and serve as a buffer between pedestrians and vehicles.

Guidelines:

1. On-street parking is encouraged where possible consistent with the City's Engineering Standards in the Design and Construction Manual.
2. Accessibility must be considered in the development of new on-street parking spaces and the redevelopment of existing on-street parking spaces, in accordance with the Design of Public Spaces Standards.
3. Parallel on-street parking is preferred over angled or perpendicular parking to minimize the overall width of the roadway and optimize sightlines.
4. Where on-street parking is permitted, the preferred treatment is a parking bay which includes a curb-extension (bump-out) at the beginning and end.
5. Curb extensions (bump outs) should be landscaped with street trees or low level ground cover, except when located within intersection approaches, and should be designed to withstand the elements and physical wear and to accommodate snow loading. Curb extensions should also include bollards with a reflective surface for visibility to drivers at all levels of daylight.
6. Where appropriate, permeable paving for on-street parking should be considered as a low impact development measure for stormwater management and to visually enhance the street edge. In determining whether permeable paving is appropriate, consideration should be had for the potential impacts of chloride from road salting on groundwater and natural heritage features.
7. In the Downtown and other appropriate areas, the temporary use of on-street parking for restaurant patios or bicycle parking is encouraged, subject to City of Brantford approval.



Landscaped curb extension / Hamilton, On.



Accessible parking bay / Colborne St.

3.7 LIGHTING

Pedestrian-scaled lighting enhances safety and visibility of streets, sidewalks, trails, parks, signage, and other elements of the public realm.

Guidelines:

1. Street lighting shall be provided in accordance with the RP-08 Roadway Lighting Guidelines, published by the Illuminating Engineering Society. The required illumination levels for sidewalks and roadways must meet the RP-08 specifications based on the designed roadway type.
2. All lighting design should take into account trees, landscaping, and sidewalk and trail accessibility.
3. Lighting should be designed and located to prioritize energy efficiency and minimize impacts of light pollution including avoiding light trespassing into private yards and brightening the night sky. New technologies, such as LED lighting, are required.
4. The design of street light fixtures should be consistent with the City's Engineering Standards in the Design and Construction Manual and generally be compatible with the following types:



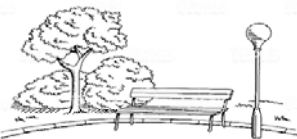
Acorn decorative fixtures should be placed within the Downtown



Lantern decorative fixtures are encouraged within West Brant



Cobra head light fixtures are appropriate for typical installs



3.8 PUBLIC ART

Public Art enhances the public realm and contributes to the character, culture, and history of the City. It should be accessible and encourage community interaction to foster local pride and promote creativity. The following guidelines apply to the City's Public Art collection, as well as Public Art on private property. Amendments to the City's Public Art Collection are recommended by the Public Art Subcommittee of the Brantford Cultural Advisory Committee.

Guidelines:

1. Public Art is encouraged in highly visible and publicly accessible locations including parks and open spaces, along trails, and throughout the Downtown, intensification corridors, and neighbourhood centres and corridors, particularly on prominent streets.
2. Public Art pieces should be durable and easily maintained.
3. Public Art could be place-specific and explore opportunities to celebrate historic and cultural events of local, national, and international significance.
4. Public Art should be physically, visually, and audibly accessible.
5. Public Art pieces that are interactive or integrated as part of site furnishings or other infrastructure are encouraged.
6. Landscaping that complements and enhances Public Art pieces is encouraged.
7. Temporary Public Art pieces are encouraged in open pedestrian spaces.
8. Public Art on municipal property must comply with the Public Arts Policy (CORPORATE 035).
9. Public Art in the form of murals must comply with Schedule C of Chapter 478 of the Municipal Code (Sign Regulations).



*Dave Hind, "Meg's Pause," Glenhyrst Gardens.
Collection of Glenhyrst Art Gallery of Brant*



*"La Landscape de Kanata" Sign, Brantford
Public Library Main Branch*



*Heather Vollans, "Hope," St. Andrews Park.
Collection of the City of Brantford*

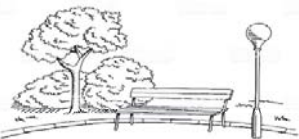
3.9 NATURAL HERITAGE FEATURES, PARKS, OPEN SPACES, MULTI-USE TRAILS AND THE WATERFRONT

Brantford has an extensive network of natural heritage features, parks, open spaces, multi-use trails, which is comprised of lands abutting the Grand River, its tributaries, canals, and Mohawk Lake. These areas are an important element to the quality of life in Brantford and contribute to the community as a valuable resource. The design of parks and open spaces are intended to provide for a comprehensive and connected system of parks and trails that encourage recreation opportunities and enhance the general enjoyment of communities.

Where new development occurs adjacent to these areas, it should leverage this relationship by providing strong visual and physical links to these features, while protecting and enhancing natural heritage features. Development adjacent to the waterfront is also subject to the City's Waterfront Master Plan. Comprehensive Block Plans for new areas will require Parks and Open Space Master Plans to be provided in accordance with the City's Comprehensive Block Plan Terms of Reference and Parks and Recreation Master Plan.

Guidelines:

1. Development should be appropriately set back from the waterfront and existing natural heritage features to preserve and protect them, and shall adhere to any setbacks defined by an Environmental Impact Study (EIS).
2. Natural heritage features should be adequately buffered through the appropriate placement of roads, infrastructure, and buildings, indigenous and ecologically complementary plantings, and fencing. Lighting should not be directed towards natural heritage features.
3. Landscaping that protects, supports, enhances, or extends natural heritage features into a site is encouraged. Where feasible, new development should incorporate linkages between natural heritage features and linkages to the waterfront to protect, enhance, and restore the natural heritage system and its ecological functions.
4. Development adjacent to natural heritage features should maintain natural drainage networks to retain functional surface drainage and watercourses and to support stormwater management infrastructure such as stormwater management ponds.
5. Where appropriate, development adjacent to natural heritage features should limit impermeable surfaces and integrate low impact development measures to filter and clean stormwater runoff before it enters natural heritage features. In determining whether these measures are appropriate, consideration should be had for the potential impacts of chloride from road salting on groundwater and natural heritage.
6. Maximize views and awareness of natural heritage features and the waterfront through the appropriate placement of roads and the location, height, and orientation of buildings and arrangement of windows, balconies, and porches. Single loaded roads defining the edge of natural heritage features and the waterfront are encouraged.



7. Where common amenity areas are required for new developments, they must be provided in addition to passive recreation areas within natural heritage features.
8. Backlotting is strongly discouraged, however where it is unavoidable due to issues such as significant grading, buildings shall be made to front or look onto natural heritage features, parks, open spaces, multi-use trails, and the waterfront.
9. Parks and open spaces are focal points for neighbourhoods. To maximize public access, views, and safety, the majority of the perimeter of parks and open spaces should be bounded by streets and buildings. Entrances should be oriented to address and frame parks and open spaces and encourage pedestrian safety by enhancing visibility between drivers, cyclists, and pedestrians.
10. Buildings should be massed to maintain maximum sun exposure onto active park spaces such as sports fields and playgrounds. A Sun/Shadow Analysis may be required as part of a complete development application.
11. Development adjacent to a multi-use trail should provide a clearly visible, direct access to the trail and should allow for public easements where necessary to ensure trail connectivity.



To avoid backlotting, buildings should be made to front open spaces, parks, and natural features



Public access to open spaces should be maximized through trail connectivity and the avoidance of backlotting / Markham, ON.



Development adjacent to natural heritage features and the waterfront should maximize views, provide appropriate buffers, and accommodate landscaping elements that incorporate linkages

4

PRIVATE REALM GUIDELINES

The private realm shapes the quality of the public realm and buildings, and helps to define the character of different areas within the City. It is critical that buildings and sites exhibit the highest quality of design through the use of high-quality building materials, best landscape architecture practices, and varied yet complementary, architectural and landscape elements.

This section provides direction on how individual buildings and sites should be developed, with guidelines applicable to all uses. Application of the guidelines within this section will ensure new development and redevelopment is designed to be functional, safe, aesthetically pleasing, and compatible with the planned and existing scale and character of neighbourhoods and elements of the City's Urban Structure. These guidelines should be applied in addition to the other applicable design guidelines, policies, standards, and regulations pertaining to site and building design that are provided in other Provincial and Municipal design documents listed in **Appendix B**.



4.1 ACCESSIBLE DESIGN

All buildings and sites must be designed to maximize accessibility by removing and preventing barriers for persons with disabilities.

Guidelines:

1. Principal building entrances must be highly visible and accessible. They must be located at the same grade as the public sidewalk or onsite pedestrian walkway, or a ramp of a feasible slope must be provided that does not impede other pedestrian circulation.
2. Existing building entrances that are not accessible should display directional signage to identify the barrier-free path of travel leading to the nearest accessible building entrance, which should be located in a desirable area, away from or screened from waste management and loading areas.
3. Where existing buildings have entrances that require a step up, business owners are encouraged to have temporary ramps, such as the StopGap ramp or something similar, available for customers to use when needed.
4. Accessible parking spaces should be located in close proximity to the accessible primary building entrance and should be connected to the entrance with an accessible pedestrian walkway that does not require the user to cross vehicular circulation routes.
5. Retrofitting existing buildings and/or street fronts to improve accessibility is encouraged.
6. Furnishings such as benches and garbage and recycling receptacles must be accessible.
7. Outdoor amenity areas and patios, including ground coverings, furnishings, lighting, and children's play equipment, must be accessible.



Accessible building entrances include feasible slopes and the use of tactile warning trips



Accessible parking should be provided in proximity to an accessible and sloped building entrance



8. Signage should have high visual contrast.
9. Pedestrian walkways should be designed and located to provide direct, barrier-free, predictable, and safe access to and from public sidewalks, transit stops, amenity areas, building entrances, parking areas, and parks, open spaces, and trails.
10. Pedestrian walkways must be free of abrupt changes in grade and should be constructed of stable, firm, slip-resistant, and durable surfaces that are clearly distinguished from vehicular paths of travel.
11. The use of pavers within pedestrian walkways should be limited. Where pavers are used, they must be installed and maintained to prevent heaving and trip hazards.
12. Pedestrian walkways should be continuous where they cross vehicular paths of travel. The use of Urban Braille including tactile warning strips and variations in paving materials, colours, or textures, and signage warning both pedestrians and vehicles of crossings are encouraged.
13. Landscaping, signage, ramps, door swings, and other furnishings such as benches, garbage and recycling receptacles, and bicycle racks, should not obstruct pedestrian walkways.
14. Trees that drop large seed pods and debris should not overhang or be positioned near accessible pedestrian walkways.



Tactile warning strips and slopes should be provided at pedestrian cross walks defined with distinct paving

4.2 SUSTAINABLE DESIGN

Development should incorporate sustainable design features to conserve energy and resources, reduce greenhouse gas emissions and the urban heat island effect, prevent flooding, and protect drinking water supply.

Guidelines:

1. Development should support walking, cycling, and public transit as preferred modes of transportation. Strategies to encourage the use of sustainable modes of transportation are described in Section 3.4 Active Transportation and Section 3.5 Transit which include providing safe and convenient access to bicycle racks, bus shelters, and pedestrian walkways, and eliminating the oversupply of parking.
2. The use of renewable energy sources, such as solar, wind, and geothermal energy, is encouraged.
3. Low impact development measures for stormwater management are encouraged to filter, absorb, and/or store stormwater runoff, such as bioswales, rain gardens, permeable paving, rain barrels, and green roofs.
4. Impermeable surfaces should be limited. Strategies to reduce impermeable surfaces include shared driveways and parking areas and permeable paving for driveways and parking areas.
5. Green roofs are encouraged to be accommodated on rooftops and building setbacks. Where green roofs cannot be accommodated due to outdoor amenity spaces, landscaping such as potted plants is encouraged for stormwater retention.
6. To aid in water conservation, landscaping is encouraged to be selected from drought-tolerant plant species and species requiring minimal water consumption.



*Elementary School Bioswale /
Richmond Hill, ON.*



Laurier Brantford YMCA Green Roof



*Permeable Parking Lot / Huron
Natural Area, Kitchener, ON.*



7. Areas with naturalized vegetation and existing landscaping, such as healthy mature trees, should be retained. Development should be designed around these features, where possible.
8. Low impact irrigation methods are encouraged such as the use of captured rainwater (e.g., rain barrels that designed to complement the character of the neighbourhood or are screened or located away from street view), recycled water, air-conditioning condensate, or foundation drain water.
9. The functional use of plant material in new developments is encouraged to create pleasant microclimates that allow for energy conservation by incorporating deciduous trees and shrubs that shade windows from summer sun and that allow sunlight to enter during the winter.
10. Buildings and paved areas are encouraged to be constructed of recycled materials with recycled-content, and locally sourced materials to reduce environmental impact.
11. New developments should be designed to minimize the urban heat island effect by using high-albedo building and paving materials, such as cool asphalt shingles and solar reflective paints and coatings, and by planting trees and other landscaping in hard surfaced areas, especially parking areas.
12. The design, construction, and operation of buildings that use green building practices and adopt energy and water use efficient practices, including those that meet the Leadership in Energy and Environmental Design (LEED) rating system, are encouraged.
13. Road salt stored outdoors must be contained within a bin or other appropriate enclosure that prevents environmental impact, particularly impact to source water supply. Open outdoor salt storage is not permitted.



Existing mature trees and vegetation should be retained and new plant materials in development are encouraged / Chestnut Ave.



Development should incorporate trees, plantings, and landscaped areas to encourage pleasant microclimates and minimize the heat island effect



Light coloured roofs have a high solar reflectance, which reduces energy costs and the urban heat island effect.

4.3 OFF-STREET PARKING

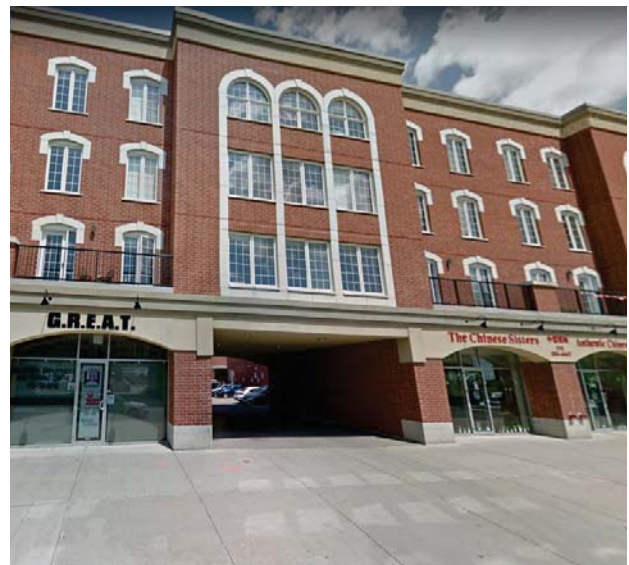
Where off-street vehicle parking is required, the visibility of the parking area should not be visible from the road. Off-street parking should also include bicycle parking to promote cycling as a viable mode of transportation.

General Guidelines:

1. Off-street parking areas are encouraged to be located below grade.
2. Parking should be provided in accordance with the minimum requirements of the Zoning By-law. To promote the use of alternative modes of transportation, the provision of a surplus of parking is discouraged. Reasonable reductions to the parking requirements of the Zoning By-law may be considered through a Minor Variance or Zoning By-law Amendment application or through the City's Cash-in-Lieu of Parking By-law with the provision of appropriate transportation demand management measures.
3. Shared parking facilities are encouraged where possible.
4. Bicycle parking and/or storage facilities should be provided for all multi-residential, mixed use, commercial, institutional, and industrial buildings to encourage cycling as a viable alternative mode of transportation. It should be sheltered, where feasible, and located near building entrances where visual surveillance can be maximized. See Section 3.4.2 Bicycle Circulation and Parking.
5. Preferential parking for energy efficient vehicles, carpooling, car share services, and vehicle charging stations are encouraged.



Parking for high rise residential buildings should be located below grade / Wellington St.



Shared parking should be appropriately screened and is encouraged for mixed use buildings and mid to high rise buildings / Colborne St. E.



6. Conflicts between vehicles and pedestrians should be minimized through the arrangement of parking, service, and drop off areas, signage, and clear delineation of a safe pedestrian right of way through the provision of trees and landscaping, bollards, lighting, physical separation (e.g. curb), special paving, such as concrete, stamped concrete, or paver banding, painted lines of asphalt, or other elements. The use of painted lines on asphalt to delineate pedestrian walkways is encouraged. Driveway access should be clearly and easily identifiable from the public street including using features such as directional signage. It should not obstruct pedestrian traffic and is encouraged to be provided from secondary streets at the side and rear of buildings and away from main pedestrian entrances.
7. Shared driveways that access more than one site are encouraged where possible to minimize the number of driveways onto the road network and reduce the amount of impermeable surfaces and number of pedestrian-driver conflict points.
8. Where pay parking machines are provided, they must be accessible.



Surface parking and pathway orientation should be arranged to delineate clear pedestrian pathways, vehicle routes, and accessible parking, and accommodate landscaping, lighting, physical separations and painted lines / Markham, ON.

4.3.1 Structured Parking

Below grade structured parking is generally preferred. Where below grade parking is not a viable option due to environmental concerns, above grade structured parking may be considered. Structured parking should be incorporated into new buildings to maintain a positive urban environment and an efficient use of land.

Guidelines:

1. When an above grade parking structure fronts onto a street or public space it should be developed with an active at-grade use (e.g., retail) and an attractive façade that animates the streetscape and enhances pedestrian safety.
2. Parked vehicles within an above grade structure should be screened from view at the sidewalk level. The use of art and decorative screening is encouraged.
3. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets, or other highly visible locations. The use of lighting, pathways and surface treatments will ensure pedestrian comfort and safety.
4. The incline of ramps should not exceed acceptable slopes in accordance with the Site Plan Manual.
5. Structured parking should provide sufficient internal circulation that allows vehicles to exit in a forward motion.
6. Gated/locked access should be located within the site to ensure that waiting vehicles do not impact the municipal roadway.
7. Pedestrian access to multiple levels should be provided separate from vehicular access and should incorporate an open design that enhances safety and visibility to the public street.
8. The use of electronic available space indicators is encouraged at entrances and within the structure.



Parking structures should provide active at-grade uses and provide public art opportunities / Kitchener, ON.



Above grade parking should be screened and at-grade parking should not be visible / St. Catharines, ON.



Structures fronting public streets and spaces should integrate within their surroundings / Waterloo, ON.

4.3.2 Surface Parking

Where off-street parking areas are provided as surface parking, they should be designed to minimize visual impact on the streetscape and environmental impact from stormwater runoff.

Guidelines:

1. Where off-street parking is provided as surface parking, it should not be located in the front yard. However, for industrial buildings, visitor and accessible parking may be located in the front yard, provided it is limited to a single row and proper screening is provided.
2. A surface parking area should generally not be located between the building and adjacent natural heritage features, parks, or open spaces, including the waterfront.
3. When adjacent to the street, public sidewalk, natural heritage features, parks, open spaces, or adjacent residential areas, surface parking areas should incorporate screening such as landscaping, low fencing, or other architectural features to minimize the visual impact of surface parking and to provide a buffer between vehicles and pedestrians.
4. Surface parking areas should include lighting, substantial landscaping, and special paving, such as concrete, stamped concrete, or paver banding, to break up expanses of parking and to provide clear, safe, and continuous pedestrian connections. Islands and medians are encouraged to accommodate both landscaping and walkways.
5. Landscaping should include a diverse mix of plantings that are appropriate for the climate and site conditions (e.g., road salt, snow load, heat, litter, etc.) and are able to adapt and thrive in high traffic areas.
6. The amount of landscaping should be proportionate to the overall size of the surface parking area.
7. Trees, permeable paving or other low impact development measures are encouraged in surface parking areas in accordance with Section 4.2 Sustainable Design to provide shade and filter and absorb stormwater runoff.



Surface lots should provide lighting, pedestrian routes, landscaping and street furniture / Burlington, ON.

4.4 BUILDING ORIENTATION AND SITE LAYOUT

The relationship of buildings to one another and to streets and public spaces influences an area's character, the experience of pedestrians on the street, and the quality of interior spaces. Buildings should frame streets and public spaces and preserve desirable views.

Guidelines:

1. Buildings should be oriented to front, face, and feature the public street, with front doors, windows, and entry features visible from and oriented to the street to encourage sustainable modes of transportation. On corner sites, buildings should be designed to frame both the primary and secondary streets, with an entrance door angled to be viewed from multiple streets, and to encourage pedestrian connections directly to the intersection, without impeding visibility sightlines of all users at the intersection.
2. Pedestrian walkways should provide clear, accessible, and safe access from main building entrances to public sidewalks, within on-site parking areas, and to common amenity areas. Pedestrian walkways should be clearly differentiated from vehicular paths of travel using distinctive paving patterns and materials, such as concrete, stamped concrete, or paver banding, with physical separation (e.g. curb) encouraged to promote pedestrian safety and assist in orientation and contribute to the aesthetics of a site.
3. Where common outdoor amenity areas, including semi-private open spaces, are provided on site, they should be accessible and located away from busy streets and parking areas or screened with landscaping and/or architectural features. They should also be located to maximize sun exposure and to be in view of occupied indoor areas.
4. Buildings should be oriented to feature adjacent public spaces, with compatible site elements such as outdoor amenity areas located adjacent to public spaces.
5. Driveway access is preferred via the lower classification of roadway.



Accessible and safe paths should be reinforced by paving, landscaping, and grade separation



Buildings should be oriented to face and feature public streets / Dalhousie St.



4.5 MATERIALS AND ARTICULATION

The aesthetic qualities of a site, including paving, furnishings, and landscaping, and of a building, including its façade, materials, roof line, windows, access points, and other architectural details, are integral to the appearance and function of buildings and the preservation of neighbourhood character.

Guidelines:

1. Building façades should be articulated to create visual interest along the street with colour and material variations, windows, changes in roof line, projecting and recessing wall surfaces, lighting and signage, and other architectural elements and detailing such as cornices, dormers, columns, and pilasters. These elements should be chosen to respond to the surrounding context and respect the character of the neighbourhood.
2. Side and rear façades visible from the street or other public areas should have windows, materials, and other architectural details consistent in character and quality with the front façade.
3. All façades that overlook streets and public areas should include a substantial amount of windows that are proportionate to the size of the façade.
4. Windows should generally allow for visual penetration into and out of a building. False windows, heavily tinted windows, or windows that are covered by signage, photos, or advertising are discouraged.
5. New buildings and additions and alterations to existing buildings should utilize high quality building materials, such as brick, stone, and wood, chosen for their functional and aesthetic qualities, their compatibility with adjacent development, and their energy and maintenance efficiency. Materials such as synthetic siding, stucco, mirrored or heavily tinted glass panels, and unadorned concrete block are discouraged, especially where visible from streets and public spaces.



George St., Downtown Brantford

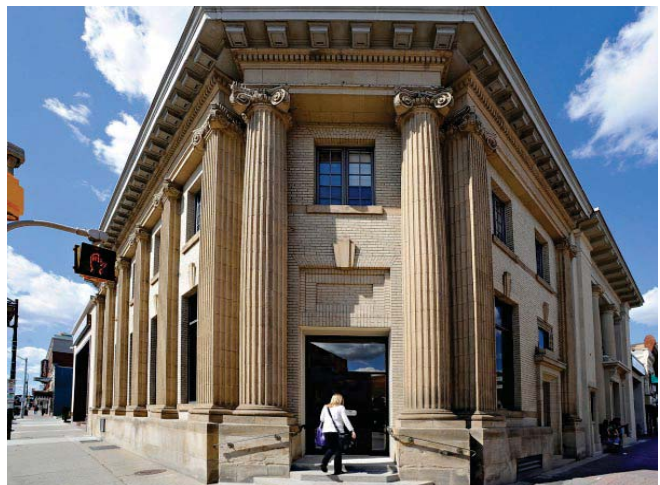


Downtown Hamilton, ON.

6. The façades of large buildings should be designed to express individual commercial or residential units or provide for the appearance of smaller units through distinct architectural detailing, including entrance and window design, projecting and recessing wall surfaces, changes in roof line, signage, lighting, and landscaping.
7. The focal nature and visibility of corner lots and other lots sited at the end of view corridors (e.g., at a “T” intersection, elbow roads, roundabouts) should be emphasized through architectural elements such as bay windows or corner windows, projections, recesses, turrets, wrap-around porches, patios, entry features, or special materials.
8. The main building entrance should be clearly visible from the street(s) and articulated using materials, colours, lighting, landscaping, and signage.
9. In areas of high pedestrian activity, such as the Downtown, intensification corridors, and neighbourhood centres and corridors, buildings should incorporate architectural details to provide weather protection and add visual interest to building façades such as vestibules, recessed entrances, covered walkways, canopies, and awnings. These details should not encroach into the municipal right of way.



Distinct architectural unit detailing provides visual interest to large buildings / Port Credit, ON.



Corner buildings provide valuable opportunities to implement distinct architectural elements



Variation in decorative elements, signage, street furniture and entrances enhance the public realm



10. In areas of high pedestrian activity, decorative elements appropriate to the road classification, such as potted plants and planter boxes, lighting, architectural features, and public seating are encouraged to enhance the building frontage at the pedestrian scale. These elements must be predictably located and detectable by a white cane.
11. Rooftop outdoor amenity spaces for private or common use are encouraged, where appropriate. Screening with landscaping and/or architectural features should be provided to limit overlook on surrounding development and protect privacy.
12. Finished materials should extend to all sides of buildings, including building projections and mechanical penthouses.
13. All utility equipment, rooftop mechanical equipment, and hydro transformers should be incorporated into the design of a building or located away from public view (e.g., locate utility metres on the interior side yard façade). If this is not possible, equipment should be screened from all street views using landscaping or architectural screening such as recessed walls, parapets, or architectural enclosures constructed of materials that are complementary to the main building.
14. Paved areas and site furnishings, such as children's play equipment, decorative features, and seating, should be accessible and manufactured from high quality, durable materials that are equal in quality and appearance with those of the buildings on site.
15. Landscaping should be used to enhance the site and the streetscape. It should be integrated with the design of the building and consistent with the rhythm or configuration of the building.
16. Landscaping is encouraged to be provided in large, continuous planting beds that are carefully planned with signage to avoid conflicts.
17. Trees and other plantings should be selected from plant species that are non-invasive, are adapted to the local climate, and can survive with minimum maintenance, irrigation, and use of fertilizer or pesticides. In areas accessed by the public, plantings should also be completely non-toxic.



4.6 WASTE MANAGEMENT, LOADING & OUTDOOR STORAGE AREAS

Waste management areas, including garbage and organics disposal and recycling, loading spaces and docks, as well as outdoor storage areas that accompany industrial buildings should be screened from public view.

Guidelines:

1. Waste management areas, loading areas, and outdoor storage areas should be screened from public view and residential areas by locating them at the side or rear of buildings and behind wing walls. Where this is not possible, they should be screened with walls, fencing, berming, landscaping, or other architectural features that are consistent in materials and details with the character of the site as a whole. Loading should not impact the operation of public streets.
2. Overhead doors for waste management and loading should not be located on a building wall adjacent to a street unless screened by another building.
3. The preferred location for areas for garbage, organics, and recycling storage is within buildings. Where this is not possible, garbage, organics, and recycling should be contained within an enclosure designed to be complementary to the main building. Chain link fencing is not appropriate for servicing enclosures.
4. Garbage, organics, and recycling storage areas should be paved with an impervious surface of asphalt or concrete to minimize the potential for infiltration of harmful materials.
5. Waste management and loading areas should have adequate space for maneuvering to allow for efficient operation and to ensure vehicle movements do not conflict with adjacent streets, parking areas, site entrance, building entrance, cycling facilities or pedestrian walkways.
6. The City of Brantford does not currently offer an organics collection program; however, backyard composters and private organics collection is encouraged.

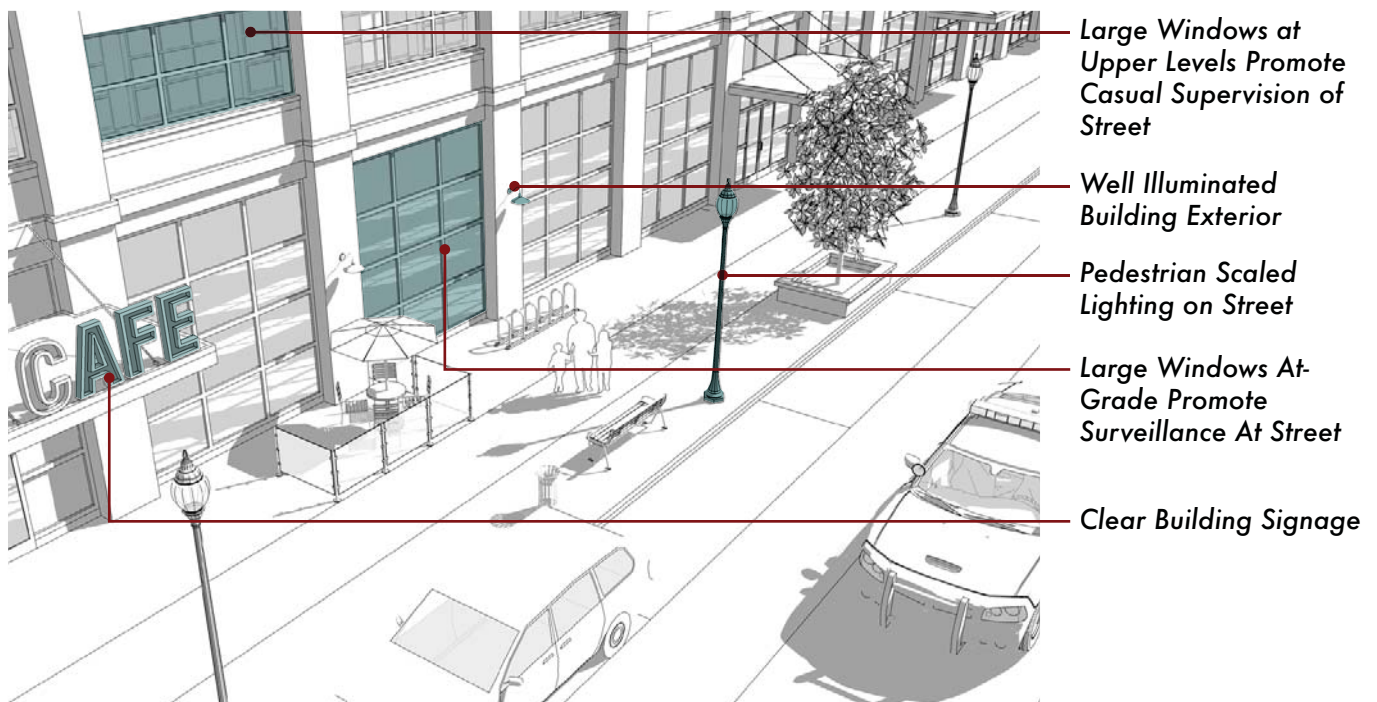


4.7 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

To reduce the incidence of crime and fear of crime, buildings and sites should be designed in accordance with the Crime Prevention Through Environmental Design (CPTED) strategies: Natural Access Control, Natural Surveillance, and Territorial Reinforcement.

