



BRANT COUNTY

ST. GEORGE AREA STUDY

ADDENDUM REPORT

Draft | November 1, 2017



TABLE OF CONTENTS

1. Introduction.....	1
1.1 Background.....	1
1.2 Purpose and Overview of the Report	2
2. Policy Context.....	4
2.1 Provincial Legislative and Policy Context.....	4
2.1.1 Planning Act	4
2.1.2 Provincial Policy Statement	4
2.1.3 Growth Plan for the Greater Golden Horseshoe	6
2.2 County of Brant Official Plan	6
3. Updated Information.....	10
3.1 Servicing Allocation and Class EA Studies	10
3.2 Development Applications.....	13
3.3 Transportation Master Plan Update (2016)	17
3.4 Recreation Master Plan (2017)	19
3.5 Trail Master Plan (2010).....	19
3.6 Development Charges Background Study and By-law (2015)	22
3.7 Existing Propane Storage Facilities in St. George.....	24
4. Identification of Policy Gaps.....	25
5. Policy Options and Recommendations	28
5.1 Planning Principles and Objectives	28
5.2 Overall Servicing Strategy.....	30
5.3 Development Phasing	30
5.4 Infrastructure Financing	33
5.5 Land Use Designations, Densities and Unit Types	34
5.6 Community Design.....	38
5.7 Trail Network.....	39
5.8 Transportation Network.....	39
5.9 Propane Storage Facilities	40
5.10 Natural Heritage Features / Hazardous Lands	41
6. Conclusions and Summary of Recommendations	42

List of Figures

Figure 1 – St. George Land Use (Schedule A-2, County of Brant Official Plan).....	9
Figure 2 – St. George Area Study Proposed 2031 Serviced Area Boundary and Proposed Phasing.....	13
Figure 3 – Landowner Group Lands (per the 2014 Area Study).....	17
Figure 4 – Road Classification Update – 2016 Transportation Master Plan	18
Figure 5 – Trail Opportunities (2010 Brant Trail Master Plan)	21
Figure 6 – Draft Conceptual Trail Opportunities (Draft October 2017)	22

List of Tables

Table 1 – Development Applications/Unit Counts	15
--	----

Appendices

Appendix A: Draft Official Plan Amendment

Appendix B: Review of Ontario Secondary Plans

1. INTRODUCTION

St. George is a growing community, with many active development interests. St. George represents one of the County's Primary Urban Settlement Areas, as designated by the County's Official Plan, where a substantial portion of anticipated growth is to be directed. This Report considers the need for a land use planning policy framework to suitably guide future growth in St. George. This Report introduces a proposed Official Plan Amendment to bring specific policies to guide future growth and development in St. George in a manner that is fiscally responsible and ensures the orderly, desirable and sustainable expansion of the community over the long-term.

1.1 Background

In accordance with the policies of the County of Brant Official Plan, beginning in May 2008, a group of landowners initiated the Area Study for St. George, in order to establish a course for responsible planning and management of future growth. The St. George Area Study involved a series of technical studies, including confirming availability of future municipal services, analysis of transportation network impacts and mitigation, analysis of environmental constraints, and other matters. The Area Study was triggered by the submission of development applications by three landowners, which formed a Landowners Group. The Area Study itself is a document approved by County Council, but it does not represent a statutory planning document with status under the *Planning Act*. Rather, the implementation of a policy framework would require a separate amendment to the County of Brant Official Plan. The Area Study and the recommendation to initiate the Official Plan Amendment process to implement some of the key findings of the Area Study were approved by Council in May 2014.

A key constraint determined through the 2014 Area Study was with regards to wastewater servicing. The 2014 Area Study concluded that there are capacity constraints in the existing wastewater treatment plant and the assimilative capacity of the receiving stream, Fairchild Creek. Additionally, the current Official Plan designates both residential and employment lands which would accommodate growth beyond 2031. Accordingly, the 2014 Area Study recommended that the Official Plan be amended to implement a clear servicing strategy, in order to align the amount of developable land to the recommended long-term servicing capabilities. The 2014 Area Study recommended initiation of Municipal Class Environmental Assessment processes for water and wastewater improvements (conducted concurrently) to study those matters in detail. The Class EA processes are underway and are discussed in this Report.

The County of Brant initiated the process for amending the Official Plan to implement the findings of the Area Study in 2015, in particular, to address the servicing constraints. The County retained WSP to assist with this work. The initial draft Official Plan Amendment, focusing on addressing servicing constraints and the direct

recommendations of the Area Study, was released for public consultation at a Public Information Meeting on June 7, 2016. The County of Brant also identified the need to integrate appropriate desirable policy changes that will guide land use, development and growth in St. George. Accordingly, the County retained WSP to undertake the preparation of this more comprehensive Addendum Report, to evaluate all potential policy changes to ensure that growth and development in St. George is desirable, logical, financially sound and is suitable for the County and its residents. Appended to this report is an updated proposed Official Plan Amendment, which is proposed to implement the 2014 Area Study and the recommendations contained in this Report.

1.2 Purpose and Overview of the Report

The purpose of this Addendum Report is to build upon the work completed through the 2014 Area Study for St. George, and to identify and analyze the need for a policy framework that will appropriately guide future development and growth in the community. The objectives of this Report are to:

- Address the need to amend the Official Plan and develop an appropriate servicing strategy, as identified specifically in the 2014 Area Study.
- Consider the implications of more recent development interests and proposals. Since completing the 2014 Area Study, new/revised development applications have been submitted. There is a need to consider the implications of these changes, since the recommendations and studies completed through the 2014 Area Study were prepared on the basis of the applications that had been submitted at the time.
- Generally review and consider opportunities to integrate and reinforce good planning principles, ensuring that the policy framework is sufficient to appropriately guide the development in St. George in a manner that best represents the interests of the County and the residents of St. George.

This Report builds upon and should be read in conjunction with the 2014 Area Study and the various technical reports developed as part of the 2014 Area Study. This Report consists of the following sections:

- Section 2 discusses the current policy context and notes any recent policy changes since the 2014 Area Study was completed.
- Section 3 identifies new information regarding more recent development applications and studies which have become available since the 2014 Area Study was prepared.
- Section 4 identifies potential policy gaps and the recommendations to prepare an Official Plan Amendment in the 2014 Area Study. Additionally, a number of Secondary Plans prepared by other Ontario communities have been reviewed to inform the development of a suitable policy framework for this context.

- Section 5 considers the various options and approaches for building upon the policies of the Official Plan to create a suitable policy framework for guiding development and land use in the community.
- Section 6 summarizes the conclusions and recommendations made in this report.
- Appendix A includes a proposed Official Plan Amendment.
- Appendix B includes the summary of Secondary Plans reviewed, as referenced in Section 4.

2. POLICY CONTEXT

In Ontario, land use planning is governed by the *Planning Act*, which sets out requirements and processes for Provincial and local land use planning. The County of Brant Official Plan guides local land use decision-making, and land use planning decisions must be in conformity with the policies of the Official Plan. This section briefly summarizes the current policy context in St. George and highlights recent policy changes since the Area Study was approved by Council.

2.1 Provincial Legislative and Policy Context

2.1.1 Planning Act

The *Planning Act* is the legislation that establishes the framework for municipal land use and community planning in Ontario. The Act outlines the matters of Provincial interest (Section 2) and provides for a number of tools for the Province and municipalities to manage and guide decision making around land use in the Province. Under Section 3 of the Act, the Province may issue policy statements (refer to Section 2.1.2). The Act requires that municipal decisions be consistent with the Provincial policy statements and conform to any Provincial plans that are in effect. The Provincial Plans are discussed in subsequent sections.

The key anticipated outcome is the preparation of an Official Plan Amendment to refine the policies of the Official Plan, as they relate to St. George. Section 22 of the *Planning Act* outlines the process for amending the Official Plan, which includes a minimum of one Statutory Public Meeting held in accordance with the requirements of Section 17 of the Act.

2.1.2 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) came into effect on April 30, 2014 and replaces the previous 2005 PPS, which guided the preparation of the County's existing Official Plan as well as the Area Study (Section 3.1 of the Area Study). The PPS is issued under Section 3 of the *Planning Act*. The PPS provides direction on key provincial interests related to land use planning and development in Ontario. The County's Official Plan is, and subsequent land use planning decisions "shall be consistent with" the PPS. The "shall be consistent with" statement requires that Council ensure that the policies of the PPS are applied in the land use decision-making process.

At a high level, the 2014 PPS provides policy direction on:

- Building Strong Healthy Communities (Section 1.0), to promote efficient land use and development patterns; promote strong, liveable, healthy, and resilient communities; and ensure appropriate opportunities for employment and residential development.

- The Wise Use and Management of Resources (Section 2.0), to protect natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.
- Protecting Public Health and Safety (Section 3.0), to reduce the potential for public cost or risk to Ontario's residents from natural or human-made hazards.

Since the current policies were prepared to be consistent with the 2005 PPS, it is important to consider how the policies were changed in 2014, to ensure that the proposed amendment is consistent with the current 2014 PPS. A summary of significant relevant changes is noted below:

- The 2014 PPS continues to recognize settlement areas as the focus of growth, and their regeneration is to be promoted. The 2014 PPS better recognizes the diversity amongst settlement areas and different development pressures (1.1.3).
- Land use patterns in settlement areas are also to be supportive of active transportation and are transit and freight supportive, as appropriate (1.1.3.2 a).
- The PPS includes a revised requirement to introduce phasing policies, ensuring that specified intensification targets are achieved prior to or concurrent with new development in designated growth areas, and also to ensure the orderly progression of development and timely provision of infrastructure (1.1.3.7).
- The policies encourage coordination between levels of government, agencies and Aboriginal communities (1.2).
- The importance of affordable housing, second units, housing for seniors and associated facilities is better recognized (1.1.1). Further, accessibility for seniors and others must be improved by removing land use barriers. Planning authorities are to provide for an appropriate range and mix of housing types as well as second units (1.2.1).
- Planning authorities must recognize that climate change may increase the risks associated with natural hazards (3.1.3).
- The use of partial services is somewhat more limited to allow only for infilling and minor rounding out of existing development on partial services or to address failed existing on site individual services (1.6.6.5).
- Development and land use patterns that better conserve biodiversity and consider climate change is promoted (1.1.1).
- Active transportation and community connectivity is more clearly promoted (1.1.3.2, 1.8.1).

2.1.3 Growth Plan for the Greater Golden Horseshoe

The 2017 Growth Plan for the Greater Golden Horseshoe (the 2017 Growth Plan) came into effect on July 1, 2017. The purpose of the 2017 Growth Plan is to assist in the management of rapid growth in the Greater Golden Horseshoe, by providing for intensification, appropriate development densities and the development of complete communities in a way that supports economic prosperity, protects the environment and helps communities achieve a high quality of life. In accordance with Section 3 of the *Planning Act*, municipal planning decisions and policy must conform to the policies of the Growth Plan.

The current Brant County Official Plan was brought into conformity with the 2006 Growth Plan. Accordingly, it is important to consider how the Growth Plan has changed since the County's Official Plan was brought into conformity with the 2006 Growth Plan, to inform any changes that may be required to ensure the policies are in conformity with the 2017 Growth Plan. The new Growth Plan outlines new population and employment growth projections for the County as a whole, up to 2041. Additionally, the schedules of the 2017 Growth Plan now conceptually illustrate the location of the built boundary and the designated greenfield areas of St. George, which were not shown specifically in the 2006 Growth Plan.

The policies regarding Designated Greenfield Areas are particularly relevant in St. George, since the Official Plan Amendment proposed through this Report will guide development principally within these areas. The Growth Plan has a greater emphasis on supporting active transportation (2.2.7). Additionally, the Growth Plan intends for a minimum designated density target of 80 residents and jobs combined per hectare, which is measured across the entire municipality (2.2.7.2 – 2.2.7.3). However, the Growth Plan intends for this density target to be implemented as part of the next comprehensive review of the Official Plan (2.2.7.4), and for municipalities in the outer ring of the Greater Golden Horseshoe (including Brant County), there is an opportunity to request an alternative density requirement. Additionally, it is noted the County's designated greenfield density target is outlined in Section 2.2.2.3 of the County's Official Plan (discussed in the next section).

It is anticipated the County will need to conduct a Provincial Plan conformity assessment as a component of the next required Official Plan Review, as many of these matters should be considered as part of a comprehensive, County-wide process.

2.2 County of Brant Official Plan

The Area Study discusses both the 2000 County of Brant Official Plan, as it was in effect at the time of submission of the relevant development applications that triggered the Area Study. In accordance with the approved Terms of Reference for the St. George Area Study, consideration was made for the new Official Plan (Sections 3.3.2 – 3.3.4 of the Area Study) and a summary of the relevant policies and land use designations applicable in St. George is included in the St. George Area Study.

The County's current Official Plan was adopted by Council in 2010 and approved by the Ministry of Municipal Affairs and Housing in 2012. The Official Plan is the key land use planning policy document, and decisions on a wide range of matters must be in conformity with the policies of the Official Plan. The Plan addresses a wide range of matters, including land use planning objectives, natural heritage conservation, hazardous lands, infrastructure and general development objectives and policies. The applicable relevant policies are summarized as follows:

