



Town of Bradford West Gwillimbury

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EXTERNAL CIRCULATION

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Terri Ardelli, TransCanada Pipelines Limited
Ian Bender, County of Simcoe Planning Department
Joe Bonadie, Barrie Hydro Distribution Inc.
Bill Brown, County of Simcoe Engineering Department
Charles Burgess, Nottawasaga Valley Conservation Authority
Craig Cooper, Lake Simcoe Region Conservation Authority
Ruth Coursey, Town of East Gwillimbury
Joel Dempster, Go Transit
Shane Deugo, Hydro One Inc. (Newmarket)
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Rick Felhazi, Hydro One Inc. (Alliston)
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Stephen Kitchen, Township of King
Robert McAuley, Town of Innisfil
Nicole Middleton, Enbridge Gas Distribution Inc.
Jennifer Sharpe, Simcoe Muskoka Catholic District School Board
Eric Taylor, Town of New Tecumseth
Brian Tuckey, The Regional Municipality of York **COPY FOR**
Geoff Woods, Canadian National Railway Properties Inc.
Raymond Wu, Bell Canada

REGION OF YORK PLANNING DEPARTMENT	
MAY 06 2004	
BT	

FROM: Rick Hunter, Consulting Town Planner

DATE: May 4, 2004

RE: Application for Official Plan Amendment
Applicant: Bond Head Development Corporation

- Lots 1 to 10, Concession 6; Lots 1 to 10, Concession 7; and S½ Lots 1 to 10, Concession 8, Former Township of West Gwillimbury
- Lots 23 and 24, Concession 6 and 7 and S½ Lots 23 and 24, Concession 8, Former Township of Tecumseth

Planning Department File No. OP-03-05

An application has been submitted to the Town on behalf of Bond Head Development Corporation by Geranium Corporation for a major urban area expansion that would extend westward from the existing Bradford Urban Area to Bond Head, with development focused on either side of Highway 400, and located generally between Line 6 and half way between Line 8

and 9. The area is shown on the attached Schedule 1 drawing. A separate application has been submitted on behalf of Bond Head Development Corporation to the County of Simcoe for an amendment to the County Official Plan. Information on that application can be obtained by contacting the County of Simcoe Planning Department.

The proposal, if approved, will create an expanded urban area that links the existing communities of Bradford and Bond Head. The proposed urban centre is expected to support up to 115,000 people and 55,000 jobs by 2035. In terms of population, this would represent an increase of about 75,000 people over and above the 40,000 people who are anticipated to be in the Bradford Urban Area and Bond Head area over the next two or three decades.

The Preliminary Concept Plan, submitted by the owners is shown on the attached Schedule 2 drawing.

A copy of the Executive Summary, Bradford Bond Head Planning Area Proposal, Bond Head Development Corporation (April, 2004) is attached.

The following studies have been submitted on behalf of Bond Head Development Corporation to the Town for review and comment:

- *Bradford Bond Head Planning Area: Regional Context Overview*, prepared by Sorensen Gravely Lowes Planning Associates Inc. in association with BA Consulting Group Ltd., Bousfields Inc., Clayton Research Associates Limited, Daniel Burns & Associates, Gartner Lee Limited, Michalski Nielsen Associates Limited, Stantec Consulting Ltd., February 2004;
- *Land Use Proposal and Planning Assessment*, prepared by Sorensen Gravely Lowes Planning Associates Inc. and Bousfields Inc., April 2004;
- *Residential and Employment Needs Analysis*, prepared by Clayton Research Associates, March 2004;
- *Agricultural Impact Assessment*, prepared by Stantec Consulting, March 2004;
- *Environmental Constraints and Opportunities Study*, prepared by Gartner Lee Limited, March 2004;
- *Stage 1 Archaeological Assessment of the Bradford Bond Head Amendment Area*, prepared by Archaeological Services Inc., March 2004;
- *Commercial Needs Analysis*, prepared by urbanMetrics Inc., March 2004;
- *Servicing Study, Volume 1*, prepared by Stantec Consulting, March 2004;
- *A Discussion Paper – Phosphorous, Lake Simcoe and New Urban Development*, prepared by Michalski Nielsen Associates Limited, March 2004;
- *Transportation Study, Volume 1*, prepared by BA Consulting Group Ltd., March 2004; and
- *Fiscal Impact Study*, prepared by Clayton Research Associates, March 2004.

Copies of the reports are also being posted on the Town's website www.townofbwg.com or on the Bond Head Development Corporation's website at www.bradfordbondhead.ca.

External Circulation
Re: Geranium Corporation • OP-03-05
May 4, 2004

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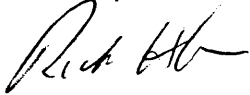
I would ask that you examine the above listed reports and let me know which documents you require for your review and comment. Copies of specific reports will be provided to you on request.

The Town has assembled a team of consultants to review the submitted reports and provide advice to Council.

The Town would appreciate receiving from you any comments or specific issues that are of interest to you and which you feel need to be addressed as part of the review.

We would ask that you review this material and forward your comments to the Planning Department by **June 1, 2004** in order that we can address your concerns in our review. If you are aware of any specific matters which should be addressed, please outline them in your response. If we do not receive a response from you by June 1, 2004, we will assume that you have no concerns. Should you require additional information or clarification, or require the deadline to be extended, please let us know.