Guidelines:

1. Incorporate a Natural Access Control strategy into the design of sites to decrease opportunities for crime and increase the perception of risk in potential offenders. This includes providing a logical and organized design to restrict, encourage, and safely direct movement of people and vehicles into, out of, and within a site in a controlled manner.
2. Incorporate a Natural Surveillance strategy into the design of buildings and sites to maximize visibility and the opportunity for observation of offenders through the placement and design of physical and social features. This includes the placement of gathering spaces/points of interest, lighting, parking, walkways, security stations, fencing, landscaping, signage, and other physical obstructions, as well as the building orientation, location of entrances/exits, and placement of windows.
3. Incorporate a Territorial Reinforcement strategy into the design of sites to create or extend a sphere of territorial influence that is perceptible to potential offenders. This can include using landscaping, pavement designs, gateway treatments, signs, and fences to define property lines and create clear distinctions between public and private spaces.



5 BUILT FORM GUIDELINES

Built form refers to the function, shape and configuration of buildings as well as their relationship to streets and open spaces. Built form should be designed to frame streets and open spaces, preserve desirable views, and create attractive streetscapes.

Additions and renovations to existing buildings and infill development should be consistent with, or complementary to, the character of the surrounding neighbourhood in terms of building height, massing, articulation, and materials. Built form should also be located on a site to ensure appropriate transitions such as setbacks and stepbacks are used to reduce the impact of mid- and high-rise buildings adjacent to low-rise buildings and elements of the public realm.





5.1 LOW-RISE RESIDENTIAL BUILDINGS

Low-rise residential buildings are 3 storeys or less in height. This includes single detached, semi-detached, duplexes, triplexes, and townhouses. The design of low-rise buildings should be compatible with the adjacent neighbourhood and foster a high quality pedestrian friendly public realm.

General Low-Rise Guidelines:

1. Design dwellings to create a safe, comfortable, accessible, vibrant, and attractive public realm and pedestrian environment, incorporating high-quality materials and leading-edge construction methods.
2. Contribute to an attractive and active, pedestrian supportive streetscape with a well-defined street edge, created through an appropriate relationship between the dwelling and the street.
3. Dwellings should be designed and sited to maximize views of streets, parks and open spaces, and natural heritage features.
4. Backlotting of residential dwellings onto public streets, multi-use pathways and trails, parks, natural heritage features, and the Grand River shall be avoided. Alternatives such as rear laneways, single loaded streets, and double fronted lots are encouraged. Where backlotting is unavoidable the façade facing the feature such as a park, trail, or watercourse should be designed to be of the same or higher level quality as the front façade.
5. Townhouses facing major roads such as arterials or major collectors should be accessed by rear lanes off a public street, designed per City standards. Driveways fronting on major roads will not be permitted.



Dwellings should be designed to create an attractive and well-defined street edge / Lincoln Ave.



6. Dwellings located interior to a block or not on an arterial or major collector should front onto streets, and where possible, driveways should be paired.
7. In the case of through lots, the primary dwelling façade should face the higher order road. Garages on the secondary street may be visually dominant but should ensure the main door facing the secondary street is visible and the dwelling includes high quality materials on all façades visible from all streets, including glazing, architectural features, and landscaping to contribute to a pedestrian oriented streetscape.
8. The front door of a dwelling should be fully visible from the street or public area such as a park or walkway.
9. If a front entrance cannot be located at grade, the door should generally be no more than 1.5 metres (3 steps) above grade and any front door located more than 3 metres (6 steps) above grade is strongly discouraged.
10. A generous amount of fenestration facing public areas should be incorporated into dwelling designs to foster natural surveillance.
11. Walkways on a lot should be located to provide clear and direct pedestrian routes and, where possible, linkages between the front entrance and the sidewalk and/or driveway should be provided.
12. Large front porches are encouraged to promote interactive outdoor spaces and help with the creation of safe neighbourhoods.



Front entrances should front the street and be fully visible, located at grade or at height of approximately 1.5 metres above grade / Chestnut Ave.



Walkways and large front porches should be provided to encourage pedestrian activity and safety within neighbourhoods / Dufferin Ave.

13. Garage projection within the streetscape should be limited, providing for better visibility of the street from within the dwelling.
14. Attached garages should be set behind or flush with the front façade of the principal dwelling, or on the side façade where feasible. Entry features such as porches or other architectural elements should be provided to reduce the visual dominance of an attached garage. Garages should generally not dominate the streetscape. Detached garages should be located in the rear or side yards.
15. Double car garages should have single doors separated by a masonry column. Garages with more than two doors should be stepped or staggered to minimize the impact on the streetscape.
16. Driveway widths are to be no wider than the permitted width of the garage to increase the boulevard space for street trees and for on-street parking, and to minimize the amount of impermeable surfaces in front yards.
17. Paired driveways are encouraged to increase the boulevard space for street trees and on street parking. Where driveways are paired, a landscape strip is encouraged between driveways to break up large areas of paving.
18. Reverse grade driveways and entrances below the grade of a dwelling are not permitted.
19. Utilities such as gas and hydro, and heating/ventilation equipment, particularly air conditioning units, should be hidden from the street and public view.



Garage setbacks paired with additional architectural elements such as porches are encouraged to reduce the visual dominance of attached garages and vehicles / Carroll Ln.

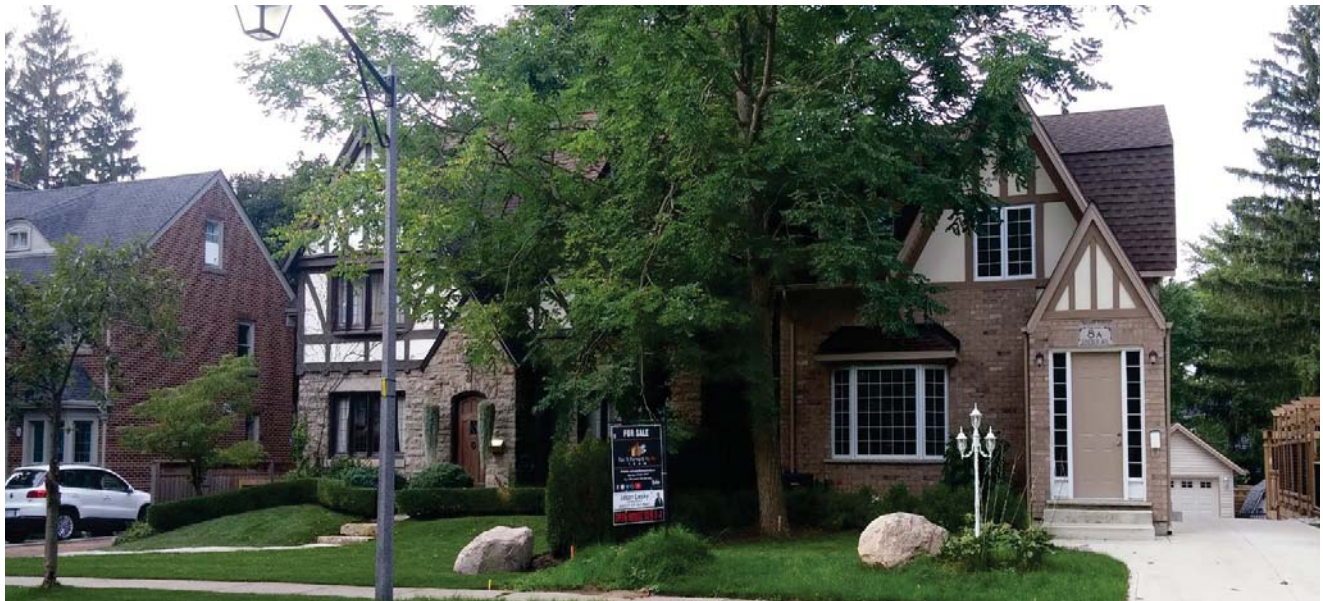


5.1.1 Infill Low-Rise

In addition to the general low-rise residential guidelines, the following guidelines will help ensure compatible infill low-rise development in Brantford's residential areas.

Infill Low-Rise Guidelines:

1. Design dwellings and additions to ensure compatibility with the architectural characteristics of the surrounding neighbourhood.
2. New residential dwellings and alterations to existing residential dwellings should incorporate materials and architectural features (e.g. windows, dormers, roofs, etc.) that are consistent in character and quality of detail and complementary to the existing dwelling or adjacent dwellings.
3. Setbacks and frontages should be consistent with adjacent and neighbouring properties and maintain the rhythm along the streetscape.
4. The height and roof pitch of a new home or addition should be compatible with the general scale and shapes of surrounding houses. New dwellings should be no higher than the highest dwelling on the same block, and no lower than the lowest dwelling on the same block, subject to the applicable Zoning By-law regulations.
5. The height of the front entrance of a dwelling should be located at a height that is compatible with the height of front entrances of neighbouring dwellings.
6. The design and detailing of the main entrance should be consistent with the architectural style of the dwelling.



New infill dwellings should be designed to be compatible with their existing neighbourhood and adjacent properties, providing consistent setbacks and frontages to adjacent properties, appropriate heights roof and entrance heights / Lincoln Ave.

5.1.2 New Low-Rise

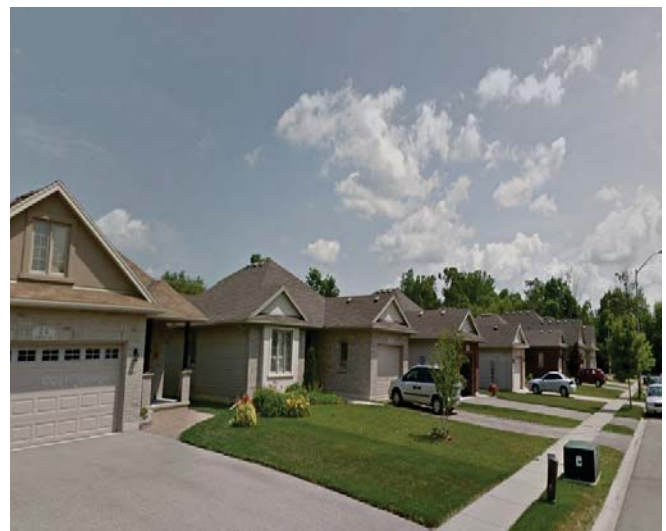
In addition to the general low-rise residential guidelines, the following guidelines shall apply to new low-rise dwellings where greater than three buildings are developed or planned as part of a subdivision.

New Low-Rise Guidelines:

1. Individual dwellings should combine to create a visual harmony when sited collectively with other dwellings within the streetscape. This can be done by the use of complementary, but not identical, exterior materials, colours, and architectural elements.
2. A variety of architectural expressions and elevation treatments should be included to provide visual diversity within the streetscape.
3. Each dwelling should have façade detailing consistent with its intended architectural style. For corner units, the flanking side elevation should be given a similar level of architectural detailing as the front elevation.
4. The front façade of the dwelling should directly relate to the street and be designed to visually minimize the garage.
5. Dwellings should be sited to define the street edge. This is typically achieved by placing the habitable portion of the dwelling close to the minimum front yard setback to promote a pedestrian-friendly sense of scale and provide enclosure to the public space of the street.
6. Controlled variation in front yard setbacks is desirable on long, straight street blocks to provide visual interest, where lot depths permit.



Neighbourhoods are enhanced when individual dwellings complement their surroundings while providing distinct architectural expression / Edith Monture Ave.



Controlled front yard setback variation provides visual interest on straight street blocks / Jamieson Ct.



7. Setback variations should follow a curving pattern occurring across a grouping of dwellings. Haphazard variation in setbacks should be avoided. Projections into the front yard such as porches and bay windows are encouraged.
8. On corner lots, both street frontages should be addressed in an appropriate and consistent manner through the provision of fenestration, wall/roof line articulation, and architectural detailing. Street-facing elevations should incorporate appropriate massing, wall articulation, roof line variation, windows, doors and porches to avoid blank, uninteresting façades.
9. Building elevations adjacent to or visible from public areas such as parks and open spaces, schools, and corner lots should incorporate adequate massing, proportions, wall openings, and plane variation and should avoid large, blank façades.
10. Ensure townhouses are designed and built to create comfortable living conditions by providing access to sunlight, privacy, natural ventilation and open space.
11. Design the front façade with articulation and a variety in the roof design to break up the massing of townhouse blocks.
12. Driveways for end unit townhouses should be located away from the exterior side wall wherever feasible.
13. Ensure a variety of designs are incorporated between adjacent townhouse blocks within the streetscape.



Dwellings should be sited and articulated to address all street frontages / Stowe Terrace



Townhouses should be developed with a high standard of design and articulation / Duncan Ave.



Complementary variation should be provided between townhouse blocks / Duncan Ave.

5.2 MID-RISE BUILDINGS

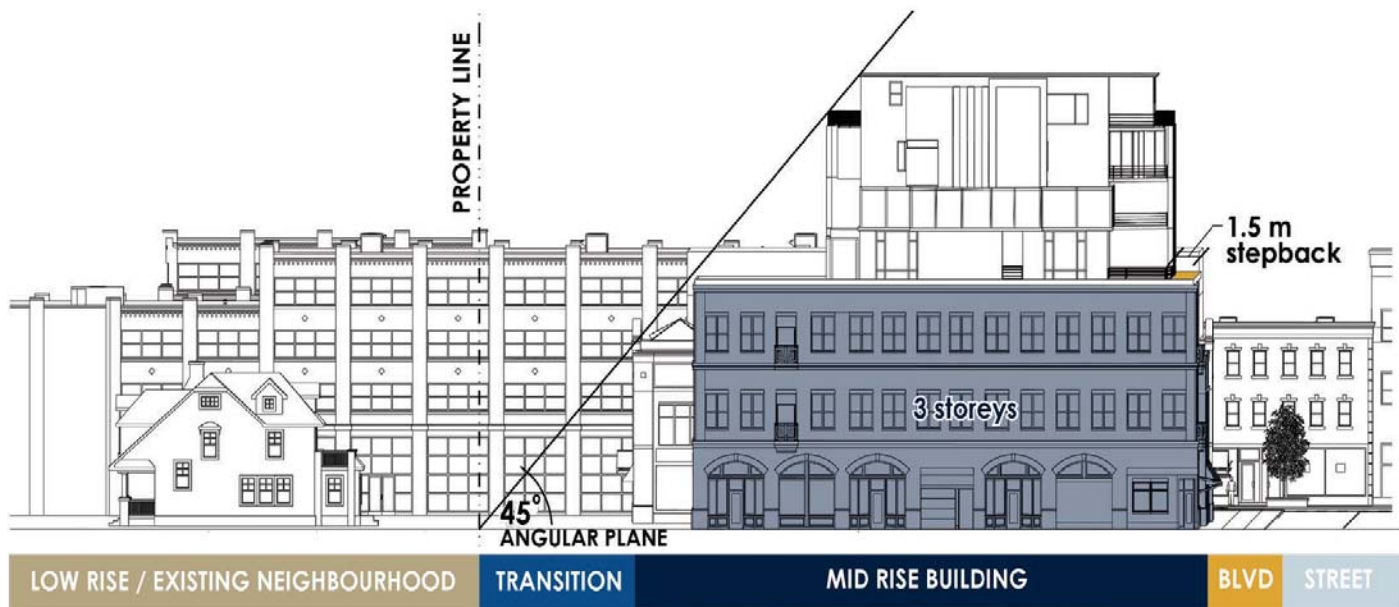
Mid-rise residential buildings are 3 to 6 storeys in height and include apartment buildings and mid-rise townhouses. These generally provide a more intense form of residential development than currently exists in many of Brantford's neighbourhoods. Mid-rise buildings should have a high quality of design and should be compatible with the height and massing of existing development in the surrounding neighbourhood.

Note: For mid-rise buildings with retail at grade, see also Section 5.4 Mixed Use Buildings.

Guidelines:

1. Mid-rise buildings are to be designed to a maximum height of 6-storeys with a minimum 1.5 metre stepback above 3 storeys to ensure the streetwall maintains a human-scale and minimizes shadowing.
2. The length of a building should not exceed 60.0 metres. Buildings longer in length than 60.0 metres should either be broken up physically or visually using step-backs, colour, material variations, and unique building articulation.
3. Apply a variety of design approaches, where appropriate, including: height transitions/step-backs, increased setbacks, landscaped buffers, separation distance, smaller floorplates, and differing placement and orientation on the lot to minimize shadow, overlook, and privacy issues.
4. Mid-rise buildings with residential units at grade are encouraged to provide a minimum of 3 metres from the property line to accommodate a useable front yard amenity space, where appropriate. This amenity space should be enclosed by low walls, fencing, hedges and landscaping no taller than 1.5 metres.
5. Weather protective design should be provided at grade and at the podium level through canopies, arcades, and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep. Weather-protection elements may encroach in building setbacks and should not encroach into the public right-of-way.





6. Design the height of the building incorporating setbacks and stepbacks to ensure no proportion of the building extends into the 45-degree angular plane. This will lessen the impact of the streetwall on the public realm. The 45 degree angular plan is measured at rear property line of any adjacent low-rise residential buildings. Some minor penetrations into the angular plane may be permitted, where it does not impact the light, view and privacy of surrounding low-rise residential uses.
7. Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.
8. Buildings at corner locations should be designed to include highly articulated facades/ elevations along all of the street frontages and the same degree of articulation and detailing on all elevations that face the street.
9. Use architectural elements and expressions such as canopies, doors, windows, lively colours, and the highest quality materials at street level to distinguish the ground level of the building.
10. Incorporate such material as brick, stone, and metal within the lower part of the building.
11. Balconies should be integrated into the building design with inset or Juliette balconies. Projecting balconies should not be within the streetwall to avoid negative impacts to the public realm including additional building massing and shadowing.
12. Building stepbacks or rooftop podiums are encouraged to be designed to accommodate useable outdoor amenity spaces.
13. Roof-top mechanical or telecommunications equipment should be integrated as part of the rooftop design and should not penetrate the required angular planes.
14. All buildings should provide accessible entrances and drop-off areas where required.

5.3 HIGH-RISE BUILDINGS

High-rise residential buildings are greater than 6 storeys in height and will provide a more intense form of residential and mixed use development than currently exists in many of Brantford's neighbourhoods and intensification areas. High-rise buildings should have a high quality of design and should be compatible with the height and massing of adjacent streets and the surrounding neighbourhood context.

Given the vast height range for high rise buildings, the built form may be narrow and tall, described as a point tower or wide and short described as a slab building. A maximum height of 12 storeys is appropriate for a slab building. Anything above 12 storeys should be a point tower. A point tower built form for high rise buildings is a preferred built form, but where slab buildings are accepted by the City, careful attention to the impact of shadow, wind, visual, and the loss of skyview challenges should be considered and mitigated as part of the design.

Note: For high rise buildings with retail at grade see also Section 5.4 Mixed Use Buildings.

Guidelines:

1. High-rise buildings should be located within 250 metres of a transit stop and 500 metres of a school, community services, and/or amenities such as a park.
2. High-rise buildings should front onto a collector and/or arterial, with highest heights located at the intersections of the major streets.
3. The maximum height of the podium of a proposed high-rise (slab or tower) building should be equal to the width of the Right Of Way to a maximum of 6 storeys to provide sufficient enclosure for the street without overwhelming the street.
4. Additional podium height may be appropriate through the provision of stepbacks and architectural articulation, particularly on wider streets and deeper lots.
5. Taller and larger buildings should relate to their neighbouring development and surrounding context with a sensitive transition in scale to adjacent uses, especially to existing and planned low-rise and mid-rise residential buildings, heritage structures, and public spaces.



Buildings should front onto collector and/or arterial streets, with highest heights located at intersections / Mississauga, ON.



Transition to low-rise should be accommodated through building design, stepbacks, and buffering / Burlington, ON.

6. Apply a 45 degree angular plane from the rear property line of any adjacent low-rise buildings.
7. Design the podium of the proposed high-rise building to respect the existing context of the streetwall through setbacks and architectural articulation. The minimum height of the podium should be 2 storeys.
8. Apply a variety of design approaches, where appropriate, including: height transitions/step-backs, increased setbacks, landscaped buffers, separation distance, smaller floorplates, and differing placement and orientation of the building on the lot to minimize shadow, overlook and privacy issues.
9. Regardless of the height or form, high-rise buildings should be carefully designed with the quality of a mid-rise buildings and should consist of a podium, a middle and a top.
10. The podium or base is the most critical component of a high-rise building and should be designed to respect the character of existing areas, establish a human scale pedestrian environment, and achieve a built form compatibility and transition.
11. The podium should be designed to fit harmoniously within the existing and planned context. It should respect the scale, proportion, and character of adjacent streets, parks, and public or private open spaces and animate such spaces.
12. Design all sides of the building, particularly the podium, with the highest quality building materials and architectural designs to contribute to character of the overall public realm.
13. Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.

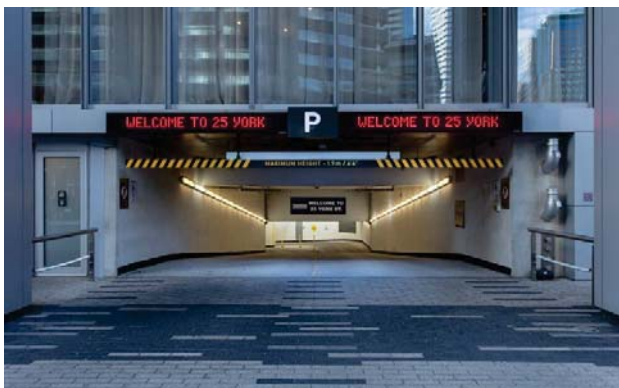


The design of podiums and entrances should enhance the pedestrian and public street environment



Buildings should include well designed and articulated podiums, middle sections, and tops / Toronto, ON.

14. Design parking, servicing, and loading to be incorporated underground. Where these uses cannot be provided internally within the building, they should be located at the rear of the property and designed and screened from the public realm appropriately.
15. Design service areas, ramps, and garbage storage to be screened or located at the rear to minimize impacts on adjacent streets and properties.
16. Telecommunications equipment, rooftop equipment, and elevator shafts from rooftop amenity areas and the public realm should be incorporated as part of the building design or screened mechanical penthouse.
17. High-rise buildings should incorporate Bird Friendly building design in relation to glass and visual markers, such as film, decals, fenestration patterns, angled glass, artwork, and sun shades.
18. Projecting balconies should not be provided in podiums. Inset and/or Juliette balconies are appropriate within the podium.
19. A Sun/Shadow Analysis should be provided with high-rise building applications to ensure:
 - a. the height and massing of the podium (not including the tower) provides a minimum of five consecutive hours of sunlight on the opposite side of the street at the equinoxes; and
 - b. the height and massing of the podium provides a minimum of five consecutive hours of sunlight over more than 60% of a park or playground area or a public open space at the equinoxes (March 21 and September 21).
20. For high-rise buildings, a wind study may be required for 6 storeys and above and will be required for any building above 11 storeys. Effective wind mitigation measures can include massing, building shape, orientation, lower podiums, corner articulation, landscaping elements, canopies, trellis, and wind screens.



Where possible, parking should be designed to be located below ground



Mechanical penthouses should be screened or incorporated through building design



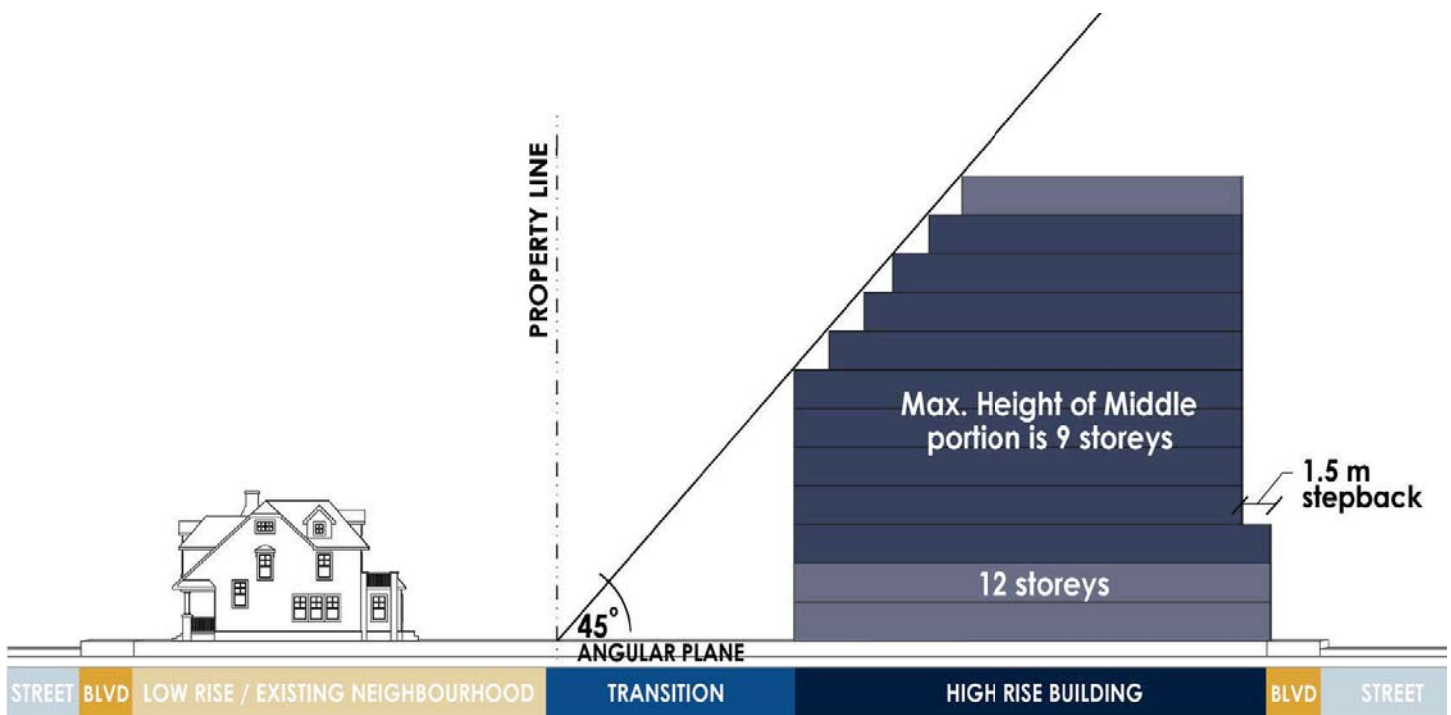
5.3.1 High-Rise Slab Form - Up to 12 Storeys

A slab building may be deemed an appropriate built form for the site if it is: proposed to be oriented along the north-south direction to provide greater opportunities to minimize shadow impacts and allow for better access to natural light; placed to effectively frame the street(s) and public open spaces; and where appropriate, coordinated with point towers to create a balanced grouping of different high-rise types.

A slab building is not appropriate if the proposed building stands alone in the landscape or is part of a group of the same buildings that are randomly positioned or equally spaced without a focal point. In addition to the general high-rise guidelines, the following shall apply.

High-Rise Slab Form Guidelines:

1. The maximum height of a slab building should be 12 storeys or 1.5 times the width of the street it faces whichever is less. A taller building should be designed as a point tower rather than a slab.
2. The separation between a slab building and another slab building should be a minimum of 15 metres.
3. The maximum height of the middle portion of a slab building should be 9 storeys, or equal to the width of the street it faces.
4. When abutting a low-rise residential area at the rear or side, a 45 degree angular plane, measured from appropriate lot lines, should apply to determine the heights of various portions of a slab building



5. The podium and middle of a slab building should contribute to enhancing the existing or planned street wall condition.
6. Where appropriate, articulate the facades of the podium and/or the middle of the building to vertically to break up the overall mass.
7. The top portion of a slab building should open up the sky view and avoid a canyon effect by stepping back from the middle portion of the building and breaking into sections with varied heights and articulation.



Slab buildings should incorporate vertical architectural built form details that break up the overall mass of the structure / Vancouver, BC.



The top portion of a slab building should be feature significant setbacks and break up sections of the built form with varied heights and articulation / Ottawa, ON.