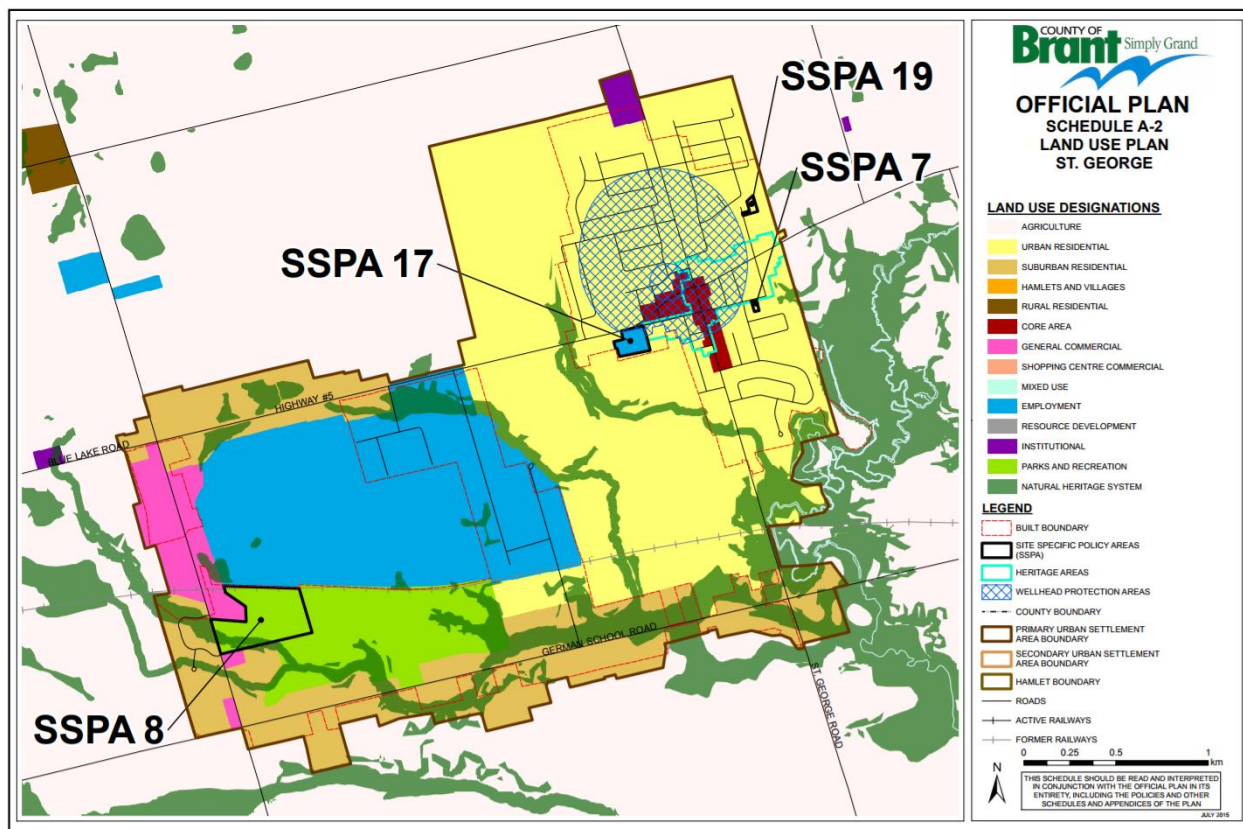
- St. George is delineated as a primary urban settlement area, based on potential for servicing and ability to accommodate growth. It is intended that the primary urban settlement areas will be the focus of growth, development and urban activities in the County over the horizon of the Plan.
- The Plan identifies a built boundary for each primary urban settlement area, recognizing the location of established existing development. It is intended that a significant proportion of growth is intended to be directed to areas within the built boundary as appropriate, to encourage intensification. The policies of Section 2.2.5 apply to intensification. An overall minimum target of 15% of all residential development in the County is intended to occur within the built boundary by 2015 (2.2.5.2 a)).
- Primary Urban Settlement Areas are intended to develop as complete communities with a mix of land uses, and development is to create high quality urban spaces that promote transit, walking and cycling.
- An overall density target amongst greenfield areas in the County is intended to be 30 residents and jobs combined per hectare, increasing to 25 in 2012 and 40 in 2022. It was noted in the 2014 Area Study that the combined proposals by the Landowners Group at the time was proposed to meet these requirements.
- The Plan establishes the framework for development of Area Studies (Section 2.2.4). It is intended that Area Studies will precede growth and development on large tracts of land. It is intended that Area Studies may be incorporated into the Plan. The Plan outlines criteria (requirements) for Area Studies, the process of preparing Area Studies, and general requirements. The Area Study for St. George was developed and led by landowners for Council approval. However, in accordance with the policies of the County's Official Plan, Area Studies may either be prepared by the County or required to be prepared by landowners/proponents of development (Section 2.2.4.1 a)).
- Land uses in St. George are illustrated on Schedule A-2 of the Official Plan (see Figure 1). This schedule delineates the extent of the Primary Urban Settlement Area Boundary, which is inclusive of the land uses identified below. Additionally, the Schedule identifies other features such as wellhead protection areas, heritage areas and the built boundary. Land uses in St. George are summarized as follows:

- The Core Area of St. George consists of the historic mixed use core of the community. The policies of Section 3.8 apply. It is intended that a broad range of land uses, including residential, commercial, office, institutional, and similar uses are permitted. The broad intent of the designation is to maintain the compact form and character, support revitalization, and continue to enhance pedestrian oriented formats.
 - Existing and potential future residential areas are designated Urban Residential (Section 3.4), which permits a variety of unit types, subject to criteria, such as compatibility, road frontage, etc. This designation also contemplates limited neighbourhood commercial uses, also subject to criteria, such as road frontage, lot size, commercial floor area, etc.
 - The employment lands to the west of the community including future potential employment lands are designated Employment and subject to Section 3.12. The employment designation is intended to accommodate a wide range of uses including manufacturing, processing, warehouses, offices, and research facilities.
 - The commercial strip fronting on Highway 24 is designated General Commercial, which is intended to accommodate a range of commercial uses that serve the County's market area. The policies of Section 3.9 apply.
 - Rural residential lands fronting on Highway #5, Highway 24 and German School Road are designated Suburban Residential and subject to Section 3.5. This designation recognizes existing clusters of suburban residential uses. Development is limited to infilling or minor rounding out of existing development on partial services.
 - Lands on the east side are designated Parks and Recreation (Section 3.15), recognizing an existing golf course. A portion of the site is contained within a site specific policy area as noted below.
 - Lands are shown as Natural Heritage system where the policies of Section 3.16 apply. This is intended to include significant natural features/habitat and/or hazardous lands which are unsuitable for development.
 - There is one Institutional designated site on the west side of St. George Road (Main Street N.), at the north end of the community, recognizing a cemetery. The policies for the Institutional designation are included in Section 3.14.
- There are four site specific policy areas (SSPAs) in St. George, which are also identified in Figure 1 below:

- SSPA 7 provides permission for a fitness club in accordance with specific requirements.
- SSPA 8 permits seasonal tourist trailers or campers.
- SSPA 17 relates to the former Parmalat property and identifies potential future uses, including potential employment uses and residential uses.
- SSPA 19 permits rowhouses at a maximum density of 21 units per gross hectare.

The relevant policies are discussed in more detail throughout this Report in association with the various analyses of options to expand upon the policy framework for St. George.

Figure 1 – St. George Land Use (Schedule A-2, County of Brant Official Plan)



3. UPDATED INFORMATION

Since the Area Study was completed, additional studies and information on development applications have been identified that should be considered through the development of the Official Plan Amendment. This section identifies and summarizes these recently completed studies and updated information.

3.1 Servicing Allocation and Class EA Studies

Wastewater servicing constraints were noted as a key limiting factor regarding growth in St. George. The current wastewater treatment plant is at or near capacity, so there has been a need to consider options for increasing capacity. Additionally, the assimilative capacity of Fairchild Creek, which currently receives discharge from the existing WPCP in St. George, is limited.

The Area Study included Technical Assessments regarding water and wastewater servicing, and proposed an ultimate servicing scenario. The Area Study recommended the designation of a 2031 Serviced Area Boundary, which would delineate the lands that could be serviced by the proposed servicing strategy (Figure 2). This was proposed to require an amendment to the Official Plan, to specifically designate those lands which could be serviced. The Boundary was based on the notion of a two-phase servicing strategy, involving:

1. Phase 1 involves increasing the wastewater treatment capacity by constructing a new plant on the existing site (2,600 m² per day capacity). An additional population of 5,130 could be supported (inclusive of limited infill and greenfield). The Area Study proposed prioritizing lands owned by the landowners group in this phase, and some additional capacity was anticipated to be available for other developments and for minor infill and intensification.
2. Phase 2 involves refurbishing the existing plant to return service to its rated capacity (1,000 m² per day capacity). An additional population of 2,860 could be supported. The nature of development applications was not known, but it was assumed that development would be provided at an overall density of 40 residents and jobs combined per hectare.

This proposed strategy was intended to coincide with the assimilative capacity of Fairchild Creek, estimated at 3,600 m² per day, representing the key limiting factor to servicing capacity. The proposed strategy results in a total population of 10,290 (inclusive of the existing estimated population of 2,300). This is not equivalent to full build out of the St. George Primary Urban Settlement Area as currently identified in the Official Plan, but would only represent development of a portion of the community. Accordingly, the proposed servicing strategy does not contemplate the provision of full services to the designated employment lands, which are currently only provided with municipal water services and operate on private on-site septic systems. Other Suburban Residential lands and lands in proximity to Highway 24 within the St. George Settlement

Area were not included in the servicing strategy and would continue to operate on private septic systems. Note that the population estimates assume that a flow rate is 0.35 m³ per person per day, which is consistent with the County's current engineering standard for residential use.

As an outcome of the St. George Area Study, two concurrent Municipal Class Environmental Assessment (EA) Studies were initiated to consider options for providing servicing to support future development in accordance with the *Environmental Assessment Act*. The processes are being carried out in parallel with one another and are intended to fulfill the requirements for Schedule "C" projects under the Municipal Class EA document by the Municipal Engineers Association. The overall intent of the projects is to determine a long term water and wastewater servicing strategy to provide capacity for future development. The Class EAs were initiated principally as an outcome of the Area Study, which identified wastewater servicing constraints and a need to confirm a sustainable water servicing strategy.

To date, work on the Municipal Class EAs is ongoing. Two public meetings have been held:

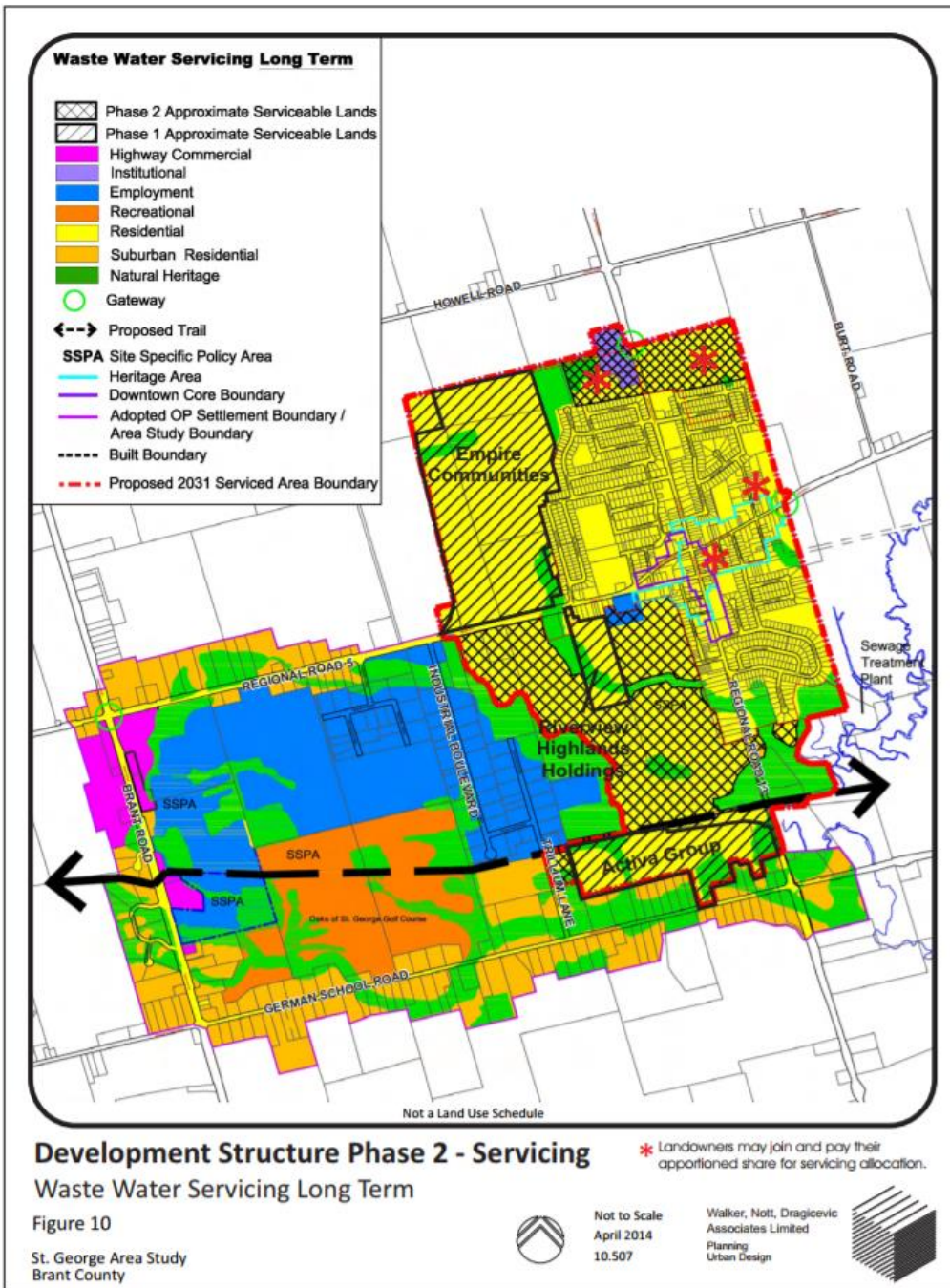
- Public Information Centre (PIC) No. 1 for the process was held to introduce the problem statement, issues and opportunities and discuss the processes.
- PIC No. 2 was held to present short listed alternative solutions and for identifying the proposed approach for selecting the preferred solutions. With regard to wastewater treatment, the short listed alternatives included expanding the existing St. George WPCP (with discharge to Fairchild Creek); expand the St. George WPCP with discharge to the Grand River; and building a new WPCP with Grand River Discharge. Additionally, three alternatives for biosolid management was identified for further evaluation. The alternative solutions for water supply included implementing water efficiency measures, and expanding the system at two identified test wells. The proposed evaluation approach was premised on a triple bottom line approach, including consideration of environmental factors, social considerations and economic indicators such as cost.

A third PIC is expected to occur in late November 2017, as indicated by County staff at the time of completing this Addendum Report. The intent of the meeting will be to present the evaluation of alternatives and the proposed preferred alternative for consultation purposes.

The Ministry of the Environment and Climate Change has commented on the draft technical work conducted through the ongoing Class EA processes. This has included a draft assimilative capacity study, which has identified an ultimate capacity of 3,900 m³ per day with Fairchild creek. However, this is considered only a draft assumption and must be considered to address servicing needs for the existing population in the built up portion of St. George. At the time of completing this Report, a review of current servicing needs for the existing population was under review. This draft assumption is somewhat

higher than the estimated assimilative capacity of 3,600 m³ per day as identified in the Area Study. At 0.35 m³ per person per day, as identified in the Area Study, an ultimate population of about 11,140 (inclusive of existing population in St. George) could potentially be supported based on a servicing strategy that utilizes only Fairchild Creek as the receiving stream, compared with 10,290 as anticipated in the Area Study. However, as noted, these numbers are only draft at this time and subject to further analysis and confirmation through the ongoing Class EA processes. Current servicing usage by the existing population was under review by County staff at the time of completing this Addendum Report, and would need to be factored into the calculation of available servicing capacity to support future development.

Figure 2 – St. George Area Study Proposed 2031 Serviced Area Boundary and Proposed Phasing



3.2 Development Applications

At the time of completing the 2014 Area Study, developments by the three landowners making up the Landowners Group (Figure 3) had been contemplated. Table 1 outlines the assumptions made regarding potential population and units proposed at the time. The table compares the development proposal information presented in the Area Study,

versus more recent information. It is noted that the persons per unit (PPU) assumptions in the table are drawn from the 2014 Area Study, which sources the Watson and Associates Growth Analysis Study as the basis for the various persons per unit assumptions. There are some inconsistencies in the persons per unit assumptions used by various development proponents, as noted in the table. For example, the recent Losani Homes proposal references slightly higher PPU assumptions than had been identified in the 2014 Area Study (e.g., 3.04 PPU for single detached dwellings in the Losani Homes proposal versus 2.89 PPU for single detached dwellings as identified in the Area Study). It is also noted that the Riverview Highlands proposal assumed lower PPU assumptions, likely since the development proposal was intended to consist of seniors' residences. The County has indicated that the standards used in the 2014 Area Study (i.e., 2.89 for singles, 1.94 for townhouses and 1.29 for high density units) are still applicable.

As described in Section 3.1, a proposed two-phase servicing strategy was identified in the 2014 Area Study. In Phase 1, coinciding with a new wastewater treatment plant, it was estimated that an additional population of 5,320 population could be accommodated. In Phase 2, representing an upgrade to the existing wastewater treatment facility, an additional 2,860 could be accommodated.