Yours truly

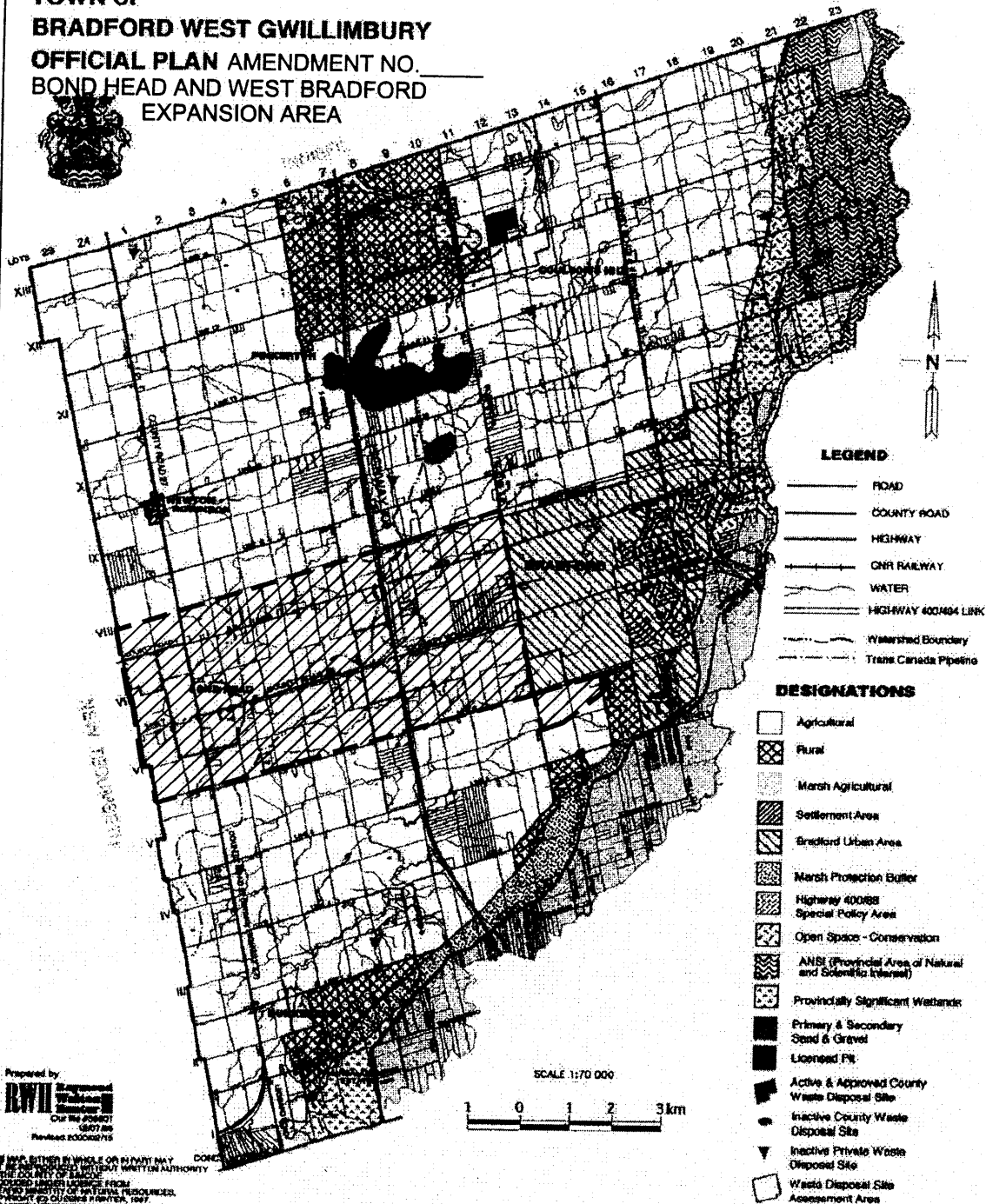


Rick Hunter, MCIP, RPP
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RH/lw