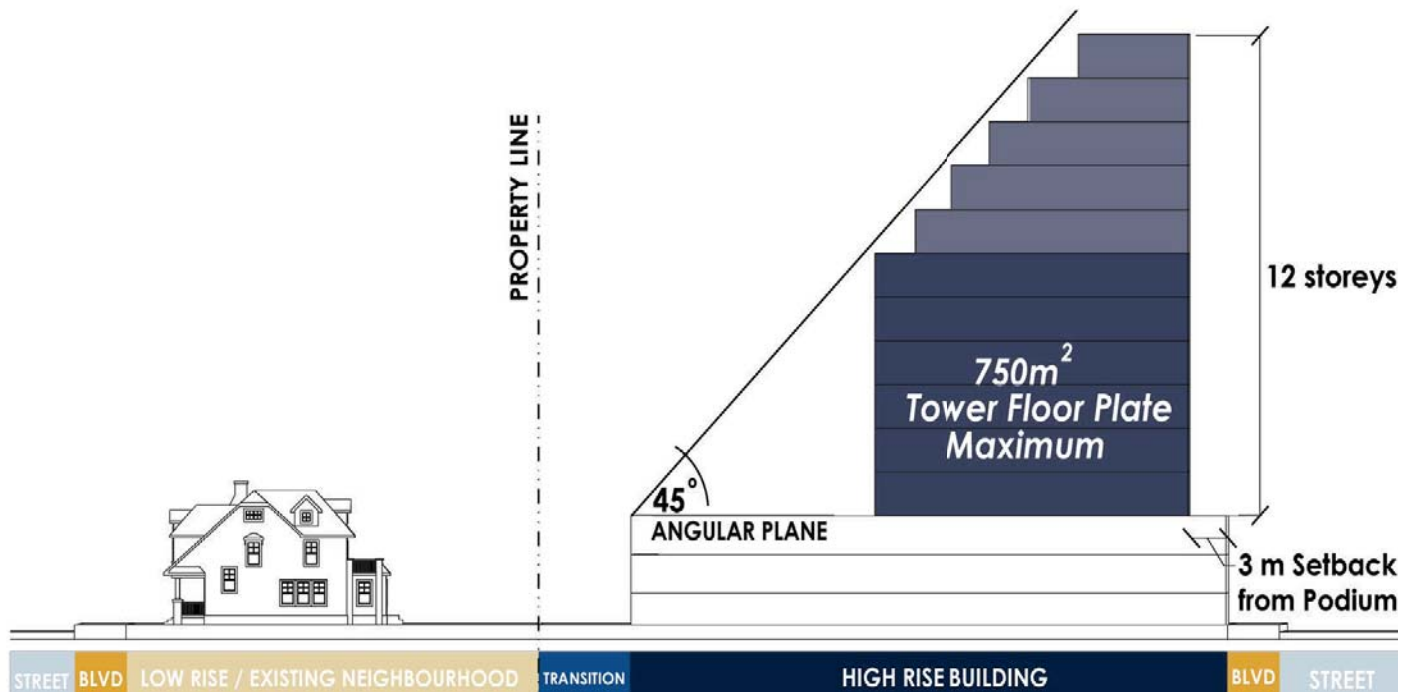


5.3.2 High-Rise Point Tower Form - Above 13 Storeys

In addition to the general high rise guidelines, the below shall also apply for point tower form:

High-Rise Point Tower Guidelines:

1. A minimum tower separation of 30 metres from another high rise, excluding balconies, should be applied to point tower form High-Rise buildings.
2. Where no high rise building towers currently exist, proposed towers should be set back 15 metres from adjacent property lines to protect for a future 30 metre separation distance (split between each property).
3. Design the tower floor plate of to be a maximum of 750 m² to ensure maximum light for all units and minimize shadow and wind impacts to the surrounding properties.
4. The tower should be stepped a minimum of 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor amenity space.
5. Design high-rise buildings to incorporate materials such as brick, stone and metal to anchor the building.
6. Portions of the podium roof that are not utilized by a tower should be used as outdoor amenity space or green roofs. Consideration should be given to incorporating outdoor play areas as part of the amenity space. Include places for pets and pet runs either at-grade or on a shared rooftop space.
7. Balconies within the tower separation distance should not contribute to a building's massing. They may be inset or extruding, but should be a minimum of 1.5 metres to provide usable outdoor amenity space.



5.4 MIXED USE BUILDINGS

Mixed use buildings containing retail or office at ground level and residential and/or office above should be designed to contribute to a vibrant, pedestrian friendly streetscape with active uses at grade.

Guidelines:

1. A substantial portion of mixed use buildings should front the public road or public open spaces to frame and define these spaces and to create a continuous streetwall.
2. Where there is a consistent pattern of street setbacks, new mixed use buildings should align with their surrounding built form.
3. Mixed use buildings are encouraged to have active uses at the ground level including retail, restaurant, and service commercial uses at the ground floor to engage the public and encourage, and office and residential uses on the upper levels.
4. Where active uses, such as retail uses, are provided on the ground floor, a Transition Area (refer to Section 3.2) is encouraged to be provided for window shopping, spill-out retail, café seating and patios, building entrances, street furniture, signage, etc.
5. The height of the ground floor should be a minimum 4.5m to accommodate retail uses or future conversion to retail uses and to provide sufficient vertical clearance for loading areas.
6. The ground floor should incorporate clear glazing to enhance safety through casual surveillance and allow views to active indoor uses to create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.
7. Outdoor patios are encouraged to be located adjacent to the street to help activate the streetscape, foster social interaction and commercial activity, and bring eyes and safety over the public realm. Patio enclosures should be designed to permit visual transparency.
8. Where residential uses are included above commercial uses or at grade, separate entrances should be provided. Residential entrances should be easily differentiated through the use of recessed entrances, façade materials and colours, the provision of awnings or canopies, and/or signage.



5.5 INSTITUTIONAL BUILDINGS

Institutional buildings form an important aspect of Brantford's identity, often acting as landmarks in the community. They should be designed to contribute to the public realm and to stand out from other buildings, while respecting the scale and character of the surrounding neighbourhood.

Guidelines:

1. Institutional buildings should set a high standard of architectural design and should reflect the scale and character of surrounding neighbourhoods while creating a visually dominant feature in the community.
2. Large scale institutional buildings should be designed as special landmark buildings with high quality design, materials, and finishes. Special landscape features are encouraged to distinguish important landmark institutional buildings at the pedestrian level.
3. Where required, exclusive school bus drop-off areas should be provided on the school site, subject to building design and site plan considerations. School buses should be provided a reserved drop-off area with enhanced safety and free of all other traffic. A road lay-by drop off area for school buses may also be appropriate.
4. Pedestrian access to schools (elementary and secondary) should be provided and prioritized from all directions with design that minimizes conflict with buildings.
5. Where possible, vehicle parking areas should be located along a side of the school that does not front on a street to avoid conflicts between vehicles, buses, pedestrians and cyclists.



Brantford Collegiate Institute reflects the established character of Brant St. through high quality design and provides drop-off areas, pedestrian access, and side yard parking

5.6 COMMERCIAL BUILDINGS AND PLAZAS

Existing commercial buildings and plazas serve an important role, providing for the daily retail and service needs of the City. As Brantford grows and evolves, these buildings, typically located at the rear of properties with surface parking lots fronting the street, are encouraged to redevelop into more urban and pedestrian-friendly sites.

New and redeveloped commercial and mixed use buildings on these sites should be designed to frame the street edge, provide clear pedestrian access, and create gathering spaces such as patios, in order to foster a greater sense of place.

Guidelines:

1. Buildings should frame streets and public open spaces. Organize buildings to frame the pedestrian realm and create an easily navigable walking environment.
2. Position buildings toward key intersections to emphasize the pedestrian realm at corners.
3. Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street. Buildings on corner sites are encouraged to locate their primary entrance at the corner.
4. Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent. Locate active uses at grade, such as restaurants, specialty in-store boutiques and food concessions.



Located towards key intersections, buildings should frame the street and pedestrian realm, with parking provided behind and between buildings with landscaped buffers / Markham, ON.



5. Provide weather protection at building entrances, close to transit stops, and in areas with pedestrian amenities.
6. Where stand alone buildings are adjacent to the street, parking should be located behind or between the buildings. When located between buildings, include a minimum 3 metre landscaped area adjacent to the boulevard. Parking should not be located between the building and the street.
7. Divide large parking areas into smaller and well-defined sections using soft and hard landscaping in order to minimize the amount of paved areas.
8. Design site circulation to minimize conflict between pedestrians and vehicles. This can be achieved by orienting car parking spaces to minimize the number of traffic aisles that pedestrians must cross.
9. Provide site furnishings such as benches, bike racks, and shelters at building entrances and amenity areas.
10. All utility equipment within buildings should be enclosed or screened from both the public street and private properties to the rear, and noise should be attenuated. This includes utility boxes, telecommunication/communication infrastructure, garbage and recycling container storage, loading docks and ramps, and air conditioner compressors.



Over time, existing commercial buildings, plazas, sites, and parking lots should be redeveloped to introduce a more urban and pedestrian friendly environment through the introduction of higher density built form and mixed use buildings, which are encouraged to be oriented towards the street, with clear pedestrian access is designed for the site / Markham, ON.

5.7 EMPLOYMENT BUILDINGS

Employment buildings may include a wide variety of uses, including offices, warehouses, and manufacturing uses. Industrial buildings should be sited to define the street edge and limit nuisance effects from industrial operations. Employment buildings should employ a high quality of design and should facilitate access via active transportation and public transit.

Guidelines:

1. Employment buildings should be sited to limit nuisance effects from industrial operations on adjacent properties, such as illumination, noise, and/or odour.
2. A substantial portion of the building should front the public road at the minimum setback required by the Zoning By-law to create a consistent street edge.
3. Buildings should promote a vibrant and pedestrian-scaled streetscape through the provision of windows at grade level and prominent and sheltered entrances that are connected to the public sidewalk and provide connections to transit stops. The office portion of a building is encouraged to be located closer to the street than the portion of the building used for manufacturing, warehousing, or other industrial use.
4. Distinctive building designs that complement the existing built form are encouraged.
5. All publicly visible façades, including those visible from Highway 403, should be articulated through projections, depressions, columns, texture, vertical and horizontal plane changes, or changes to roof line, in combination with colour and material changes.
6. Long stretches of monotonous building façades or 'blank walls' should be avoided. Building articulation and material and colour changes should be the primary means to create interest on long expanses of walls. Landscaping should be an integral part of the building and site design and can be used to create interest on long expanses of walls, however it should not be relied on solely as a design solution.



Employment buildings with publicly visible facades should be articulated through high quality design



7. Where possible, continuous roof lines should be avoided. Projections, changes in vertical plane, and prominent building elements should be used, particularly at building and site entrances, street intersections, and pedestrian walkways, to help create visual interest along adjacent streetscapes and highways.
8. Gateway employment sites are highly visible sites within employment areas, such as those located along important street corridors, at the end of a view corridor, or adjacent to open space or natural heritage features. Site and buildings at gateways should include entry features, identifiable architectural features, such as towers, enhanced elevation treatments, unique massing or roofing lines, a multi-storey presence, or other prominent architectural forms.
9. Feature planting and focal landscape elements should be provided at major entry points to industrial areas, intersections, and individual site entrances where sightlines of all road users are not impeded.
10. Where possible, stormwater management facilities should be developed as natural landscaped features to provide a positive contribution to the industrial site and the natural environment.
11. Pedestrian walkways should be provided to connect industrial buildings to on-site parking areas and amenity areas, to public sidewalks and transit stops, and to adjacent sites with convenient destinations (e.g., ancillary commercial uses).
12. Outdoor amenity areas, such as courtyards, patios, and seating areas are encouraged and should be provided in desirable areas such as facing public streets or natural heritage features and should be defined by building façades, architectural features, fencing, and/or landscaping.
13. Shared driveway access to multiple properties is encouraged.
14. Sufficient area on-site should be provided for loading/maneuvering/queuing of vehicles requiring access to the site. Loading maneuvers should not occur within the public right of way.



Employment sites should include gateway entry features and landscape elements

5.8 CULTURAL HERITAGE

Brantford is rich with cultural heritage resources, including built heritage resources that are individually designated under Part IV of the Ontario Heritage Act or form part of a heritage conservation district and are designated under Part V of the Ontario Heritage Act.

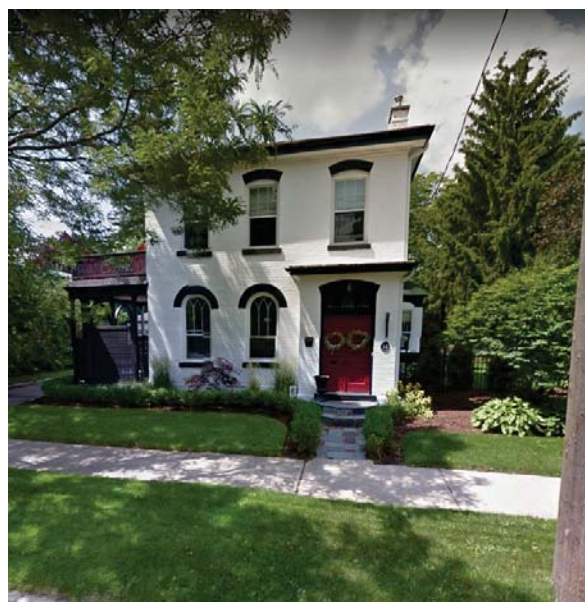
Designated heritage properties should be protected. Where development is proposed, it should serve to conserve and enhance heritage properties and should be consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Ontario Heritage Toolkit, and the Eight Guiding Principles in the Conservation of Historical Properties.

Guidelines:

1. New buildings and additions or alterations to existing buildings within a Heritage Conservation District shall be consistent with the respective Heritage Conservation District Plan or Study.
2. Designated heritage buildings are to be retained and restored. Retaining the façade is not an equivalent substitute to the retention of the whole structure, however it may be considered where it is not possible to retain the whole structure.
3. Where appropriate, designated heritage buildings should be incorporated into new developments through adaptive reuse.
4. Additions or alterations to a designated heritage building should be designed to complement or enhance the original structure in terms of colour, texture, scale, materials, etc.
5. Designated heritage buildings should generally be limited to their existing height to encourage the retention of key features such as cornices and parapets.
6. The original façade materials on designated heritage buildings should not be changed or covered. The key features of building façades (e.g., columns, cornices, windows, doors, etc.) contribute to the articulation of the building and those elements that are



Compatible building addition to historic (non-designated) home / Dufferin Ave.



Alterations should be designed to compliment or enhance the original structure / Dufferin Ave.



intact should be preserved and those that are damaged should be restored. Their replacement is a last resort.

7. Wherever possible, original windows and doors should be maintained and restored. Strategies to improve their energy efficiency exist and their replacement with modern materials is a last resort.
8. A qualified professional with demonstrated experience in cultural heritage resource evaluation and conservation should be involved in all additions or alterations to a designated heritage property to ensure the most appropriate heritage conservation and restoration techniques and materials are employed.
9. Development adjacent to heritage properties should be visually and physically compatible with, yet distinguishable from the adjacent heritage property(s).
10. New buildings should be designed with scale, massing, height, window alignment and proportions, roof-lines, entrance locations, ground floor treatment, and building materials that are sympathetic to the character of adjacent designated heritage properties.
11. Where new buildings are taller than adjacent designated heritage buildings, the additional height should be accommodated via a stepback to provide an appropriate transition in scale to adjacent heritage properties and to maintain compatibility with existing street massing.
12. New buildings should include setbacks which are consistent with those of adjacent designated heritage properties.
13. Development adjacent to designated heritage properties should be sensitively integrated by designing signs, lighting, landscape features, and architectural elements that complement the existing building design and landscape theme.
14. Development adjacent to designated heritage properties may require a Heritage Impact Assessment to determine the impacts to heritage resources and recommend mitigative measures.



New development should be compatible, yet distinguishable from adjacent heritage buildings, and any additional height should be accommodated through stepbacks / Guelph and Toronto, ON.

APPENDIX A

URBAN DESIGN REPORT TERMS OF REFERENCE



URBAN DESIGN REPORT TERMS OF REFERENCE

Purpose

An Urban Design Report prepared and signed by a qualified professional may be required to support a development proposal as part of a complete development application, such as an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision/Condominium, and/or Site Plan Control Application. This requirement will be identified by Planning Staff at the Pre-Consultation meeting.

An Urban Design Report is intended to describe and illustrate the proposed design for a development proposal and demonstrate how the design meets the intent of the City's Urban Design Manual and other City design guidelines and policies. The Urban Design Report will provide the design rationale for the building, landscape, and site design elements of the proposed development. The Urban Design Report cannot simply be a description of the proposed development and is not intended to replace the requirement for a Planning Justification Report. Instead, the Urban Design Report should explain why the proposed development represents the optimum design solution.

Planning Staff will use the Urban Design Report to help assess the urban design aspects of development applications to ensure high quality design is achieved in the public and private realm. The City is committed to good urban design that results in a complete, functional, sustainable, and attractive built environment consistent with Brantford's character and vision for the future, as outlined in the City's Official Plan and Urban Design Manual.

The Urban Design Report Terms of Reference has been prepared to standardize the City's expectation for Urban Design Report submissions to allow for efficient preparation and review. The scope and level of detail expected in the Urban Design Report will depend on the scale, site, nature, and complexity of the development proposal.

Components of an Urban Design Report

The following components should be included in an Urban Design Report:

1.0 Existing Site Conditions and Surrounding Context

The Urban Design Report should provide a description and analysis of the site and surrounding context (at least 400 metre radius from the site), noting any attributes and considerations including, but not limited to:

- Existing natural features, topography, and vegetation;
- Existing buildings and structures on the subject site;
- Lot fabric (including frontage and depth);
- Street/block pattern (including block lengths);
- Built form character of the surrounding area;
- Surrounding land uses;

- View and vistas to and from the site;
- Existing or planned landmarks or gateways;
- Existing or planned transportation networks (including vehicular, cycling, pedestrian, transit, etc.); and
- Existing linkages to open space.

Photographs and a context map showing the subject site in relation to the existing neighbourhood should be included.

2.0 Applicable Design Guidelines and Policies

The Urban Design Report should identify relevant urban design guidelines and policies from the following documents that are applicable to the proposed development:

- City of Brantford Official Plan and applicable Secondary/Neighbourhood Plans;
- City of Brantford Urban Design Manual;
- City of Brantford Site Plan Manual; and
- Applicable policies, design guidelines, and design directions for specific areas (e.g., Waterfront Master Plan, Downtown Master Plan, etc.).

3.0 Design Considerations

Using written descriptions, plans, elevations, diagrams, and/or photographs, the Urban Design Report should illustrate the design choices of the proposed building, landscape, and site design and explain how the following design considerations have been addressed:

- Urban Structure;
- Street and block pattern (e.g., connectivity, pedestrian access);
- Lot sizes;
- Building orientation and site layout;
- Built form, height, scale, and massing;
- Building articulation and detailing;
- Building materials;
- Setbacks from adjacent properties and the street;
- Building stepback (if applicable);
- Building transition to adjacent neighbourhoods;
- Accessibility considerations;
- Heritage considerations (if applicable);
- Location of parking (surface or underground), driveways, ramps, drop-off areas;
- Access to transit;
- Bicycle parking/storage;
- Location of servicing, garbage, organics, and recycling storage and collection, and loading areas;
- Streetscape elements (e.g., boulevard design, landscaping, street furniture, public art, signage, lighting, etc.);
- On-site landscaping and buffering; and
- Linkages to semi-private and public spaces (e.g., natural heritage features, parks, multi-use trails, courtyards, and open spaces).

4.0 Project Design Analysis

The Urban Design Report should provide an analysis of the design rationale for the building, landscape, and site design elements of the proposed development and explain why the proposed development represents the optimum design solution. The analysis should include discussion on the following:

- How the design of the proposed development meets the intent of the City's applicable urban design guidelines and policies;
- How the design addresses existing site conditions and constraints such as lot size, grading, or natural heritage features;
- How the design of the proposed development integrates with the existing neighbourhood and enhances its function and aesthetics; and
- How the design of the proposed development will influence and integrate with future development in the neighbourhood.

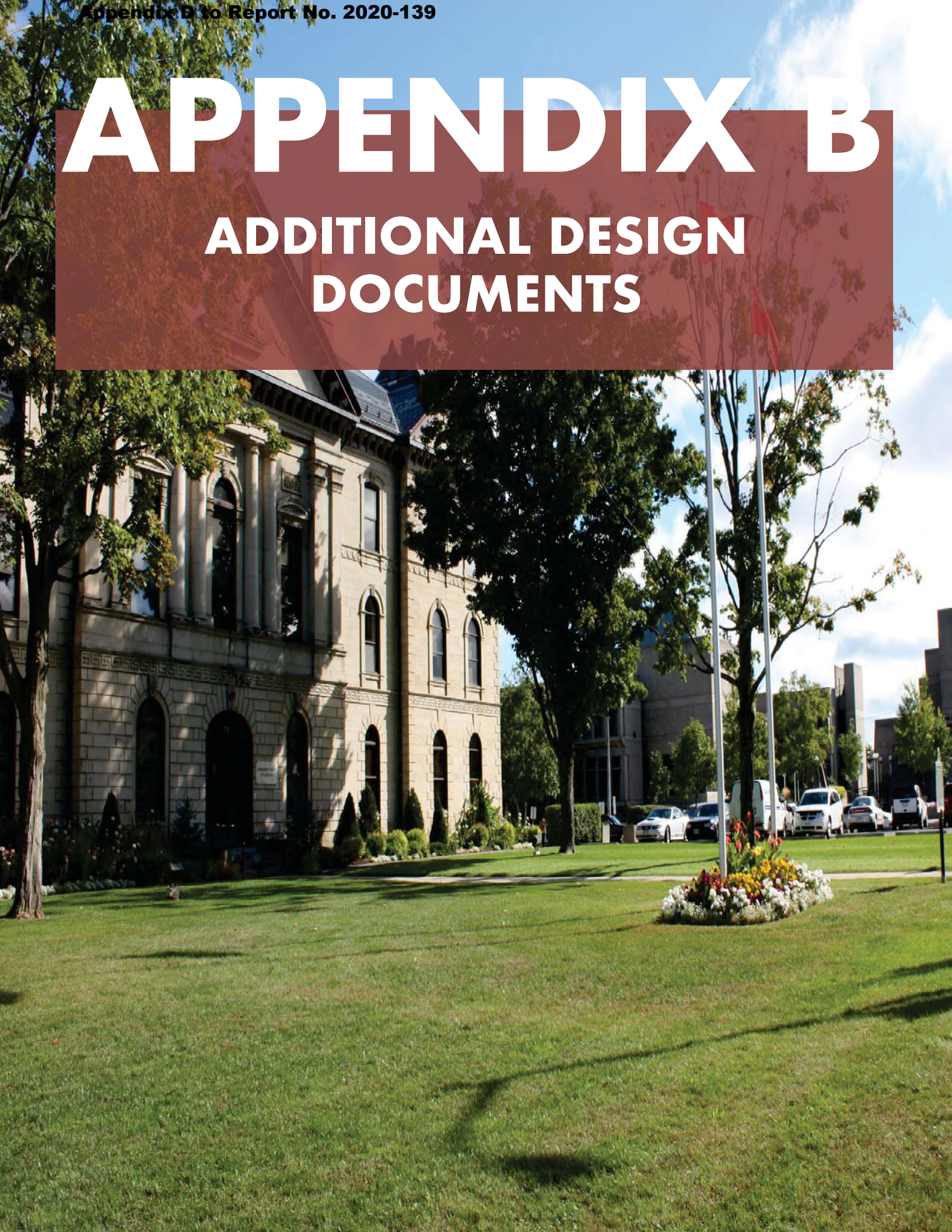
5.0 Submission Requirements

The Urban Design Report should be supported by plans, elevations, diagrams, and/or photographs. Depending on the nature and scale of the development, these could include, but are not limited, to the following:

- Context drawing showing the location of the subject property within the broader community (400 metre radius from the site);
- Site Plan;
- Elevation drawings;
- Floor Plans;
- Landscape Plan;
- Circulation Plan (vehicular and pedestrian);
- 3D coloured perspectives of the site and surrounding area;
- Streetscape elevations (showing existing streetscape);
- Photographs; and
- Sun/shadow analysis drawings.

APPENDIX B

ADDITIONAL DESIGN DOCUMENTS



ADDITIONAL DESIGN DOCUMENTS

Provincial Legislation and Regulations

[Accessibility for Ontarians with Disabilities Act \(AODA\)](#)

[Design of Public Spaces \(DOPS\) Standards](#)

[Ontario Building Code](#)

City of Brantford Policies

[City of Brantford Official Plan, including West of Conklin Secondary Plan](#)

[County of Brant Official Plan \(for lands formerly in the County of Brant\)](#)

City of Brantford By-laws

[City of Brantford Zoning By-law No. 160-90 -](#)

[County of Brant Zoning By-law No. 61-16 \(for lands formerly in the County of Brant\)](#)

[Sign Regulations \(Chapter 478 of the Municipal Code\)](#)

[Site Alteration By-law No. 28-2011](#)

City of Brantford Master Plans and Guidelines

[Site Plan Manual, including the Northwest Industrial Area Supplemental Site Plan Requirements](#)

[Linear and Vertical Design and Construction Manuals](#)

[Facility Accessibility Design Standards \(FADS\)](#)

[Parks and Recreation Master Plan](#)

[Master Servicing Plan](#)

[Transportation Master Plan](#)

[Downtown Master Plan](#)

[Downtown Streetscape Design Plan](#)

City of Brantford Master Plans and Guidelines Continued

Colborne Street Southside Urban Design Guidelines

Waterfront Master Plan

Victoria Park Square Heritage Conservation District Study

Brant Avenue Heritage Conservation District Study

City of Brantford Age Friendly Strategy



CITY OF BRANTFORD

OFFICIAL PLAN

ENVISIONING OUR CITY: 2051

Envisioning Brantford - Municipal Comprehensive Review

DRAFT Infrastructure Staging Report

October 2020

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1 Introduction



1.1 Background

The City of Brantford started its Official Plan Review in 2013. Between 2013 and 2016, much work was accomplished, including the hosting of visioning sessions, the preparation of technical background papers and the creation of a new Draft Official Plan (Version 1, issued in July 2016). The Official Plan Review was put on hold while the Municipal Boundary Adjustment Agreement between the City of Brantford and County of Brant was being finalized and approved by the Province and pending updates to the Growth Plan for the Greater Golden Horseshoe¹ to which the new Official Plan must conform.

In 2016, the municipal boundary between the City of Brantford and the County of Brant was adjusted in order to secure additional lands in the City for future growth, effective January 1, 2017. These lands are known as the Boundary Adjustment Lands.

The boundary adjustment brought new lands into Brantford's municipal boundary. However, that does not automatically bring the lands into the City's urban area boundary, also referred to as a Settlement Area boundary. To bring additional lands into the City's Settlement Area boundary, the Province requires municipalities to conduct a Municipal Comprehensive Review (MCR) as input into their new or amended Official Plan. The MCR is to determine the extent that the Settlement Area boundary is to be expanded. Once that is done, the new or amended Official Plan can designate urban land uses within the expanded Settlement Area boundary.

The City has undertaken an MCR and prepared a new Draft Official Plan to include the Boundary Adjustment Lands. The City of Brantford established an eight-stage study process to complete the Municipal Comprehensive Review and finalize the new Official Plan – entitled *Envisioning Our City: 2051*. To complete this work, the City has retained a consulting team led by SGL Planning & Design Inc., which includes The Planning Partnership, Cushman Wakefield, Hemson Consulting, AgPlan Limited, ASI (Archaeological Services Inc.), Ecosystem Recovery Inc., GM BluePlan Engineering, Plan B Natural Heritage, and Dillon Consulting.

Through the first six stages of the report, three reports have been produced. The MCR Part 1: Employment Strategy, Intensification Strategy, Housing Strategy and Land Needs report (December 2018) identified both growth and intensification targets as well as the Settlement Area boundary expansion needs. The MCR Part 2: Settlement Area Boundary Expansion report (December 2018) reviewed potential Settlement Area boundary expansion alternatives. The MCR Part 3: Preferred Settlement Area Boundary Expansion and Preliminary Land Use and Transportation Plan report (March 2019) further assessed a short list of Settlement Area boundary

¹ The Infrastructure Staging Report was completed prior to Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe and the *Envisioning Brantford – Municipal Comprehensive Review – Addendum Report*, as such it will be revised as necessary

expansion alternatives, land use configurations and identified the recommended Settlement Area boundary expansion which was endorsed by Council on April 9, 2019. 1

This document supports the preferred land use concept developed in the MCR Part 3 Report with a proposed infrastructure staging plan, that provides further detail regarding the necessary servicing (water, wastewater and storm water), transportation infrastructure, as well as community facilities required to support development within each block within the north and east Brantford Settlement Area boundary expansion areas and within Tutela Heights.

SGL Planning & Design Inc., GM Blue Plan Engineering and Dillon Consulting provided their respective input on infrastructure and community facility needs for this Infrastructure Staging Report.

1.2 Purpose of the Report

The purpose of this report is to provide a clear outline of the required water, wastewater, stormwater and transportation infrastructure and community facilities necessary to support development within each of the eleven separate blocks located within the north and east Brantford Settlement Area boundary expansion areas and within Tutela Heights. The required infrastructure includes not only the infrastructure within each block to support development of the block but also infrastructure external to the block that is necessary for development to occur within the block.

Section 2 of this report describes the proposed land uses within each of the neighborhood and employment blocks.

Section 3 of this report analyzes the servicing requirements and preferred strategies for water, wastewater, stormwater, transportation and community facilities. The water, wastewater and stormwater servicing sections further identify the current conditions and strategies for water servicing within the area including water, wastewater and stormwater projects.

The transportation portion of Section 3 identifies current opportunities for integrating active transportation and transit service in the area. The section also identifies the preferred road infrastructure additions including proposed ultimate right-of-way widths, road hierarchies and road additions. The community facilities section details the requirements for schools, parks and other community facilities based on the projected growth anticipated within each Neighbourhood Block.