Under the 2014 Area Study, it was anticipated that in Phase 1, the following would be accommodated:

- Development of the landowners group lands, representing a population of about 3,365;
- An assumption for potential infill and intensification, based on a previous study by Watson, was set as a population of 156; and
- Capacity for an additional 1,609 population could be accommodated in other greenfield developments (which were not proposed or identified at the time).

In Phase 2, it was intended that the additional capacity of 2,860 would provide for an assumption regarding infill/intensification units plus other greenfield developments.

Since completing the 2014 Area Study, the development proposal by Empire Communities has been modified, resulting in an increase in the number of units and population being proposed. Other development interests have been expressed since completion of the Area Study in 2014. This includes a submitted development application by Losani Homes, representing up to 1,702 units and a population of up to 4,511. Additionally, a proposal by Brant Star at the northeast corner of St. George, was not included in the Landowners Group at the time and not addressed by the Area Study Background Report (2014), although the application was submitted in 2008. This proposal is assumed to include up to 154 units, some of which have been registered or have been contemplated for servicing under the existing servicing capacity. Some of the

technical assessments prepared in support of the 2014 Area Study had contemplated this development, such as the Traffic Impact Study (dated October 2013).

In total, amongst recently proposed developments, up to 3,236 units and a population of up to 8,297 are now proposed in St. George. Much of this is currently subject to active development applications. The number of units and population now currently proposed is similar to the total amount of development and population that had been assumed in the 2014 Area Study for both Phases 1 and 2, in which approximately 7,990 new population was proposed to be accommodated according to the 2014 Area Study. Currently, between 6,876 and 8,115 new population has been proposed by current development interests and activity.

Table 1 – Development Applications/Unit Counts

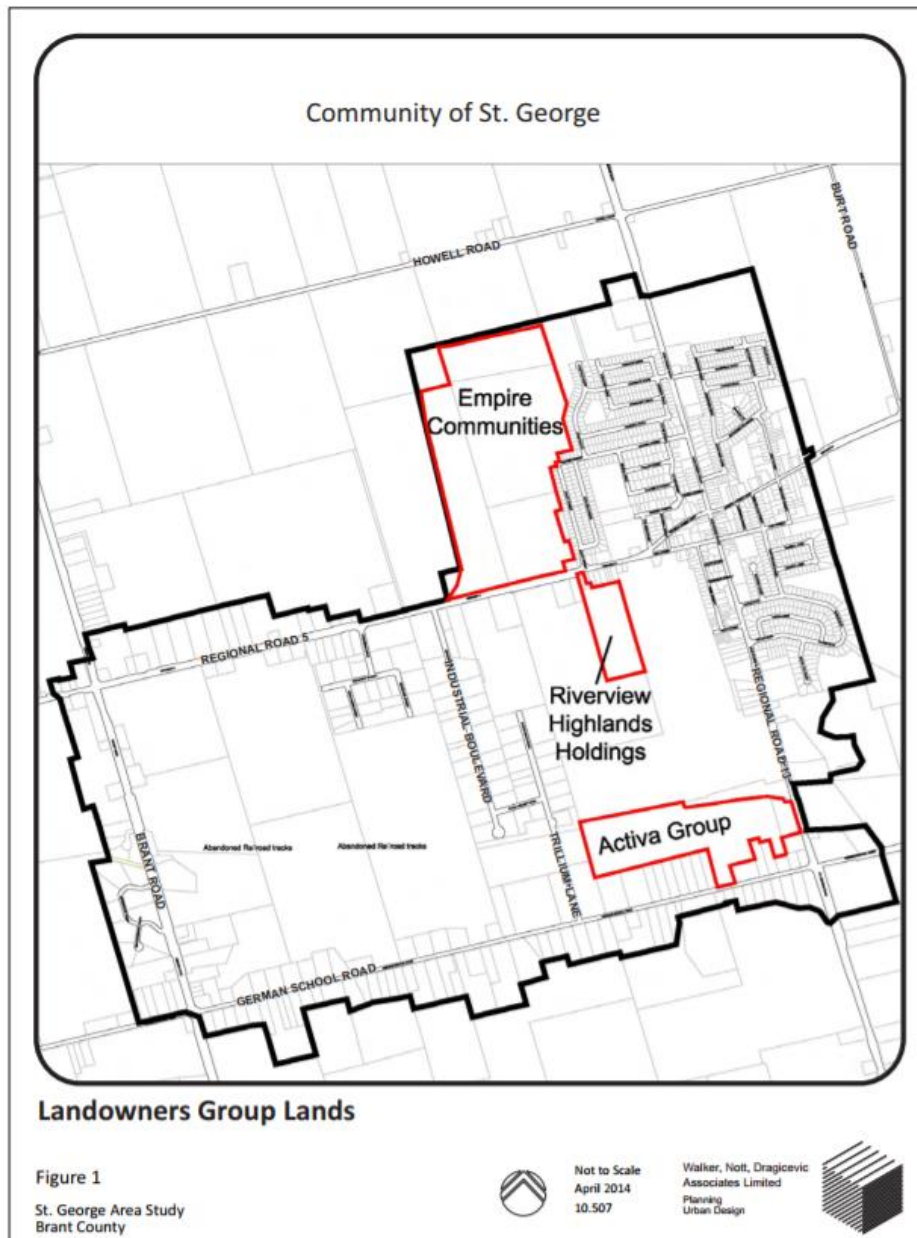
Phase 1 Scenario	2014 Approved Area Study		Recent Information (2017 development applications)	
	Units	Population or Jobs	Units	Population
Empire Communities (see Figure 3)				
Singles (2.89 ppu)	723	2,089	811	2,344
Townhouse (1.94 ppu)	168	325	120	233
High Density (1.29 ppu)	-	-	-	-
Mixed Use	-	153 (3.06 ha @ 50 people/jobs per hectare)	360	464
Subtotal Empire:	891 units	2,567 persons/jobs	1,291	3,041 – 3,155 (Note: Table 3 contained within the Planning Justification Report submitted by Empire Communities indicates a total population of 3,155 but the breakdown of this calculation is unclear)
Activa (see Figure 3)				
Singles (2.89 ppu)	212	612	The Activa proposal lands are now integrated into the Losani Homes development application as indicated below.	
Riverview Highland (see Figure 3)				
Singles (in the Area Study, this was assumed at 1.9 ppu)	64	121	64	121
Townhouses (also assumed 1.9 ppu)	25	47	25	47
Commercial (455 m²) (@ 1 job/37m²)	-	12	-	12
Institutional (406 m²) (@ 1 job/65m²)	-	6	-	6
Subtotal Riverview:	89	186	89	186

ST. GEORGE AREA STUDY ADDENDUM REPORT

3. UPDATED INFORMATION

Phase 1 Scenario	2014 Approved Area Study		Recent Information (2017 development applications)	
	Units	Population or Jobs	Units	Population
Losani Homes				
Singles (3.04 ppu)	<i>Not contemplated in the 2014 Area Study (except for the Activa lands as described above)</i>		745 – 1,030	2,265 – 3,131
Townhouses (2.14 ppu)			42	90
Multiple Residential Units (2.14)			423 – 530	905 – 1,132
Mixed Use Units (1.60)			79 – 100	126 – 158
<i>Subtotal Losani:</i>	<i>N/A</i>		<i>1,289 – 1,702</i>	<i>3,386 – 4,511</i>
Brant Star Homes				
Singles (unspecified ppu assumption)	<i>Not addressed in the 2014 Area Study, although the application had been in process at the time for 154 units.</i>		91 units are pending servicing availability (64 units are registered)	Up to 263 population @ 2.89 ppu
Other Potential Infill and Intensification in the Built Up Area (outside LOG holdings) <i>(Note: These were assumptions made in the Area Study, and do not reflect any specific development proposals.)</i>				
Singles (2.89 ppu)	40	115	<i>Updated assumptions for infill and intensification have not been identified</i>	
Mixed Use (high density, 1.29 ppu)	32	41		
<i>Subtotal:</i>	<i>72</i>	<i>156</i>		
Other Assumed Greenfield Potential Population <i>(Note: These were assumptions made in the Area Study, and do not reflect any specific development proposals.)</i>				
Potential population	Units were unspecified	1,609	N/A	
Total Phase 1				
Total	1,264 (includes only development proposals by the landowners, since number of units was not identified for)	5,130 (includes both proposed developments and assumed population that could be supported)	2,760 – 3,173	6,876 – 8,115
Phase 2 Scenario				
2014 Approved Area Study				
Recent Information				
<i>(Note: These were assumptions made in the Area Study, and do not reflect any specific development proposals.)</i>				
New Greenfield Residential	-	2,430	<i>Updated assumptions have not been identified; more recent development proposals are identified within Phase 1 above.</i>	
15% Intensification	-	430		
<i>Total Phase 2</i>	-	<i>2,860</i>		
Total (Phases 1 and 2):	- (Number of units was not specified for development assumptions above)	7,990	2,760 – 3,173	6,876 – 8,115

Figure 3 – Landowner Group Lands (per the 2014 Area Study)



3.3 Transportation Master Plan Update (2016)

The County updated the Transportation Master Plan (TMP) in 2016. With regard to St. George, the following is noted:

- Significant growth in St. George was not anticipated in the 2008 TMP, but the 2016 TMP update acknowledges that development interests have increased and

that the Traffic Impact Study prepared by the landowners group as part of the 2014 St. George Area Study.

- The TMP identifies road classification updates in St. George which are recommended to be integrated through the next update to the Official Plan. It is noted that these updates were minor in nature and no major upgrades were shown (see Figure 4).

The County has expressed a need to upgrade the road classifications for portions of Highway #5 and Main Street. These upgrades would be supported by increased population as a result of all propose development. As noted above, the 2016 TMP Update did not propose any significant upgrades to road classifications. Further discussion on road classification updates is included in Section 5.8 of this Addendum Report.

Figure 4 – Road Classification Update – 2016 Transportation Master Plan

2016 Transportation Master Plan proposed update:



Current Official Plan (Schedule B, Transportation Plan, July 2015):



3.4 Recreation Master Plan (2017)

The County has also completed a Recreational Master Plan, dated July 2017. The relevant information regarding St. George is summarized as follows:

- A walkability assessment concluded that the vast majority of existing residents in St. George have convenient access to one or more parks or school sites.
- Additional parkland has or will be acquired through mandatory land dedications under the planning as required for new development, particularly in St. George and Paris where most development is planned or proposed.
- No “gap” areas were identified with respect to playgrounds in St. George.
- A new multi use and multi sports field park venue in St. George may be required due to significant development. The sports field needs assessment indicated an immediate need for additional soccer and multi use sports field capacity (2-4 additional mini pitches) in the St. George area.
- Future neighbourhood parks were recommended (Recommendation #28) within northwest St. George, and at St. George Road/German School Road & Beverly Street West (west Losani). At Beverly Street West (Riverview Highlands), future parks and trails are to be determined.

3.5 Trail Master Plan (2010)

A Trail Master Plan has also been completed (dated 2010). The County, as noted above, has also completed a Recreational Master Plan, dated July 2017. The relevant information regarding St. George is summarized as follows and is shown in Figure 5:

- A proposed trail is intended to link Brantford with the Region of Waterloo, through the community of St. George. This is intended as a paved asphalt shoulder intended for cyclists.
- A proposed trail is intended to connect with the route above to the route connecting Cambridge to the Paris Rail Trail. Similarly, this is intended as asphalt paved shoulder for cyclists, following Beverly St. W./Highway #5.
- Local trails in St. George are intended to provide improved community connectivity, including an on road trail between St. George Street, through the Empire Communities' lands, and connecting with Highway #5. An off road multi-use trail is intended to connect Highway #5 through the employment lands, and connect east to St. George Street, utilizing the former rail corridor.

At the time of completing this Addendum Report, the County has completed a draft conceptual trail opportunity map for St. George. The proposed opportunities along Highway #5 and Main Street, connecting with other communities, are similar. However, the proposed trail network differs from the network identified in the 2010 Trail Master Plan. Rather than considering a trail that connects Highway #5 through the employment area and easterly through the rail corridor, a proposed multi use trail connects Highway #5 and conceptually connects to German School Road through (or adjacent to) the natural heritage features located east of the employment area. Figure 6 illustrates the proposed new conceptual trail network that is considered a draft.

Figure 5 – Trail Opportunities (2010 Brant Trail Master Plan)