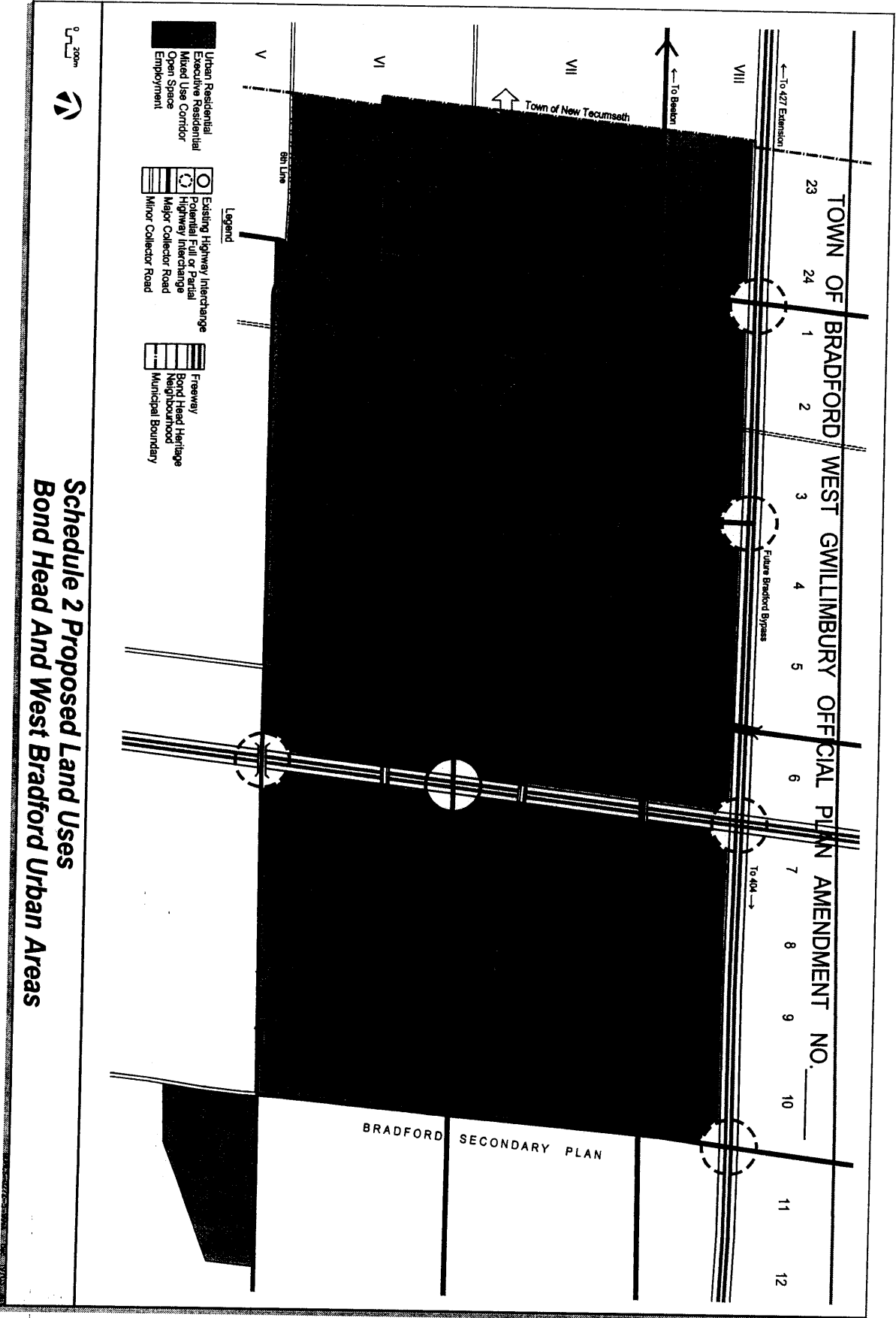
Schedule A
RURAL LAND USE PLAN

TOWN of
BRADFORD WEST GWILLIMBURY
OFFICIAL PLAN AMENDMENT NO. _____
BOND HEAD AND WEST BRADFORD
EXPANSION AREA



AREAS COVERED BY THIS AMENDMENT

Schedule 1



EXECUTIVE SUMMARY

**BRADFORD BOND HEAD PLANNING AREA PROPOSAL
BOND HEAD DEVELOPMENT CORPORATION**

**REGIONAL CONTEXT DISCUSSION PAPER
TECHNICAL SUBMISSION**

APRIL 2004

BOND HEAD
DEVELOPMENT CORPORATION

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1.0 INTRODUCTION

BRADFORD AND BOND HEAD PROPOSED TO ANCHOR NEW, PLANNED COMMUNITY NORTH OF THE OAK RIDGES MORaine

A comprehensive long-range plan to manage urban growth north of Toronto has been proposed to the Town of Bradford West Gwillimbury by Geranium's *Bond Head Development Corporation*.

A comprehensive regional overview of the Bradford-Bond Head Planning Area has been submitted as part of the proposal, which would see the planned growth, over the next 25 - 30 years, of a "live-work" community of more than 100,000 people centred on the intersections of Highway 400 and County Road 88.

The need to plan now for new settlement areas is driven by the fact that an additional 3.5 million people are expected to be living in central Ontario by the year 2035. Existing local and regional official plans have identified settlement areas for only 1.9 million of them.

Geranium Corporation believes it is only prudent that long-range plans be made now to identify places for the other 1.6 million people who will be living in south-central Ontario.

The alternative, to simply allow more unplanned, sprawling growth and the building of more 'bedroom communities' whose citizens simply commute to Toronto, is not an attractive option according to urban planning experts.

Employment growth must keep pace with residential growth to ensure the future economic prosperity of the central Ontario region, and the proposal addresses this need by identifying lands for employment, institutional and recreational use within the Bradford Bond Head Planning Area.

The *Bond Head Development Corporation* was formed by Geranium Corporation to propose a progressive, long-term plan for the South Simcoe area, which is expected to continue to be an area of major growth over the next few decades.

Geranium Corporation is a fully-integrated real estate company with over 25 years experience in building award-winning communities from Cobourg to Windsor to Barrie.

1.1 BOND HEAD DEVELOPMENT CORPORATION'S VISION

Bond Head Development Corporation's vision for the *Bradford Bond Head Planning Area* is to create a comprehensively planned, balanced community that will accommodate long-term growth over the next 30 years. This long-term planning vision takes direct aim at avoiding incremental, piecemeal planning in the municipality that could ultimately take on the characteristics of urban sprawl. The development proposal will make efficient use

of existing and committed major highway and transit infrastructure investment to the area. By knitting together the existing communities of Bradford and Bond Head with the "Highway 400/88 Special Policy Area" into a single planning framework, an integrated community sufficiently large in scale will be created that supports:

- a broad mix of uses;
- a range of housing types at varying densities;
- a generous supply of employment lands to achieve a healthy population/employment ratio; and
- the development of a major transit corridor within the *Planning Area* connecting to existing and planned GO transit services.

These attributes of the proposed integrated community demonstrate that this settlement area is highly suitable for accommodating long term growth and addresses the County Official Plan policies for settlements which provide an opportunity for people to live, work, shop and recreate.