Section 4 of this report summarizes, in a matrix, the infrastructure requirements outlined in Section 3 by Block. It should be noted the table does not prescribe a preferred order for development of the Blocks but outlines the required internal and external infrastructure for each Block.

Section 5 of this report outlines further study requirements and implementation strategies through the planning process.

Section 6 provides a brief conclusion.

1.3 Block Plan Areas

Figure 1: Block Plan Boundaries, represents the extent of the Settlement Area boundary expansion which, for the purposes of this report, has been further subdivided into the following sub-areas:

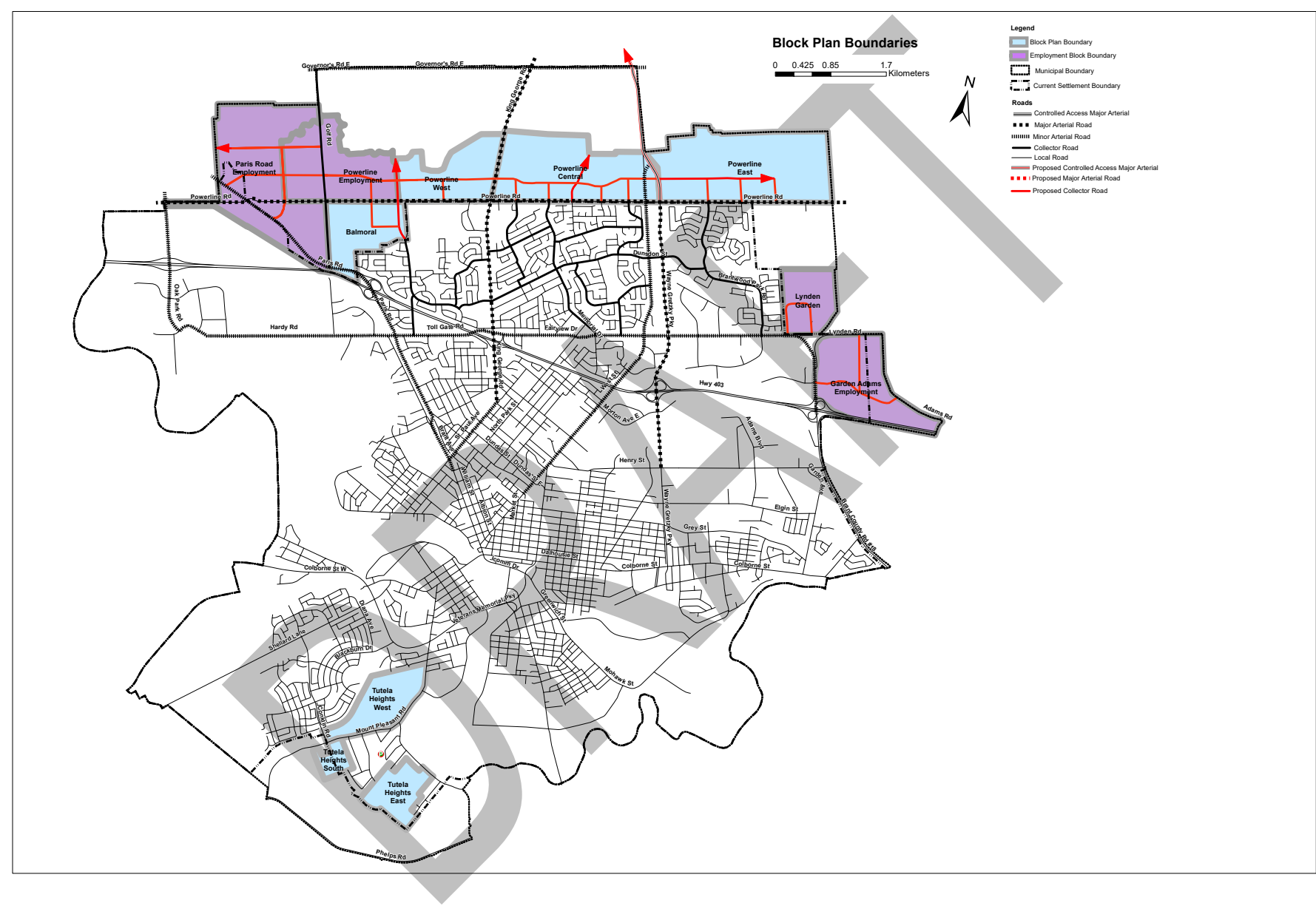
- North Expansion Lands;
- East Expansion Lands; and
- Tutela Heights.

Both the East Expansion Lands and Tutela Heights include lands previously within the Settlement Area boundary of the County of Brant and through the boundary adjustment became part of the City's Settlement Area. However, as these areas require municipal servicing infrastructure, they are included as part of the three expansion sub-areas for the purpose of this study. The three sub-areas were further divided into eleven Block Plan areas for future planning purposes. These Blocks include neighbourhood (i.e. residential, commercial and mixed use) Blocks and employment (i.e. manufacturing, warehousing and office) Blocks as follows:

- Paris Road Employment;
- Balmoral;
- Powerline Employment;
- Powerline West;
- Powerline Central;
- Powerline East;
- Lynden Garden;
- Garden Adams Employment;
- Tutela Heights West;
- Tutela Heights South; and
- Tutela Heights East.

The North Expansion Lands include the Paris Road Employment, Powerline Employment, Balmoral, Powerline West, Powerline Central and Powerline East. The East Expansion Lands include Lynden Garden and Garden Adams Employment. The Tutela Heights sub-area is made up of Tutela Heights South, Tutela Heights East and Tutela Heights West (see **Figure 1**).

Figure 1: Block Plan Boundaries



2 Proposed Land Uses within the Neighbourhood / Employment Blocks



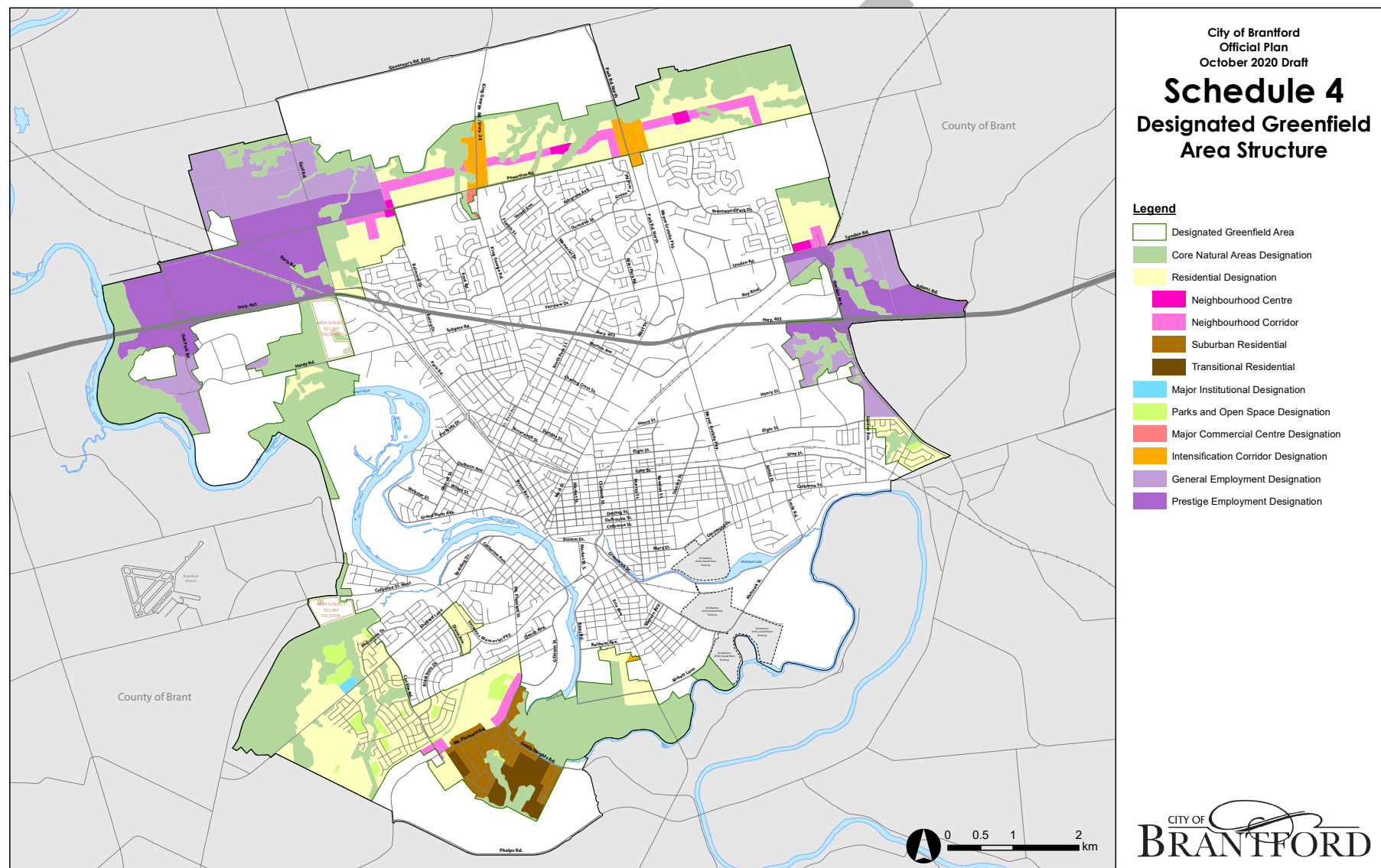
The proposed land use designations for the Settlement Area boundary expansion areas are illustrated in Schedule 4 of the Official Plan (see **Figure 2**). This Schedule is based on the preferred land use plan developed in the MCR Part 3 Report (see **Figures 11 and 12**).

Within the north expansion lands, the Powerline West, Powerline Central, Powerline East and Balmoral Blocks are comprised of Residential and Core Natural Areas Designations with Intensification Corridor Designation extending along King George Road and Wayne Gretzky Parkway. The Residential Designation is further comprised of a Neighbourhood Corridor along the future east-west collector road as well as a portion of Powerline Road and a Neighbourhood Centre generally within each Block at the intersection of two collector roads. The employment blocks: Paris Road Employment and Powerline Employment are made up of the Prestige Employment and General Employment Designations.

Within the east expansion lands, Lynden Garden Block is primarily designated Residential with a Neighbourhood Centre and Neighbourhood Corridor along Lynden Road. The Garden Adams Employment Block is comprised of the Prestige Employment Designation.

The three blocks in Tutela Heights contain a variety of categories within the Residential Designation, including Residential and Neighbourhood Corridor in Tutela Heights West, Residential and Transitional Residential in Tutela Heights South, and Transitional Residential in Tutela Heights East.

Figure 2: Designated Greenfield Area Structure



3 Overview of the Preferred Infrastructure Servicing Strategy



3.1 Preferred Water Servicing Strategy

**Note, the water, wastewater, and stormwater infrastructure sizing listed in this draft document is provisional and is being confirmed through the concurrent Master Servicing Plan Study. Infrastructure sizing will be finalized before issuance of the final Infrastructure Staging Report.*

3.1.1 North Expansion Lands Water Servicing

The preferred servicing strategy for the Settlement Area Boundary Expansion Lands along the northern boundary can be characterized by increasing elevations from east to west. As such, the North Expansion Lands can be categorized into lands to be serviced by Pressure District (PD) 2/3, and with higher elevations to be serviced by PD4. The general boundary can be characterized by an extension of Balmoral Drive, dividing the north neighbourhood lands to PD2/3 and north employment lands to PD4. The Pressure District boundaries are shown in **Figure 3**.

Water will be supplied to the north neighbourhood lands in PD2/3 through a primary trunk connection at King George Road. Additional watermain connections to the existing system in PD2/3 are recommended at Park Road and Brantwood Park Road. The existing King George Road watermain from Tollgate Road to the North Expansion Lands will need to be upsized to 750 mm to accommodate growth within the North Expansion Lands as well as intensification in the existing system. Storage in PD2/3 can be consolidated to a new 10.3 Million Liters (ML) Elevated Tower (ET) (pending final sizing to be confirmed), allowing the existing King George ET to be decommissioned and increasing operational flexibility in PD2/3. The preferred location for the ET is along King George Road; however, an Environmental Assessment (EA) is required to determine the exact location. PD2/3 will continue to be supplied by the Tollgate Pumping Station (PS) and Wayne Gretzky PS, which have sufficient capacity to support the intensification of existing lands and growth in the expansion lands. A new 600 mm trunk watermain will be required along the future collector road in the North Expansion Lands to provide east-west conveyance.

PD4 will continue to be supplied by the North West PS. The primary trunk connection for the north employment lands located in PD4 will be through a 600 mm trunk watermain extension at Oak Park Road, requiring both a Highway 403 and railway crossing. The new 600 mm trunk watermain will run north to the future east-west collector road and extend east along the collector road. This trunk watermain will extend from PD4 to PD2/3 with a combination of Pressure Reducing Valves (PRVs) and check valves to supplement operational flexibility and provide security of supply. An additional watermain connection to the existing system in PD4 will be made at Tollgate Road, extending along Paris Road to the north-south collector road trunk watermain. The Paris Road trunk watermain extension is intended to provide a secondary supply source within PD4. To support storage needs for PD4, a new 2.2 ML ET (pending final sizing to be confirmed) will be required. The preferred location for the ET is north of Highway 403; however, a separate EA will determine the exact location.

To service the future full buildout of the City's municipal boundary, trunk watermain will extend further north along King George Road and Park Road North and meet along an additional east-west collector road for a looped system north of Jones Creek. The proposed trunk watermain in the North Expansion Lands have been sized to accommodate the projected future buildout demand beyond 2051.

3.1.2 East Expansion Lands Water Servicing

Water servicing for the Settlement Area Boundary Expansion Lands along the eastern boundary are characterized by a general downward slope southwest to the northeast. As elevations are decreasing, only a portion of these lands can be serviced by PD 2/3 and a new sub-pressure district will need to be created to service the eastern most lands.

To service the neighbourhood lands north of Lynden Road, a direct connection to the existing PD2/3 system on Lynden Road can be made. To service the employment lands, east of Garden Avenue a direct connection to PD2/3 can be made at either Lynden Road which requires a railway crossing, or at Sinclair Boulevard. Connections at both Lynden Road and Sinclair Boulevard are required to create a looped watermain system. East-west conveyance to the East Expansion Lands is limited by the trunk watermain on Fairview Drive/Lynden Road and upsizing of the Fairview Drive/Lynden Road trunk watermain is required to accommodate growth. Internal trunk watermain will be located along the proposed Collector Road within the east lands.

3.1.3 Tutela Heights Water Servicing

Water servicing for the Tutela Heights lands, within south Brantford, is characterized by increased elevations from the City's existing system. To integrate into the City's PD1 system, connections at both Mount Pleasant Street and Conklin Road will be required. The trunk watermain along Mount Pleasant Road and Conklin Road will be upsized in Tutela Heights' existing system to provide a better trunk loop. A new trunk watermain will extend along the future collector road (Conklin Road extension) and connect to Tutela Heights Road to service the expansion lands.

3.1.4 Water Projects

All water projects to service the Settlement Area Boundary Expansion Lands as discussed in Sections 3.1.1 to 3.1.3 are listed in **Table 1** and shown on **Figure 4**. All projects required to service the Expansion Lands are to be a direct developer responsibility and shall be paid by the respective developers. Projects are in no specific order.

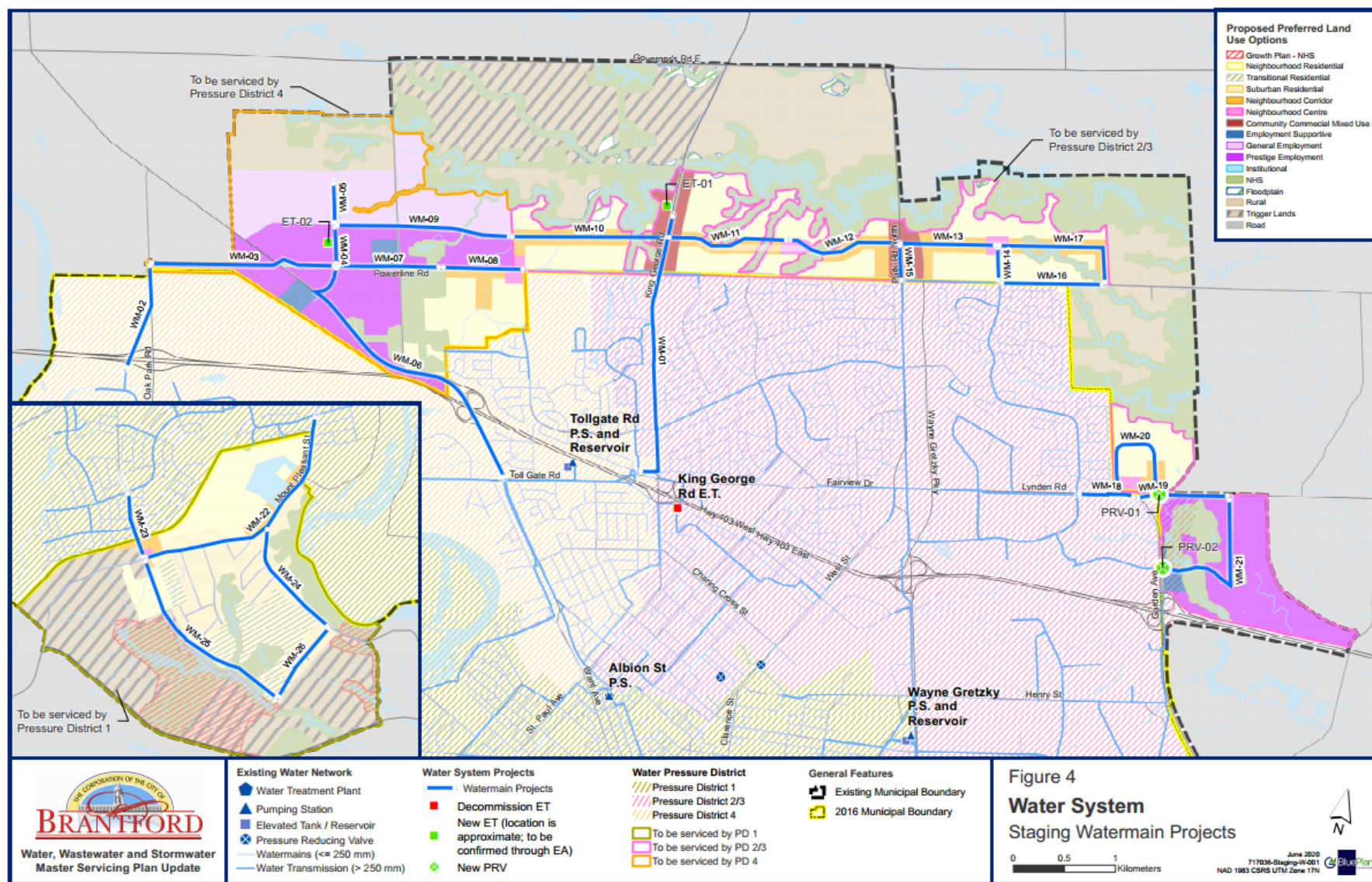
Table 1: Area Water Projects

Project	Name	Description	Size
Watermain			
WM-01	King George Road Trunk Main Upgrades	Upsize existing 400 mm watermain from Tollgate Road to North Expansion Lands	750 mm
WM-02	Oak Park Road Trunk Main	New trunk main extending from Oak Park Road to Powerline Road	600 mm
WM-03	Powerline Road Trunk Main	New trunk main from Oak Park Road to north-south collector road	600 mm
WM-04	North-South Collector Road Trunk Main	New trunk main from Powerline Road to east-west collector road	600 mm
WM-05	North-South Collector Road Local Main	New local main from east-west collector road to North Expansion Lands Boundary	300 mm
WM-06	Paris Road Trunk Main	New trunk main from Tollgate Road to north-south collector road at Powerline Road	600 mm
WM-07	Powerline Road Distribution Mains	New distribution mains east of north-south collector road	300 mm
WM-08	Powerline Road Distribution Mains	New distribution mains east of north-south collector road	300 mm
WM-09	PD4 East-West Collector Road Trunk Main	New trunk main along east-west collector road from north-south collector road to PD4 boundary at Balmoral Drive Road extension	400 mm
WM-10	PD2/3 East-West Collector Road Trunk Main	New trunk main along east-west collector road in PD2/3 west of King George Road	400 mm
WM-11	PD2/3 East-West Collector Road Trunk Main	New trunk main along east-west- collector road in PD2/3 from east of King George Road to Ivanhoe Road extension	600 mm

WM-12	PD2/3 East-West Collector Road Trunk Main	New trunk main along east-west- collector road in PD2/3 from Ivanhoe Road extension to Park Road North	600 mm
WM-13	East-West Collector Road Trunk Main	New trunk main along east-west- collector road in PD2/3 east of Park Road North	400 mm
WM-14	Brantwood Park Road Trunk Main	New trunk main along Brantwood Park Road from Powerline Road to east-west collector road	400 mm
WM-15	Park Road Trunk Main	New trunk main from Powerline Road to east-west collector road	600 mm
WM-16	Powerline Road Local Main	New local main along Powerline Road from Brantwood Park Road to east-west collector road eastern limit	300 mm
WM-17	East-West Collector Road Local Main	New local main along east-west collector road from Powerline Road eastern limit to Brantwood Park Road	300 mm
WM-18	Lynden Road Trunk Upgrades	Upsize existing watermain from Brantwood Park Road to eastern limit	400 mm
WM-19	Lynden Road Distribution Main Extension	New distribution main extension from existing Lynden Road trunk main to East Expansion Lands limit	300 mm
WM-20	Residential Lands Loop	New distribution main loop in residential lands north of Lynden Road	300 mm
WM-21	East Lands Loop	New distribution mains along employment lands collector road and Sinclair Road	300 mm
WM-22	Mount Pleasant Road Upgrades	Upsize existing 200 mm watermain on Mount Pleasant Road from Beckett Drive new collector road	300 mm
WM-23	Conklin Road Upgrades	Upsize existing 200 mm watermain on Conklin Road from Blackburn Drive to Mount Pleasant Road	300 mm
WM-24	Tutela Heights Road Upgrades	Upsize existing 200 mm watermain on Tutela Heights from Mount Pleasant Road to Daven Road	300 mm

WM-25	Collector Road Distribution Main	New distribution main along collector road from Mount Pleasant Road to Phelps Road	300 mm
WM-26	Davern Road Distribution Main	New distribution main along Davern Road from Mount Pleasant Road southern limit to collector road	300 mm
Facilities			
ET-01	PD2/3 Elevated Tank	New ET along King George Road in North Expansion Lands	10.3 ML
ET-02	PD4 Elevated Tank	New ET along north-south collector road, north of Highway 403 in North Expansion Lands	2.2 ML
Valve Chambers			
PRV-01, PRV-02	East Expansion Lands Valve Chambers	Two new PRV chambers, one located along Lynden Road and one along Sinclair Road to create a new pressure district	N/A

Figure 4: Staging Watermain Projects



3.2 Preferred Wastewater Servicing Strategy

3.2.1 North Expansion Lands Wastewater Servicing

The preferred wastewater servicing strategy for the expansion lands along the northern boundary can be characterized by splitting the flows between the two existing trunk sewers, Coulbeck Road and Oak Park Road as shown in **Figure 5**. The Coulbeck Road trunk sewer will be extended north and west along the future east-west collector road, with the objective of maximizing the total area that can be serviced by gravity. Growth areas approximately 1km west of Park Road North can be serviced by gravity by the Coulbeck Road trunk sewer extension. The east-west trunk sewer along the collector road will be oversized to service the future full buildout of the City's municipal boundary.

Expansion lands east of Coulbeck Road will drain to a new sewage pumping station (SPS) which will be pumped to the Coulbeck Road trunk sewer. Lands between King George Road and Park Road North, south of Jones Creek, will drain to a centralized North SPS and be pumped east to the east-west collector's road trunk sewer, draining east to Coulbeck Road.

The full buildout of the City's municipal boundary between King George Road and Park Road, North, north of Jones Creek will require 3 new SPS's that will be pumped to either the North SPS or the east-west collector road trunk sewer at Park Road North. The new North SPS and forcemain will be sized for the North Expansion Lands south of Jones Creek, with spatial requirements for a future twin forcemain and capacity upgrades to service the eventual inclusion of lands north of Jones Creek in a future Settlement Area boundary expansion. To service the full buildout of the City's municipal boundary, the capacity at the North SPS will be increased and the forcemain twin will be completed.

The Oak Park Road trunk sewer will be extended northeast, with the objective of maximizing the total area that can be serviced by gravity. The trunk sewer will extend north to Powerline Road and east to Golf Road, receiving all flows west of King George Road. Additionally, two new SPS will be required to service the north expansion lands west of King George Road. A centralized Northwest SPS will be located along the future east-west collector road and the forcemain will outlet to the trunk sewer along a future north-south collector road. The second SPS will be located northeast of Golf Road and will also outlet to the trunk sewer along another future north-south collector road.

A small portion X L/s (pending final sizing to be confirmed) of the neighbourhood lands south of Powerline Road and east of Golf Road can be serviced by gravity to the existing sewer network and Woodlawn pumping station, tying into the existing system at either Allensgate Road or Myrtleville Drive.

3.2.2 East Expansion Lands Wastewater Servicing

The expansion lands along the eastern boundary will be serviced by connecting to the existing system along Lynden Road. Flows from the neighbourhood lands north of Lynden Road will travel by gravity southeast to a new SPS in the east employment lands. A centralized SPS will collect all flows from the growth lands. The forcemain from the SPS will be conveyed to the Lynden Road

sewer. Upgrades will be required in the existing Lynden Road sewer to accommodate all East flows.

3.2.3 Tutela Heights Wastewater Servicing

The wastewater servicing strategy for Tutela Heights can be separated into two service areas: lands north of Mount Pleasant Road and lands south of Mount Pleasant Road. Lands north of Mount Pleasant Road slope to the north and east toward the City's existing sewer network, allowing for a direct gravity connection to the existing system. An upgrade to the existing gravity sewer on Mount Pleasant Road will be needed to tie into the City's southwest trunk sewer. These lands can be serviced via gravity as soon as the trunk sewer connection to the existing system is constructed.

Lands south of Mount Pleasant Road generally slope to the south and west, away from the City. Flows from these lands will be collected via a centralized pumping station and conveyed to the new trunk sewer on Mount Pleasant Road.

3.2.4 Wastewater Projects

All wastewater projects to service the Settlement Area Boundary Expansion Lands as discussed in Sections 3.2.1 to 3.2.3 are listed in **Table 2** and shown on **Figure 5**. All projects required to service the Expansion Lands are to be a direct developer responsibility and shall be paid by the respective developers. Projects are in no specific order.