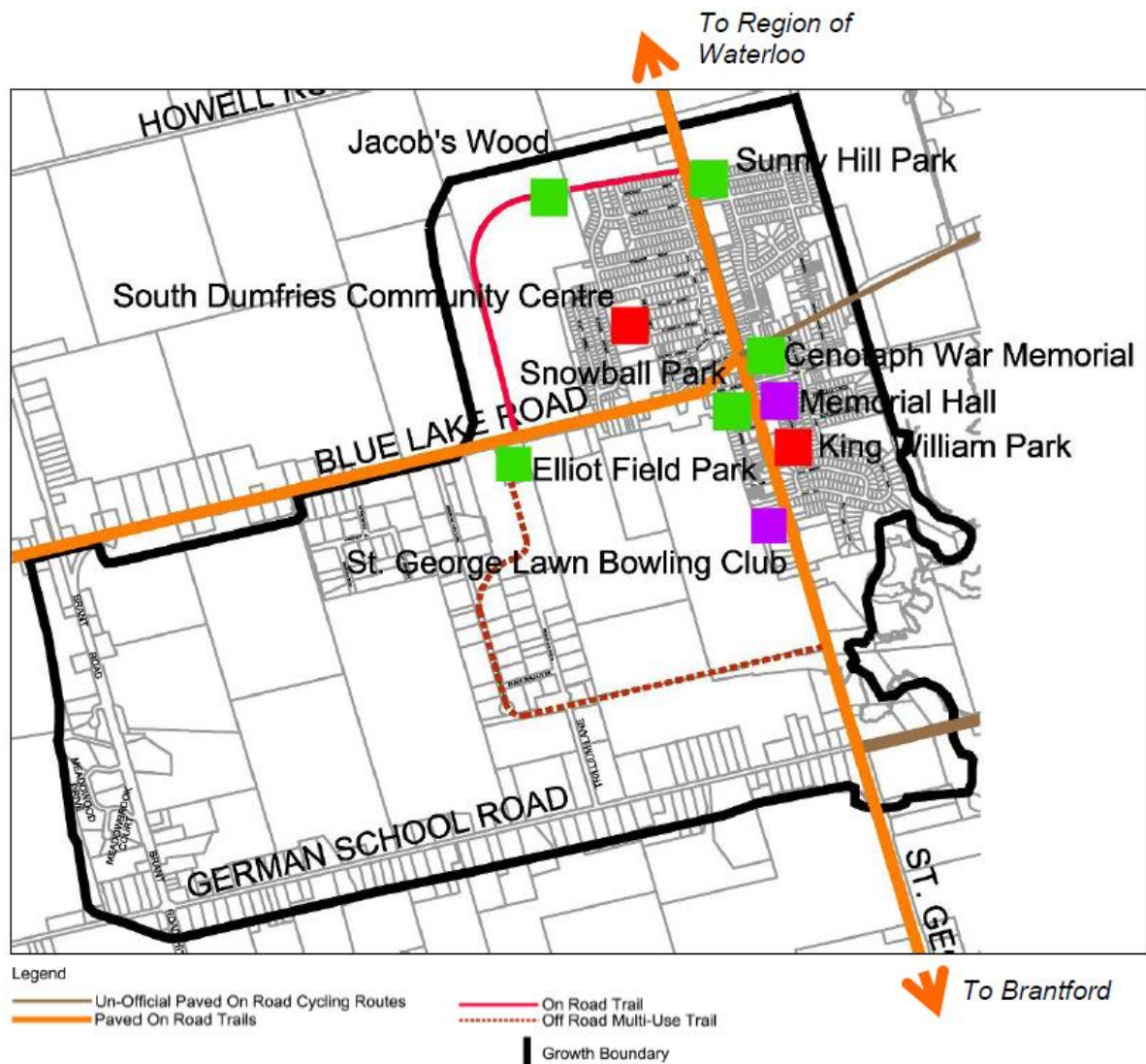
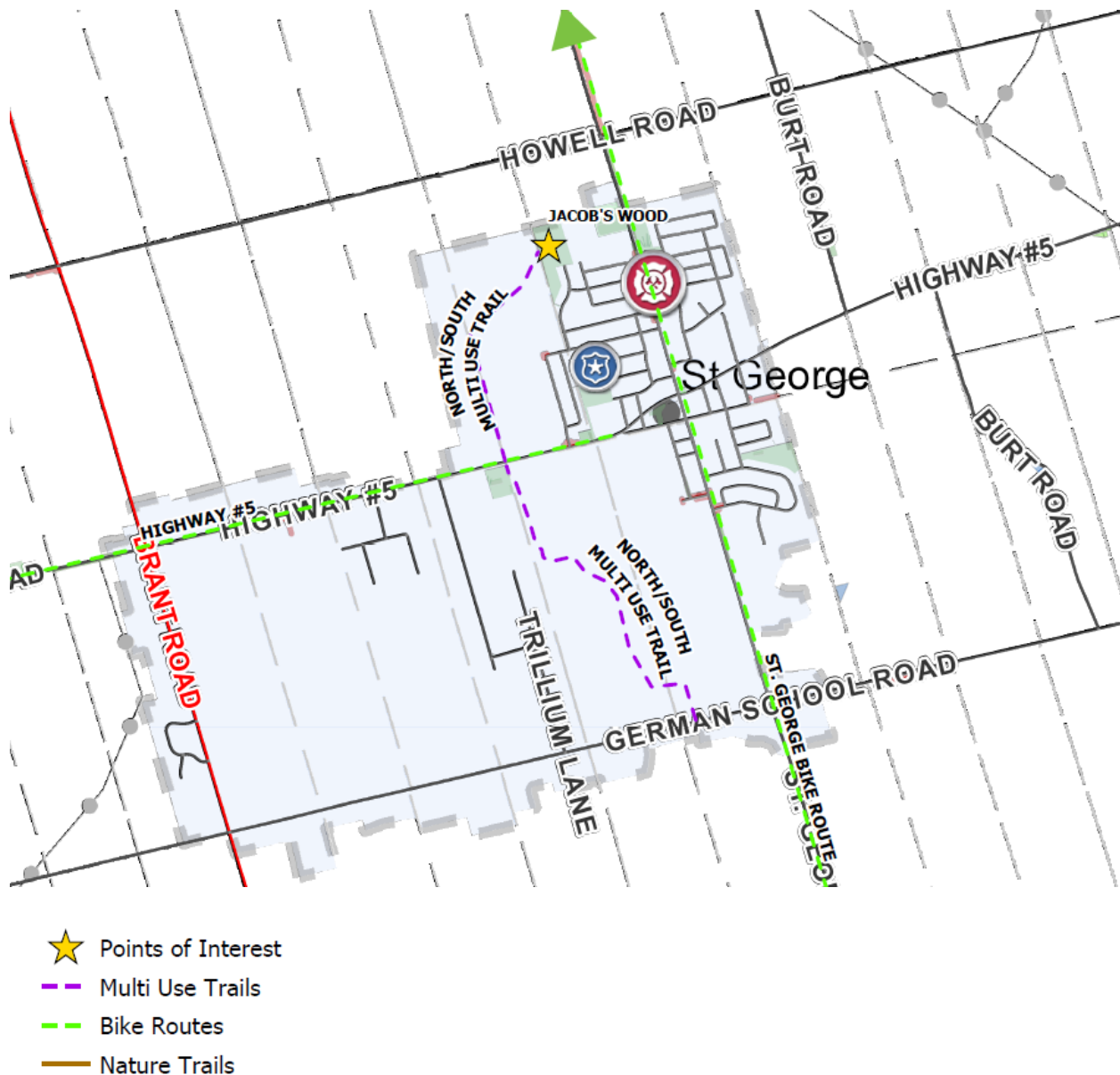


Figure 6 – Draft Conceptual Trail Opportunities (Draft October 2017)



3.6 Development Charges Background Study and By-law (2015)

A new Development Charges (DC) By-law (By-law Number 51-15) came into effect for the County shortly after completion of the St. George Area Study. The DC Background Study provides the necessary background work and analysis to support the By-law and calculation of development charges. This included two addenda (completed in July 2014 and March 2015). The purpose of the By-law, prepared in accordance with the *Development Charges Act*, is to calculate and to impose a charge on the development of new units and some non-residential uses. This allows the municipality to recover

capital costs which are used to pay for a wide range of infrastructure to support development.

The following references to St. George in the DC Background Study and By-law are noted:

- The DC Background Study identifies a forecast for development in St. George, and development is anticipated to commence after 2019, based upon anticipated availability of servicing capacity. The report notes that an annual average development of 80 units is assumed to occur from 2019 and 2024.
- The DC Study acknowledges that it is not known how many units could be accommodated since the new WPCP would be sized based on the assimilative capacity of Fairchild Creek. It was assumed that 5,130 additional population could be accommodated (Phase 1 of the Area Study), and this forecast is the basis for inclusion of costs in the DC study. Accordingly, costs for long-term buildout, representing a total population in St. George of 10,290 people, including the anticipated upgrades to the existing WPCP (per the recommended Phase 2 of the area study) are not yet accounted for in the DC By-law since it would likely be needed beyond the 5 year life of the by-law.
- It is noted that the DC Background Study utilizes a persons per unit (PPU) assumption of 3.04 for single detached units, which is higher than the PPU assumption used in the Area Study of 2.89 persons per unit. As indicated, the County has advised that its current standard is 2.89 persons per unit for single detached units.
- The following specific capital costs are considered in St. George (excluding other general costs as identified in the By-law, such as fire protection, libraries, etc.):
 - Twinning the St. George WPCP;
 - Upgrades to sanitary sewer conveyance system;
 - Upgrades to standby power at the St. George well;
 - New source of water or increase permit to take water (PTTW); and
 - Specific road costs include a road reconstruction due to sanitary upgrades, traffic control and intersection improvements at Highway 24/German School Rd. and Main St. N./Andrew St.).

Generally, there may be a need to integrate and consider other improvements, which were not identified in the 2014 Area Study. Since the 2014 Area Study focused on the three landowners, other upgrades/improvements may be required in association with more recent development proposals. These should be identified and considered as part of the next DC Background Study (expected in 2018).

3.7 Existing Propane Storage Facilities in St. George

There are two known propane storage facilities associated with the employment uses, located within the employment lands on the south side of Highway #5. Propane facilities have been subject to recent legislative changes, in response to the 2008 Sunrise Propane plant explosion in Toronto.

Propane facilities are subject to technical standards under the *Technical Standards and Safety Act*, 2000 and associated regulations (including Ontario Regulation 211/01) and guidelines. This includes the development of risk and safety management plans, which identify an applicable hazard distance associated with propane operations.

Regulations under the *Planning Act* require that a range of different development applications (including Official Plan Amendments, Zoning By-law amendments, Plans of Subdivision and others) are circulated to propane operators, where development proposals are considered to be located within the hazard distance, which is determined in accordance with the *Technical Standards and Safety Act* and its regulations. Implementation of the technical standards and guidelines would generally fall on propane operators and/or developers to satisfy, as may be required.

4. IDENTIFICATION OF POLICY GAPS

The 2014 Area Study provided a technical basis and analysis of future development in St. George. The document identified the need to amend the Official Plan to delineate a specific servicing strategy, recognizing that servicing capacity would not support full build-out of the currently designated Urban Residential land in St. George.

However, the recommendations were principally developed on the basis of an analysis that considered the three landowners, which represented only a portion of the potential development area. Further, the proposed phasing strategy identified the opportunity for other developers to participate in Phase 1, meaning that the list of recommended improvements (e.g., intersection upgrades) was not necessarily comprehensive.

Additionally, the new information presented in Section 3 of this Report provides a basis for considering other opportunities and needed policy to ensure that the policy framework is going to guide development in a desirable, sound, logical manner that achieves the County's planning objectives and represents the appropriate development of the community of St. George. It is noted that the 2014 Area Study contemplated several aspects of a potential Official Plan Amendment, summarized as follows:

1. Delineate the 2031 serviced area boundary to identify those areas that could be serviced, and to establish a clear limit to development based on the assimilative capacity of Fairchild Creek.
2. Identify appropriate land uses, including distinguishing between suburban and urban residential land uses.
3. Identify a site specific policy area to limit employment uses to uses that are suitable for private septic systems.
4. Consider greenfield development on the existing Parmalat property, subject to policies to address brownfield/contamination issues.
5. Establish a commercial/mixed use area on Highway 5 as appropriate.
6. Consider recognizing the existing golf course (not subject to allocation of growth).
7. Identify additional recreational lands in southwest St. George.
8. Recognize the existing trailer park, which would continue to be subject to partial services.
9. Consider the abandoned rail line as a key recreational trail opportunity.
10. Establish recommended gateway features into the main entries into St. George.

It is common for municipalities to undertake a more comprehensive secondary plan process, in which a specific policy framework is developed, along with identification of land uses; conceptual or accurate depiction of infrastructure (road network); supportive

policies to support community facilities; policies to guide infrastructure and development phasing; and other implementation policies. In these cases, the Secondary Planning process is comprehensive, addressing all lands that are identified as being needed to support future growth, and identifying a cohesive development plan and strategy. The 2014 Area Study for St. George was largely technical in nature, and while it recommended completion of an Official Plan Amendment, the 2014 Area Study did not provide technical analysis that addressed the entire development area. Rather, the focus of the 2014 Area Study was on the three landowners who were proposed to represent the initial landowners group that would support servicing capacity improvements in Phase 1.

To support an understanding of potential policy options to address the various elements of the Official Plan, a review of several secondary plans in Ontario was conducted to identify and inform potential policy approaches. Some of the key matters addressed by the Secondary Plans that are relevant to St. George are as follows:

- All of the secondary plans reviewed include a statement of the purpose and broad planning principles and objectives of the secondary plan, to generally guide decision making and provide some supportive explanation for the policy framework.
- The secondary plans identify specific land use designations in accordance with a land use schedule. In many cases, the land use designations are intended to be somewhat conceptual in nature and minor changes to specific boundaries may be made without amending the policies. The land use designations are supported by policies such as requirements for density, permitted uses, and urban design criteria.
- The secondary plans typically contain urban design policies, to guide built form, architectural treatment, aesthetics and streetscapes and ensure compatibility of new developments and existing areas. In some cases, secondary plans are associated with urban design guidelines, usually attached as an appendix to the Plan.
- Many of the secondary plans illustrate conceptual road networks, including both arterial and collector roads. These road networks are typically noted as being subject to further review through development applications and applicable Class Environmental Assessment processes. In some cases, trail systems are similarly identified conceptually.
- The secondary plans identified typically include phasing policies and also sometimes include an illustration of phasing. The phasing of development is often supported by criteria and principles, such as ensuring contiguous, logical and efficient development. In some cases, there are detailed policies to indicate when development in a subsequent phase may begin (e.g., upon completion of a certain number of units in the preceding phase).

- The secondary plans provide policies to address cost sharing and financing of infrastructure. In many cases, these municipalities have required implementation of cost sharing agreements between landowners, as well as the use of front-ending agreements and ensuring that costs are accounted for through a DC By-law. Generally the Plans are guided by the principle of ensuring that development must be financially sustainable for the municipality.

A summary of secondary plans that have been reviewed is included in Appendix B to this report for reference purposes.

5. POLICY OPTIONS AND RECOMMENDATIONS

5.1 Planning Principles and Objectives

There is value in identifying the guiding planning principles and objectives of the St. George Area Study Official Plan Amendment. While many general good planning principles are stated throughout the applicable policies of the current Official Plan, it would be beneficial to provide an upfront set of principles and objectives that are specific to St. George's context, to set out the general approach and describe the overall intent behind the policies introduced for St. George.

Section 5 of the 2014 Area Study provided initial guiding principles of development which have been considered in this narrative. Building upon the recommendations of the 2014 Area Study, and the more general policies of the Official Plan, the following matters are recommended to be identified as key principles and objectives in the Official Plan Amendment:

1. **Fiscally responsible growth and development:** Generally, St. George is desirable as a location to accommodate growth in the County. It is designated as a Primary Urban Settlement Area and represents an attractive, complete community, offering a high quality of life. However, the ability for the community to accommodate growth is contingent upon implementation of major servicing improvements, which have significant capital costs that should be borne by the developers. There is a fundamental need to establish goals, objectives and policies that seek to ensure the County's financial interests are protected, that costs are fairly distributed amongst developers, and that the appropriate financing and implementation mechanisms are in place and understood prior to development proceeding.
2. **Logical, Contiguous and Efficient Development:** Development should be logical and contiguous as much as possible, creating logical, efficient extensions of services that are well-coordinated with future phases of development. Consideration must be made to oversizing infrastructure to account for future phases. Additionally, development proposals should not preclude the development of adjacent parcels, but should ideally work towards an overall, coordinated development plan for the community, enabling future parcels to be connected and to redevelop as appropriate. While the 2014 Area Study recognized these key planning principles, its focus on lands owned by the landowners group created uncertainty regarding whether other lands were being appropriately considered in the framework of an overall plan for the community and there is a need to integrate greater certainty in the Official Plan to guide development proposals in a coordinated fashion.
3. **Mix of appropriate land uses, unit types and densities:** Greenfield lands in the St. George urban serviced area are designated Urban Residential, which

contemplates a wide range of residential uses. Other supportive uses are also permitted, such as limited commercial uses, which are also subject to criteria. A range of uses, including different residential unit types, mixed uses, commercial uses and institutional uses have been proposed by the Landowners Group as identified in the 2014 Area Study. Furthermore, as the County has identified intensification objectives and policies, as well as greenfield development densities, there is a need to ensure that development and servicing solutions are working to achieve these density and intensification targets.