1.2 THE PROPOSAL AND ITS RELATIONSHIP TO EXISTING PLANS FOR URBANIZATION

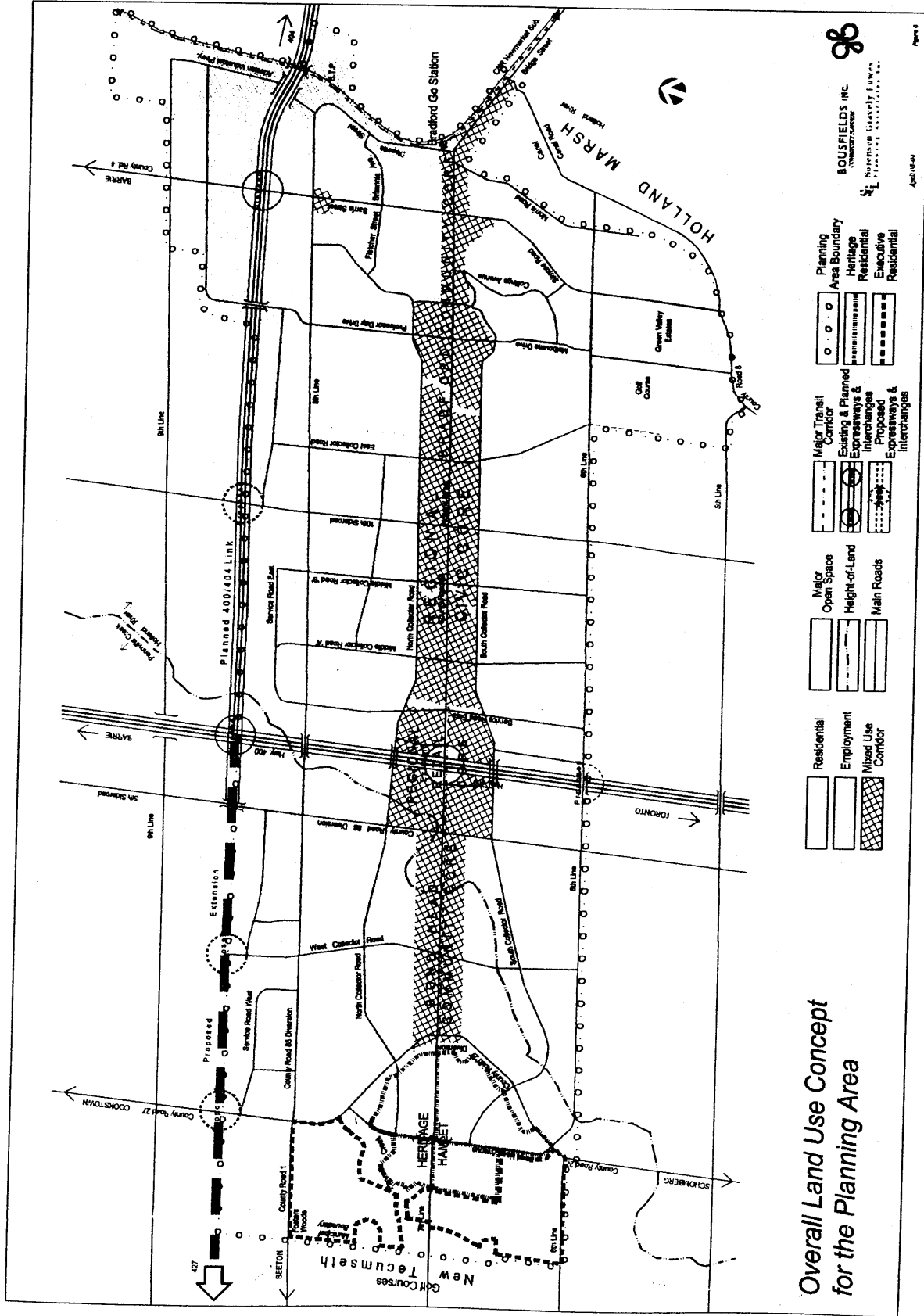
The proposal knits together the "Bradford Urban Area", the "Highway 400/88 Special Policy Area" and the "Bond Head Settlement Area" as currently designated in the Town of Bradford West Gwillimbury Official Plan. Together, these three areas and the intervening lands will form a cohesive, comprehensively planned community.

This urban community is expected to accommodate approximately 110,000 people and some 55,000 jobs at full build-out in the year 2035 in an area of approximately 3,850 hectares (9,500 acres). These forecasts *include* the planned 44,000-person population already reflected in the current local and County Official Plans for the "Bradford Urban Area" and the "Bond Head Settlement Area". Thus, the Geranium proposal in effect provides for an additional 66,000 people by about 2035.

County and Local Official Plan Amendment Applications Geranium Corporation initially submitted an Official Plan Amendment application on August 12th, 2003 to both the County of Simcoe and the Town of Bradford West Gwillimbury. Those were revised on December 22, 2003 to reflect the expanded Amendment Area.

The revised *Amendment Area* is generally bounded by 6th Line to the south, the Town Boundary to the west, the future extension of the Highway 400/404 Link to the north, and 10th Sideroad to the east.

The land use, transportation and servicing proposals knit together the "Bradford Urban Area", the "Highway 400/88 Special Policy Area" and the "Bond Head Settlement Area", as currently designated in the Town of Bradford West Gwillimbury Official Plan. Together, these three areas and the intervening lands will form a cohesive, comprehensively planned community.



Overall Land Use Concept for the Planning Area

Residential
Employment
Mixed Use Corridor

Major Open Space
Height-of-Land
Main Roads

Major Transit Corridor
Existing & Planned Expressways & Interchanges
Proposed Expressways & Interchanges

Planning Area Boundary
Heritage Residential
Executive Residential

Bousfields Inc.
Consultants
Reference: Green Valley Town Planning Commission

The proposed expanded urban community is expected to accommodate approximately 110,000 people and some 55,000 jobs at completion in about 2035.

These forecasts *include* the population and jobs already reflected in the *existing* current local and County Official Plans for the "Bradford Urban Area" (approximately 44,000 people) and the balance of the lands comprising the *Bradford Bond Head Planning Area*. The *Amendment Area* is expected to accommodate approximately 66,000 residents and 39,600 jobs at full build-out.

2.0 MANAGING GROWTH: THE REGIONAL CONTEXT

The ability of the Greater Toronto Area to accommodate its share of the forecast population growth in Ontario will be influenced by land freezes within its limits (Niagara Escarpment, Oak Ridges Moraine, Golden Horseshoe Greenbelt), pressure for protection of natural features within urban areas, concern about further growth from local councils and their citizenry, the decline of available land supply for housing by 2016, and the continued decentralization of jobs from the GTA, thus enabling workers to live further afield.

Regardless of the role that the GTA will play in the future, long-range plans should be made now to identify new areas capable of accommodating the up to 1.6 million new people by 2035 that are not presently accounted for in local and regional Official Plans.