Table 2: Area Wastewater Projects

Project	Name	Description	Size
Sewage Pumping Station			
SPS-01	Northwest-1 SPS	New SPS located northeast of Golf Road. Flows will be pumped to the trunk sewer along north-south collector road, draining to Oak Park Road.	15 L/s
SPS-02	Northwest-2 SPS	New SPS located east of Golf Road on east-west collector's road. Flows will be pumped to the trunk sewer along the north-south collector road, draining to Oak Park Road.	107 L/s
SPS-03	North SPS	New SPS located along the east-west collector's road between King George Road and Park Road, south of Jones Creek.	99 L/s
SPS-04	Northeast SPS	New SPS located along Powerline Road, east of Coulbeck Road. Flows will be pumped to Coulbeck Road trunk sewer.	25 L/s

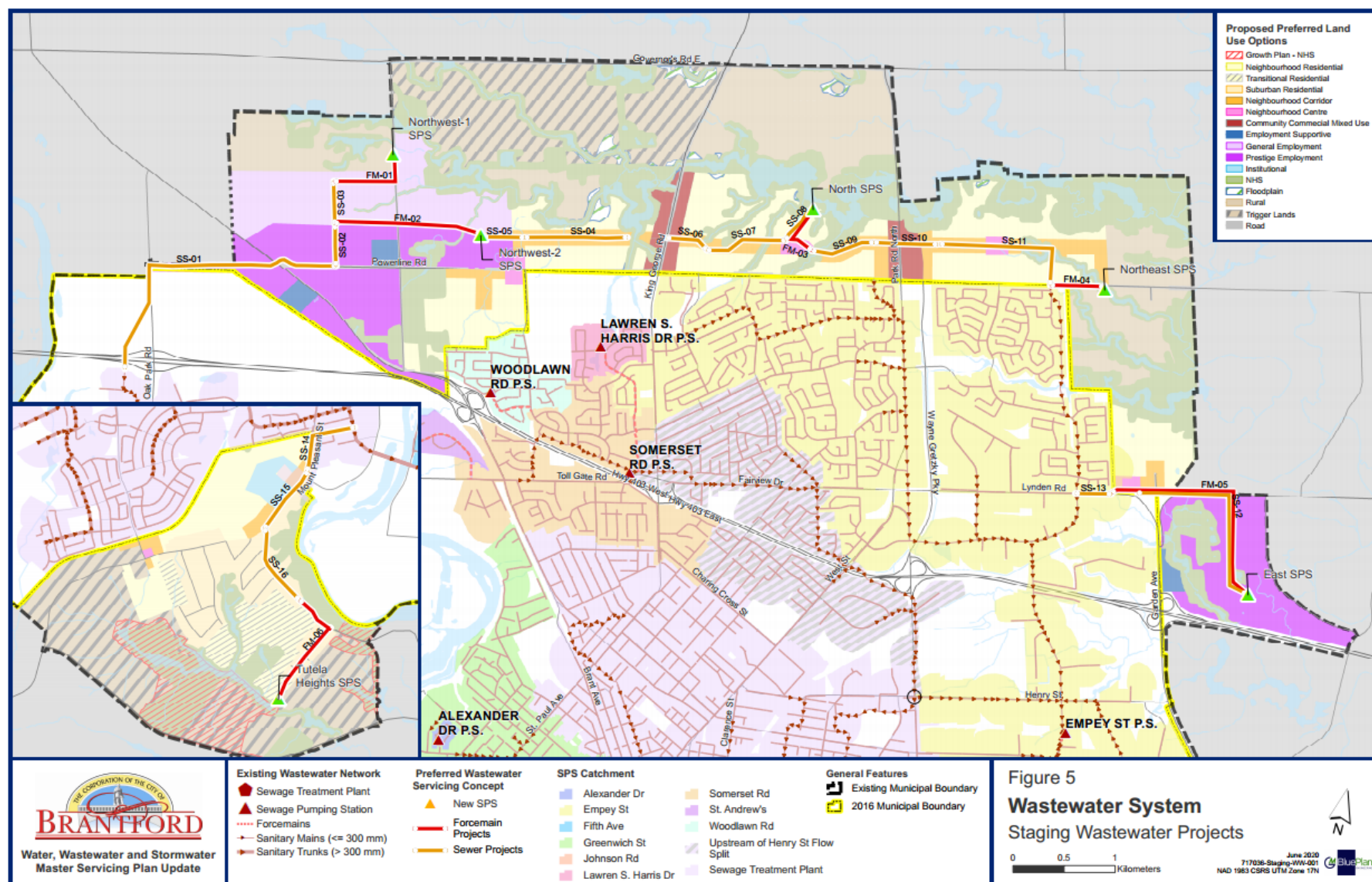
SPS-05	East SPS	New SPS located in southeast East Expansion Lands along collector road. Flows will be pumped to trunk sewer on Lynden Road	77 L/s
SPS-06	Tutela Heights SPS	New SPS located in south Tutela Heights along collector road. Flows to be pumped to trunk sewer on Tutela Heights Road, extending to Mount Pleasant Road trunk sewer.	45 L/s
Forcemain			
FM-01	Northwest-1 SPS FM	New forcemain extending from Northwest-1 SPS to north-south collector road trunk sewer.	150 mm
FM-02	Northwest-2 SPS FM	New forcemain extending from Northwest-2 SPS to north-south collector road trunk sewer.	350 mm
FM-03	North SPS FM	New forcemain from North SPS to east-west collector road trunk sewer.	350 mm
FM-04	Northeast SPS FM	New forcemain from Northeast SPS to Coulbeck Road trunk sewer	200 mm
FM-05	East SPS FM	New forcemain extending from East SPS to Lynden Road trunk sewer	300 mm
FM-06	Tutela Heights SPS FM	New forcemain extending from Tutela Heights SPS to Tutela Heights Road trunk sewer	250 mm
SS-01	Oak Park Trunk Sewer	New trunk sewer extending from north-south collector's road to Oak Park Road to service North Expansion Lands west of King George	750 mm
SS-02	North-South Collector's Road Trunk Sewer	New trunk sewer extending along north-south collector's road from east-west collector's road to Powerline Road	750 mm
SS-03	North-South Collector's Road Trunk Sewer	New trunk sewer extending along north-south collector's road from northern east-west collector's road to north-south collector's road to service lands north of east-west collector's road	525 mm
SS-04	East-West Collector's Road Trunk Sewer	New trunk sewer extending along east-west collector's road east of Northwest-2 SPS and west of King George Road	525 mm

SS-05	East-West Collector's Road Trunk Sewer	New trunk sewer extending along east-west collector's road east of Northwest-2 SPS and west of King George Road	525 mm
SS-06	East-West Collector's Road Trunk Sewer (East of King George Road)	New trunk sewer extending along east-west collector's road east of King George Road	525 mm
SS-07	East-West Collector's Road Trunk Sewer (East of King George Road)	New trunk sewer extending along east-west collector's road east of King George Road and west of North SPS	600 mm
SS-08	East-West Collector's Road Trunk Sewer (East of King George Road)	New trunk sewer extending along east-west collector's road east of King George Road extending to North SPS	675 mm
SS-09	East-West Collector's Road Trunk Sewer (East of North SPS)	New trunk sewer extending from North SPS forcemain to west of Park Road North	675 mm
SS-10	East-West Collector's Road Trunk Sewer (East of North SPS)	New trunk sewer extending from west of Park Road North to east of Wayne Gretzky Parkway	750 mm
SS-11	East-West Collector's Road Trunk Sewer (East of North SPS)	New trunk sewer extending from east of Wayne Gretzky Parkway to Coulbeck Road trunk sewer	900 mm
SS-12	East Expansion Lands Trunk Sewer	New trunk sewer from Lynden Road to East SPS along East collector's road	450 mm
SS-13	Lynden Road Trunk Sewer Upgrades	Upgrades along Lynden Road to Brantwood Park Road trunk sewer	450 mm

SS-14	Mount Pleasant Road Trunk Sewer Upgrades	Upgrades to trunk sewer along Mount Pleasant Road	525 mm
SS-15	Mount Pleasant Road Trunk sewer	New trunk sewers along Mount Pleasant Road from Tutela Heights Road to existing trunk sewer.	525 mm
SS-16	Tutela Heights Road Trunk Sewer	New trunk sewers along Tutela Heights Road from forcemain to Mount Pleasant Road	450 mm

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Figure 5: Staging Wastewater Projects



3.3 Preferred Stormwater Servicing Strategy

Historically, a “traditional approach” to stormwater management consisting predominantly of conveyance to stormwater ponds was identified as the preferred stormwater servicing approach. As development within southern Ontario and the Greater Golden Horseshoe has progressed, the industry has shifted its stormwater management philosophy to include sustainable stormwater practices. The “traditional approach” to stormwater management was designed to provide relief to the receiving bodies of water, limiting the impacts of development; however, traditional stormwater management practices overlooked the impacts of infiltration on groundwater recharge and ultimately the water balance that exists in a pre-development scenario. The *Low Impact Development Stormwater Management Planning and Design Guide*² recommends a “treatment-train” approach to stormwater management in which multiple stormwater management technologies and strategies, such as Low Impact Developments (ex. Infiltration trench, bioretention, vegetative swales, etc.), ponds, and oil-grit separators are implemented in series or parallel to better simulate the natural environment (pre-development scenario) following development. A detailed design level of effort is required to confirm the viability of project specific Low Impact Development strategies. As such, the recommended projects in **Table 5** consist only of stormwater management ponds. Upon initiation of the design of specific stormwater servicing projects, site-specific Low Impact Development strategies should be explored to reduce required pond volumes and better simulate the pre-development environment.

3.3.1 Stormwater Projects

Stormwater projects are listed in **Table 3** and shown on **Figure 6**, in no specific order. **Table 3** provides a summary description of all stormwater service areas and projects as described in **Section 3.3**. As previously discussed, Low Impact Development strategies are not currently included in the listed projects, as the complexity required to adequately select site/project-specific Low Impact Development Strategies is outside of the scope of this report.

Table 3: Area Stormwater Projects

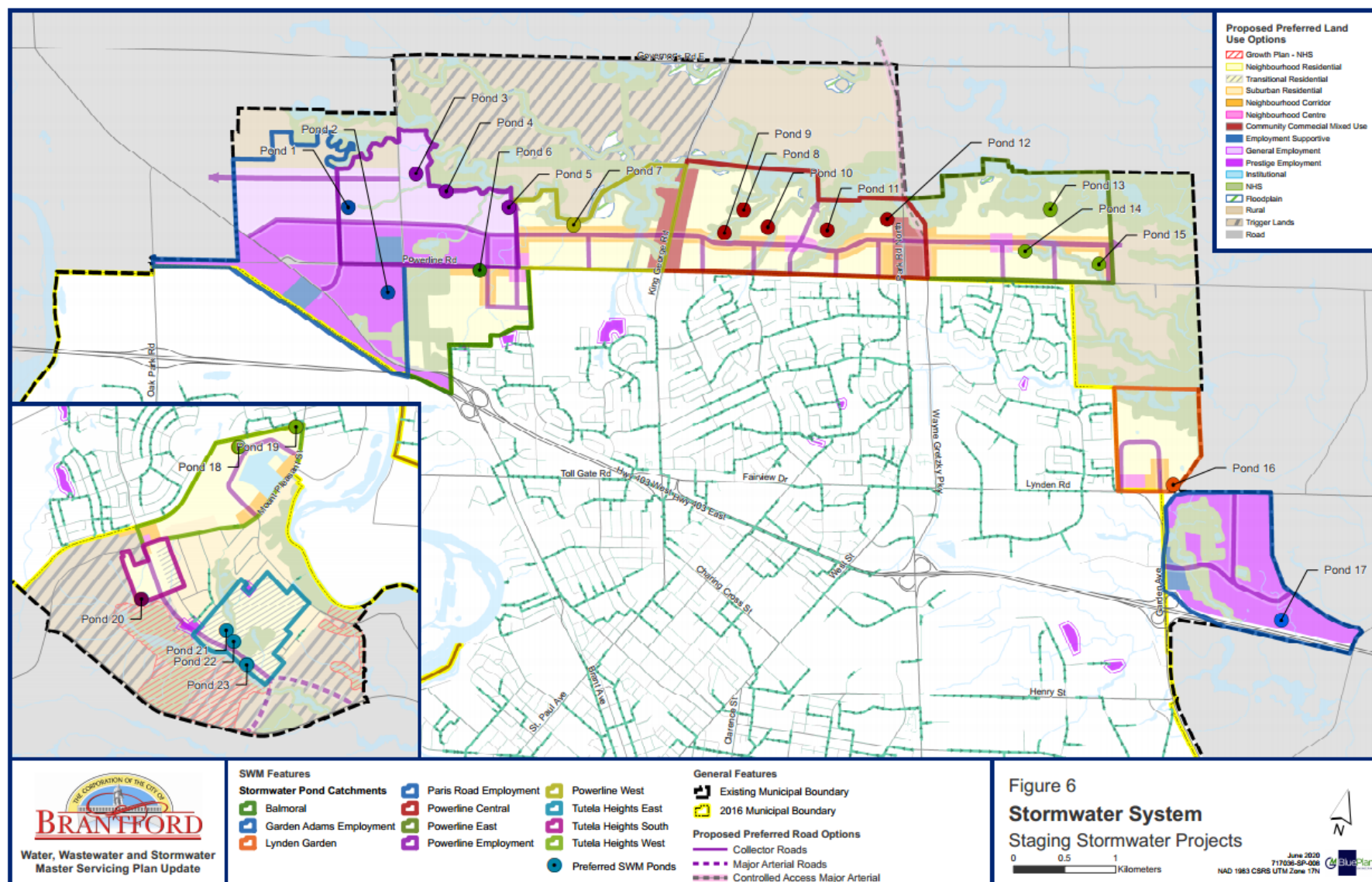
Project	Service Area	Description	Size (m ³)
Pond 1	Paris Road Employment	The Paris Road Employment Area subcatchment consists of approximately 109 ha of Prestige Employment and General Employment lands along the northern and western boundary of the North Expansion Lands.	67,000
Pond 2			62,000

² Credit Valley Conservation & Toronto and Region Conservation Authority. (2010). Low Impact Development Stormwater Management Planning and Design Guide. Retrieved from: <https://sustainabletechnologies.ca/home/urban-runoff-green-infrastructure/low-impact-development/low-impact-development-stormwater-management-planning-and-design-guide/>

Pond 3	Powerline Employment	The Powerline Employment Area subcatchment consists of Prestige Employment and General Employment lands along the northern and western boundary of the North Expansion Lands.	16,000
Pond 4			40,000
Pond 5			25,000
Pond 6	Balmoral	The Balmoral subcatchment consists of approximately 60 ha of predominantly Residential lands, including portions of the Neighbourhood Corridor lands and Neighbourhood Centre lands south of Powerline Road.	19,000
Pond 7	Powerline West	The Powerline West subcatchment consists of predominantly Residential and Neighbourhood Corridor lands north of Powerline Road, as well as Intensification Corridor along King George Road.	14,000
Pond 8	Powerline Central	The Powerline Central subcatchment consists of Residential and Neighbourhood Corridor, Neighbourhood Centre, and Intensification Corridor lands north of Powerline Road and west of Wayne Gretzky Parkway.	16,000
Pond 9			10,000
Pond 10			6,000
Pond 11			7,000
Pond 12			13,000
Pond 13	Powerline East	The Powerline East subcatchment consists of Residential, Neighbourhood Corridor and Neighbourhood Centre lands north of Powerline Road and east of Wayne Gretzky Parkway.	13,000
Pond 14			22,000
Pond 15			5,000
Pond 16	Lynden Garden	The Lynden-Garden Residential subcatchment consists of Residential, Neighbourhood Corridor, and Neighbourhood Centre lands north of the intersection of Lynden Road and Garden Avenue.	15,000
Pond 17	Garden Adams Employment	The Garden Adams Employment subcatchment consists of Prestige Employment lands northeast of the intersection of Highway 403 and Garden Avenue.	72,000

Pond 18	Tutela Heights West	The Tutela Heights West subcatchment consists of Residential, Suburban Residential, Neighbourhood Corridor, and Institutional lands north of Mount Pleasant Road.	17,000
Pond 19			9,000
Pond 20	Tutela Heights South	The Tutela Heights South subcatchment consists of Residential, and Transitional Residential lands south of Mount Pleasant Road and north of Phelps Road.	4,000
Pond 21	Tutela Heights East	The Tutela Heights East subcatchment consists of Suburban Residential and Transitional Residential lands south of Mount Pleasant Road and north of Phelps Road.	12,000
Pond 22			19,000
Pond 23			6,000

Figure 6: Staging Stormwater Projects



3.4 Preferred Transportation Network

The primary objective of the transportation network is to allow for the safe and efficient movement of residents, employees, visitors, students and goods in a system that supports all modes of travel, including walking, cycling, public transit, and vehicles (including trucks). This is accomplished through the thoughtful design and provision of appropriate facilities for pedestrians, cyclists, vehicles, and transit with good connectivity to community destinations within Brantford. A hierarchy of streets is proposed to assist in directing traffic flows quickly, efficiently, and safely from local roads to collector roads and arterial roads.

Active transportation is encouraged through the implementation of new connections and infrastructure such as sidewalks, bicycle lanes, and off-street boulevard trails (including multi-use paths and trails). As well, an expansion of the existing transit service will be required to serve the new growth areas.

The following sections provide an overview of the transportation plan elements required to support the North Expansion, East Expansion and Tutela Heights areas.

3.4.1 Road Infrastructure

Consistent with the objectives set out above, the plan for the North Expansion, East Expansion and Tutela Heights areas consists of arterial, collector, and local roads. Arterial and collector roads within the Plan have generally been proposed to align with the City's Design and Construction Manual for Linear Municipal Infrastructure pertaining to roads and transportation.

Collector roads have been located to optimize intersection spacing along the arterial roads. In this regard, the plan has been developed using a minimum arterial intersection spacing of 240 metres between signalized intersections, and an optimum intersection spacing of 300 - 500 metres between intersections. The minimum signalized intersection spacing distance is consistent with the City of Brantford's linear design guidelines.

Adjustments to the collector and local road street pattern in the plan area have been made to avoid watercourses or environmental features. Where possible and appropriate, new collector roads are generally proposed to align with existing streets where planned development is adjacent to existing developed areas. The precise alignment of collector and arterial roads will be confirmed through Municipal Class EA studies and technical studies (Traffic Impact Studies) submitted in support of development applications.

The Plan relies on several existing north-south arterial roads to receive development related traffic growth. These arterial roads (existing and future) include Golf Road, Paris Road, King George Road, Wayne Gretzky Parkway, and Garden Avenue. The key east-west arterial is Powerline Road. These roads will need to be enhanced (urbanization, widening, active mode accommodation, improved intersection control and design) to align with their increased role in the network.

A two-tier hierarchy of collector roads consistent with City of Brantford design guidelines has been applied to the proposed network. Major collector roads are envisioned to provide significant connectivity through different parts of the Plan and provide connections between key destinations such as retail areas, schools, external trails, and arterial roads. Due to the level of use, major collector roads are recommended to have in-boulevard bike paths or multi-use trails to accommodate cyclists and are candidates for use by transit. An east-west major collector road is planned north of and parallel to Powerline Road.

Minor collector roads are roads with less connectivity through the Plan and may not require the same level of cyclist and pedestrian accommodation (i.e. cycling can be accommodated on-street). Several of the north-south roadways connecting the east-west collector to Powerline Road are intended as minor collector roads. The remaining roads within the Plan consist of local streets, the alignment of which is subject to site specific development applications.

The Plan illustrates a preliminary road network within the North Expansion, East Expansion and Tutela Heights areas. The preliminary road hierarchy is illustrated in **Figures 7** and **Figure 8**.

Each road classification in the Plan area will be required to meet minimum design standards for their specific role and function. At this level of analysis, the most significant element to protect as part of the plan is an appropriate Right of Way (ROW) for each road. Space within the ROW is allocated to each transportation mode (auto, transit, active transportation), utilities, and design element of the roadway. **Table 4** summarizes the preliminary right-of-way widths to be protected for the proposed network on the Plan.

Table 4: Proposed Right-of-Way Widths

Facility Type	Preferred ROW	Proposed ROW
Major Arterial	36-40m	40m
Minor Arterial	30-36m	36m
Major Collector	26m to 30.5 m	30m
Minor Collector	20 to 24.5 m	20-24m
Local	15m to 18.5 m	18.5m
Note: Arterial and Collector right-of-way widths are to be determined through MCEA and Development Application processes.		

The appropriate intersection control for arterial road intersections with other arterial roads and collector roads will be determined through future EA process and/or Draft Plan stage. Intersection control for collector road intersections with other collector roads and local roads will be determined

through the draft plan of subdivision process for individual sites. Roundabouts within each draft plan of subdivision will be considered at key locations using appropriate feasibility screening criteria and through an intersection control study as appropriate.

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Figure 7: North Expansion Area: Future Road Network

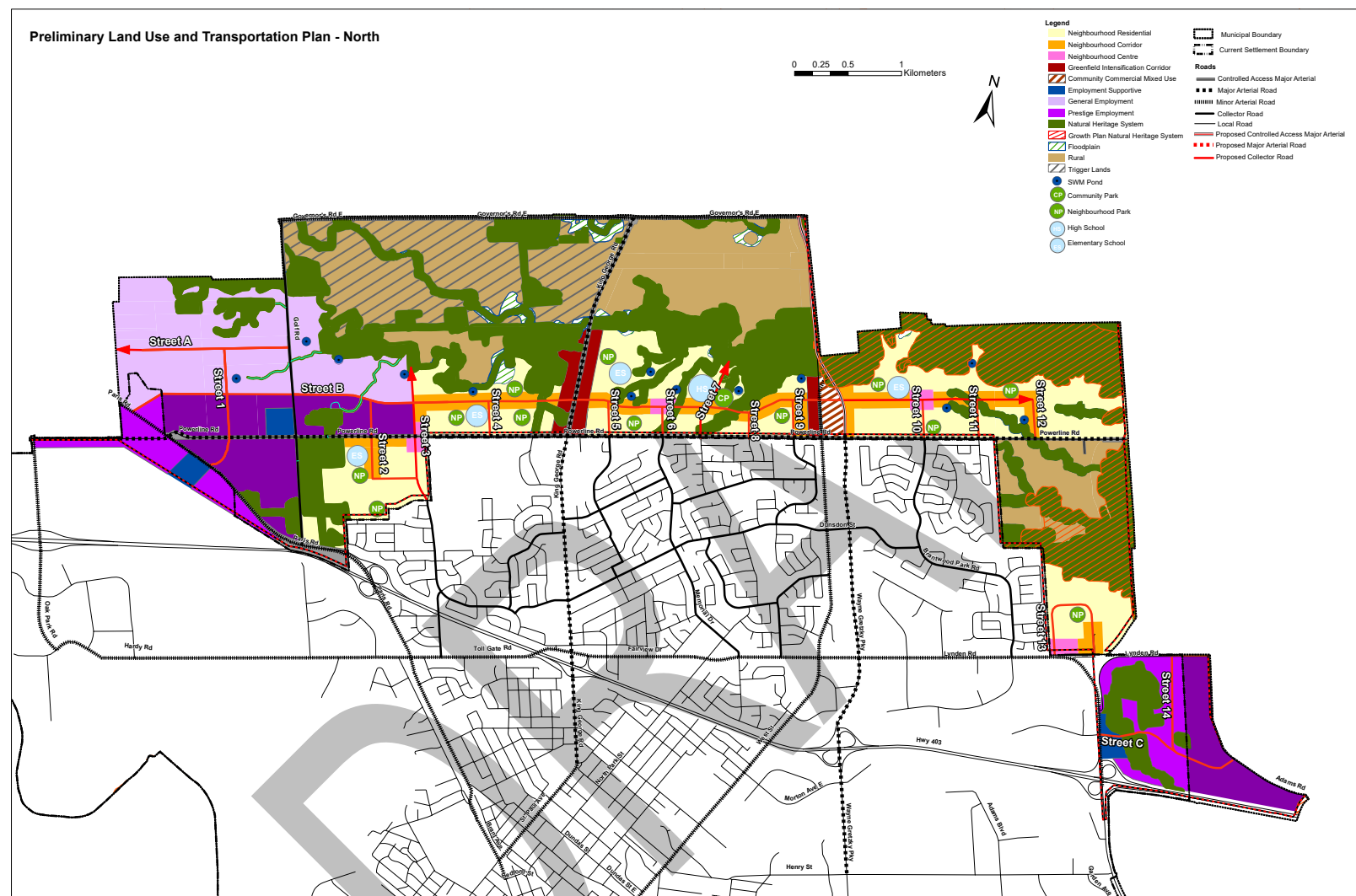
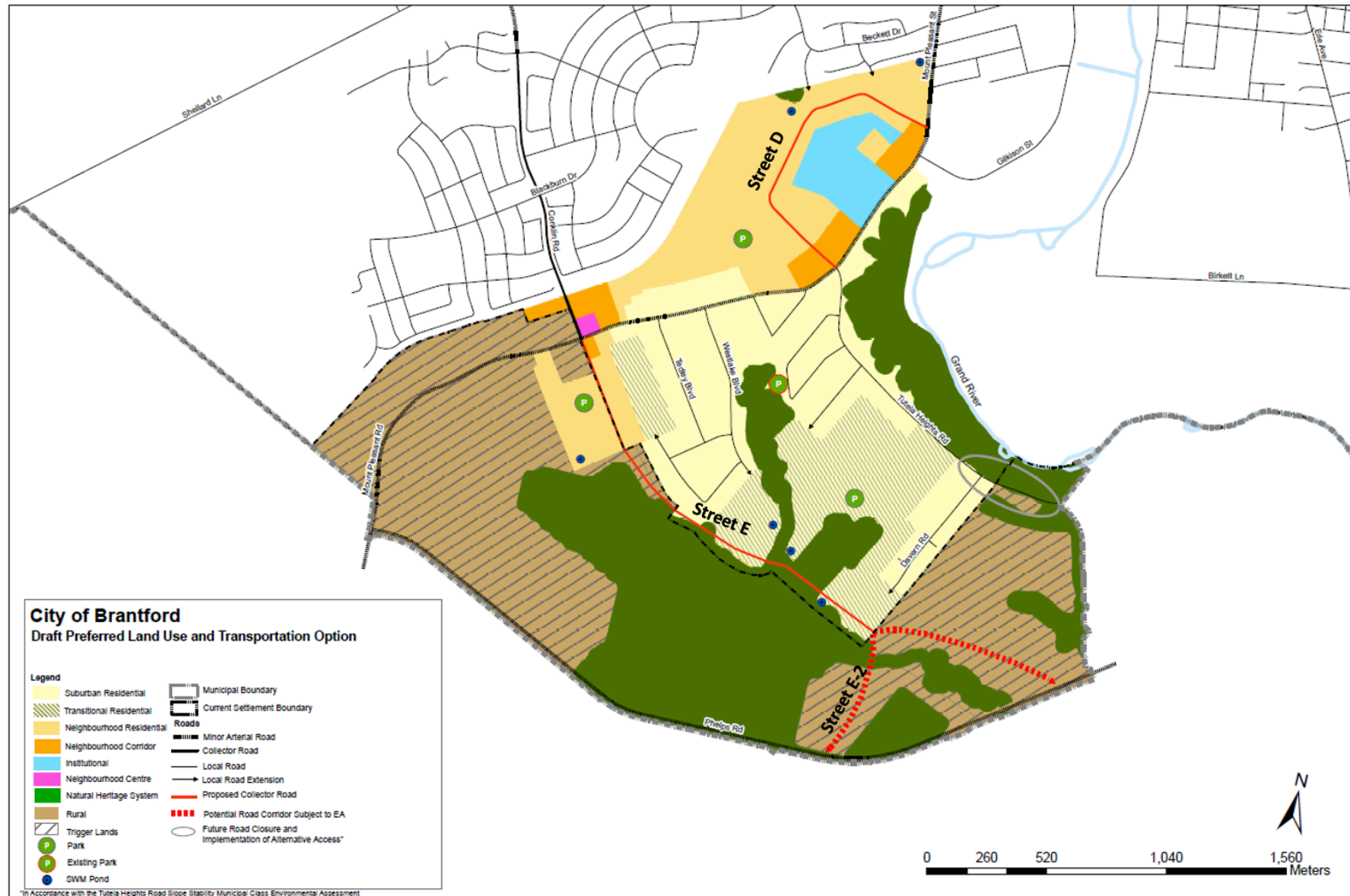


Figure 8: Tutela Heights Expansion Area: Future Road Network



3.4.2 Active Transportation

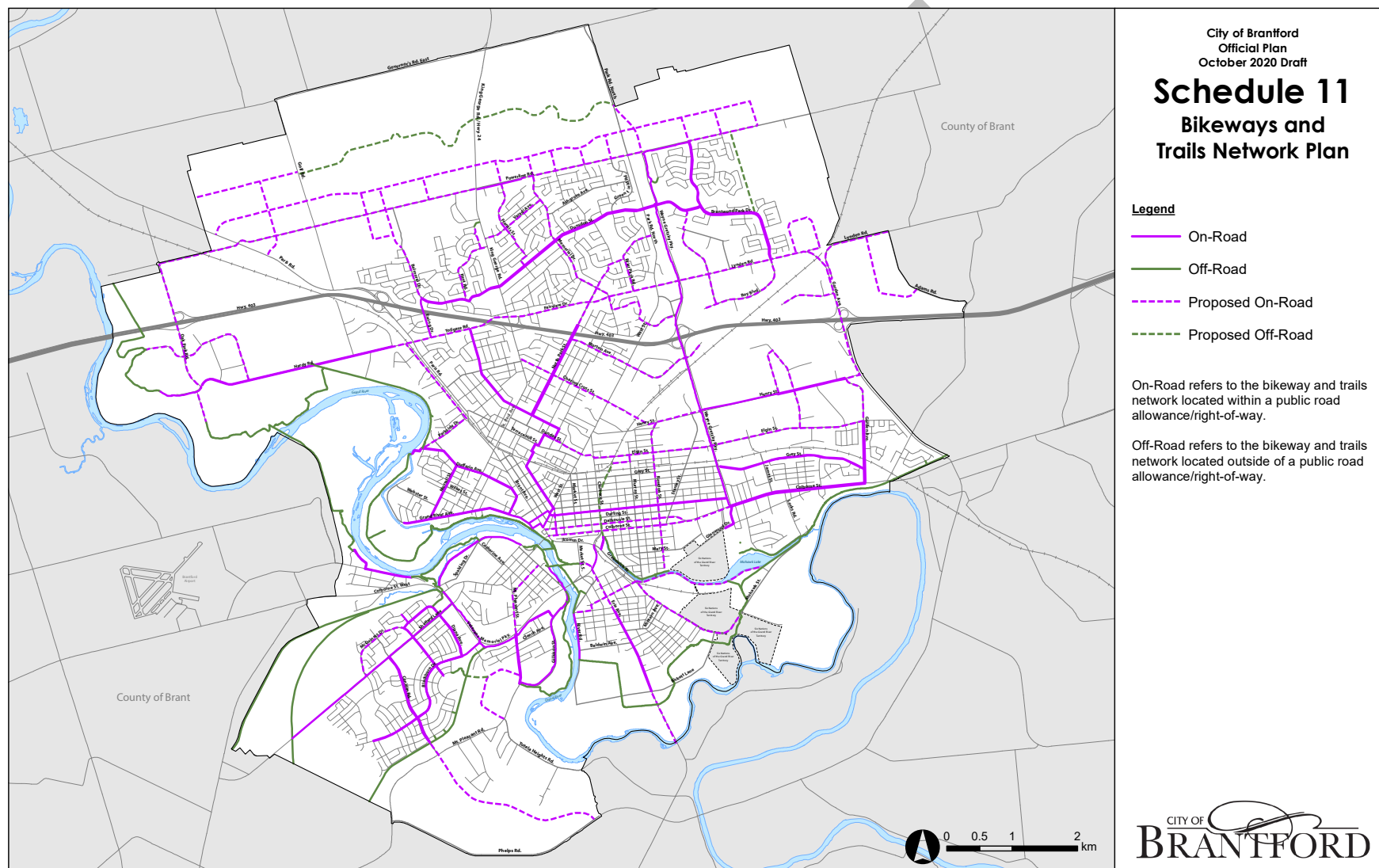
The proposed plan for Active Transportation for the City, as seen in **Figure 9** (Draft Schedule 11 from the Official Plan) shows both the existing and future active transportation routes in the City. This is consistent with the vision set out in the City of Brantford's 2020 Transportation Master Plan (TMP). The TMP identifies on-road and off-road cycling provisions.

Major collector and arterial roads within the Plan will provide important connections for cyclists between different destinations (i.e. schools) and existing/planned trails within the Plan area. As such, major collector roads will be allocated increased right-of-way widths as these streets are either shown to have active transportation (i.e. cycling) accommodation or will be connectors between active transportation routes.