4. **Revitalization of the Core Area:** The continued revitalization and support for the historic core area of St. George must continue to be maintained and supported. Where development concepts are proposing new commercial land uses, there should be assurance that the development will not be impactful to the economic health of the downtown core. Growth in the St. George, however, should also be viewed as an opportunity to revitalize the core. A new population base will add to the potential customers and visitors of Downtown St. George, and can assist in supporting the development of a thriving downtown core.
5. **Attractive, compatible and sensitive community design:** St. George is an historic “village”, and the growth that is planned and could occur in the community is essentially unprecedented, resulting in more than doubling the current population. The character of development should be sensitive to this small-community context. While the Official Plan does provide criteria guiding the location of higher density residential uses, there is an opportunity to identify specific design objectives and principles that are applicable to St. George.
6. **Efficient, well-connected transportation network:** The substantial new growth that is anticipated in St. George will be accompanied by an increase in the number of automobile trips, resulting in impacts and reduced level of service within the current transportation network. The 2014 Area Study was associated with a Traffic Impact Study, which recommended certain improvements to the network based on the proposed developments. There is a need to ensure that development occurs in a manner that results in necessary upgrades to the transportation network. Furthermore, there is a need to ensure that new roads represent a desirable, efficient and well-connected transportation network that is well-coordinated across the community.
7. **Active transportation opportunities:** The relatively compact nature of St. George is an asset to the community that would be enhanced through improved pedestrian connections. Improved connectivity is a general objective of the Official Plan and increasingly viewed as a key planning objective of the Province, contributing to creating healthier, active communities and reducing vehicle dependency. The development of new communities, and the system of natural features that currently exist within the community represent important opportunities to create a well-thought, connected pedestrian network. The 2014

Area Study did not propose a basis for a long-term planned trail or pedestrian network, although it recognized the east-west abandoned rail corridor as one opportunity.

5.2 Overall Servicing Strategy

Implementation of a servicing strategy in the Official Plan was a key objective and a recommendation of the 2014 Area Study. A “servicing strategy” is a policy framework for aligning the amount of potential and permitted development with servicing capability. This is particularly important in St. George, where there will be limited capacity for servicing, in comparison with the amount of land designated for urban development. Accordingly, there is a need to ensure that development is logically phased and contiguous and that lands designated for development are in line with the amount of development that can be supported by full municipal services.

Accordingly, the Official Plan should be amended to integrate an appropriate servicing strategy for St. George. The recommended servicing strategy per the 2014 Area Study was to modify the delineation of the Primary Urban Settlement Area Boundary to coincide with the existing built up portion of the community and those greenfield lands that could be serviced. The remainder of the community, inclusive of the employment lands, suburban residential lands fronting on Highway #5 / German School Road and other uses fronting on Highway 24, would be included within a Secondary Urban Settlement Area Boundary. In accordance with the analysis and recommendations of the 2014 Area Study, it is recommended that this approach be implemented through the Official Plan Amendment. This approach will clearly indicate what lands are intended and planned for full municipal services within the horizon of the Official Plan. Lands within the Secondary Urban Settlement Area Boundary would continue to be serviced with municipal water as provided and any proposed development would occur in accordance with the applicable policies of the Official Plan.

5.3 Development Phasing

Policies to guide phasing of development have been implemented by other municipalities as part of their secondary plans. Many municipalities have integrated specific phasing maps as well as supportive policies. In some cases, municipalities prohibit development in a subsequent phase until a certain number of units or a percentage of units are built and occupied in the preceding phase. However, there is often some flexibility with this approach, giving Council some discretion to approve development in subsequent phases where it is still in conformity with the overall principles of the Secondary Plan.

Generally, the 2014 Area Study proposed a two phased approach to the timing of development. In Phase 1, the three subject landowners would likely front-end finance twinning of the WPCP to enable development of their lands. In Phase 2, upgrades to the existing WPCP would be provided, but participating landowners were not known. Since the time of completing the Area Study, as noted in Section 3, the amount of

development currently proposed is now similar to the total amount of development that was projected to be accommodated over the planning horizon. Furthermore, the proposed developments by Losani Homes and Empire Communities indicate a potential range of units and population. Finally, it is noted that the specific assimilative capacity and servicing capacity is subject to further study and refinement. Whereas the 2014 Area Study identified a proposed phasing scheme that was tied to the two-phase approach of upgrading wastewater capacity, an updated or coordinated phasing plan amongst developers has not been proposed. The individual development application by Empire Communities indicates a proposed phasing scheme for the specific development. The 2014 Area Study did not contemplate or discuss phasing beyond the broad two-phase approach which was tied to the two proposed major wastewater capacity upgrades.

At a minimum, development phasing guidance is required to ensure:

- That development can only proceed where servicing capacity is confirmed and available/allocated to the development;
- That services and roads are extended logically and the upgrades to existing lines are made;
- That community services are available and constructed at appropriate times to support current and future residents (e.g., parks, schools, trails);
- That technical engineering constraints and considerations are incorporated (e.g., gravity-based systems are phased earlier than other more costly systems);
- That development is contiguous, and consideration is made for integration with future phases such as oversizing infrastructure and future road connections; and
- That developers are appropriately participating in financing mechanisms to support major infrastructure improvements, and that the timing and extent of development is aligned with their contribution.

There is an opportunity to integrate additional development phasing policies in the Official Plan to support these fundamental planning principles. It is recommended that the Official Plan identify the specific context and need for phasing, recognizing the limitations on servicing and the need to ensure that development is in line with the principles noted above.

Developers should be required to demonstrate a phasing approach to the County which is in line with these principles. Each proposed development (especially larger developments) should be associated with an approach to phasing that demonstrates adherence to these principles and is suitably aligned with the timing of servicing allocation. The approach to phasing would be effected through conditions of approval, development agreements and through draft approval occurring through phases and/or the use of holding symbols. This approach is complemented by the separate cost

sharing agreement between landowners, which must be confirmed to the County. Generally, this approach is intended to ensure that developers are demonstrating implementation of a phasing solution that advances these important objectives.

Furthermore, it is recognized that the County has identified a conceptual overall phasing map, which illustrates a potential scheme for the timing of greenfield development in St. George, based principally on engineering and servicing extension considerations as well as in consideration of the principles identified above. This map can provide an appropriate reference for the County's review of development proposals. However, phasing should ultimately be governed by the policy framework set out above, as there may be other potential phasing schemes that could work to satisfy the proposed policies and principles set out above. Accordingly, it is recommended that any proposed phasing map, attached in Appendix A as part of the Official Plan Amendment, should form an appendix to the Official Plan Amendment as a reference document.

It is recognized that the County administers servicing allocation policies for various communities in the County. The servicing allocation policy for St. George (CDC-2009-03) addresses limited available capacity in St. George. A servicing allocation policy and associated monitoring is a critical administrative exercise, since the specific availability of services changes frequently as development proceeds and there will be a need to monitor capacity to ensure that the County is not over-committing servicing allocation beyond the capability of the servicing that is in place. Updates to the St. George servicing allocation policy will be required upon completion of the Class EAs and subsequent implementation, to reflect the actual servicing capacity and on an ongoing basis as required as development proceeds. The County will allocate servicing on the basis of the policies of the Official Plan, consideration of development interest and servicing availability, which is updated and monitored on an ongoing basis.

A key servicing allocation matter that should be addressed specifically by the Official Plan is the need to ensure that a proportion of future servicing capacity will be made available for infill and intensification, as contemplated by the 2014 Area Study. While the majority of servicing is expected to support greenfield development, since the landowners will ultimately finance the improvements, there is a need to ensure a degree of intensification can occur, since the Official Plan supports intensification and establishes a target for intensification within the built boundary.

It is noted that the County's Official Plan currently provides policies that are supportive of this phasing approach and can help complement these recommended policies, including:

- Section 5.2.3.2 c) indicates that servicing capacity limitations are a constraint to further development.
- Section 5.2.3.2 f) states that a servicing study is required prior to development approval involving significant lot creation or development.

- Section 5.2.3.2 g) states that where servicing requires extensions or improvements to existing piped systems, servicing is generally to be financed, constructed and maintained by the developer before conveyance to the County.
- Section 5.2.3.2 h) enables the use of holding symbols until servicing is available.
- Section 6.13 outlines requirements for complete applications. This may include a Functional Servicing Report and/or Master Environmental Servicing Plan.
- Section 2.7.3 outlines policies for development costs. It states that the County may implement provisions under the *Development Charges Act*. The County may require servicing agreements prior to registration. The County does not permit development that is not economically feasible.

In summary, it is critical to outline phasing policies, to ensure that development will meet the principles and objectives of the County. Implementation of the phasing policies will fall on developers to satisfy the policies, by submitting phasing plans in association with proposed developments. A spatial conceptual phasing map for all future development lands in St. George has been identified by the County and may be included for reference purposes. The County's servicing allocation policy will need to be updated to reflect confirmed servicing availability as the Class EA process proceeds and closely monitored as development occurs.

5.4 Infrastructure Financing

Development of new neighbourhoods requires implementation and coordination of a wide range of infrastructure, including major improvements with wide-ranging benefits (e.g., a new wastewater treatment plant), infrastructure with neighbourhood-level benefits amongst various (e.g., collector roads, community facilities), and improvements that are very localized to a specific development (e.g., local roads, water/wastewater service extensions). Ontario legislation provides for a range of tools and opportunities to ensure equitable cost sharing in the development process. It is anticipated that infrastructure would be financed through a number of means:

- The current Development Charges Background Study identifies a number of relevant infrastructure projects associated with the Area Study, including the WPCP twinning, road reconstruction, a new ground water source, as well as intersection upgrades.
- Front-end financing agreements in accordance with the *Development Charges Act* has been suggested through the Area Study, so that the initial landowners could finance the WPCP twinning up front and permit development to proceed. This is discussed in the Financial Impact Study prepared as part of the Area Study (dated October 17, 2013, and prepared by Altus Group).

- Development charge credits where the municipality agrees to allow the developer to install infrastructure, and the work is credited upon development charges being due later at the building permit stage.
- Developers would be responsible for other “local services” as described under the *Development Charges Act* and as identified through the subdivision agreements/conditions of approval, and not identified through the Development Charges Background Study.
- Landowner cost sharing agreements has been suggested as a tool to ensure that costs for a variety of improvements are equitably shared amongst participants.

Recognizing the high cost and scale of required capital improvements to support future development (i.e., the new WPCP), it will be beneficial to require participating landowners to enter into a cost sharing agreement. Many Secondary Plans include this requirement. It is noted that most Secondary Plans do not require that the municipality become part to a cost sharing agreement, but rather expect that the municipality will be affirmed that the landowners are in good standing and that costs are reasonably divided amongst landowners.

Since the landowners group in St. George is already well established with participation by major landowners, and there are significant capital costs required to permit further development, it is recommended that the Official Plan be amended to require participation in the landowners group to ensure adequate distribution and coordination of costs.

The 2014 Area Study also recommended other improvements as a result of technical studies, including several proposed intersection upgrades, and some of these matters have been integrated into the Development Charges By-law. It is difficult to anticipate the complete list of required upgrades and works that will be needed in support of development, since it will depend on the specific developments that are proposed. Recognizing the County has already identified some of the relevant works in the Development Charges Background Study, it is desirable in the Official Plan to reference the need that any required infrastructure upgrades be addressed by the Development Charges By-law. Where required to expedite improvements (e.g., the wastewater servicing capacity improvements), front ending agreements will likely need to be considered. The County will need to revisit required infrastructure costs as part of the 2018 Development Charges update to consider the recommendations of this Report and required infrastructure improvements in support of more recent development proposals.

5.5 Land Use Designations, Densities and Unit Types

As noted, the developable greenfield areas in St. George are designated as Urban Residential, which permits a wide range of residential uses in accordance with the Official Plan. Other limited supportive uses, such as commercial, are also permitted in

this designation subject to the policies of the Official Plan. The 2014 Area Study, which was based upon the development proposals identified at the time, considered the potential to amend the Official Plan to permit other uses and implement the intended development plans proposed by the developers at the time. This section evaluates the need to consider site specific policies or designations to provide a more detailed policy framework to guide land use, densities and development in St. George.

5.5.1 Mixed Use Development Blocks

The development proposal by Empire Communities indicated a potential mixed use block fronting on the north side of Highway #5. Further, the Riverview site identified a potential commercial block on the south side of Highway #5. The more recent Losani Homes proposal indicates two mixed use blocks. These lands are currently designated Urban Residential, which permits a very limited amount of commercial uses, subject to policies and criteria.

The establishment of mixed use areas in St. George is desirable for a number of reasons:

- It enables development of new commercial uses that could serve the new population and which are not currently provided in the local community.
- It helps to support Provincial and County policy of better enabling a mix of uses, in the interest of creating more compact, efficient communities with a reduced reliance on the automobile.
- The proposed mixed use area provides opportunity for a range of unit types, including apartments, townhouses or stacked town houses and diversifies the housing mix with some affordable housing opportunity.

However, the Area Study did not identify a particular rationale or justification for the need for additional commercial uses. There is a risk that establishing new commercial uses will be impactful to existing commercial uses in the community, including Downtown St. George, other commercial uses within the community (e.g., along Highway #5 and on Main Street) as well as those highway commercial uses fronting onto Highway 24. Accordingly, there needs to be further analysis to support the types of commercial uses and the amount of commercial uses that would be appropriate. A Market Study could be required in support of a development application for commercial uses, to ensure that the types of commercial uses being contemplated will not negatively impact other commercial uses, particularly the Downtown Core. This requirement could be addressed as part of the policies for a Site Specific Policy Area.

At this time, the only guidance available regarding the specific location or extent of proposed mixed uses is based on the development concepts by Empire Communities, Losani Homes and for the Riverview lands. Further discussion with landowners is required to confirm the proposed extent of the mixed uses and the need for supportive Official Plan policies. The proposal by Losani Homes did not identify the need for an

Official Plan Amendment, unlike the Empire Communities proposal which was associated with a proposed Official Plan Amendment.

With respect to the significant Mixed Use block identified by Empire Communities, generally, the extent and amount of higher density and mixed uses along Highway #5 should consider:

- Entering the built-up portion of the community, the current character of Highway #5 and St. George is historic and village scaled, with some historic homes and a variety of setbacks.
- Highway #5 is a logical location for higher density and mixed uses, compared with internal neighbourhoods.

In support of any proposed mixed use developments, proponents should be required to submit Urban Design Guidelines to demonstrate how the development achieves the various policies of the Official Plan regarding urban design, and achieves a balance of creating an attractive, mixed use streetscape that is compatible with and sensitive to the rural, village feel of the community. Specific design requirements (minimum and maximum height, building step backs, building frontages, setbacks, parking location) could also be further implemented in the Zoning By-law.

5.5.2 Ensuring Achievement of Greenfield Density Targets

The Official Plan intends for designated greenfield areas to achieve a minimum density target of at least 30 residents and jobs combined per hectare, increasing to 35 by 2012 and 40 by 2022. It is noted that this density target is measured over the entire greenfield area of the County, exclusive of Provincially significant features that must be protected. The density target is not intended to be achieved within individual development applications.

There is an opportunity to provide policy guidance to ensure that greenfield development in St. George is contributing to this overall target. As a Primary Urban Settlement Area with planned full services, and a compact and walkable overall Village form, St. George is well positioned to contribute significantly to achieving the density target for the County's greenfield areas. In the interest of ensuring compatibility and facilitating a mix of densities/unit types, there is an opportunity to identify specific locations for higher density residential uses, through site specific policies. Many other Secondary Plans reviewed provide conceptual locations for medium and high density uses in the interest of creating a desirable built form and community character, and to tie higher density uses to transit opportunities.

The Official Plan's criteria for medium and high density residential uses is as follows:

- The general criteria of Section 3.4.3 provide policies to ensure compatibility of density, height and character of propose developments to adjacent areas, and ensure height and massing of buildings have regard to that of adjacent areas.