Employment growth that keeps pace with residential growth is essential to ensure continuing economic prosperity of the Central Ontario Region. Lands must also be identified to accommodate the essential employment, institutional and recreational needs of the population. The employment land supply in the GTA is less than is required over the next 20 years and proactive action is required now to secure the necessary infrastructure improvements and planning approvals to accommodate new employment growth.

To accommodate future population and related employment growth, the urban envelopes of some existing major centres will have to be expanded, and some smaller communities beyond the Niagara Escarpment Planning Area and the Oak Ridges Moraine will need to become major centres.

2.1 BENEFITS OF LONG-TERM PLANNING VERSUS INCREMENTAL 'URBAN SPRAWL'

The southern portion of Simcoe County will experience rapid growth in the years ahead. Rapid growth brings new pressures for significant new infrastructure, including both major water and sewer works as well as major transportation and transit infrastructure.

Because of the investment required, and long lead time required for study and design, decisions on these works must be made well in advance of development pressures. Due to the investment costs, it is not fiscally prudent to plan and design such works on an

incremental basis. Such works need to be planned and designed to accommodate the long-term needs of an area.

Where rapid growth is occurring, it is also prudent to plan and design communities based on long-term needs. Such long-term planning can:

- link land use and infrastructure planning;
- link land use types and densities with transit routes and infrastructure planning;
- plan for comprehensive arterial and collector road patterns;
- accommodate a full range of housing types acknowledging that higher density housing in new urban areas occurs over the long term;
- link land use planning with protection of natural heritage features on a comprehensive basis;
- reserve sufficient lands for long term employment needs; and
- reduce speculation and thereby maintain surrounding agricultural land in farm ownership and production.

Without a long-term planning strategy in a rapidly growing area, an incremental and reactive approach to land use and infrastructure planning will make it more difficult to ensure there is an adequate supply of designated land. Without long-term planning, the public policy objectives of compact mixed use urban form, protection of significant environmental features, cost-effective utilization of planned and existing infrastructure and community services, and meeting the full range of housing requirements of future residents may be compromised.

Proactively planning for up to the next 30 years will ensure that incremental development decisions are not being made in an isolated and fragmented manner.

3.0 SUMMARY OF RESULTS OF TECHNICAL ANALYSES

3.1 CURRENT AGRICULTURAL STATUS AND USES IN THE "AMENDMENT AREA"

Much of the land in question is already zoned for future urbanization. The lands that are not, (called the *Amendment Area*) contain a variety of soil types and qualities. Not all of the land in this area is being farmed: Undesirable topography, wetness, and flooding are the common limitations to agriculture in the area. There are a number of tear-drop shaped hills, called drumlins, left behind by the last ice age that are difficult to farm, as are the low-lying, sometimes wet areas between them.

There are 34 farms within the *Amendment Area*, nine of which comprise higher investment facilities. A number of the remaining farms are 'retired farms', meaning that they originally supported livestock operations but now contain a dilapidated barn with little or no associated livestock infrastructure (e.g. barnyard fencing or manure handling facilities). Commonly, these retired barn facilities are used for storage and other non-agricultural uses.

Except for the higher priority specialty crop lands in the Holland Marsh and the lower capability lands designated Rural near the north boundary of the municipality, most areas of the municipality are equivalent in terms of soils capability. However, the concentration of non-agricultural uses within the *Amendment Area* and the associated extent of rural-urban interface coupled with agricultural land fragmentation reduces the overall agricultural priority of lands within the *Amendment Area*.

In summary the *Amendment Area* is located on lands of lower agricultural priority within the Town of Bradford West Gwillimbury, consolidates existing urban fragmentation, and provides for suitable development boundaries, which minimize agricultural impact and the potential interface with agriculture.

3.2 ENVIRONMENTAL SETTING

The *Amendment Area* is categorized as a clay plain which is marked by some twenty drumlins of varying height and size aligned generally northeast to southwest.

The watershed divide between the Nottawasaga River Basin and the Holland River Basin is situated diagonally across the *Amendment Area* so that lands to the north and west of the drainage divide are drained by Penville Creek (a tributary of Innisfil Creek), with lands to the south and east of the divide draining to North Schomberg River en route to the Holland River and Lake Simcoe.

Most of the native forest cover within the *Amendment Area* has long been removed and replaced by farm fields used for crop production. Although tree stands are relatively few, small and scattered within the *Amendment Area*, the area does contain seven noteworthy woodlots. All of which are proposed to be preserved.

No designated provincially significant wetlands or provincially significant Areas of Natural and Scientific Interest (ANSI), County Greenlands, Environmental Significant Areas or locally significant wetlands are present within the *Amendment Area*.

3.3 TRANSPORTATION FRAMEWORK

The main existing transportation elements within the *Bradford Bond Head Planning Area* include Highway 400 (6 lanes), its original cloverleaf-type interchange with County Road 88, a basic network of lot and concession roads maintained either by the County or the Town, the CN rail line (Newmarket Subdivision) supporting a GO Transit Station in the Town of Bradford just off Dissette Street, and GO Bus service along Highway 400.

A commuter/car pool parking lot is situated in the southwest quadrant of the Highway 400/County Road 88 interchange. County Road 88 extending from Bradford west through Bond Head, County Road 27 extending north-south through Bond Head and County Road 4 extending north-south through Bradford are the major arterial roads within the *Bradford Bond Head Planning Area*. The network of parallel concession roads provides

the opportunity to create a logical and efficient transportation and transit network through the *Bradford Bond Head Planning Area*.

The northern boundary of the *Bradford Bond Head Planning Area* is coincident with the planned future 400 series highway known as the Bradford By-pass, which will connect Highway 400 and the Highway 404 extension to the east, and eventually to a future extension of Highway 427 to the west. It should be noted that the alignment of the future Bradford By-pass west of Highway 400 has not been established and is subject to an Environmental Assessment.