The design, cross-section, and right-of-way requirements for major collector roads and arterial roads of these active transportation facilities will be confirmed through future EA process and Draft Plan stage. It is expected that this process will take into consideration the outcome of the TMP, which is expected to be finalized in late 2020.

With respect to sidewalks, it is envisioned that all collector and arterial roads within the Plan will have sidewalks on one or both sides of the road, depending on the provision of a Multi-Use Path. Local roads will have sidewalks on both sides of the road. The locations of sidewalks on local roads will be reviewed in detail at the draft plan of subdivision stage.

Figure 9: Active Transportation Network



3.4.3 Transit Service

Brantford's conventional transit service, Brantford Transit (BT), consists of 9 daytime and 5 evening and Sunday fixed routes including peak hour services. All of the routes operate radially from the Brantford Transit Terminal located in the downtown. Service does not currently extend north of Powerline Road, east of Garden Avenue, or into Tutela Heights (i.e. south and west of Mount Pleasant Road).

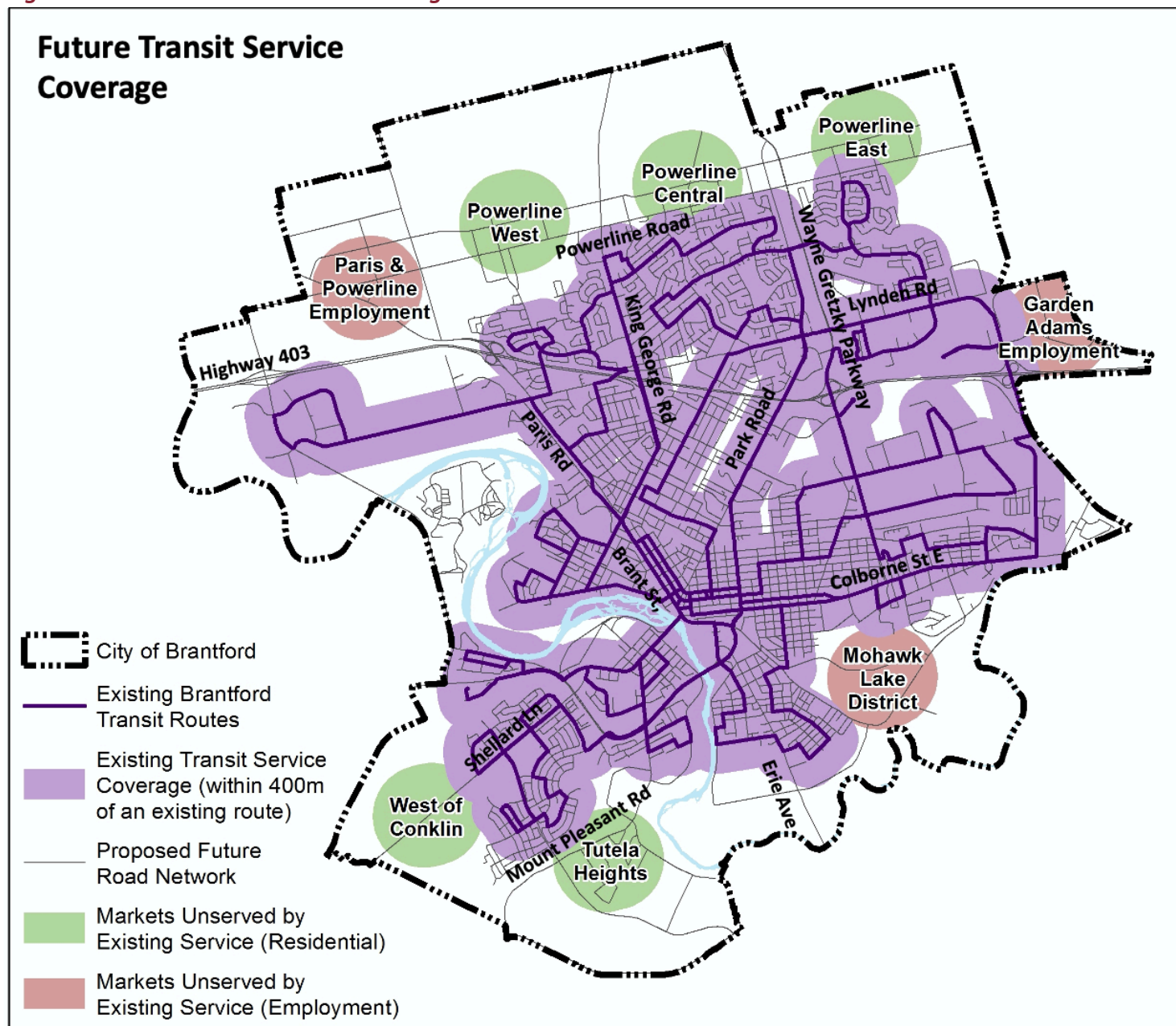
New transit service is required to serve the growth area north of Powerline Road. This could be through extension on several existing routes or the addition of a new route that serves north Brantford specifically. This new service would ideally circulate along Powerline Road and along the new east-west collector road extending the service into both the new employment and new residential markets. A future hub north of Highway 403 in the area of Wayne Gretzky Parkway/Fairview Drive would expand transit service opportunities into the east expansion community, as well as into the industrial growth area east of Garden Avenue, providing employees in the industrial area an alternative transportation method to driving to work.

Likewise, in South Brantford the transportation system would benefit from the expansion of transit service into the Tutela Heights area, either by extending existing service or introducing a new route to serve the Mount Pleasant corridor.

A detailed transit plan for the expansion areas has not yet been developed by Brantford Transit. It is expected that transit service will ultimately be offered in a similar route system operating on future collector roads with good through connectivity and arterial roads within the Plan areas. As such, the Plan proposes a network of collector roads that will allow the flexibility for Brantford Transit in operating a route to serve both Plan areas that can maximize area ridership. **Figure 10** provides an illustration of the future system coverage required to serve the growth areas.

The location and routing of transit service within the North Expansion area, East Expansion area and the Tutela Heights will be confirmed by Brantford Transit as part of future works. Site specific requirements such as stop locations, bus pads and transit shelters will be confirmed through the draft plan of subdivision process for individual sites as they proceed.

Figure 10: Future Transit Service Coverage



3.5 Community Facilities

A number of new community facilities are proposed within the Northern Expansion area, Eastern Expansion area and Tutela Heights based on the preferred land use plan prepared as part of the MCR Part 3 Report (March 2019) (see **Figures 11** and **12**). These community facilities include parks and schools. In addition, other community services such as local retail, grocery stores, personal services, and other community facilities required to support the achievement of complete communities will be developed within the Neighbourhood Corridors and Neighbourhoods Centres. Land use principles such as walkability, neighbourhoods with a sense of place, a variety of housing choices and employment opportunities are addressed in the Official Plan to ensure appropriate distribution of these community services and facilities and achievement of complete communities.

The section focuses on the community facilities required to support the North Expansion, East Expansion and Tutela Heights areas.

Within the North Expansion lands, 11 proposed neighbourhood parks are distributed through this area to generally achieve a 5-minute walk to a park (see **Figure 11**). The proposed neighbourhood parks are approximately 1.5 hectares in size and are intended generally to include a playground and a sports field.

One centrally located community park is proposed within the Powerline Central Block next to the only proposed secondary school site. The community park is approximately 4 hectares and situated north of the proposed east-west collector road. It is proposed to include a number of sports fields and a playground. It is also in close proximity to the Natural Heritage System and proposed trails providing opportunities for connections to the extensive active transportation network and open space system.

Four elementary school sites are situated along the proposed east-west collector (see **Figure 11**). The schools are in the Balmoral, Powerline West, Powerline Central and Powerline East neighbourhoods. The elementary schools are located adjacent to a neighbourhood park and fronting onto a collector road.

The Lynden Garden Block within the East Expansion lands contains one proposed neighbourhood park central to the Block (see **Figure 11**). There is not an anticipated need for an additional school site as students can likely be accommodated by existing schools located nearby.

Within Tutela Heights, three new neighbourhood parks are proposed with one located in each of the Tutela Heights Blocks (see **Figure 12**). There is not an anticipated need for an additional school in Tutela Heights as students can likely be accommodated by existing schools located nearby.

The remainder of required community facilities such as libraries will generally be located within the Neighbourhood Corridor and Neighbourhood Centre areas.

Figure 11: North Preferred Land Use Option

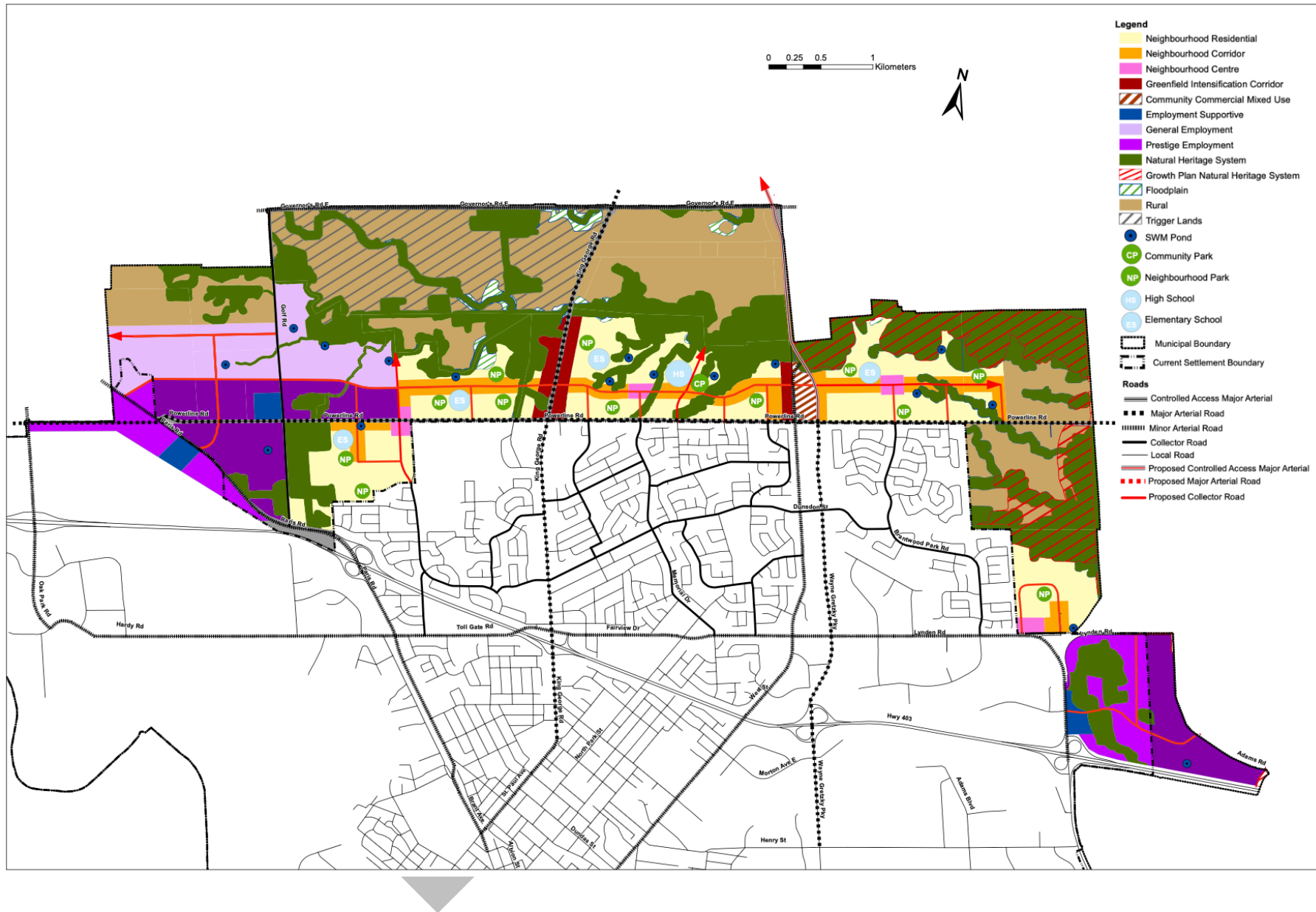
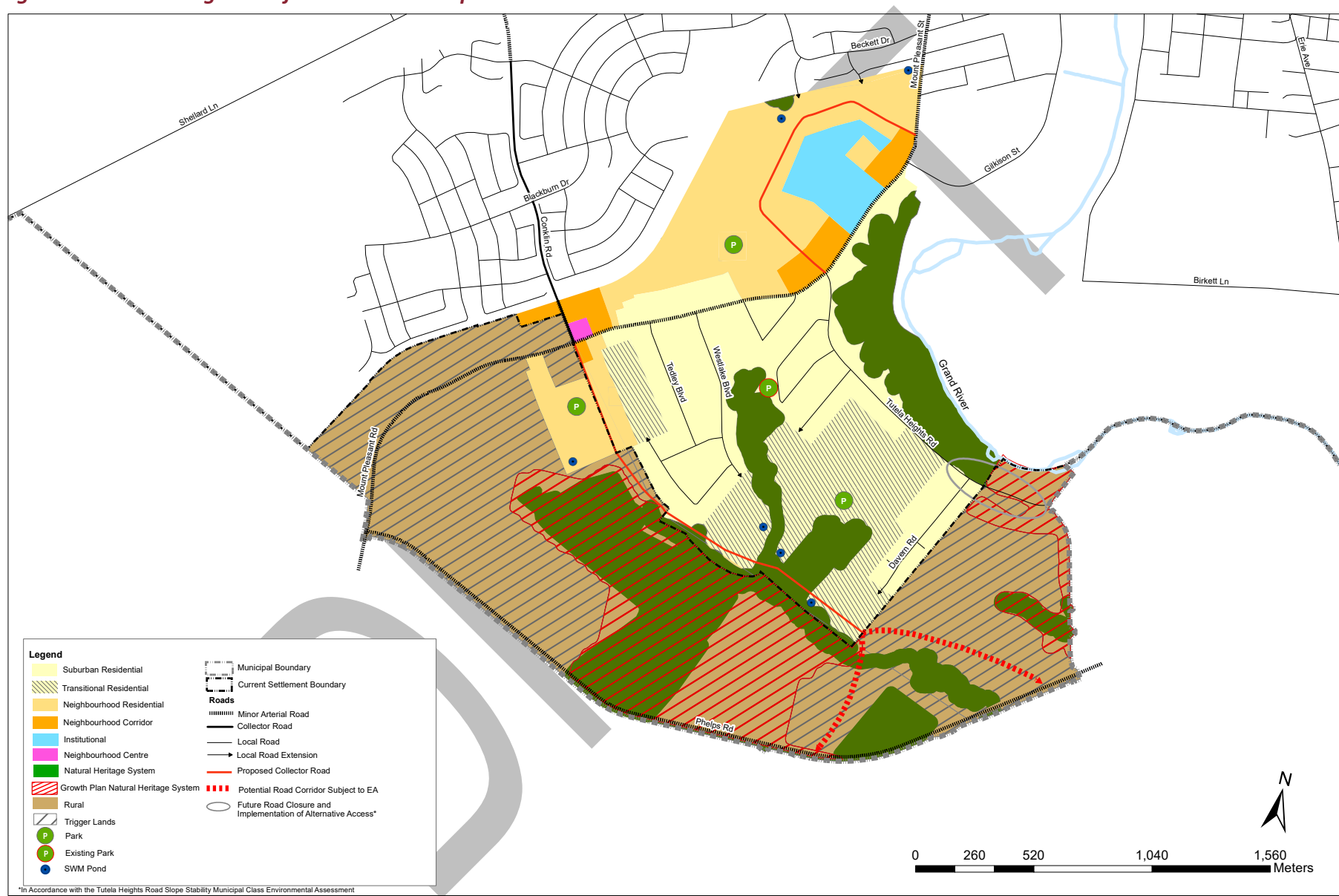


Figure 12: Tutela Heights Preferred Land Use Option



*In Accordance with the Tutela Heights Road Slope Stability Municipal Class Environmental Assessment

4 Infrastructure Staging Requirements by Block



This section of the report takes the required water, wastewater, stormwater and transportation infrastructure information and community facility information from Section 3 and summarizes it for each Block in **Table 5: Infrastructure and Community Facility Staging Requirements by Block**. **Table 5** describes the internal and external infrastructure prerequisites for the development of each Block but does not prescribe an order or preference for development. The Table is intended to provide a clear outline of the required water, wastewater, stormwater, transportation, and community facilities for each Block, while also outlining key constraints that will need to be considered in the future development.

The first column in **Table 5** identifies the name of the respective block. The second, third and fourth columns identify the infrastructure projects required both internal to the Block as well as external to the Block to allow development to occur within the Block.

The fifth column sets out the transportation works that are required to support development in that Block. The transportation works can be categorized as two main types:

- i) those serving a City-wide role and function, in addition to supporting local development; and
- ii) those that serve primarily local development.

Those that provide a City-wide role are typically arterial or major collector roads. These roadways are required to support the individual Blocks but may not represent the entire justification for the required improvement, as several Blocks may contribute to the volume demand and the ultimate design needs of the road. Whereas those that serve local development are major or minor collector roads. The need for these road improvements are directly related to adjacent local development.

The sixth column identifies community facilities requirements within each Neighbourhood Block including specified numbers of neighborhood parks and schools.

Key staging prerequisites that are external to the Block and need to be developed prior to development occurring within the Block are summarized in the seventh column.

Table 5: Infrastructure and Community Facility Staging Requirements by Block

Servicing Block	Water Infrastructure Project	Wastewater Infrastructure Project	Stormwater Infrastructure Project	Transportation Works	Community Facilities	Key Staging Prerequisite
Paris Road Employment	WM-02, WM-03, WM-04, WM-05	SS-01, SS-02, SS-03	Pond #1, #2	Serving Broader City-Wide and Local Development <ul style="list-style-type: none"> Paris Road, Highway 403 to Street B, Arterial, Widen Golf Road, Paris Road to Powerline Road, Arterial, Widen Powerline Road, Oak Park Road to Golf Road, Widen Street B, Paris Road to Street 1, Collector, New Serving Local Development <ul style="list-style-type: none"> Street 1, Paris Road to Street A, Collector, New Street A, City Limits to Street 1, Collector, New 	None	Highway 403 and railway crossing for watermain and sanitary sewer Available PD 4 Storage and timing of new PD4 ET
Balmoral	WM-02, WM-03, WM-07, WM-08	SS-01 SS-02, FM-02, SPS-02	Pond #6	Serving Broader City-Wide and Local Development <ul style="list-style-type: none"> Paris Road, Highway 403 to Golf Road, Arterial, Widen Golf Road, Paris Road to Governors Road, Arterial, Widen Powerline Road, Oak Park Road to Street 3, Arterial, Widen Street B, Street 1 to Street 3, Collector, New Serving Local Development <ul style="list-style-type: none"> Street 1, Powerline Road to Street, Collector, New Street 2, Powerline Road to Street B, Collector, New Street 3, Powerline Road to extension north of Street B, Collector, New Street A, Street 1 to Golf Road, Collector, New 	2 Neighbourhood Parks 1 Elementary School	Highway 403 and railway crossing for watermain and sanitary sewer Available capacity of the existing Woodlawn SPS Available PD 4 Storage and timing of new PD4 ET
Powerline Employment	WM-02, WM-03, WM-04, WM-05, WM-09	SS-01, SS-02, SS-03, SS-05, SPS-01, FM-01, SPS-02, FM-02	Pond #3, #4, #5	Serving Broader City-Wide and Local Development <ul style="list-style-type: none"> Paris Road, Highway 403 to Golf Road, Arterial, Widen Golf Road, Paris Road to Powerline Road, Arterial, Widen Powerline Road, Oak Park Road to Street 3, Arterial, Widen Serving Local Development <ul style="list-style-type: none"> Street 2, Street 3 to Powerline Road, Collector, New Street 3, Balmoral Drive to Powerline Road, Collector New 	None	Highway 403 and railway crossing for watermain and sanitary sewer. Northwest-1 SPS and

						<p>forcemain and Northwest-2 SPS and forcemain.</p> <p>Available PD 4 Storage and timing of new PD4 ET</p>
Powerline West	WM-01, WM-10	SS-01, SS-02, SS-04, SS-05, FM-02, SPS-02	Pond #7	<ul style="list-style-type: none"> King George Road, Powerline Road to Governors Road, Arterial, Widen Powerline Road, Oak Park Road to King George Road, Arterial, Widen Street B, Street 3 to King George Road, Collector, New <p>Serving Local Development</p> <ul style="list-style-type: none"> Street 3, Powerline Road to extension north of Street B, Collector, New Street 4, Powerline Road to Street B. Collector, New 	<p>3 Neighbourhood Parks</p> <p>1 Elementary School</p>	<p>Highway 403 and railway crossing for sanitary sewer, and Northwest-2 SPS and forcemain.</p> <p>Available PD 2/3 Storage and timing of new PD2/3 ET</p> <p>Provincial Plans for Highway 24 corridor. MTO setbacks and access limitations.</p>
Powerline Central	WM-01, WM-15, WM-11, WM-12	SS-06, SS-07, SS-08, SS-09, SS-10, SS-11,	Pond #8, #9, #10, #11, #12 (Subject to local grading plans)	<p>Serving Broader City-Wide and Local Development</p> <ul style="list-style-type: none"> Wayne Gretzky Parkway, Powerline Road to Governors Road, Arterial, Extension and Widen Park Road, Powerline Road to Wayne Gretzky Parkway, Arterial, Realignment King George Road, Powerline Road to Governors Road, Arterial, Widen 	<p>3 Neighbourhood parks</p> <p>1 Community Park</p>	<p>Coulbeck Road trunk sewer extension and North SPS and forcemain</p>

		SPS-03, FM-03		<ul style="list-style-type: none"> • Powerline Road, King George Road to Wayne Gretzky Parkway, Arterial, Widen • Street B, King George Road to Wayne Gretzky Parkway, Collector, New Serving Local Development <ul style="list-style-type: none"> • Street 5, Powerline to Street B, Collector, New • Street 6, Powerline to Street B, Collector, New • Street 7, Powerline to extension north of Street B, Collector, New • Street 8, Powerline to Street B, Collector, New • Street 9, Powerline to Street B, Collector, New • Street B, King George Road to Wayne Gretzky Parkway, Collector, New 	1 Secondary School 1 Elementary School	Available capacity at the Empey SPS and Coulbeck Trunk Highway 403 crossing and timing of upgrades. Available PD 2/3 Storage and timing of new PD2/3 ET Provincial Plans for Highway 24 corridor. MTO setbacks and access limitations.
Powerline East	WM-13, WM-14, WM-15, WM-16, WM-17	SS-11, SPS-04, FM-04	Pond #13, #14, #15 (Subject to local grading plans)	Serving Broader City-Wide and Local Development <ul style="list-style-type: none"> • Wayne Gretzky Parkway, Powerline Road to Governors Road, Arterial, Extension and Widen • Park Road, Powerline Road to Wayne Gretzky Parkway, Arterial, Realignment • Powerline Road, Wayne Gretzky Parkway to Street 12, Arterial, Widen Serving Local Development <ul style="list-style-type: none"> • Street 10, Powerline Road to Street B, Collector, New • Street 11, Powerline Road to Street B, Collector, New • Street 12, Powerline Road to Street B, Collector, New • Street B, Wayne Gretzky Parkway to Street 12, Collector, New 	3 Neighbourhood Parks 1 Elementary School	Coulbeck Road trunk sewer extension and Northeast SPS and FM. Available capacity at the Empey SPS and Coulbeck Trunk Highway 403 crossing and timing of upgrades.

						Available PD 2/3 Storage and timing of new PD2/3 ET Provincial Plans for Highway 24 corridor. MTO setbacks and access limitations.
Lynden Garden	WM-18, WM-20	SS-12, SS-13, SPS-08, FM-06	Pond #16	Serving Broader City-Wide and Local Development <ul style="list-style-type: none"> Garden Avenue, Highway 403 to Street 13, Arterial, Improvement Serving Local Development <ul style="list-style-type: none"> Street 13, North of Lynden Road to North of Lynden Road, Collector, New 	1 Neighbourhood Park	Available capacity at the Empey SPS and timing of upgrades. Lynden Road watermain and sanitary sewer upsizing, East SPS and FM; Railway crossing for sanitary forcemain
Garden Adams Employment	WM-18, WM-19, WM-21, PRV-1, PRV-2	SS-12, SS-13, SPS-05, FM-05	Pond #17	Serving Broader City-Wide and Local Development <ul style="list-style-type: none"> Garden Avenue, Highway 403 to Lynden Road/ Street 11, Arterial, Improvement Lynden Road (East of Garden), Garden Avenue to Adams Road / East City Limits, Arterial, Improvement Street C, Garden Avenue to Adams Road, Collector, New Serving Local Development <ul style="list-style-type: none"> Street 14, Street C to Lynden Road/Street 11, Collector, New 	None	Available capacity at the Empey SPS and timing of upgrades. Lynden Road watermain and sanitary sewer upsizing, East SPS and FM;

						<p>Railway crossing for watermain and sanitary forcemain</p> <p>Available PD 2/3 Storage and timing of new PD2/3 ET</p>
Tutela Heights West	WM-22, WM-23	SS-14, SS-15	<p>Pond #18, #19</p> <p>(Subject to local grading plans)</p>	<p>Serving Broader City-Wide and Local Development</p> <ul style="list-style-type: none"> Phelps Road, Street E to Cockshutt Road (CR4), Arterial, Improvement Mt Pleasant Road, Veterans Memorial Parkway to Street D (North), Arterial, Improvement Mt Pleasant Road, Street D (North) to Gilkison Street, Arterial, Widen Mt Pleasant Street, Gilkison Street to Street D (South)/Tutela Heights Road, Arterial, Widen Mt Pleasant Street, Street D (South)/Tutela Heights Road to Conklin Road, Arterial, Widen <p>Serving Local Development</p> <ul style="list-style-type: none"> Street D, Mt Pleasant Road to Mount Pleasant Road, Collector, New 	1 Neighbourhood Park	<p>Watermain and gravity sewer connections to existing system..</p> <p>Upsizing of existing water network.</p> <p>Future EA required to determine the alignment of Street E at Phelps Road (CR-18).</p>
Tutela Heights South	WM-22, WM-23, WM-25	SS-14, SS-15, SS-16, SPS-06, FM-06	<p>Pond #20</p> <p>(Subject to local grading plans)</p>	<p>Serving Broader City-Wide and Local Development</p> <ul style="list-style-type: none"> Conklin Road Extension (Street E), Mt Pleasant Road to Street E-2, Collector Road, Extension Conklin Road Extension (Street E), Street E-2 to Phelps Road (CR-18), Collector Road, Extension Phelps Road, Street E to Cockshutt Road (CR4), Arterial, Improvement Mt Pleasant Road, Veterans Memorial Parkway to Street D (North), Arterial, Improvement Mt Pleasant Road, Street D (North) to Gilkison Street, Arterial, Widen 	1 Neighbourhood Park	<p>Watermain and gravity sewer connections to existing system.</p> <p>Upsizing of existing water network.</p> <p>Future EA required to</p>

				<ul style="list-style-type: none"> Mt Pleasant Street, Gilkison Street to Street D (South)/Tutela Heights Road, Arterial, Widen Mt Pleasant Street, Street D (South)/Tutela Heights Road to Conklin Road, Arterial, Widen 		determine the alignment of Street E at Phelps Road (CR-18).
Tutela Heights East	WM-22, WM-23, WM-24, WM-25, WM-26	SS-14, SS-15, SS-16, SPS-06, FM-06	Pond #21, #22, #23 (Subject to local grading plans)	<p>Serving Broader City-Wide and Local Development</p> <ul style="list-style-type: none"> Conklin Road Extension (Street E), Mt Pleasant Road to Street E-2, Collector Road, Extension Conklin Road Extension (Street E), Street E-2 to Phelps Road (CR-18), Collector Road, Extension Phelps Road, Street E to Cockshutt Road (CR4), Arterial, Improvement Mt Pleasant Road, Veterans Memorial Parkway to Street D (North), Arterial, Improvement Mt Pleasant Road, Street D (North) to Gilkison Street, Arterial, Widen Mt Pleasant Street, Gilkison Street to Street D (South)/Tutela Heights Road, Arterial, Widen <p>Serving Local Development</p> <ul style="list-style-type: none"> Rue Chateau Terrace, Tutela Heights to Street E, Local, Extension Davern Road, Tutela Heights to Street E, Local, Extension West Lake Boulevard, Moore Boulevard to Rue Chateau Terrace, Local, Extension 	1 Neighbourhood Park	<p>Tutela Heights SPS</p> <p>Upsizing of existing water network.</p> <p>Future EA required to determine the alignment of Street E at Phelps Road (CR-18).</p>

5 Implementation Mechanisms



5.1 Neighbourhood Block Plan Study Requirements

The Draft Official Plan requires in Section 5.1 requires the preparation of a Block Plan for any development within a Block Plan Area identified on Schedule 2: DGA Density and Block Plan Boundaries which are the same as the Neighbourhood Blocks shown on **Figure 1**.

The Draft Official Plan states that, “the City shall require, prior to the submission of any development application, that a Block Plan be prepared for the whole of the applicable Block Plan Area. The purpose of the Block Plan is to promote comprehensive planning, and to:

- i. Identify the detailed land use and density distribution, and to ensure that required density targets will be achieved;
- ii. Confirm the boundaries of the Natural Heritage System through an Environmental Impact Study;
- iii. Identify the parkland system, community facilities and the active transportation network;
- iv. Identify the detailed road pattern, including Local Roads;
- v. Articulate the details for the provision of water, sewer and storm water management systems in a Block Servicing Strategy;
- vi. Identify network and system connections to properties adjacent to the Block Plan Area; and,
- vii. Form the basis for a Developer's Cost Share Agreement, where the Block Plan Area includes multiple landowners”.