- The policies for medium density residential uses (up to 50 units per hectare, inclusive of townhouses and low-rise apartments up to four storeys, for example) indicate that development “should” have frontage on an urban arterial or urban collector road, and emphasize the need to ensure compatibility in terms of site/building design, height, setbacks, landscaping and vehicular circulation.
- The policies for high density residential uses (up to 100 units per hectare, inclusive of stacked town houses, apartments, etc.) require frontage on an urban arterial road and similarly that design of the site and buildings, height, setbacks, landscaping and vehicular circulation will ensure compatibility.

Secondary plans as reviewed in Appendix B do not always identify community-specific greenfield targets, but rather more typically identify policies that support the broader municipal target. It is more common for secondary plans to establish targets for a mix of unit types (e.g., 40% single/semi-detached, 35% townhouse, 25% apartments and stacked townhouses) and also identify specific land use designations to ensure a mix of densities and unit types are being achieved. It is noted that Section 2.2.3.1.1 f) of the policies for Primary Urban Settlements Areas indicates that Area Studies are to “establish densities for the study area that contribute to the achievement of the designated greenfield area density target.” Additionally, Section 2.2.4.3 c) of the policies for Area Studies states that a land use component is to be prepared as part of the Area Study which “establishes densities for the study area that contribute to the achievement of the designated Greenfield area density target in Section 2.2.2.3 and provides justification for these densities.” Additional policy guidance in St. George to ensure the development of a mix of unit types is therefore suggested.

The landowners group, per the previous discussion, identify their intent to develop a range of unit types. The 2014 Area Study noted that the overall development density of the landowners group’s lands would achieve approximately 33 residents and jobs per hectare. This falls slightly short of the intended 2012 target (for all greenfield areas) as identified in the Official Plan. The 2014 Area Study assumed that Phase 2 of development would proceed at 40 residents and jobs per hectare, and this density was the basis for recommending the extent of the 2031 urban serviced area as shown in Figure 2 of this Report.

The 2017 proposal by Losani Homes indicates that a range of density of 39.3 to 52.5 people per hectare could be achieved. The 2017 development proposal by Empire communities indicates that approximately 52 persons per hectare would be achieved. Based on these current major development proposals, it is expected that development will be able to achieve the Official Plan’s greenfield density target, so there is no particular need to strengthen or modify the Official Plan policies to achieve higher densities.

There may be benefit in identifying a targeted mix of unit types, however, to provide guidance for the County in its review of development proposals. Such a target would not

be implemented as part of each development application, as it would be unrealistic for smaller development proposals to achieve the unit mix. Rather, the purpose of the target would be principally for monitoring purposes. For reference, based on the development proposals by Losani Homes and Empire Communities (Table 1 of this Report), the proposed number of unit types ranges approximately from about 55% to 65% for single detached dwellings; 5% to 10% for townhouses; and 25% to 40% for high density and mixed use units (which could comprise a wide range of unit types). These ranges may provide a suitable basis for the targeted mix of unit types in the Official Plan Amendment, attached as Appendix A.

5.5.3 Schools

It is expected that new school(s) will be required as part of development. However, the draft plans proposed by Losani Homes and Empire Communities did not propose any specific school blocks. The Official Plan contains criteria for school siting which should be sufficient. At the time of completing this Addendum Report, additional discussions with the school boards was being undertaken to identify specific needs.

5.6 Community Design

It is common for Secondary Plans to address a range of community design matters, and include supportive policies. Additionally, some Secondary Plans are associated with comprehensive Urban Design Guidelines which are typically provided as an appendix to the Secondary Plan.

The policies of the Official Plan provide some urban design guidance which is applicable in St. George. Section 2.7.5 of the Plan generally promotes a high quality of design and built form. Development is to be in keeping with traditional character of the community, encourages cyclin and walkability, and considers existing and traditional street patterns and neighbourhood structure (Section 2.7.5.1). Developers may be required to submit design guidelines to address the policies of the Plan along with streetscaping, landscaping, setbacks, signage, garage placement and architectural treatment.

The 2014 Area Study did not contain detailed urban design guidelines or analysis. The Area Study references the need for gateway features and identifies specific locations, with the intent that these features could be addressed through urban design guidelines and identified as part of the implementing Official Plan Amendment. Three conceptual gateway locations were identified at Highway #5/Highway 24, the north end of the community (Main Street North) just south of Howell Road, and on Beverly St. entering the community from the east. All three conceptual locations for gateways are outside the proposed greenfield areas, so implementation could be identified as part of County-led future improvements.

At this time it is noted that the Official Plan policies provide a good basis for applicable urban design principles. These policies will help to ensure that the design of

development is appropriate, achieves a high standard and is compatible with the character of St. George.

5.7 Trail Network

St. George has exceptional potential in terms of creating a healthy, walkable environment. It has a highly compact form, with a centrally located and highly-accessible downtown core. Most current residents should be within a 15 minute walk of the downtown core. Improvements to the pedestrian network to capitalize on this opportunity should be pursued as much as possible.

As described previously, a number of trail opportunities have been identified in St. George through the 2010 Trail Master Plan (see Figure 5). A trail is envisaged to circle the community at the outer edge, connecting residents in the north end of St. George (i.e., through the Empire Lands) towards the employment area in the west, and connecting east through the abandoned rail corridor. This trail concept effectively forms an “outer ring” trail which provides good improved connectivity and also considers broader connectivity with trail systems outside St. George. The Area Study identifies a potential east-west trail that capitalizes on the abandoned former railway. Discussions with the County have noted that completing a trail through this corridor is difficult to achieve due to ownership.

Based on recent development proposals, the County has since produced a draft map indicating refined trail opportunities (Figure 6). This map differs from the current trail opportunities map identified in the 2010 Trail Master Plan. The trail from Highway #5 through the employment lands and east through the abandoned rail corridor is no longer identified. Rather, a trail is proposed to connect Highway #5 southward to German School Road. This could be implemented as part of the recent Losani Homes development proposal. This updated trails map may be appended to the Official Plan for reference purposes.

It is recommended that supportive policies be integrated into the Official Plan Amendment to ensure trail opportunities are capitalized and integrated through development approvals processes. Given the exceptional opportunity for a walkable, compact community format, and Provincial policy focus on creating walkable communities, these trail opportunities should be addressed.

5.8 Transportation Network

Since the 2014 Area Study focused principally on the three landowners, a broader conceptual road network was not identified or studied in detail. However, a supporting component of the Area Study included a preliminary conceptual road network for the community (. However, this network was highly conceptual and did not specifically form a component of the approved 2014 Area Study, and thus it is not included in this Addendum Report.

Many secondary plan studies reviewed across Ontario include at least a conceptual road network that illustrates new arterial and collector roads, and sometimes identifies major anticipated improvements to existing roads based on a comprehensive master plan or transportation impact study for the broader secondary plan area (see Appendix B). Oftentimes, the policies explain that specific alignments are subject to more detailed class environmental assessments and determination through plan of subdivision processes. In a few cases, secondary plans also include demonstration plans which identify potential local roads at a very conceptual level, to illustrate the principles of the Plan's intended road network.

As noted, the 2014 Area Study and supportive Traffic Impact Study were based upon on a few known developments, and thus the list of recommended improvements was likely incomplete and is subject to change based on revisions to development applications.

Based on discussions with the County, it is expected that based on anticipated growth, there will be a need to upgrade the road classifications for Highway #5, German School Road and Main Street. While these upgrades were not identified in the Transportation Master Plan Update (2016, as discussed in Section 3), these modifications may be integrated into the Official Plan Amendment and in the future through the Transportation Master Plan update.

There is an option as part of the Official Plan Amendment to identify a high-level conceptual road network illustrating a conceptual collector road network. Consistent with the submitted development applications, an Urban Residential Collector Road may be provided to extend north-south through the Empire Communities' lands, connecting Highway #5 to the northerly limits of the Empire lands. This creates an opportunity for a future potential northward connection to Howell Road. Within the Losani Homes' lands, a similar collector road could be identified from Highway #5, extending southerly and then easterly to connect with Main Street. It has been noted that a future connection southward to German School Road has been subject to comments from GRCA and would require further study. It is recommended that the preferred conceptual roads be implemented in the Official Plan to establish a general concept for St. George. The specific alignment would be subject to the development approvals process.

5.9 Propane Storage Facilities

As noted in Section 3.7, there are at least two existing propane storage facilities in St. George, which are subject to the *Technical Standards and Safety Act*, and the associated applicable guidelines and regulations. To ensure developers understand this context and that specific applicable guidelines may apply, it is recommended that a policy be integrated into the Official Plan to make note of existing facilities and ensure that propane operators are circulated on development applications, which is required by regulations under the *Planning Act*.

5.10 Natural Heritage Features / Hazardous Lands

A Natural Heritage Study was completed as a component of the 2014 Area Study. Through that study, refinements to natural heritage features were identified that were not previously incorporated in the Official Plan. Section 2.3.2.1 h) of the Official Plan intends for any such improvements to be integrated into the Official Plan as reasonably practical. Accordingly, the recommended improvements made in the 2014 Area Study to natural heritage features should be included in the Official Plan Amendment.

6. CONCLUSIONS AND SUMMARY OF RECOMMENDATIONS

The community of St. George is intended as a key location to accommodate a substantial portion of future growth in the County. The St. George Area Study (approved 2014) contemplated completion of an Official Plan Amendment to address a range of policy matters, to appropriately provide for growth and development in St. George. Since completion of the Area Study, new information has become available that has been considered in this Addendum Report.

The key recommendations made throughout this Report are summarized as follows:

1. Due to limitations on wastewater servicing potential in St. George, as discussed in this report, it is anticipated that only the built-up area of the community of St. George and other future urban residential areas can be serviced over the horizon of the Official Plan. The Official Plan Amendment should designate those areas not planned for full services as a Secondary Urban Settlement Area. This is the approach recommended in the 2014 Area Study and continues to be a suitable approach to delineating the area that is planned for services over the horizon of the Official Plan. To complement this policy approach, a site specific policy area should be established for the employment area, which will continue to be serviced on private septic systems, to ensure that only uses that are suitable for private septic systems will be permitted.
2. Limitations on future anticipated servicing capacity necessitates additional guidance regarding development phasing to ensure efficient, timely extension of services, logical/contiguous development, and equitable allocation and confirmation of services before development proceeds. A conceptual phasing map has been prepared by the County which may be appended to the Official Plan for reference purposes, to illustrate a suitable phasing strategy that is in line with these phasing principles.
3. The County will need to update its servicing allocation policy for St. George once actual planned servicing capacity is confirmed and as development proceeds. It is recommended that the Official Plan specifically ensure that servicing allocation will contemplate a certain percentage of availability to provide for a limited amount of infill and intensification, to support achieving the policies of the Official Plan and to implement the recommendations of the 2014 Area Study. Given servicing constraints, the County will need to closely monitor servicing availability and update its servicing allocation policy over time.
4. There is a need to ensure that appropriate mechanisms are in place to ensure implementation and financing of infrastructure, and to ensure that required infrastructure will be efficient and within the County's financial capabilities. It is recommended that developers enter into a landowners cost sharing agreement

to best ensure equitable distribution of costs and the coordination of necessary improvements.

5. As part of the next Development Charges Background Study/By-law update (expected in 2018), other infrastructure improvements and costs may be contemplated. The current Development Charges By-law generally reflects recommended improvements made in the 2014 Area Study; however, there is a need to broadly consider development of St. George as a whole and the more recent development proposals in particular.
6. There is an opportunity to identify a housing mix target to support achievement of greenfield densities as indicated in the Official Plan.
7. There is an opportunity to facilitate development of new mixed uses which can be incorporated into the Official Plan Amendment. This should be supported by design guidelines prepared in support of development.
8. A conceptual collector road network may be identified to guide development application review and ensure implementation of an efficient road network.
9. Similarly, a conceptual trail network should be identified in the Official Plan to ensure implementation of a well-connected pedestrian network.
10. A policy may be incorporated into the Official Plan to inform landowners that there are existing propane operations and there is a need to circulate such operators on development applications.
11. Updates to the natural heritage features in St. George as identified in the Official Plan are recommended to integrate updates made through the 2014 Area Study.

APPENDIX A TO THE ST. GEORGE AREA STUDY ADDENDUM REPORT (DRAFT OFFICIAL PLAN AMENDMENT)

BY-LAW NUMBER XX-17

- of -

THE CORPORATION OF THE COUNTY OF BRANT

To amend the Official Plan of the County of Brant.

WHEREAS the Council of the County of Brant approved the Terms of Reference for the St. George Area Study in 2008, to address the requirements of the Official Plan for the preparation of Area Studies.

AND WHEREAS the Council of the County of Brant adopted a resolution to endorse the St. George Area Study on May 27, 2014, including recommendations to proceed with preparation of an Official Plan Amendment to implement the Area Study.

AND WHEREAS the St. George Area Study Addendum Report (***approval status and date to be inserted***) further evaluated the need for an Official Plan Amendment to implement the Area Study and to ensure that growth and development occurs in a manner that is logical, efficient, financially sustainable and provides for the desirable expansion and growth of the community of St. George.

NOW THEREFORE, in accordance with the provisions of Section 17 and 22 of the *Planning Act*, R.S.O. 1990, as amended, the Council of the County of Brant hereby enact as follows:

1. **THAT** Section 1.2 is hereby amended by adding the following text after the statement "Schedule B is the Transportation Plan;" (for convenience purposes, the added text is shown in underline):

Schedule B is the Transportation Plan, and it is inclusive of Schedule B-1 (Transportation Plan for St. George);

2. **THAT** Section 1.2 is hereby amended by deleting the text that immediately follows the paragraph stating "Schedule E illustrates mineral aggregate resources and petroleum resources in the County" and replacing the text with the following (for convenience purposes, modifications to the text compared with the current text are shown in ~~strike-through~~ for deleted text and underline for new text):

~~Appendix~~ Appendices – In addition to the schedules of this Plan, ~~an appendix~~ has appendices have been prepared to further enhance the understanding of the strategies, land uses, and policies of this Plan. The following ~~is~~ appendices are attached ~~as an appendix~~ to the County of Brant Official Plan:

Appendix 1 illustrates Areas of Potential Archaeological Resources.

Appendix 2 illustrates a conceptual phasing plan for St. George.

Appendix 3 illustrates a conceptual trail network for St. George.

Appendices do not form part of the Official Plan, but are intended to be of assistance in the interpretation of policies contained in this document.

3. **THAT** Section 1.11.1 is hereby amended by adding new subsection h) as follows (for convenience purposes, this new text is shown in underline):

h) This Plan implements the St. George Area Study, which was approved by Council on May 27, 2014, as well as the St. George Area Study Addendum Report, which was **[to insert approval status and date]**. Section 2.8 includes policies to further guide development in St. George, to ensure that development is efficient, logical, fiscally responsible, and is well-integrated with the community.

4. **THAT** Section 1.11.2.2.1 is hereby amended with the following modifications (new text is shown in underline):

1.11.2.2.1 Context

As further described by the Plan's Growth Management Policies (Section 2.2), the County has identified the following Primary and Secondary Urban Settlement Areas as the main areas for residential development:

- Paris;
- St. George;
- Cainsville / Brant East;
- Burford;
- Mount Pleasant/Tutela Heights;
- Oakhill/Airport;
- Oakland; and
- Scotland.

The Primary Urban Settlement Areas of Paris, St. George and Cainsville / Brant East are where the greatest concentration of development (including infrastructure systems, and community facilities and services) exists or is planned. The Primary Urban Settlement Areas of Paris, St. George and Cainsville / Brant East shall continue to be the prime areas of new urban development, redevelopment, and intensification, in accordance with Section 2.2 of this Plan.