A number of major transportation improvements are in various stages of the planning process including widening of Highway 400, from 6 to 10 lanes, in stages, construction of the Bradford By-pass, extension of Highway 404 north and east and extension of Highway 427 north to Barrie.

3.4 SERVICING

3.4.1 WATER SUPPLY, DISTRIBUTION AND TREATMENT

The existing water supply system for the communities of Bradford and Bond Head is supplied by seven municipal groundwater wells, located within Bradford. In addition to these wells, the water supply system includes two standpipes, a booster station, and approximately 90 km of distribution watermains.

To address the future water supply needs of the Amendment Area and the larger *Bradford Bond Head Planning Area*, a water supply analysis has been done by Geranium. It indicates that the *Amendment Area* can be adequately served with water supply and distribution systems. Possible water supply sources include groundwater and Lake Simcoe, and water supply demands will require expansion of the Alcona Water Treatment Plant, the Barrie Water Treatment Plant, and/or the construction of a new treatment facility near Cook's Bay and the construction of new water pipelines and reservoirs.

3.4.2 TOTAL PHOSPHORUS MANAGEMENT

The proposal being put forward by the Bond Head Development Corporation will actually result in an improvement of Lake Simcoe water quality by reducing the amount of phosphorus flowing into the Lake.

A Discussion Paper: Phosphorus, Lake Simcoe and New Urban Development prepared by Michalski Nielsen in March, 2004 on behalf of the Bond Head Development Corporation, addresses potential impacts of the proposed urban expansion on phosphorus loadings to Holland River, Cook's Bay and Lake Simcoe.

The critical element affecting water quality in Lake Simcoe is phosphorus. Phosphorus loadings have accelerated the aging (eutrophication) of Lake Simcoe due to the inflow of too many nutrients. In Lake Simcoe, increased phosphorus loadings from agriculture and the combined effects of industrial, urban and cottage development have enriched the lake

so that it now exhibits elevated phosphorus concentrations. The elevated phosphorus levels have caused excessive plant and algae growth, loss of dissolved oxygen in the lake's deep waters, degradation of fish habitat, and unbalanced plankton, benthic and fish communities.

Permitting the proposed urban expansion within the *Amendment Area* presents an opportunity to make improvements to the ecosystem by reducing phosphorus loadings. Accordingly, the *Discussion Paper* recommends a Total Phosphorus Management (TPM) approach be implemented in conjunction with the proposed urban expansion which considers phosphorous reductions from the expanded sewage treatment plant, urban stormwater drainage and agricultural runoff.

The diversion of treated sewage from Newmarket and Aurora into the York-Durham system had a beneficial influence on phosphorous in Lake Simcoe, but it also diminished the volumes of water in the Holland River particularly during mid-summer when stagnant conditions prevail and phosphorous levels increase .

The *Discussion Paper* found that an expanded sewage treatment plant would deliver more water to the Lower Holland River, diminishing the effects of phosphorus feedback from sediment. As a result, it could have a beneficial effect on the Holland River, Cook's Bay and Lake Simcoe, due to increased flows of relatively clean water to those receiving bodies and reduction in phosphorus from sediment.

The *Discussion Paper* also found that stormwater management is one of the most significant sources of phosphorus, greater than tributary, agricultural and treated sewage sources. Stormwater treatment ponds typically can be designed and maintained to reduce about 40% to 60% of the phosphorus loaded to them. However, just as new sewage treatment plant technology has been advancing in recent years to substantially reduce concentration of phosphorus, so too has stormwater treatment technology. New developments can rely on a variety of treatment measures including wet detention ponds, artificial wetlands, filtration facilities and stream and waterfront setbacks or buffers.

The *Discussion Paper* further suggested that the TPM program currently being prepared for the *Bradford Bond Head Planning Area* also address the benefits of treating agricultural water runoff associated with local vegetable farming operations in the Holland Marsh specialty crop area.

In summary, the *Discussion Paper* concludes that an expansion to the Bradford sewage treatment plant with improved technology coupled with the associated introduction of high volumes of relatively clean water into the Lower Holland River, improved stormwater management, and reductions in phosphorus loadings from polder runoff, all provide opportunities for significant phosphorus reduction while simultaneously advancing the primary goal of the Lake Simcoe Environmental Management Strategy (LSEMS) to restore stocks of Lake Simcoe's naturally reproducing lake trout and whitefish.

3.4.3 WASTEWATER CONTROL AND TREATMENT

Wastewater servicing in Bradford is currently provided by a series of trunk gravity sewers, forcemains, and six pumping stations which eventually discharge to the Bradford Water Pollution Control Plant for treatment. Effluent from the plant is then discharged into the Holland River and ultimately to Lake Simcoe. Domestic wastewater flow within the Bond Head community is currently treated through private septic tank systems. No distribution system is currently available.

The existing development plans already committed to in the Town's current Official Plan call for a planned population in the Bradford Urban Area of 38,800 people by the year 2026. To accommodate this growth, a large portion of the existing sewers and pump stations will require upgrades.

The *Bondhead Development Corporation* can assist the Town in finding the technical and financial solutions needed to achieve the 38,800 persons population targets for the Bradford Urban Area already committed to in the local Official Plan as well as provide services to the Bond Head Community and service the Highway 400 /88 Special Policy Area which could then attract higher intensity employment uses. To service the corresponding increased demands, changes to the existing wastewater treatment plant and construction for new gravity trunk sewers, forcemains, and pumping stations would be required.

Recognizing the phosphorus loading objectives for the Lake Simcoe watershed, considerable thought has been given to the discharge characteristics of the future Bradford Water Pollution Control Plant. Employing best available technology, Total Phosphorus (TP) loadings will be kept to their minimum. Specifically, an effluent TP concentration of 0.07 mg/L, which exceeds the current requirements of 0.1 mg/L for discharge into Lake Simcoe, is proposed.