The Draft Official Plan further states that the preparation of Block Plans shall have regard for the policies of this Plan, the Urban Design Manual and the Comprehensive Block Plan Terms of Reference.

Lastly, the Draft Official Plan states that the Block Plans will be endorsed by City Council and shall include all of the necessary supporting technical studies, to the satisfaction of the City. The endorsed Block Plans will form the basis for the subsequent approval of Draft Plans of Subdivision and implementing Zoning By-laws.

Terms of Reference for a Comprehensive Block Plan have been prepared by the City and form an appendix to the Draft Official Plan.

5.2 Functional Servicing Study Requirements

A comprehensive Functional Servicing Study will be required prior to draft plan approval as part of the Block Plan process. This comprehensive functional servicing plan will need to include a local water and wastewater infrastructure plan to demonstrate how the City's servicing and design criteria will be achieved, how local water and wastewater servicing will conform to the City's trunk water and wastewater servicing plan as outlined in the Master Servicing Plan, and how the trunk infrastructure appropriately accounts for external contributing areas. For block plan areas containing water or wastewater facilities, such as a pump station or reservoirs, the block planning process must work jointly with the City to ensure that the appropriate locations and alignments are identified, and that all planning and approval requirements are satisfied. Further, where identified in the Master Servicing Plan, subject to changes in the MCEA regulation, projects may require the completion of a Municipal Class Environmental Assessment. The comprehensive functional servicing plan will need to include a local stormwater management plan that demonstrates how the City's servicing, design criteria, and management requirements as outlined in the City Master Servicing Plan and Subwatershed Study will be achieved.

5.3 Transportation Study Requirements

5.3.1 Municipal Class Environmental Assessment (EA)

A Municipal Class EA study will be required for all of the Schedule C projects, i.e. new or improvement Arterial and Major Collector Roads. These are generally the new and improved roads identified in the Brantford Transportation Master Plan, as they have the potential for broader city-wide effects and impacts (i.e. environment, community, and cost impacts), and are identified in **Table 5** as the roadways serving a city-wide and local development role. The EA will complete Phases 3 and 4 of the Municipal Class EA process for these roads, identifying a preferred design solution for the arterial and collector roads. This design solution will include the right-of-way requirements, intersection control (including the potential location of roundabouts), and location and type of active transportation infrastructure. It is anticipated that changes or alterations to the routes identified in the Block Plan or Secondary Plan may be required, particularly to avoid and minimize impact on natural environment features.

Draft plans with areas that require the completion of road EAs may be subject to development in stages, where draft plan approval with conditions may be granted. However, final registration of the areas containing Schedule C collector roads will require the completion of the EA and revisions to incorporate the findings of respective EAs.

5.3.2 Draft Plan Approval

Major and Minor Collector Roads that serve the local development area fall into the category of MCEA Schedule B projects. These roads have the potential for some adverse environmental effects. The proponent is required to undertake a screening process, involving mandatory contact with directly affected public and relevant review agencies, to ensure that they are aware of the project and that their concerns are addressed. This can be facilitated through the Development Application Process.

A Traffic Impact Study (TIS) will be prepared for the Block Plan area in accordance with City's Transportation Impact Study Guidelines from the 2014 Transportation Master Plan Update, Appendix 4. The scope of work will be prepared and submitted to the City for approval prior to the initiation of the work. The Block Plan will include a road schedule that builds upon Schedule 12 of the Official Plan. Roads shall generally be designed and built in accordance with the standards outlined in the City of Brantford's Design and Construction Manual, Linear Municipal Infrastructure Standards.

5.4 Phasing

The intent of this infrastructure Staging Plan is to identify all internal and external infrastructure and community services that are required to support development in each Block. There is no requirement for the Blocks to be sequentially phased. However, in some cases, development within a Block will rely on external infrastructure extension in an adjacent Block(s). The required external infrastructure is also listed in **Table 5**. If a landowner group wishes to proceed with development in a Block prior to the extension of required external infrastructure in an adjacent Block(s), the landowner group will be required to pay for and construct the external infrastructure through the adjacent Block(s).

Within each Neighbourhood Block, a Comprehensive Block Plan will be required to identify how the community facilities will be provided in the early phases of development of the Block in tandem with residential development.

6 Conclusion



This Report is a companion document to the Draft Official Plan and seeks to implement the infrastructure servicing strategy, Transportation Master Plan and preferred land use concept for the City's Settlement Area expansions.

The report outlines the required internal and external infrastructure related to water, wastewater, stormwater and transportation infrastructure and community facilities within each of eleven Blocks within the Settlement Area boundary expansion. There is no requirement for the Blocks to be sequentially phased; rather, the report outlines the external infrastructure that are necessary for each Block to proceed independently.

Appendix F: Official Plan Review Process Summary

A summary of key steps undertaken to complete the MCR and prepare the new Official Plan, as reported to Council throughout the process, is provided below:

- ***Report CD2018-071, Official Plan Review – Status Update and Request for Alternative Intensification and Density Targets (June 5, 2018 Committee of the Whole – Community Development (COW-CD))*** – To inform the land needs assessment, the MCR examined the City's housing supply, the amount of land available for residential, commercial and employment uses, capacity for intensification, and potential sites for employment land conversions. This analysis enabled the MCR to also assess the City's ability to achieve intensification and density targets that need to be accommodated in the Official Plan and input to the land needs assessment. The new Growth Plan in 2017 had included significant increases to the minimum target requirements, but also introduced new policy through which alternative targets could be requested by Council. The MCR Part 1 Report identified alternative targets more appropriate for Brantford, recommended in Report CD2018-071 and approved by Council. As a result, a request to use the Brantford specific targets was submitted to the Province on July 9, 2018.
- ***Report CD2018-123, Official Plan Review – Revised Alternative Designated Greenfield Area Density Target, September 25, 2018 COW-CD)*** – Following feedback from Provincial Staff at the Ministry of Municipal Affairs and Housing and based on further MCR analysis, a revised alternative density target was approved by Council. A revised target request was submitted to the Province on October 4, 2018.
- ***Report 2019-88, Implications of the Proposed Growth Plan Amendment on the City of Brantford Official Plan Review (February 5, 2019 COW-CD)*** – In January 2019, the Province proposed an amendment to the 2017 Growth Plan, including reduced minimum intensification and density target requirements among other changes. Planning Staff advised Council about the implications of the proposed amendment on the Official Plan Review, noting that the proposed targets were closer to Brantford's requested alternative targets. As directed by Council, Planning Staff provided a letter to the Province on March 6, 2019, advising that the City wished to proceed with its previously requested alternative targets.
- ***Report 2019-184, Official Plan Review – Preferred Settlement Area Boundary Expansion (April 9, 2019 COW-CD)*** – A major milestone in the MCR process was Council's endorsement of a preferred Settlement Area expansion,

based on the results of the land evaluation documented in the MCR Part 2 and Part 3 reports. The decision was also approved by the Boundary Lands Task Force at its meeting on March 21, 2019.

To determine where the Settlement Area expansion should be located within the municipal boundary adjustment lands, the MCR evaluated 11 blocks for potential residential and community uses and 7 blocks for potential employment uses. The land evaluation applied a range of principles and criteria relating to agriculture, archaeology, environment, land use, transportation, water, wastewater and stormwater servicing to identify the most preferred blocks. The MCR Part 2 Report then assembled various blocks into two options for Settlement Area expansion for further analysis. The MCR Part 2 Report was released for public comment at the end of 2018, along with the MCR Part 1 Report.

The preferred Settlement Area expansion area endorsed by Council (Option 1) was recommended in the MCR Part 3 Report, based on the further evaluation of draft land use scenarios and preliminary transportation and servicing scenarios prepared for the two options under consideration. It should be noted that an added motion at the April 9, 2019 COW-CD meeting directed Planning Staff “to continually seek out ways to take in more land” within the Settlement Area. Section 8.1 of Report 2020-139 outlines how that direction has been addressed.

- **Report 2019-408, Implications of the New Growth Plan (2019) on the Official Plan Review and Preferred Settlement Area Boundary Expansion (July 11, 2019 Council Meeting)** – After the amended Growth Plan took effect on May 16, 2019, Council reconfirmed its’ requested alternative intensification target under the amended Growth Plan (2019), as suggested by Provincial Staff. The Council approved density target was no longer considered to be an “alternative” target requiring Provincial approval. As directed by Council, Planning Staff resubmitted the alternative intensification target request on July 17, 2019. The recommendation had also been approved by the Boundary Lands Task Force at its meeting on June 27, 2019.
- **Report 2019-691, Official Plan Review – Project Update (December 3, 2019 COW-CD)** – This project update advised that the Province had approved Brantford’s requested alternative intensification target for the Built-up Area in a letter received on November 18, 2019.
- **Report 2020-262, Official Plan Review Update – Future Release of the June 2020 Draft City of Brantford Official Plan (June 9, 2020 COW-CD)** – Report 2020-262 advised that Draft Official Plan, and companion documents including the Draft Comprehensive Block Plan Terms of Reference, Draft Urban Design Manual, and Draft Infrastructure Staging Report, would be released before the

end of June, for a public and agency commenting period lasting until August 28, 2020. In addition, Council's support of a modified boundary for the Downtown Urban Growth Centre (UGC) was reaffirmed through the approval of Report 2020-262. The modified boundary was recommended to support the achievement of the alternative intensification target approved by the Province, as well as the required minimum density of 150 residents and jobs combined per hectare within the UGC.

- ***Report 2020-302, Proposed Amendment No. 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe and Proposed Land Needs Methodology – Impact on the Draft Official Plan (July 14, 2020 COW-CD) –***
On June 16, 2020, two weeks prior to the release of the June 2020 Draft Official Plan, the Province proposed an amendment to the 2019 Growth Plan and a new Land Needs Assessment Methodology. As a result, the June 2020 Draft Official Plan included notation to acknowledge the Growth Plan amendment that was pending, and that the Draft Official Plan would need to be revised, to extend the plan horizon from 2041 to 2051 and adjust the population and employment forecasts. As recommended in Report 2020-302, Council supported the use of the Reference Forecast scenario proposed by the Growth Plan amendment, providing 165,000 residents and 80,000 jobs in Brantford by 2051.

Report 2020-302 indicated that an addendum to the MCR would be prepared to account for the changes to the land needs assessment and related adjustments to the Settlement Area boundary once the Growth Plan amendment was finalized. This latest Growth Plan amendment and new Land Needs Assessment Methodology came into effect on August 28, 2020. The outcome of the MCR Addendum Report is discussed further in Section 8.1 of Report 2020-139.

A summary of the seven **Public Information Centres (PICs)** held during the Official Plan Review, prior to the release of the April 2020 *Overview of Proposed Land Use Designations* document and the June 2020 Draft Official Plan, is provided below:

- ***PIC #1 – Monday September 11, 2017, Brantford & District Civic Centre Auditorium***
The purpose of PIC #1 was to inform those in attendance about the Official Plan Review and opportunities to stay involved, and to answer questions about its components and the process. Over 100 people attended this event.
- ***PIC #2 – Thursday November 16, 2017, North Park Collegiate & Vocational School***
Over 80 people attended this presentation about the ongoing Official Plan Review, Transportation Master Plan and Master Servicing Plan. Following the presentation, attendees were asked to join and move among five discussion

group tables: Draft Official Plan; Housing, Intensification and Growth Options; Employment; Transportation Master Plan Update; and Master Servicing Plan Update.

- ***PIC #3 – Thursday May 17, 2018, Brantford & District Civic Centre Auditorium***

The proposed alternative targets for intensification in the City's Built-up Area and for density in the City's Designated Greenfield Area were presented, along with results of the draft Land Needs Assessment and the evaluation of alternative settlement area boundary expansion options. Topic based discussion tables included Agriculture, Archaeology, Environment, Land Use, Transportation, Water and Wastewater Servicing and Stormwater. Over 80 people attended this event.

- ***PIC #4 – Thursday June 21, 2018, North Park Collegiate & Vocational School***

The purpose of this visioning workshop was to present and review draft planning principles and precedent images for the potential future growth areas within the Boundary Expansion Lands to inform the community design options. Approximately 50 people attended.

- ***PIC #5 – Thursday January 17, 2019, Brantford & District Civic Centre Auditorium***

The City and its consultants presented the Settlement Area boundary expansion options, which included draft land use scenarios and preliminary transportation and servicing considerations to help illustrate how the Boundary Expansion Lands may ultimately be developed. A summary of the land needs assessment and other technical analyses that form the basis of the options were also provided. About 120 people attended.

- ***PIC #6 – Monday October 7, 2019, Brantford & District Civic Centre Auditorium***

This meeting provided an update on the City of Brantford's Official Plan Review, along with some examples to illustrate city building and urban design principles proposed for the Urban Design Manual to guide the future development and redevelopment of Brantford.

- ***PIC #7 – Monday February 10, 2020, Brantford & District Civic Centre Auditorium***

This PIC was focused on the Transportation Master Plan and Master Servicing Plan, for the whole City in addition to the expanded Settlement Area.

Individual or Company	Summary of Comments on the June 2020 Draft	Staff Response
1. Al Ruggero, Rexton Developments, re. 11 Wadsworth Street	<p>The property is zoned M2 and the draft Official Plan is proposing a General Industrial land use designation. Requesting a re-designation through the OP Review process for a higher order land use such as commercial uses.</p> <ul style="list-style-type: none">• The site is in close proximity to an arterial road (i.e. West St);• The site abuts the Via Rail Station;• The site is in close proximity to the Downtown Urban Growth Centre (i.e. Schedule 5); and• The site is surrounded on 3 sides by a Residential designation (according to Schedule 3) <p>Feels that a higher order land use such as a ‘Commercial designation’ would be more compatible from a planning perspective.</p>	<p>The draft Official Plan maintains the General Employment land use designation but has also applied a Modified Policy Area to the subject property to enable future rezoning to consider a broader range of commercial uses in the existing building than what is otherwise permitted in an Employment Area designation. It was not considered to be a candidate for Employment Area conversion through redesignation because of its adjacency to the railway and shunting yard.</p>
2. Meaghan Palynchuk, Bell Planning & Development	<p>Draft Official Plan, Section 8.2: Thank you for supporting the provisioning of fibre technology within your Municipality.</p> <p>Draft Comprehensive Block Plan Terms of Reference: Upon approval of any Block Plan, and any subsequent site-specific planning applications made by the landowners, Bell Canada would like to ensure that the landowners are familiar with our condition.</p> <p>Draft Infrastructure Staging Report: Bell Canada would like to be circulated on any proposed infrastructure projects/programs.</p> <p>Urban Design Manual: Recommend adding the words “where feasible” to provide additional flexibility in the guidelines regarding the design and/or screening of utility equipment and telecommunications infrastructure.</p>	<p>The list of conditions provided in the comments is for the draft plan of subdivision approval process that follows the Block Plan process. The City will continue to circulate development applications to Bell Canada for comment through the development approvals process, and forward Bell Canada comments and conditions to the applicants.</p> <p>The Urban Design Manual uses flexible language like “should” rather than “shall”. It is the opinion of Staff that additional flexibility is not necessary and may serve to diminish the importance of these guidelines. Developments that require variation from these guidelines should be addressed on a site-specific basis and justified through Urban Design Reports, where required.</p>
3. Brantford Home Builders’ Association	<p>Draft Official Plan</p> <ul style="list-style-type: none">• Given the Province has approved the amendment to the Growth Plan for the Greater Golden Horseshoe to provide for a 2051 horizon and new population and employment forecasts, we look forward to reviewing how the City will modify the proposed Draft Official Plan. We would encourage the City to consider additional Designated Greenfield lands which is in keeping with the previous Council resolution.• In Policy 5.2.1 Residential Designation for Low-Rise Residential Buildings, Block Townhouse Units should be added to the permitted land use as they are similar in height, massing and density to street fronting townhouse units.• In Policy 5.2.1 Residential Designation for Mid-Rise Residential Buildings, “Back to-Back” dwelling units should be added as a permitted use. Many of our members are utilizing this form as a way to support affordable housing. <p>Draft Comprehensive Block Plan Terms of Reference</p> <ul style="list-style-type: none">• This is a new approach for the City and many of our members are not familiar with how this is implemented. In principle, there may be merit in coordinating efforts and technical work based on a geographic area. We would encourage the City to organize an industry meeting to present the approach and foster collective discussion to ensure there is understanding and to provide direction to the Official Plan policies. <p>Draft Infrastructure Staging Report and Urban Design Manual</p> <ul style="list-style-type: none">• Request additional industry meeting to discuss the Infrastructure Staging Report and related master plans and the Urban Design Manual.• Additional consultation time is requested on the Urban Design Manual and given that the Manual is an implementation tool of the Official Plan, it is recommended that no decision be made on the Urban Design Manual until after the adoption of the Official Plan.	<ul style="list-style-type: none">• The Draft Official Plan has been revised to account for the new population and employment forecasts to 2051. The MCR Addendum Report contains the updated land needs assessment that has resulted in an additional 95 net developable hectares added to the Settlement Area.• The Draft Official Plan has been revised to include all townhouse forms in Low-Rise and Mid-Rise Residential built forms.• A meeting was held with industry representatives on September 28, 2020 to discuss the draft Terms of Reference which resulted in revisions to the document and related Official Plan policy. Planning staff will arrange additional meetings to present the new Official Plan and related implementing documents including the Comprehensive Block Plan Terms of Reference, Infrastructure Staging Report and Urban Design Manual to the BHBA.• Staff is of the opinion that appropriate time for consultation has been provided. Public Information Centre #6 held on October 7, 2019 included discussion on the urban design principles proposed for the Urban Design Manual. In addition, a Draft Urban Design Manual was released alongside the Draft Official Plan on June 30, 2020 for a two month public and agency commenting period. Further, the revised Urban Design Manual was released for public review on October 22, 2020 for an additional commenting opportunity ahead of Council’s consideration of the document. It is recommended that the Urban Design Manual and the Official Plan be adopted concurrently.

Individual or Company	Summary of Comments on the June 2020 Draft	Staff Response
4. Carol Wiebe, MHBC, re. Lynden Park Mall	<p>Schedule 1 – Growth Management</p> <ul style="list-style-type: none">We are supportive of the Urban Structure shown on Schedule 1, and identifying Lynden Park Mall as a Strategic Growth Area. <p>Major Commercial Centre Designation</p> <ul style="list-style-type: none">Our client continues to support the proposed designation of Lynden Park Mall as a Major Commercial Centre within a Strategic Growth Area. We seek clarification to confirm that Retail Warehouse, Supermarket, Department Store and Retirement Home uses are permitted.We are supportive of the direction that development may consist of individual or multi-unit buildings. However, we do not agree that the proposed minimum building height of 3 storeys or 10 metres, whichever is greater, should apply to all new buildings. Further, there is an approved site plan associated with the Lynden Park Mall lands that contains single storey commercial buildings. These buildings would not be compliant with this policy. <p>Core Natural Areas Designation and Adjacent Lands Overlay</p> <ul style="list-style-type: none">We do not support the identification and designation of the Core Natural Areas designation on portions of the site. It is our opinion that the limits of the Core Natural Areas designation should be revised to reflect the approved development limits that were established and approved through site specific planning approvals for the subject lands. The requirement for Environmental Impact Study (EIS) in the Core Natural Areas designation has already been fulfilled for the subject land through those approvals.We do not support the Adjacent Lands Overlay on the site as this does not reflect the findings of the approved EIS.	<p>The list of uses permitted in the Major Commercial Designation, provided in Policy 5.3.1.b has been revised to clarify that Retail Warehouse, Supermarket, Department Store and Retirement Home uses are permitted.</p> <p>To provide greater flexibility to commercial developments, while still supporting intensified residential development in Strategic Growth Areas, Policy 5.3.2.d in the Major Commercial Designation and Policy 5.3.3.g in the Intensification Corridor Designation have been revised to apply a minimum 3 storey building height only to stand-alone residential buildings and mixed-use buildings containing residential units.</p> <p>Planning Staff have confirmed that the Core Natural Area Designation as delineated on the Official Plan schedules does not overlap with the development limits set out in the approved Lynden Park Mall site plan. Policy revisions have been made in Section 5.6.1 to recognize existing planning approvals. In cases where an EIS was completed and approved in support of the existing approval, further EIS requirements may be waived by the City.</p> <p>The Adjacent Lands Overlay is not a land use designation; rather, it is a flag to determine if an EIS is necessary to support development proposals within 90 metres of the Core Natural Areas Designation. Similar policy revisions have been made in section 5.6.2 to recognize existing planning approvals and waive the EIS requirement.</p>
5. Candice Hood, Corbett Land Strategies Inc., re. LIV Communities (313 Conklin Road, 88 Birkett Lane and Riverwalk)	<p>The Draft Official Plan only provides density direction for Growth Areas and the Designated Greenfield Area. Will density standards be provided for lands designated residential but located outside of Growth Areas and the Designated Greenfield Area? Or, is it anticipated that the completion of an update to the Zoning By-law will result in the provision of density direction for these and other designations?</p> <p>Schedule 13 – Road Widenings (ROW)</p> <ul style="list-style-type: none">What is the rationale for increasing the ROW on Birkett Lane from River Rd to Erie Ave from 20 m to 24.5 m? The owner is currently engaged in the development of the subject lands with the acknowledgment of only a 20 m ROW.Confirm where Conklin Road requires widening to 30.5 m between Gillespie Drive and Mt. Pleasant Road.	<p>DGA density targets are applied as per the requirements of the Growth Plan for the Greater Golden Horseshoe. Density is otherwise dictated by built form and height in the Draft Official Plan. Height limits will be further refined in the Zoning By-law.</p> <p>Official Plan Schedule 13 identifies Right-of-way (ROW) limits for various road segments in the City, so they can be conveyed to the City through the development process, typically in equal measure from both sides of the road. Schedule 13 includes existing roads where the current right-of-way is less than the standard width for the proposed road classification set in the Transportation Master Plan, such as Birkett Lane. There are multiple road classifications such arterial, collector and local roads, each of which accommodates different demand function, speed and design. Right-of way widenings are not necessarily just for expanded roadway or travel lanes. They can also include turning lanes, sidewalks or multi-use paths, bike lanes, transit facilities, boulevards for trees, public art or street furniture. For example, a major collector road such as Conklin Road between Gillespie Drive and Mount Pleasant Road is proposed to have a right-of-way that can accommodate the extension of the boulevard and bike lanes that are in place to the north of the rail trail.</p>

Individual or Company	Summary of Comments on the June 2020 Draft	Staff Response
6. David Falletta, Bousfields Inc., re. Virgoan Properties Ltd. and Biely Knowes Holdings Inc.	<p>Draft Official Plan, Section 5.2.1 Residential Designation</p> <ul style="list-style-type: none">5.2.1.c, Include all forms of townhouses (street, back-to-back, and stacked townhouse dwellings) in Low-Rise Residential Buildings.5.2.1.x, The DGA structure should be flexible and allow for modifications through the block plan and or development application process without the need for an Official Plan Amendment.Concerned with the proposed realignment of Balmoral Drive and request flexibility regarding the implementation of the road network including other proposed collector roads on the subject properties.5.2.1.x.ii, The exception prohibiting Low-Rise Residential Buildings in the Neighbourhood Corridor sub-category should be limited to single detached and semi-detached buildings. <p>Section 5.4 Policies for Employment Areas</p> <ul style="list-style-type: none">Would like to see permitted uses within the Prestige Employment Designation include Transportation facilities, Utilities, Industrial trade schools, Media facilities, Vertical agriculture. <p>5.6 Policies for the Natural Heritage System</p> <ul style="list-style-type: none">Recommend reducing the 30m buffer within the Core Natural Areas designation to 10 m.Recommend applying a Modified Policy Area (Natural Heritage System Special Study Areas) to two areas within the subject lands to allow modifications and/or removal of Core Natural Areas based on additional analysis. <p>3.3 Ensuring Good Urban Design and 5.1 General Provisions for All Land Use Designations</p> <ul style="list-style-type: none">Believe that policies 3.3.b and 5.1.e.i give additional weight to a guideline, which has no statutory authority, can be updated by the City without any notice or input, and may create issues with development applications that do not comply with prescriptive guideline requirements. Recommend removing requirement for consistency with the Urban Design Manual, and recommend Block Plans shall not be required where the Block Plan components, as identified in policies 5.1.f to 5.1.h, inclusive, can be achieved through a Draft Plan of Subdivision application. <p>Urban Design Manual</p> <ul style="list-style-type: none">The guidelines related to blocks (Section 3) should be revised to provide additional flexibility, especially in areas adjacent to a natural heritage feature or other open space.The guideline (4.3.2) related to the location of off-street surface parking should be revised to provide additional flexibility should a situation arise where limited front yard parking is appropriate.The guideline (5.1.5) related to townhouses facing major streets should be revised to include window streets in addition to rear lanes as an appropriate type of access for this form of development.	<ul style="list-style-type: none">Policy 5.2.1.c in the Draft Official Plan has been revised to consider all townhouses to be Low-Rise Residential BuildingsNew policy has been added in Section 5.1 to allow adjustments to the boundaries of the Natural Heritage System, Residential Designation sub-categories, the bikeways and trail network and road network, as identified on the Schedules to the Plan, through the Block Plan process without the requirement for an Official Plan Amendment.The exception in Policy 5.2.1.x.ii has been revised from all Low-Rise Residential Buildings to single-detached, semi-detached and duplex dwellings.Specific employment area uses will be identified in the Zoning By-law.The 30 m buffer is consistent with the recommendations of the Comprehensive EIS for the North Brantford and Tutela Heights Expansion Lands prepared for the Offiical Plan Review, regarding the components of the Natural Heritage System.A Modified Policy Area is not necessary given new policy has been added in Section 5.1 to allow adjustments to the boundaries of the Natural Heritage Systemthrough the Block Plan process without the requirement for an Official Plan Amendment.The Official Plan requires consistency, which means that development should comply with the guidelines unless there are compelling circumstances not to do so. Such circumstances would be evaluated during the development application review process.The subject lands require a block plan to co-ordinate with other properties within the Balmoral Block Plan area and other adjacent lands. The Block Plan Terms of Reference (TOR) has been revised to provide greater clarification and flexibility in regard to study requirements between the block plan process and the draft plan of subdivision process that would follow approved block plans. While the TOR sets out minimum requirements, applicants may submit more detailed studies to assist staff in the review of block plans and potentially expedite subsequent draft plan applications.The guidelines referenced already use flexible language like “should” rather than “shall”. It is the opinion of Staff that additional flexibility is not necessary and may serve to diminish the importance of these guidelines. Developments that require variation from these guidelines should be addressed on a site-specific basis and justified through Urban Design Reports, where required.This guideline has been revised to replace the word “shall” with “should” to ensure there is flexibility; however, rear lanes are the preferred design approach as they are generally more effective at reducing vehicle speeds, allowing for on-street parking on the fronting street, and benefiting active transportation when compared to alternative options like window streets.

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	<ul style="list-style-type: none">• The guideline (5.1.9) related to the height of front doors for low-rise residential buildings should be revised to provide additional flexibility.• The guideline (5.2.1) related to the height of mid-rise buildings should be revised so that buildings are designed to a height of 100% of the street width, rather than 80%.• The guidelines (5.2.6) related to the 45 degree angular plane of mid-rise buildings should be revised so that the angular plane is measured at the rear property line of adjacent low-rise residential buildings (rather than any type of low-rise building) and that some minor penetrations of the angular plane be allowed.• The high-rise buildings guidelines (5.3) are too prescriptive. They should be generalized and additional guidance on the general intent and purpose of the guidelines should be provided.	<ul style="list-style-type: none">• The guideline referenced already uses flexible language like “should” rather than “shall”. It is the opinion of Staff that additional flexibility is not necessary and may serve to diminish the importance of this guideline.• This guideline has been revised to remove the reference to 80% of the street width. It is the opinion of Staff that the existing maximum height and stepback requirements are sufficient to achieve the design objective of ensuring the streetwall maintains a human-scale and minimizes shadowing.• The referenced guideline has been revised as recommended.• The guidelines referenced already use flexible language like “should” rather than “shall”. It is the opinion of Staff that additional flexibility is not necessary and may serve to diminish the importance of these guidelines. Developments that require variation from these guidelines should be addressed on a site-specific basis and justified through Urban Design Reports, where required. The general intent and purpose of these guidelines is provided in the introductory paragraphs of Section 5.3 High-Rise Buildings.
7. Douglas Stewart, IBI Group, re. 712102 Ontario Inc., 101 Catharine Avenue	<ul style="list-style-type: none">• We believe that the preferred form of development for 101 Catharine Avenue is Block townhouse units to be implemented though the new Official Plan. We believe that there is merit in the City defining “Infill Development”, permitting Block Townhouse within the Low-Rise Residential and adding “Back-to-Back” to the Mid-Rise Residential.	<ul style="list-style-type: none">• Infill development opportunities contribute to intensification, and are recognized in Policy 4.3.c.iii as a form of intensification that may occur within the Built-up Area, including vacant and underutilized lands.• The Draft Official Plan has been revised to include all townhouse forms in Low-Rise and Mid-Rise Residential built forms.
8. Douglas Stewart, IBI Group, re. 1475764 Ontario Inc., 133-147 Mohawk Street	<ul style="list-style-type: none">• A preliminary development concept is being prepared for the proposed redevelopment of the property. We believe there is merit to designate the property as Neighbourhood and Residential.	<ul style="list-style-type: none">• This property has been identified for Employment Area conversion in the Municipal Comprehensive Review – Addendum Report and has been redesignated to “Neighbourhoods” on Schedule 1 and the “Residential Designation” on Schedule 3.
9. Douglas Stewart, IBI Group, re. Annspel Holdings Ltd.	<ul style="list-style-type: none">• Schedules 11 and 12 contemplate a proposed Minor Collector to connect Powerline Road and Balmoral Drive. However, Schedule 4 only designates the north/side leg of the proposed Collector Road as Neighbourhood Corridor. We would recommend the City designate the entire proposed Collector as Neighbourhood Corridor.• Regarding Policy 5.1.d.iv, it is not efficient and cost effective to have street frontage on all sides of a park. Please consider revising.	<ul style="list-style-type: none">• New policy has been added in Section 5.1 to allow adjustments to the boundaries of the Residential Designation sub-categories (including Neighbourhood Corridor), as identified on the Schedules to the Plan, through the Block Plan process without the requirement for an Official Plan Amendment.• This policy discourages reverse frontage (back-lotting) abutting public streets and adjacent to parks and encourages alternatives. It does not prohibit all lots from backing onto parks and open space.