5. **THAT** Section 1.11.2.4.1 is hereby amended as follows (new text is shown in underline):

1.11.2.4.1 Context

Both the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe direct development to Urban Settlement Areas that offer municipal water and sanitary sewage systems and limit development in Urban Settlement Areas that have partial or private water and sanitary sewage systems.

The County's fully serviced Primary Urban Settlement Areas are Paris, St. George and Cainsville / Brant East. A majority of new residential development, redevelopment, and intensification in Brant County shall be directed to these Primary Urban Settlement Areas.

The partially serviced Secondary Urban Settlement Areas include Mt. Pleasant/Tutela Heights, St. George and Oakhill/Airport. These areas are projected to receive a modest amount of the new development.

Areas without County water and sewer services are projected to accommodate a limited amount of the County's forecasted growth. This includes existing lots of record in Agricultural Areas, Hamlets and Villages, and existing Rural Residential Areas.

6. **THAT** Section 2.1 is hereby amended as follows (new text is shown in underline and deleted text is shown in ~~strike-through~~):

2.1 PREFACE

The following sections collectively comprise a Planning Strategy, which establishes a broad, integrated, and long-term approach to all aspects of planned change and physical development in the County, as well as general development policies based on the Strategy. The policies of this section are intended to contribute to orderly, efficient, and sustainable future development within the County of Brant to the year 2031.

The Planning Strategy and General Development Policies section is made up of the following interrelated components:

- Growth Management Policies (Section 2.2);
- Natural Heritage, Potential Resource, and Hazard Management Policies (Section 2.3);
- Housing Policies (Section 2.4);
- Economic Development Policies (Section 2.5);
- Community Improvement Policies (Section 2.6); ~~and~~
- General Development Policies (Section 2.7); and
- General Development Policies for the St. George Primary Urban Settlement Area (Section 2.8).

Each component of the Strategy establishes a policy framework for growth, development, and preservation. The Planning Strategy and General Development Policies shall provide direction and guidance to Council, County staff, landowners, businesses, and residents over the course of the planning horizon.

The Planning Strategy is intended to be read in conjunction with all other sections and policies of this Plan. Additionally, this Strategy provides guidance on how to use and interpret the other policies of the Plan.

This section also contains general development policies that do not apply to a specific land use designation. These policies are intended to guide growth and development in a manner that is coordinated throughout the County and is consistent with the Planning Strategy.

Subsection 2.8 contains policies specifically intended to guide development within the St. George Primary Urban Settlement Area. These policies are intended to implement the St. George Area Study, which was approved by Council on May 27, 2014, and the Addendum Report to the St. George Area Study [to insert approval status and date].

7. **THAT** Section 2.2.3 is hereby amended as follows (new text is shown in underline and deleted text is shown in ~~strike-through~~):
- a. **Urban Settlement Areas** – Urban Settlement Areas are further classified as:
 - i. **Primary Urban Settlement Areas** (Paris, St. George and Cainsville / Brant East) – generally have full County water and sanitary sewage systems and are intended to accommodate the majority of commercial, residential, institutional, employment and recreational growth and development in the County and function as the primary activity centres. Policies for the County's Primary Urban Settlement Areas are provided in Section 2.2.3.1.1. The Primary Urban Settlement Areas are identified on Schedule A.
 - ii. **Secondary Urban Settlement Areas** (Burford, St. George, Mount Pleasant/Tutela Heights, Oakhill/Airport, Oakland, Scotland and the Highway 403 and County Road 25 (Middle Townline Road) interchange employment area) – have either full or partial municipal services, or private water and sanitary sewage systems and are not intended to accommodate major commercial, residential, institutional, employment and recreational growth, but rather limited infilling, minor rounding out within the existing boundary of the settlement area and small scale intensification subject to the availability of appropriate servicing systems. Policies for the County's Secondary Urban Settlement Areas are provided in Section 2.2.3.1.2. The Secondary Urban Settlement Areas are identified on Schedule A.

8. **THAT** Section 2.2.3.1.1 is hereby amended as follows (new text is shown in underline and deleted text is shown in ~~strike-through~~):

2.2.3.1.1 Primary Urban Settlement Areas

The County's Primary Urban Settlement Areas of Paris, the eastern portion of St. George and Cainsville / Brant East have been identified based on their servicing capacity and ability to accommodate projected growth through development, redevelopment, and intensification opportunities. Primary Urban Settlement Areas have existing or planned access to full County services and have an existing supply of designated land that can accommodate development.

9. **THAT** Policy 2.2.3.1.2 a. is hereby amended as follows (new text is shown in underline and deleted text is shown in ~~strike-through~~):

- a. The Secondary Urban Settlement Areas of Burford ~~has a built boundary~~ and St. George have built boundaries as identified in Section 2.2.5.1 (b) of this Plan and as shown on Schedule A.

10. **THAT** Section 2.2.3.1.2 is hereby amended by adding the following new policy m., immediately following policy l (for convenience purposes, this new text is shown in underline):

m. Notwithstanding Policy 2.2.3.1.2 k. above, the western portion of the Urban Settlement Area of St. George has been modified from a Primary Urban Settlement Area to a Secondary Urban Settlement Area, in accordance with the recommendations of the St. George Area Study. The Area Study concluded that the westerly portion of St. George cannot be fully serviced within the horizon of this Plan, and is therefore intended to continue to function on the basis of private or partial services. Accordingly, this portion of St. George has been designated as Secondary Urban Settlement Area and will be a lower priority for growth compared to the remaining Primary Urban Settlement Area, which will develop on the basis of full services.

11. **THAT** Section 2.2.5.1 is hereby amended by deleting policy b. and replacing it with the following (for convenience purposes, new text is shown in underline and deleted text is shown in ~~strike-through~~):

- b. A built boundary for the Secondary Urban Settlement Areas of Burford and St. George is-are identified in the Growth Plan for the Greater Golden Horseshoe and shown on Schedule A.

12. **THAT** Section 2.8 is hereby added immediately following Section 2.7.9, as follows (for convenience purposes, this new text is shown in underline):

2.8 St. George Primary Urban Settlement Area – General Development Policies

2.8.1 Preface

The intent of the policies of this section is to implement the St. George Area Study, which was approved by Council on May 27, 2014. Further, the Addendum Report to the Area Study **(to insert approval status and date)**, provides further analysis and evaluation of the need to establish these policies.

St. George is a growing community with many active development interests. Further, as a Primary Urban Settlement Area, St. George is intended to be a primary location for growth and development to occur. However, growth is fundamentally limited by the assimilative capacity of Fairchild Creek. This means that there is an environmental limit to the amount of land and the population that can be serviced by municipal wastewater. As an outcome of the Area Study, the St. George Primary Urban Settlement Area was recommended to be constrained to the lands that could accommodate growth on full municipal services. The remaining lands, which are not anticipated to be serviced over the horizon of this Plan, have been included in the Secondary Urban Settlement Area. Schedule A-2 delineates the Primary Urban Settlement Area and the Secondary Urban Settlement Area of St. George.

It is the intent of this Plan to ensure that development will only proceed once servicing capacity is made available, and to ensure that development takes place in a fiscally responsible manner which minimize risks to the County and ensures that the cost of development is borne by proponents of development applications, as appropriate. The policies of Section 2.8 outline a number of principles and requirements for development to ensure that it is logical, efficient, well-coordinated and well-integrated with the built-up area of St. George, and that development implements all other the policies and objectives of this Plan.

2.8.2 St. George Planning Principles and Objectives

The following general principles and objectives build upon the policies of this Plan and apply specifically to the St. George Primary Urban Settlement Area:

- a. To ensure that growth is provided with sufficient servicing, recognizing that servicing availability will be limited and subject to the outcome and implementation of the Class Environmental Assessments for water and wastewater improvements;

- b. To ensure that growth is financially responsible and sustainable, and that the costs of expanding infrastructure and services are appropriately attributed to developers;
- c. To ensure the orderly, logical and contiguous development and expansion of the St. George Primary Urban Settlement Area, and to ensure the logical extension of roads and services as well as the timely construction of community services, such as parks, trails, roads and schools;
- d. To ensure that development proposals are well-coordinated, including development that is integrated with adjacent lands, does not preclude future development opportunities, and considers infrastructure needs for future development phases;
- e. To ensure that development is responsible and proceeds only when full municipal water and wastewater services are confirmed and available to service the development;
- f. To provide for a mix of unit types and densities that support achievement of the overall greenfield development area density targets as set out in this Plan;
- g. To ensure that development represents a high-quality built form and architectural design, and is scaled and designed in a manner that is sensitive and complementary to the historic character of the community;
- h. To provide for a well-connected pedestrian, cycling and trail network, which capitalizes on the compact form of St. George, allowing for most residents in the built-up area of the community and in future greenfield development areas to live within a reasonable walking distance of Downtown St. George; and
- i. To accommodate a mix of uses, including potential new commercial uses to serve new residents, while ensuring the continued improvement and revitalization of Downtown St. George.

2.8.3 St. George General Development Policies

- a. Prior to the approval of development applications, the County shall be satisfied that sufficient County water and wastewater servicing capacity will be available to service the development.
- b. To ensure orderly development and equitability in the sharing of infrastructure costs, development applications in the St. George Primary Urban Settlement Area shall not be approved until the landowner has become a party to a landowners' cost sharing agreement. It is not the intent of the County to become a party to a cost sharing agreement. Rather, prior to final development

approval, the County shall be satisfied that the development proposal is in good standing with the applicable cost sharing agreement for the provision of infrastructure, as confirmed by a trustee, to ensure that the scale of the development is commensurate with the proponent's share in the cost of providing infrastructure and services.

- c. Notwithstanding policies a) and b) above, limited small-scale development in the form of infill and intensification shall be permitted, subject to the availability of servicing capacity and in accordance with all other policies of this Plan.
- d. The County shall ensure that a limited amount of servicing capacity will be allocated to support the development of intensification, infill, affordable housing and higher density units, in the interest of achieving the intensification policies of this Official Plan and contributing to the mix of unit types.
- e. Prior to the approval of development applications, the County shall be satisfied that appropriate arrangements have been made to implement required servicing, transportation, and other infrastructure improvements through the applicable landowners' cost sharing agreement(s), a development agreement and/or through development charges required in accordance with the County's development charges by-law. This shall include consideration for front-ending agreements in accordance with the *Development Charges Act* and the County's current Development Charges By-law.
- f. Prior to the approval of development applications, the County shall be satisfied that appropriate consideration has been made to ensure the development is well-coordinated with other lands and development proposals, as documented in the Functional Servicing Report and other supporting documentation prepared as part of the development application, including:
 - i) Adjacent potentially developable lands have been considered, including provision for a future road connection where it is feasible to do so. It shall be an objective of the County to avoid precluding other potential development opportunities, and ensure the orderly, fulsome development of the community in a well-coordinated manner.
 - ii) Infrastructure needs for future development beyond the subject lands has been considered and addressed, such as providing for necessary infrastructure over-sizing.
 - iii) Opportunities for trail and pedestrian network improvement opportunities have been considered in accordance with the policies of Section 2.8.7.

- iv) The provision of collector roads has been made to the County's satisfaction in accordance with the policies of Section 2.8.7.

2.8.4 St. George Development Phasing Policies

- a. There are many significant development interests in St. George, and accordingly there are many possible options for the phasing and progression of development. Since servicing capacity will also be limited in St. George, as described in Section 2.8.1, it is critical that development be appropriately phased in a manner that is aligned with servicing availability, and to provide for a logical, cost-effective extension of municipal services and roads. It is a policy of this Plan to manage the rate and phasing of development to ensure that:
 - i) development only occurs where servicing is available to service the proposed development;
 - ii) development is phased to follow a logical and cost-effective extension of services, including new roads and municipal water/wastewater services;
 - iii) development occurs in a manner that creates a contiguous progressive expansion of the built up area of the community;
 - iv) the provision of community services, such as schools, trails, roads and parks, are well-coordinated with development and are available to new residents in a timely manner; and
 - v) the timing of development is aligned with demand for housing, such as ensuring that a majority of units are completed and occupied in preceding phases before building permits are issued in subsequent phases.
- b. For illustrative purposes, Appendix 2 to this Plan identifies a conceptual phasing map for greenfield areas in the St. George Primary Urban Settlement Area. This proposed phasing scheme identifies an example of a phasing approach which is desired by the County and would assist in implementing the phasing policies and principles identified in this Section.
- c. To ensure implementation of the policies of this Section, the County may require preparation of a development-specific Phasing Plan to be submitted in association with a development application.

- d. To support implementation of a development-specific Phasing Plan as may be required by the County in accordance with policy 2.8.4 c) above, the County shall not permit development to proceed to registration within lands located in a subsequent phase of the subject development proposal until building permits have been issued for at least 75% of the units proposed in all preceding phases of the development.
- e. Notwithstanding policy 2.8.4 d) above, Council may adopt a resolution to permit development to proceed even where this phasing policy is not achieved, if, in the opinion of Council, the development achieves all other policies of this Plan; the development will represent a logical, contiguous extension of the community; the development is well-integrated with the surrounding lands and future potential development opportunities; and the development contributes to an overall mix of housing types and densities.
- f. The phasing policies of this section shall not be construed to restrict the timing of completion of required infrastructure, including roads, water/wastewater lines, utilities, parks, schools, trails and other community facilities.
- g. To implement the policies of this Section, the County may only approve individual phase(s) of development which have servicing capacity committed. Further, the County will consider appropriate planning tools, such as conditions of draft plan approval and the use of holding symbols in accordance with the *Planning Act* to manage the implementation of approved development-specific Phasing Plans.

2.8.5 St. George Community Design Policies

- a. As a component of a development application, the County may require the preparation of Design Guidelines to demonstrate conformity and implementation of the community design policies of this Plan. Where required, matters to be considered may include the following, as applicable to the development proposal:
 - i) Consideration for compatibility of new development with the existing community, including consideration for scale, transition, road pattern, architectural design and built form;
 - ii) Guidelines for the public realm, to provide for the development of accessible, attractive and walkable streetscapes and consideration for specific streetscape design (lighting, utilities, programming, etc.);
 - iii) Guidelines to specifically address the integration of any proposed mixed uses, higher density uses or commercial uses, to ensure compatibility with adjacent low-rise areas

(wind, shadow, overlook and other impacts), and to provide for an attractive, vibrant streetscape that supports community walkability;

- iv) Guidance for the design and development of off-street trails as may be proposed, considering matters such as accessibility, compatibility/relationship to surrounding residences, lighting, Crime Prevention Through Environmental Design, and other matters; and
- v) Guidelines to ensure attractive, aesthetically pleasing and contextually sensitive built forms and architecture, such as building setbacks, massing, height, roof style, relationship to the streetscape, garage massing, porches and other elements, in a manner that builds upon and complements the historic village character and aesthetics of St. George.