3.4.4 DRAINAGE AND STORMWATER MANAGEMENT

Existing surface drainage subcatchments within the *Planning Area* is split approximately in half between two watersheds; namely the Nottawasaga River watershed which ultimately discharges to Georgian Bay, and the Holland River watershed which outlets to Lake Simcoe. Within the Nottawasaga River watershed, Pennville Creek is the dominant watercourse feature. Several tributaries ranging from defined channels through to intermittent agricultural drainage features discharge to this watercourse. The North Schomberg River and its tributaries is the dominant watercourse within the Holland River watershed.

The Storm Water Management (SWM) assessment for the *Amendment Area* includes an overview of existing drainage conditions, presentation of SWM objectives and criteria, an assessment of alternative SWM measures and a preliminary SWM concept including potential SWM facility locations. These facilities will provide both water quality and quantity controls. These facilities form part of the TPM approach to phosphorus reduction. The proposed hybrid wetpond/wetland facilities will provide "enhanced"

water quality control for the Amendment Area. These facilities have been selected since this type of pond design will provide the greatest degree of phosphorous removal. Additional phosphorus removal could be accomplished through the use of such mechanisms as "Phosphex" filters at the outlet of each SWM facility. These options will be further evaluated in the Servicing Study, Volume II.

Stream reaches requiring floodplain mapping have also been identified along Pennville Creek and North Schomberg River. A number of criteria for the delineation of limits to development adjacent to streams have been identified. The criteria will be applied at subsequent stages of the development process on a site specific basis to determine accurate development limits. Criteria include floodplains, fisheries setback, natural features contiguous with streams, stable slope limits, and physical top of bank limits.

3.5 MUNICIPAL FINANCE CONSIDERATIONS

The proposed urban expansion within the *Amendment Area* will "pay its own way", and will likely generate significant financial benefits for the Town. The annual property taxes, user fees and other revenues generated by the new residential, industrial and commercial development will be more than sufficient to cover the additional costs that the Town is expected to incur in providing services to new residents and businesses.

The scale of growth planned and proposed for the Town will likely result in some changes in the municipal cost structure. Growth and a more compact urban form is likely to result in a greater cost-efficiency for services such as administration, fire protection, solid waste collection and road maintenance. The average costs of some other services such as police protection may increase as the Town of Bradford West Gwillimbury expands.

The land use concept proposed for the broader *Bradford Bond Head Planning Area* envisions a transit-oriented central spine. Currently, the Town does not offer public transit services, however the projected fiscal surplus will be more than sufficient to support the introduction of public transit services as currently proposed.

Expanding the urban boundary as proposed may also provide an opportunity for negotiations between developers and the Town regarding voluntary contributions towards the initial establishment of public transit service (which cannot be recovered from development charges). Once a level of service is established, transit development charges could be levied on all new development in the Town of Bradford West Gwillimbury to progressively expand the service in pace with continuing growth and development.

The scale of the development proposed by BHDC will provide an opportunity for innovative technical and financial solutions to be developed and implemented to comprehensively address existing and future servicing issues in Bradford West Gwillimbury and Simcoe County.

4.0 THE PROVINCIAL POLICY STATEMENT ON LAND USE

How does Bond Head Development Corporation's proposal stack up with existing provincial land use policies?

On December 15, 2003, the provincial government introduced Bill 26 to amend the *Planning Act*, referenced as the *Strong Communities (Planning Amendment) Act, 2003*. Bill 26 proposes a number of planning reforms including requiring all decisions of planning approval authorities, including municipal councils and the OMB, "to be consistent with" the Provincial Policy Statement, (PPS) rather than to simply having regard for it. The intent of this reform is to strengthen the force of the PPS in the land use decision-making process. Although not yet enacted at the time of preparing this report, the consulting team have addressed this higher PPS requirement in their evaluation.

The PPS states that urban areas and rural settlement areas will be expanded only where existing designated areas in the municipality do not have sufficient land supply to accommodate the growth projected for the municipality. Expansions into agricultural areas are permitted under the PPS only where there are no reasonable alternatives that avoid prime agricultural areas, and no reasonable alternatives with lower priority agricultural lands in the prime agricultural area.

In comparison to other areas of the Town, the *Amendment Area* currently exhibits a higher level of agricultural land fragmentation by urban uses and a higher incidence of rural-urban interface. Together, these conditions lower the relative overall agricultural priority of the *Amendment Area*. As a result, no other areas of the municipality sufficiently large enough to accommodate the forecast growth demonstrate lower agricultural priority.

The PPS also states that urban and rural settlement areas (cities, towns, villages and hamlets) will be the focus of growth and requires that land requirements and land use patterns be based on the provision of sufficient land for industrial, commercial, residential, recreational, open space and institutional uses to promote employment opportunities, and to provide for an appropriate range of housing, to accommodate growth projected for a time horizon of up to 20 years. Under the PPS, a longer time period may be used in specific areas where it has been established as a result of a comprehensive provincial planning exercise. As well, the PPS supports the principle that providing a supply of land to meet long-term requirements will support economic prosperity.

In accordance with this section of the PPS, development within the *Amendment Area* directs growth to existing urban and rural settlement areas by effectively consolidating three existing urban and non-agriculturally designated areas into a single, comprehensively-planned community and provides land to accommodate growth for approximately 30 years

The PPS seeks to promote urban growth in a manner that: accommodates densities that efficiently use land, resources, infrastructure and public service facilities; avoids the unnecessary and /or uneconomical expansion of infrastructure; and is appropriate to the type of sewage and water systems which are planned or available. The PPS also requires that land use patterns be based on densities which support the use of public transit in areas where it is to be developed. As well, it calls for long term economic prosperity to be supported by providing for an efficient, cost-effective, reliable, multi-modal transportation system.