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10. Douglas Stewart, IBI Group, re. Carazma Developments and Brantford Landscaping And Sodding Inc	<ul style="list-style-type: none"> Comments note that the Settlement Area is likely to be expanded as a result of the increased population and employment growth forecasts and extended planning horizon to 2051 in the Growth Plan amendment, and request the subject properties be considered. Proposed Schedule 3 Land Use Plan where lands are within the Agricultural Designation does not provide any distinction between lands that were initially thought to be required to meet planning targets and lands for the future referred to as the “Trigger Lands”. At the time of the [municipal] boundary expansion the inclusion of the Trigger Lands was an important concept as it affected when lands could be eventually included in the urban boundary. Is the principle of the Trigger Lands no longer relevant? 	<ul style="list-style-type: none"> The subject lands were evaluated through the Municipal Comprehensive Review (MCR) as Block C6 and not included in the proposed settlement area expansion required to meet the growth projections in the June 2020 Draft Official Plan. The Draft Official Plan has been revised to account for the new population and employment forecasts to 2051. The MCR Addendum Report contains the updated land needs assessment that has resulted in an additional 34 net developable hectares added to the Settlement Area for residential purposes. However, the additional land need has been allocated to the northeast corner of the City on the north side of Powerline Road to round out the area referred to as Block C8 in the MCR analysis. That area was preferred over lands further north of Jones Creek (Block C6) in the extensive land evaluation undertaken in the MCR to determine by how much and where the Settlement Area should be expanded. At the time of the municipal boundary expansion in 2016, it was anticipated that all of the annexed lands would be added to the Settlement Area and new Official Plan policies and holding zones would be applied to phase development such that the Trigger Lands would be the last areas to be developed. Due to the changes to the Growth Plan since 2017, the Settlement Area cannot be expanded at this time to include all of the annexed land, and those lands remaining outside of the Settlement Area are to be in the Agricultural Designation in the Official Plan. However, the principle of the Trigger Lands remains relevant for considering where future Settlement Area expansion is to occur, applying a lower priority to the Trigger Lands than other lands that are not in the Settlement Area.
11. Ronald Bisailon, Brantford Landscaping & Sodding Ltd.	<ul style="list-style-type: none"> Request that lands at 332-324 Governors Road be considered for Settlement Area expansion as more housing supply will be needed, given the updated Growth Plan and Land Needs Assessment Methodology released by the Province. 	
12. Steve Szasz, Carazma Developments Inc.	<ul style="list-style-type: none"> Request that lands at 308 Governors Road be considered for Settlement Area expansion as more housing supply will be needed, given the updated Growth Plan and Land Needs Assessment Methodology released by the Province. 	
13. Douglas Stewart, IBI Group, re. Samarlin Homes, 155½ and 159 Terrace Hill Street	<ul style="list-style-type: none"> Comments suggest that this property is best suited for Block townhouse dwellings, and requests that built form be permitted within the Low-Rise Residential area. 	<ul style="list-style-type: none"> Infill development opportunities contribute to intensification, and are recognized in Policy 4.3.c.iii as a form of intensification that may occur within the Built-up Area, including vacant and underutilized lands. The Draft Official Plan has been revised to include all townhouse forms in Low-Rise and Mid-Rise Residential built forms.
14. Ed Bernacki	<ul style="list-style-type: none"> Suggested additional growth management policy to highlight that “The population of Brantford will include a diversity of age groups which will need to be accommodated”, along with age profile statistics. Expressed concerned there is not enough recognition of seniors and the Healthy Aging Plan in the Draft Official Plan. Encourages a greater mix of housing types and more housing designed for seniors within neighbourhoods. 	<ul style="list-style-type: none"> The Official Plan is one of various City documents that affect development and design within Brantford. It is implemented through the Zoning By-law as well as the Urban Design Manual, which has been revised to provide better reference to the City’s Healthy Aging : Age Friendly Plan. (See Item 29 in this matrix.) The new Official Plan will promote a greater mix of housing types within Brantford than the past, as well as more opportunities for mixed-use developments. A mix of land uses and activities can facilitate easier access to commercial and recreational uses and health services for people with less mobility.
15. Ashley Graham, Grand River Conservation Authority	Draft Official Plan Section 3.5 Promoting Sustainable Development and Adapting to Climate Change <ul style="list-style-type: none"> Consider including broader policy statements regarding protecting the quality and quantity of surface water and groundwater. Include the current percent of tree canopy cover in the City. 	<ul style="list-style-type: none"> Source water protection policies have been expanded in the revised Draft Official Plan. The current percentage of tree canopy is unknown.

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	<p>Section 5.6.1 Core Natural Areas Designation</p> <ul style="list-style-type: none">Subsection a.iv - ‘Significant Wildlife Habitat’ by definition includes habitat for species of special concern but does not include habitat for provincially listed species at risk. It is recommended that ‘habitat for threatened and endangered’ (categories of species at risk) be listed separately.Section 6.1 Floodplain Areas should be updated to include the watercourses present in the expansion lands such as Jones and Phelps Creeks.In Section 6.2, Steep Slope and Erosion Hazards, suggested edit in subsection b: Development proposals within and adjacent to the steep slopes shall require a site-specific geotechnical assessment to establish a more precise slope hazard and appropriate setback limit to the satisfaction of the City and the Conservation Authority.Section 6.8 Modified Policy Area, Area 2 – recommend additional wording regarding river access; Area 5 - GRCA requests removal of the reference to GRCA acquiring these lands.Section 8.1 Municipal Servicing Infrastructure Systems, add wetland to subsections n. iii and iv.Section 9.11 Development Applications, formal pre-consultation with the City to include relevant commenting agencies.Schedule 7-3, would be more accurately labeled Steep Slope Erosion Hazard. <p>Draft Urban Design Manual</p> <p>Section 2.3.5 Colborne St. East and West Corridors</p> <ul style="list-style-type: none">It is recommended the Colborne St. East Intensification Corridor Boundary Map take into consideration the slope hazard on Colborne Street East, east of Calvin Street. <p>Section 3.6 On-Street Parking and Section 3.9 Natural Heritage Features, Parks, Open Spaces, Multi-Use Trails and the Waterfront</p> <ul style="list-style-type: none">Two guidelines encourage low impact development measures focused on infiltration of stormwater that may assist in achieving water balance targets, however, the potential impacts of chloride from road salting on groundwater and natural heritage features should be considered when determining whether or not to infiltrate runoff from roads and parking areas.	<ul style="list-style-type: none">Additional policy has been added regarding Endangered and Threatened Species Assessments.Revision made.Policy has been revised.Revisions made.Revisions made.The boundary of the Intensification Corridor Designation is established through the Official Plan and it is included in the Urban Design Manual for illustrative purposes. Potential constraints to development are not noted on the map; however the Manual is clear that all development must address applicable provincial and municipal policies and standards, which would include those related to slope constraints.These guidelines have been revised to ensure that consideration is had for the potential impacts of chloride on groundwater and natural heritage features.
16. Tate Kelly, Infrastructure Ontario, Hydro One Networks Inc.	<p>W. Ross Macdonald School</p> <ul style="list-style-type: none">Request that the Core Natural Areas Designation and Adjacent Lands Overlay as they apply to the W. Ross Macdonald School be removed. <p>Hydro Corridor Lands Comments</p> <p>Terminology</p> <ul style="list-style-type: none">Request that all reference to corridors used for the transmission and distribution of electricity should be referred to as “hydro corridors” and all references to electricity infrastructure and facilities should be referred to as “electricity generation facilities and transmission and distribution systems.” <p>Land Use Permissions</p> <ul style="list-style-type: none">Request clarity in Policies 5.1 and 8.1 that development subject to an Environmental Assessment process under the Environmental Assessment Act shall be deemed to meet the policy, and shall be permitted in the Core Natural Areas designation or the Adjacent Lands Overlay. <p>Underground Utilities</p> <ul style="list-style-type: none">Request that Policy be revised to exempt infrastructure projects that are approved through an Environmental Assessment process under the Environmental Assessment Act. The Environmental Assessment process considers the locational factors identified in the proposed policy, among others.	<ul style="list-style-type: none">The Core Natural Areas Designation recognizes the existing woodlot on site. The Adjacent Lands Overlay is not a land use designation; rather, it is a flag to determine if an Environmental Impact Study (EIS) is necessary to support development proposals within 90 metres of the Core Natural Areas Designation. The EIS can be scoped or waived depending on the specifics of a development proposal, such as barriers within the Overlay itself, such as Brant Avenue between the W. Ross Macdonald School and the Core Natural Areas Designation along the rail corridor.Revisions have been made to various policies referring to hydro corridors and related facilities.Revisions have been made to Policy 5.1.k and 8.1.d and 8.2.b in the updated Draft Official Plan regarding electricity generation facilities and transmission and distribution systems and Environmental Assessments.

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	<p>Protection of Corridors</p> <ul style="list-style-type: none">Request additional policy intended to protect hydro corridors. <p>Parks and Open Space Designation and Secondary Uses</p> <ul style="list-style-type: none">Request that Policy 5.2.3(j)(ii) be revised to read: “The City will encourage the use of utility corridors, rights-of-way and easements to establish open space linkages, <i>where supported by the accommodating utility operator or landowner.</i>”Requested additional policy regarding secondary uses in hydro corridors.	<ul style="list-style-type: none">Policy added in Section 8.2.Revision made in Section 5.2.3.j.ii.Policy added in Section 8.2.
17. John Ariens, IBI Group, re. Bella Gardens Industrial Subdivision	<p>Official Plan Schedules</p> <ul style="list-style-type: none">Request that the General Employment designation apply to all but the Garden Avenue frontage.Concerned that the Adjacent Lands Overlay places environmental restrictions on the adjacent lands. Suggest that flexibility be added so that the need for an EIS is discretionary and depending on the site circumstances. <p>Land Use Policies</p> <ul style="list-style-type: none">How is the density of 25 jobs per hectare to be calculated? Is it over the entire designation or on a smaller area basis?What is meant by “limited sale” of products?What is a distribution center—could this be a retail warehouse? What does “major” mean in the list of prohibited uses?What about recreational facilities (Gyms, bowling, movie theatres etc.), these are not identifiedThe prohibition on outdoor display would prevent any display pads out front. Product Display pads should be exempted.Buildings along the 403 and arterial roads have to face these roads and in essence will have 2 fronts. Limited parking is allowed in the fronts and therefore all loading and most of the parking has to be in the sides. This creates a difficult site plan process and some flexibility needs to be added such as “shall generally” be designed. <p>Transportation Policies</p> <ul style="list-style-type: none">New roads are to incorporate pedestrian and active transportation such as bike lanes, multi-use pathways and sidewalks on both sides. This will require wider roads or revised engineering standards and increases the cost of new development. These standards are also not appropriate in a general industrial setting.	<ul style="list-style-type: none">Schedules 3 and 4 have been revised to redesignate the northern portion of the Employment Area from Prestige Employment to General Employment, leaving the more visible Garden Avenue and Highway 403 frontages for Prestige Employment.The Adjacent Lands Overlay is not a land use designation; rather, it is a flag to determine if an EIS is necessary to support development proposals within 90 metres of the Core Natural Areas Designation. The EIS can be scoped or waived depending on the specifics of a development proposal.Net developable area excluding Core Natural Areas, cemeteries, and right-of-ways for Hwy 403, railroads, electricity transmission lines and energy transmission pipelines.This will be refined in the Zoning By-law but the intent is to ensure that manufacturing of the product is the primary use rather than sales of the product.A retail warehouse would be a prohibited major retail use. Major retail and major office are defined in the Growth Plan.The Zoning By-law may permit gyms as ancillary recreational facilities.Product display pads if not visible from Highway 403 or any Arterial or Collector road would not be prohibited.The policy states “generally”.Sidewalks, transit facilities and links to the broader active transportation network of bikeways and trails outlined on Schedule 11 are necessary to provide more options for employees to get to work and safely move about within the Employment Area when accessing ancillary services and amenities.
18. John Ariens, IBI Group, re. Horwath Farms	<p>Official Plan Schedules</p> <ul style="list-style-type: none">Requests that the Strategic Growth Area and Intensification Corridor Designation be applied along the east side of the Wayne Gretzky Parkway extension, as it is shown on the west side.Requests that the Core Natural Area Designation be removed from 12 acres of agricultural field at the north end of 317 Powerline Road. <p>Urban Structure</p> <ul style="list-style-type: none">The OP should identify how the DGA density of 60 persons per hectare is to be calculated. Please consider adding a definition of net developable.In the Neighbourhoods, what is meant by “limited commercial and institutional”?	<ul style="list-style-type: none">Revisions have been made to Schedules 1, 3 and 4 to accommodate this request.Revisions have been made to Schedules 1, 2, 3, 4 and 6 to accommodate this request.The DGA density is to be measured in accordance with the Growth Plan for the Greater Golden Horseshoe, in which case net developable excludes Core Natural Areas, cemeteries, and right-of-ways for Hwy 403, railroads, electricity transmission lines and energy transmission pipelines.Commercial and institutions uses permitted with the Neighbourhoods are intended to be smaller in scale and more locally oriented than commercial and

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	<p>Land Use Designations</p> <ul style="list-style-type: none">The Plan should allow conventional 2 storey townhouses in the low density category and higher forms such as Back to Back and Stacked in the Medium Density category.Any development in the Adjacent Lands Overlay triggers the need for an EIS. This is too restrictive. <p>Transportation Policies</p> <ul style="list-style-type: none">Any development where a single access is 250m or longer will require a second access. Should state “generally” so that an OPA is not needed for a 254m road length. <p>Block Plans</p> <ul style="list-style-type: none">Concerns expressed with the Block Plan process, timing of individual subdivision applications and issues related to landowner cooperation and contribution. Suggested the use of secondary plans instead. Request that the Block Plans be deferred for now.	<p>institutional uses permitted in Strategic Growth Area in the Downtown, Major Commercial Centres and Intensification Corridors and Major Institutional designations.</p> <ul style="list-style-type: none">The Draft Official Plan has been revised to include all townhouse forms in Low-Rise and Mid-Rise Residential built forms.The Adjacent Lands Overlay is not a land use designation; rather, it is a flag to determine if an EIS is necessary to support development proposals within 90 metres of the Core Natural Areas Designation. The EIS can be scoped or waived depending on the specifics of a development proposal.Policy has been revised to state “generally”.The Block Plan process has been advanced to inform and ensure coordination between the various development applications that will follow, rather than a secondary plan process. The draft Terms of Reference has been revised to provide greater clarification and flexibility in regard to study requirements between the block plan and draft plan of subdivision processes.
19. Jay Hitchon, re. Karek properties, 170 and 194 Powerline Road	<ul style="list-style-type: none">We submit that the lands at the north east corner of the City of Brantford should be included in the settlement area boundary and designated for residential development. The Settlement Boundary should be relocated to the easterly boundary for the lands fronting on Powerline Road as well.If there are any recommendations for other properties to be included in the Settlement Area at the east end of Powerline Road, the Karek properties should be included.	<ul style="list-style-type: none">The subject lands were evaluated through the Municipal Comprehensive Review (MCR) and not included in the proposed settlement area expansion required to meet the growth projections in the June 2020 Draft Official Plan. The Draft Official Plan has been revised to account for the new population and employment forecasts to 2051. The MCR Addendum Report contains the updated land needs assessment that has resulted in an additional 34 net developable hectares added to the Settlement Area for residential purposes. However, the additional land need has been allocated to the northeast corner of the City but on the north side of Powerline Road. That area was preferred over the south side of Powerline Road in the extensive land evaluation undertaken in the MCR to determine by how much and where the Settlement Area should be expanded.The northward extension of Garden Avenue along the unopened Karek Road was considered in the evaluation of land use and transportation options in the MCR Part 3 Report. The proposed extension was not identified as a required infrastructure project in that analysis or the recent Transportation Master Plan.
20. Barb Smith, re. Karek properties, 170 and 194 Powerline Road	<ul style="list-style-type: none">Requests that 170 and 194 Powerline Road be included in the Settlement Area.Expressed concern that future development will lead to congestion on Powerline Road, Wayne Gretzky Parkway and Lynden Road. Opening up Karek Road to Garden Avenue could provide additional route to Hwy 403 to relieve congestion another gateway to the north end of Brantford.	
21. Elizabeth Howson, Macaulay Shiomi Howson Ltd., re. Welton and Innes G.P. Inc.	<p>Sections 5.1 f-h: Role of the Block Plan Process</p> <ul style="list-style-type: none">Notes that Welton and Innes G.P. Inc. own 99% of the lands in the Lynden Garden Block Plan area so there is no need for any significant coordination with other owners, and the issues will be addressed through the plan of subdivision. Request that flexibility be provided in the policies with respect to the Block Plan process to allow further consideration of whether such a process, or a hybrid alternative, should be applicable to Lynden Garden. <p>Sections 5.2.1 c. Policies for Low-Rise Residential Buildings and 5.2.1 g. Policies for Mid-Rise Residential Buildings</p> <ul style="list-style-type: none">Requests that permitted uses in the Low Rise and Mid Rise Residential designations be generalized to allow consideration of back-to-back townhouses and other similar alternative townhouse forms.	<ul style="list-style-type: none">The Block Plan Terms of Reference (TOR) has been revised to provide greater clarification and flexibility in regard to study requirements between the block plan process and the draft plan of subdivision process that would follow approved block plans. While the TOR sets out minimum requirements, applicants may submit more detailed studies to assist staff in the review of block plans and potentially expedite subsequent draft plan applications.The Draft Official Plan has been revised to include all townhouse forms in Low-Rise and Mid-Rise Residential built forms.

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	<p>Section 5.6.1 l. and m. Core Natural Areas Designation and Section 5.62 f. and g. Adjacent Lands Overlay</p> <ul style="list-style-type: none">The boundary of the system identified on the proposed schedule does not accurately reflect the underlying Natural Heritage System. Requests that their scoped Environmental Impact Study be considered before any final determination is made of the boundary of the Core Natural Areas and Adjacent Lands Overlay designations in Lynden Garden. In addition, the policies should be clarified to identify a stormwater management facility as a permitted use in the Core Natural Areas designation outside any significant natural heritage features. <p>Schedule 4 Designated Greenfield Area Structure</p> <ul style="list-style-type: none">Requests that the Neighbourhood Centre and Neighbourhood Corridor designations identified on Schedule 4 be modified in accordance with the concept attached to this submission.	<ul style="list-style-type: none">New policy has been added in Section 5.1 to allow adjustments to the boundaries of the Natural Heritage System, Residential Designation sub-categories, the bikeways and trail network and road network, as identified on the Schedules to the Plan, through the Block Plan process without the requirement for an Official Plan Amendment.As noted above, modification can occur through the block plan process.
<p>22. David Aston and Stephanie Mirtitsch, MHBC, re. Losani ‘Area C’ Lands, 501 Shellard Lane and 544 Shellard Lane</p>	<p>Area C Lands</p> <ul style="list-style-type: none">These lands are within the current Settlement Area and Designated Greenfield Area. In the current West of Conklin Secondary Plan, Area C/Modified Policy Area 7 – Shellard Lane, the principle of development is acknowledged and the limits and density of development will be defined by various criteria and supporting background studies, including an Environmental Impact Assessment, as part of the development application process.It is our understanding that Modified Policy Area 20 in the Draft Official Plan, carries forward the development intent of the current in force Official Plan. We understand on this basis that residential development will be permitted within the Area C Lands, and that the significant natural heritage features, cultural heritage landscapes and associated buffers will be determined through environmental study as part of a formal development application. Please confirm. <p>Natural Heritage Concerns - 501 and 544 Shellard Lane</p> <ul style="list-style-type: none">Delineation and appropriate buffers should be determined through environmental study as part of the development application process. To our knowledge, no study has been completed by the City to identify these features and appropriate buffers.With regard to 544 Shellard Lane, we would request confirmation that the natural heritage features and associated buffers be determined through environmental study, as part of a future development application.If the intent of the Adjacent Lands Overlay is to trigger an Environmental Impact Study, that should be identified through the pre-consultation process.Applications that have draft plan approval should not be subject to Schedule 6.With regard to 501 Shellard Lane, natural features and buffers have already been confirmed through completed and approved studies, as part of the draft plan approval process, and should be reflective of the approved draft plan.We request clarification that the natural features and buffers for these lands will be confirmed through appropriate studies, and applications, and would request confirmation that an Official Plan Amendment will not be required to permit development in these areas, if confirmed otherwise through completed and approved studies.	<ul style="list-style-type: none">The Area C modified policy in the current plan has been carried forward to the new Official Plan in Modified Policy Area 20, maintaining the principle of development within the area, subject to environmental and other technical studies to support future development and access to it in this highly constrained area.Official Plan policy allows refinements to the Natural Heritage System where supported by EIS. The NHS including buffers are based on recommendations in the Brantford Official Plan Review Natural Heritage Strategy (2014) and Comprehensive EIS for the North Brantford and Tutela Heights Expansion Lands (2020), both prepared by Plan B Natural Heritage consultants.This is the intent of the Overlay – to flag that whether or not an EIS is required needs to be determined at a pre-consultation meeting.Modifications have been made to the Schedules to align the Core Natural Areas Designation with limits established in approved draft plan of subdivisions to the south of Shellard Lane. In addition, policy revisions have been made in Section 5.6.1 to recognize existing planning approvals. In cases where an EIS was completed and approved in support of the existing approval, further EIS requirements relating to the Core Natural Areas Designation and/or Adjacent Lands Overlay on Schedule 6 may be waived by the City.
<p>23. Arnold Valian, Mildred Valian, Helen Engeneski, re. ‘Area C’ Lands</p>	<ul style="list-style-type: none">Part owners of land in “Area C”.Reviewed the newly released Draft Official Plan and in principal disagree and object to the new policy that applies to their lands.	<p>The Area C modified policy in the current plan has been carried forward to the new Official Plan in Modified Policy Area 20, maintaining the principle of development within the area, subject to environmental and other technical studies to support future development and access to it in this highly constrained area.</p>

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24. Matt Ninomiya, WalterFedy Group, Douglas Stewart, IBI Group, re. 2577909 Ontario Inc. And GLK Brantford Holdings Inc. (466 King George Road And 391 Powerline Road); re. 1869721 Ontario Limited (207 and 209 Mount Pleasant Street); and re. 419 Powerline Road	<ul style="list-style-type: none">With respect to Policy 4.1.a.vi, please advise the form and function of the limited commercial development that would be supported. Our client would want to have the opportunity to develop commercial uses which may be located at the intersection of Powerline Road and the future Minor Collector Road. Within Section 5.2.1.b, no commercial land uses are identified, and under 5.2.1.b.ix, “Neighbourhood supporting use” is listed which is not defined. Please clarify. <p>Regarding the Block Plan Terms of Reference:</p> <ul style="list-style-type: none">It is recommended that the City be the proponent of the Block Plans with input from landowners through a public process.It is recommended that the Terms of Reference clarify what the City expectations are for satisfactory feedback, regarding consultation with other landowners.It is recommended that the City limit the scope of the Block Plan studies in efforts to expedite the Block Plan process recognizing that detailed studies will follow with each development application and can confirm or refine assumptions made at the Block Plan stage.It is recommended that the City not require a Block Plan for <u>all</u> lands within the Block Plan area if it can be demonstrated that the said lands can advance independently.	<ul style="list-style-type: none">Commercial and institutions uses permitted with the Neighbourhoods are intended to be smaller in scale and more locally oriented than commercial and institutional uses permitted in Strategic Growth Area in the Downtown, Major Commercial Centres and Intensification Corridors and Major Institutional designations. A list of Neighbourhood supporting uses is provided in Policy 5.2.1.t.The expectations regarding consultation have been revised in the Block Plan Terms of Reference (TOR).The Block Plan TOR has been revised to provide greater clarification and flexibility in regard to study requirements between the block plan process and the draft plan of subdivision process that would follow approved block plans. While the TOR sets out minimum requirements, applicants may submit more detailed studies to assist staff in the review of block plans and potentially expedite subsequent draft plan applications. Submissions requirements could also be scoped through the Block Plan pre-consultation process.Additional policy has been added to the Draft Official Plan to provide some flexibility regarding the Block Plan requirement. The block plan boundaries as illustrated on Schedule 2 will remain but the new policy will allow some development applications to be waived from the block plan requirement by the General Manager of Community Development, such as site plans and minor variances that do not involve lot creation or adjustment, and subject to the application not conflicting with the objectives set out in policy 5.1.f). Whether the subject property can be waived from the Block Plan requirement will depend on the whether the development proposal does not conflict with policy 5.1.f criteria, including its relation to future servicing of the Block Plan area.
25. Martin Quarcoopome, Weston Consulting, re. TRG Brantford (George St, Market St, Marlborough St, and Grey St)	<ul style="list-style-type: none">Planning applications were submitted in March 2020 to facilitate the development of a 16- storey mixed use high-rise rental project.As part of our active development application, Transportation Engineering Staff advised that the existing right-of-way of 20m has been increased to 24.5m. A widening of 2.2m would be required to address engineering standards. This widening, along with 4.5m daylight triangles at the Market/ Grey and Market/ Marlborough intersections are shown on our site plan and will be dedicated to the City.Market Street is now proposed to have a 30.5m proposed ROW width in Schedule 13, which will have significant impact on the proposed development. Request that no additional lands be provided as our development application precedes this new requirement.	Schedule 13 in the Draft Official Plan includes existing roads where the current right-of-way is less than the standard width for the proposed road classification set in the updated 2020 Transportation Master Plan; in this case, 30.5 m for a Major Collector Road such as Market Street, as identified on Schedule 12. As per the ROW policies in Section 7.2 of the Draft Official Plan, the standard widths represent the extent of widenings which may be taken, but final road allowance widths will be determined through the completion of detailed design during the development approvals process.

Individual or Company	Summary of Comments on the June 2020 Draft	Staff Response
26. Lucy Marco, President, Grand River Council on Aging	<p>In Section 2.1 of the Official Plan, add “age friendly” to the opening paragraph between “unique” and “urban”.</p> <p>Urban Design Manual</p> <ul style="list-style-type: none">• Add references to the City’s Healthy Aging : Age Friendly Plan• Add Building Accessibility and Accessible/Barrier Free Parking in Section 3• Consider adding requirements for: adequate parking in proximity to destinations for those with mobility issues, concrete sidewalks with no slant, maintenance of public plantings, specific transport routes for large trucks to reduce noise and promote safety, accessible public washrooms, rest areas, benches and fountains.	<p>Instead of adding another idea into the opening sentence, the following change was made in the fifth sentence:</p> <ul style="list-style-type: none">• “Residents have access to a range of community services and recreational amenities to support their well-being.” now reads “Residents of all ages have access to a range of housing, community services and recreational amenities to support their well-being.”• Similarly, the words “of all ages” were inserted in policy 5.3.1.iii., regarding the intent for Downtown to be a great neighbourhood for everyone. <p>In the Urban Design Manual,</p> <ul style="list-style-type: none">• The City’s Age-Friendly Strategy is now listed as an additional design document in Appendix B to the Manual. The listed text is included as hyperlink to the Strategy on the City website, so someone reading the Manual online can open the Strategy online with one click.• The Urban Design Report Terms of Reference (Appendix A to the Manual) has been revised to include ‘accessibility considerations’ as one of the design considerations that must be addressed in Urban Design Reports.• The Urban Design Manual provides a set of guidelines that will contribute to the development of an age-friendly community, including specific sections dedicated to Accessible Design and Active Transportation. The document also includes a list of other provincial and municipal design documents that must be consulted which also support age-friendly design, such as the Design of Public Spaces (DOPS) Standards and now the City’s Age-Friendly Strategy too.
27. Trevor Hawkins, MHBC, re. 251-253 Mount Pleasant Road	<ul style="list-style-type: none">• The owner supports the general policy direction provided within the Residential designation, and the Neighbourhood Corridor designation for the subject lands, as well as the density target of 55 residents and jobs combined per hectare.• While the owner does not object to the broader planning goals and objectives intended by the use of Block Planning, the owner does not support the inclusion of the subject lands within the Tutela Heights West Block Plan Area, and respectfully requests that the City amend the boundary to exclude the subject lands.• The requirement for Block planning is more aligned with coordinating future draft plans of subdivision for larger communities, with new roads, municipal services, parks and stormwater management facilities. The redevelopment of the subject lands, which is a relatively small parcel, is more consistent with a typical redevelopment/intensification of an existing, developed property.• Inclusion within the Block Plan Area will cause significant delays as the owner will need to wait for other, much larger landowners to prepare the necessary background work, engage with the City, and prepare reports and conceptual draft plans of subdivision to inform the Block Planning for the surrounding lands.	<p>Additional policy has been added to the Draft Official Plan to provide some flexibility regarding the Block Plan requirement. The block plan boundaries as illustrated on Schedule 2 will remain but the new policy will allow some development applications to be waived from the block plan requirement by the General Manager of Community Development, such as site plans and minor variances that do not involve lot creation or adjustment, and subject to the application not conflicting with the objectives set out in policy 5.1.f). Whether the subject property can be waived from the Block Plan requirement will depend on the whether the development proposal does not conflict with policy 5.1.f criteria, including its relation to future servicing of the Block Plan area.</p>

Revised Settlement Area Map