2.8.6 St. George Housing Mix and Development Density Policies

- a. The County will encourage a mix of housing unit types, including single detached dwellings, semi-detached dwellings, street and cluster townhouses, stacked townhouse dwellings and apartment units in accordance with the policies for the Urban Residential designation.
- b. The County shall target a mix of housing types, in order to support achievement of the policies of this Plan for overall greenfield area density. These targets are not intended to be implemented on an application-by-application basis, but represent an overall, long-term target that shall guide the County's review of development applications.
 - i) Single and semi-detached units – 60% to 70%
 - ii) Townhouse units – 10% to 20%
 - iii) Multiple units (e.g., stacked townhouse, apartments) – 10% to 20%

2.8.7 St. George Transportation Policies

- a. Schedule B-1 identifies new Urban Residential Collector Roads conceptually as well as one future conceptual road connecting a new Urban Residential Collector Road north to Howell Road. The intent of identifying this conceptual new road network is to illustrate the general objectives of creating well-connected, efficient network that is appropriately integrated with the existing road network.
- b. The specific alignment of the new roads as conceptually shown on Schedule B-1 will be identified and implemented through the development approvals process and any applicable Class

Environmental Assessment process, in accordance with the policies of this Plan.

- c. The County shall encourage the provision of a road network with shorter blocks and a high degree of permeability, with the specific objective of ensuring that most residents of the new community areas are all located within a reasonable walking distance of Downtown St. George.
- d. Any new accesses or roadways with connectivity to Provincial Highway 24 (Brant Road) shall be subject to approval by the Ministry of Transportation, in accordance with Policy 5.3.2.1.1 b).
- e. It shall be a policy of this Plan to develop a well-connected pedestrian and cycling trail network, which capitalizes on natural heritage features and contributes to passive recreational opportunities for residents. Schedule B-1 identifies a conceptual new trail/pedestrian network, contributing to the increased connectivity between new greenfield communities, existing community facilities and natural heritage features. This includes a trail extending generally north-south to the west of the existing built-up portion of the community, connecting new communities with Highway #5 south to German School Road.
- f. The County shall ensure the provision and development of the trails referenced in Section 2.8.7 e) above, through the review and approval of development applications. The development of the trails shall be in accordance with all other policies of this Plan. It is recognized that these trails are conceptual in nature, and are subject to further feasibility considerations.

2.8.8 St. George Natural Heritage Policy

- a. As an outcome of the St. George Area Study, Schedule C-2 has been modified to include natural heritage systems and features as identified through the associated Natural Heritage Study. However, development proposals in St. George shall continue to be subject to the policies of this Plan for natural heritage and hazardous lands/sites. This shall include the natural heritage protection policies of Section 2.3, and any required Environmental Impact Statement (EIS) as may be required in support of a development application.

2.8.9 St. George Propane Facilities

- a. The County recognizes that there are existing propane storage uses/facilities in St. George, and it shall be a policy of the County to ensure that development applications are circulated to propane operators, in accordance with the applicable regulations under the *Planning Act*.

13. **THAT** Section 4.2 is hereby amended by adding new Section 4.2.18 – Special Policy Area 22 – to immediately follow Section 4.2.21 (for convenience purposes, this new text is shown in underline):

4.1.22 SITE SPECIFIC POLICY AREA 22

ST. GEORGE SECONDARY URBAN SETTLEMENT AREA – EMPLOYMENT DESIGNATION

- a. There are no municipal wastewater services anticipated to be provided to the Employment Area within the St. George Secondary Urban Settlement over the horizon of this Plan. Accordingly, permitted uses shall be limited to dry employment and industrial uses which are appropriate for partial services and do not result in excessive amounts of wastewater. Dry industrial and employment uses are considered to be those uses in which the principal source of wastewater is related to domestic purposes, and minimal wastewater is produced from industrial processing, washing, cooling or other purposes.
 - b. The Zoning By-law will specifically define the dry employment and industrial uses that are permitted, as well as the lot and building requirements that are appropriate for partial services.
 - c. The County will encourage the application of water conservation technologies as well as low impact development principles.
14. **THAT** Section 4.2 is hereby amended by adding new Section 4.2.23 – Special Policy Area 23 – to immediately follow Section 4.2.22 (for convenience purposes, this new text is shown in underline):

4.1.23 SITE SPECIFIC POLICY AREA 23

ST. GEORGE – HIGHWAY 5 FUTURE MIXED USE AREA

- a. Development applications for new commercial uses shall be accompanied by a Retail Market Impact Study to demonstrate that new commercial uses will not adversely impact the commercial area of Downtown St. George, to the County's satisfaction.
- b. Development shall be subject to the general development policies for the St. George Primary Urban Settlement Area (Section 2.8), to ensure that servicing will be available and that all lands in the St. George Primary Urban Settlement Area will be developed in an orderly manner and that the costs for providing infrastructure will be shared in an equitable manner.
- c. The permitted uses and policies of the Mixed Use designation (Section 3.11) shall apply.
- d. Further, the zoning by-law shall specifically identify permitted uses, to implement the market study, as well as other specific design

requirements to support implementation of any required Community Design Guidelines as indicated in Section 2.8.5.

15. **THAT** Schedule A – Land Use Plan be deleted and replaced with the new Schedule A attached to this amendment.
16. **THAT** Schedule A-2 – Land Use Plan for St. George be deleted and replaced with the new Schedule A-2 attached to this amendment.
17. **THAT** Schedule B – Transportation Plan be deleted and replaced with the new Schedule B attached to this amendment.
18. **THAT** new Schedule B-1 – Transportation Plan for St George be added to the Official Plan as attached to this amendment.
19. **THAT** Schedule C – Natural Heritage System Features and Development Constraints be deleted and replaced with the new Schedule C attached to this amendment.
20. **THAT** Schedule C-2 Natural Heritage System Features and Development Constraints in St. George be deleted and replaced with the new Schedule C-2 attached to this amendment.
21. **THAT** new Appendix 2 – Phasing Plan for St. George (Conceptual) be added as attached to this amendment.
22. **THAT** new Appendix 3 – Trail Network for St. George (Conceptual) be added as attached to this amendment.
23. This by-law shall come into force on the day of final passing thereof.

READ a first and second time, this **XX** day of **XXXXX**, 2017.

READ a third time and finally passed in Council on the **XXX** day of **XXXXX**, 2017.

THE CORPORATION OF THE COUNTY OF BRANT

Ron Eddy, Mayor

Heather Boyd, Clerk

Attachments:

Schedule "A" – Land Use Plan

Schedule "A-2" – St. George Land Use Plan

Schedule "B" – Transportation Plan

Schedule "B-1" – St. George Transportation Plan

Schedule "C" – Natural Heritage System Features and Development Constraints

Schedule "C-2" – St. George Natural Heritage System Features and Development Constraints

Appendix 2 – St. George Phasing Plan (Conceptual)

Appendix 3 – St. George Trail Network (Conceptual)

Appendix “B” to the St. George Area Study Addendum Report: Review of Ontario Secondary Plans

Secondary Plan	Overall context	Road network	Phasing	Cost Sharing, Implementation	Other Infrastructure Policies	Other notable policies /approaches
Milton Boyne Survey	Provides a planning framework for a new development area in southern Milton.	<p>Transportation infrastructure may be subject to Environmental Assessments (EAs) and roads shown on the schedules are conceptual and subject to the EAs or subdivision review. Roads are subject to acceptable engineering practices.</p> <p>The Plan identifies the need for continuous collector roads which provide broad connection and focus within the community.</p>	Development is planned to occur in two phases. Prior to development in the second phase, building permits for at least 4,000 units in the first phase must be issued. However, infrastructure may commence in the second phase at any time.	A Fiscal Impact Assessment must be approved by Council prior to any development approvals. The Development Charges (DC) By-law must also be in force to identify applicable charges. Additionally, landowners must enter into an agreement with the Town for the provision of funds or service in accordance with the Fiscal impact Assessment. Landowners are required to enter into an allocation agreement with the Region to address roads, water and wastewater.	The various projects identified by the Secondary Plan are subject to the Class EA process.	<p>The Plan identifies a proposed trail system. Trails are to have regard for various Town Master Plans.</p> <p>The Plan identifies a targeted mix of unit types.</p>
North Oakville East	A secondary plan in northwest Oakville, located south of Highway 407 and intending to	Roads shown on the schedules are conceptual and subject to the EA process. Generally, despite the conceptual identification of roads, some Town	General policies guide development to ensure it occurs south to north and proceeds in conjunction with development of nearby residential areas.	Development only permitted to proceed when a DC by-law is in effect; a financial impact assessment is adopted; landowners have entered into an agreement or made other arrangements	Plans of subdivision and condominium may only be approved when infrastructure, services and facilities are available.	Figure NOW4 identifies a conceptual major trail system, but proposed trails are subject to further study as part of the Implementation Strategy.

Secondary Plan	Overall context	Road network	Phasing	Cost Sharing, Implementation	Other Infrastructure Policies	Other notable policies /approaches
	provide for a new employment area.	preferences are stated (i.e., creation of a new road and maintenance of existing roads as character roads). Roads must be conveyed as a condition of approval to the Town or Region as applicable to provide for required road rights-of-way.		with the Town for the provision of funds or services or both; and the financial and implementation plan is approved by Council. Development is only permitted when a significant proportion of landowners have entered into a cost sharing agreement. Development generally not permitted in absence of participation of a cost sharing agreement except where the development would implement logical extension of services and other criteria are addressed.	Functional servicing studies are required for each plan of subdivision or other major development application to analyze servicing requirements, identify sizing, road layout and trails, and to size SWM.	
Brantford West of Conklin	Greenfield area in southwest Brantford, providing for a mix of uses and unit types.	Collector roads are identified on the land use schedule with requirements identified. Routes to be confirmed through approval of design plans and development approvals.	No specific phasing plan identified but policies generally enable phasing of development by the City based on timing of completion of roads and other services.	City must be satisfied availability of capacity can accommodate the development, and this may include front-end or accelerated payment agreements. Prior to registration owners are to enter into servicing agreement including any front-ending	Infrastructure is subject to detailed functional servicing plans prepared on the basis of the entire Secondary Plan area or on individual neighbourhoods. Functional servicing plans are to have	Urban design guidelines are included in an appendix.

Secondary Plan	Overall context	Road network	Phasing	Cost Sharing, Implementation	Other Infrastructure Policies	Other notable policies /approaches
		A local road pattern is identified in a demonstration plan, with no formal status.		<p>or accelerated payment agreements to identify capital expenditures.</p> <p>Prior to development approvals, financing methods/phasing/timing shall be addressed in conjunction with other proponents developments to the City's satisfaction.</p>	regard to the overall Master Servicing Study.	
Cobourg East Community	Guides development of 570 hectares of land in northeast Cobourg.	Future arterial and collector roads are shown as approximate, and are to be determined through other studies or consideration of development applications. An OPA is not required to modify them.	The Plan provides general phasing criteria and identifies a staging and phasing plan, shown on Schedule X4. Prior to draft plan approval, a phasing plan will be prepared to identify limits of development, infrastructure requirements to support the first and subsequent phases and to show how the principles for phasing are met. Area-specific phasing plans for larger developments are also required prior to draft plan approval.	Costs of local infrastructure or service which benefit more than one development are to be equitably apportioned amongst landowners on a net developable area basis for benefitting area basis. Prior to draft approval, a cost sharing agreement is required to the Town's satisfaction the means of providing services and common amenities, such as collector roads, water/sewage services, parks and schools.	The Plan references the wastewater/water servicing solutions under consideration and the proposed alternatives. A Master Servicing Plan is required.	

Secondary Plan	Overall context	Road network	Phasing	Cost Sharing, Implementation	Other Infrastructure Policies	Other notable policies /approaches
			<p>About 50% of each phase is required to be completed before draft approval of subsequent phases.</p> <p>No new lots may be created unless the Development Phasing Plan is approved, the area-specific phasing plan is prepared.</p>			
Brampton Credit Valley	Guides development of a new community consisting of over 1,000 hectares.	A series of major road improvements are specifically identified. Collector and local roads are to be shown on block plans and refined through plans of subdivision. Community Block Plans are required before plan of subdivision approval to indicate detailed arterial/collector road layout.	<p>Appendix B illustrates “sub areas” in the community. Block Plans are to identify phasing amongst each sub area to ensure infrastructure is coordinated with growth.</p> <p>One such block plan requires that development applications must establish detailed approach for matching development with required internal and external infrastructure, including specific</p>	<p>Development approvals may be refused to premature where services are not available or committed.</p> <p>City will use area-specific DC By-laws or front ending agreements, developer cost sharing agreements or other arrangements to implement development and ensure fair allocation of costs. Cost sharing agreements may only deal with local services, matters which the parties voluntarily agree or other matters permitted by law.</p>	Various infrastructure may be subject to the EA Act and should be considered tentative subject to necessary EA approvals.	<p>Community Block Plans and Design Guidelines are required prior to draft plan of subdivision approval of the first subdivision within any sub area. The sub areas are shown on Appendix B.</p> <p>On lands considered small holdings, developers are encouraged to submit joint subdivision plan with adjacent owners; provision is to be made in abutting plans to ensure compatibility of new development with</p>

Secondary Plan	Overall context	Road network	Phasing	Cost Sharing, Implementation	Other Infrastructure Policies	Other notable policies /approaches
			reference to two elementary schools, widening of a major road and a new road is required prior to occupancy.	<p>The City is not to be party to a cost sharing agreement but must be assured that costs are assigned reasonably.</p> <p>In two such block plans are a detailed reference to a Cost Sharing Agreement for a particular sub-area and Trustees must provide the City with information that the owner has signed and is in good standing.</p>		existing holdings and to provide for their ultimate redevelopment.
Alcona North (Town of Innisfil)	Greenfield area intended to accommodate the majority of the Town's growth. Provides for 2,800 persons in Phase 1.	Schedule C4 shows roads. Collector roads are conceptual and to be determined through Class EAs/plans of subdivision.	<p>Allocation of servicing capacity is a condition of draft plan approval and registration will only proceed for subdivisions with the allocation. Allocation is provided by Council resolution.</p> <p>Schedule B15b identifies phasing, but this may be altered in order to achieve cost/servicing efficiencies and services are built.</p>	<p>Cost is to be borne by current and future benefiting parties, achieved through the site plan/subdivision process with appropriate provision for development charges, front-ending agreements and cost-sharing. Criteria are identified to guide the preparation of the FSR.</p> <p>All property owners with development interest are required to enter into a cost sharing agreement as a condition of development approval.</p>	<p>Master Servicing Study and more detailed Functional Servicing study required in support of applications.</p> <p>Developers may be required to enter into development agreements prior to draft plan approval.</p>	Conceptual trail system shown on Schedule C4, intending to utilize natural features and creating connectivity through side walk network. It enables addition/deletion of trails without amendment to the Plan. Developers are required to illustrate how the trail system will be implemented through the draft plan of subdivision supporting studies. Environmental impact

Secondary Plan	Overall context	Road network	Phasing	Cost Sharing, Implementation	Other Infrastructure Policies	Other notable policies /approaches
			<p>Development may be subject to holding where Town has concern regarding availability of services.</p> <p>Holding provisions are to be provided in Phase 1 to ensure construction does not commence until servicing provision is made.</p> <p>Timing of release of lands beyond Phase 1 is intended to be reviewed through a subsequent OP Review.</p> <p>Development is not permitted until an updated Development Charges By-law is approved.</p>	<p>Prior to approval, the Town will require landowners to enter into such an agreement. The cost sharing agreement is to be prepared to the Town's satisfaction and circulated to the Town. As condition of draft approval the approval authority will require a letter of clearance from the trustee of the cost share group to confirm the landowner is in good standing regarding their financial obligations.</p> <p>Where infrastructure has not been installed when a developer wishes to proceed, the Town/developers may enter into front end financing agreements to secure infrastructure in advance of the capital forecast.</p>		<p>study is required where a trail is in a natural environment area.</p>