The proposed urban expansion within the *Amendment Area* creates a land use pattern and densities that efficiently use land and infrastructure and provides for the cost effective extension of roads, water and sanitary services. The proposed urban expansion provides for a land use pattern that supports regional and local public transit linked with and supportive of the existing GO Transit regional bus and GO Transit rail services.

5.0 BENEFITS OF THE BRADFORD BOND HEAD PLANNING AREA PROPOSAL

The proposed urban expansion within the *Amendment Area* represents sound land use planning and is in the public interest for the reasons set out in the technical reports, and as summarized below.

- The proposed urban expansion represents the culmination of a thoughtful, collaborative and comprehensive planning exercise that reflects the expertise provided by a multi-disciplinary team of experienced professionals. Accordingly, the proposed urban expansion has been designed to respect responsible land use, smart growth and resource management principles.
- The proposal responds to and fulfills the growth needs of Central Ontario, the County of Simcoe and the Town of Bradford West Gwillimbury as documented in the associated *Bradford Bond Head Planning Area: Regional Context Overview* (SGL et.al., February 2004), the *Residential and Employment Needs Assessment* (Clayton Research, March 2004) and the *Commercial Needs Analysis* (urbanMetrics inc., March 2004).
- In order to accommodate the forecast growth, long term planning must begin now. Proactively planning for up to the next 30 years will provide a framework suited to facilitating a comprehensive approach to planning for future population growth, related infrastructure and community services, as well as employment opportunities required to foster the development of balanced communities. Such an approach will assist in the provision of proper infrastructure to service the area and will ensure that incremental development decisions are not being made in an isolated and fragmented manner.
- Based on a growth management evaluation, the proposed *Amendment Area* represents the best location within the Town of Bradford West Gwillimbury to accommodate urban growth of the scale anticipated within the next 30 years

including considerations of agricultural capability, environmental constraints, transportation capacity and established land use pattern.

- The urban expansion proposal conforms to the prevailing land use policy planning regimes of the Province of Ontario, the County of Simcoe and the Town of Bradford West Gwillimbury. It also respects smart growth principles since it will result in the creation of a balanced community accommodating transit supportive uses and a transit supportive road pattern. The proposal also respects the smart growth objectives of promoting compact urban form and directing growth to existing designated urban areas where the use of existing infrastructure can be optimized.
- The expansions proposed to the present urban designations are properly scaled to accommodate sound and reasonable forecasts of growth in population and jobs to 2031. As well, the shape of the enlarged urban envelope is suitably defined by recognizable and sustainable boundary features. It avoids the specialty crop lands in the Holland Marsh and retains substantial intervening agricultural land which can ensure that a viable agricultural industry is maintained in and around the Holland Marsh. It permits two expanding residential communities to be merged with a balanced inventory of employment lands which is well positioned to attract job creating businesses and industries.
- The studies undertaken in support of the Official Plan Amendments, have analyzed all of criteria and study matters set out in the policy documents and clearly demonstrate that the direction and location of the proposed settlement area expansion is an appropriate one. The proposed urban expansion satisfies the concerns for both environmental protection and agricultural impact. The analysis of transportation facilities demonstrates that with the existing and planned infrastructure improvements, this area is very well suited for urban area expansion. The *Servicing Study, Volume 1* has also demonstrated that it is feasible to service the proposed amendment area and in fact, the proposed servicing scheme ensures the feasible extension of services to both the existing settlement areas of Bradford and Bond Head as well as the Highway 400/88 Special Policy Area. The *Archaeological Assessment* confirms that through proper further study and mitigation, urban development is feasible within the proposed Amendment Area. The *Phosphorous Discussion Paper* and the *Servicing Study, Volume 1* indicate that through a Total Phosphorous Management approach, the proposed development can contribute to an overall decline in phosphorous in Lake Simcoe.
- The proposed urban expansion is also expected to “pay its own way”, and will likely generate significant financial benefits for the Town and County according to the findings of the *Fiscal Impact Study* (Clayton Research, March 2004).
- As a candidate for future urban growth, the *Bradford Bond Head Planning Area* benefits from its proximity to the GTA, available and planned transportation and

transit capacity, ease of serviceability and minimal environmental impacts. The *Planning Area* is also capable of attracting jobs and creating balance for the purposes of accommodating a sizeable component of Central Ontario's future growth that must invariably be allocated beyond the confines of the GTA.

- Additionally, urban growth within the *Bradford Bond Head Planning Area* constitutes a logical extension of the path of current growth in the GTA. The smart growth principles of promoting growth in locations that will support regional economic areas and allowing growth where it will not compromise the natural-heritage system identified for protection have been addressed and adhered to.
- Given its strategic location at the expressway junction of Highway 400 and the future Bradford By-pass, and its location relative to other thriving employment centres, the *Bradford Bond Head Planning Area* is extremely well positioned to attract needed employment opportunities and high quality jobs to south Simcoe County to support the present and future work force. Quite apart from its positioning relative to existing and planned transportation infrastructure, the *Planning Area* presents the first real opportunity for employment growth and investment north of the established employment areas located in the City of Vaughan along Highway 400, due to the intervening provincially protected Oak Ridges Moraine and the sensitive Holland Marsh area. This combination of advantages confirms the significant potential of the *Bradford Bond Head Planning Area* to attract employment growth and foster the development of a jobs-led expanded community.
- As such, the urban expansion for the *Bradford Bond Head Planning Area* is predicated on the need to provide a balanced community that promotes live/work arrangements that enable residents to also work in the same community. The extent of land identified for employment uses in the structure plan will provide job choice reflective of the anticipated varied skills of the future population. The provision for upwards of 55,000 jobs within the *Planning Area* is a commitment to promote live/work opportunities and enable the creation of a balanced live-work community.
- Development of the *Planning Area* will also result in the fiscally effective use of publicly developed infrastructure and investment, will integrate development with the limited existing environmental features on site, and will result in the creation of a comprehensively-planned, balanced community designed to be compact and transit-supportive avoiding the negative impacts of urban sprawl.