

REPORT #: PLN-2023-2
DATE: 21-Feb-23
TO: Deputy Mayor and Members of Committee of the Whole
SUBJECT: **2023 Official Plan Update – Growth Management to 2051**
PREPARED BY: Alan Wiebe, Manager of Community Planning

1. RECOMMENDATIONS:

That Report PLN-2023-2 entitled "2023 Official Plan Update – Growth Management to 2051" be received for information; and

That staff be directed to proceed in issuing a Request for Proposals for consulting services to assist in implementing the proposed work plan as generally outlined in Report PLN-2023-2, in relation to planning for the Town's growth beyond the current planning horizon of 2031, and through to the new planning horizon of 2051 as required by Provincial and County policy; and

That staff be directed to prepare and publish new content on the Town's website regarding the Official Plan Update for Growth Management to 2051, and to publish updated information and materials as necessary.

2. PREAMBLE:

Local policies to manage and direct growth in the Town, including density thresholds and settlement area boundaries, were largely established through the Town's 2002 Official Plan. Under that Official Plan, as modified, six (6) secondary plans have been developed to effectively support growth in new community plan areas and in the employment lands along Highway 400, and a final secondary plan remains to be completed, for lands on the east and west sides of Yonge Street, south of Line 9 and north of the Highway 400-404 Link. Over the last 20 years, the Town's population has roughly doubled (to over 44,000 people in 2021) through the development of those areas, and only three (3) years remain in the planning horizon used in that Official Plan, to the year 2026.

From 2006 onward, the Province has developed and refined growth management policies with a focus on cost-effectiveness of existing and new infrastructure and protection of agricultural land and other natural areas through an "*intensification first approach*". Until recently, a combination of Provincial and County policies have precluded lower-tiers within Simcoe County from planning for land needs beyond the horizon of 2031. The Official Plan Review project that

largely occurred from 2016 through 2021 (see www.townofbwg.com/planbwg) culminated in the adoption of a new Official Plan for the Town that relied on that 2031 planning horizon, brought the Town's 2002 Official Plan up-to-date with Provincial and County policies currently in-effect, and advanced some strategic priorities for the Town (e.g., Highway 400 Employment Lands, Downtown Bradford). Over that timeframe, Provincial policies have been updated to direct that planning for future land needs use a horizon that is 25 years into the future from the date of the municipal Official Plan.

In accordance with Provincial policies, in August of 2022, the County of Simcoe adopted Amendment No. 7 to its Official Plan ("SCOPA No. 7"). Among other things, SCOPA No. 7 extended the planning horizon for, and allocated population and employment growth to, lower-tier municipalities within Simcoe County to the year 2051, and prescribed policies for local growth management efforts to that new planning horizon. In the case of the Town of BWG, Simcoe County has allocated nearly 40,000 people of population growth and nearly 19,000 jobs of employment growth between 2021 and 2051, provided BWG-specific targets and direction for intensification, has estimated that BWG may require up to nearly 450 hectares of additional greenfield land to accommodate population growth to 2051, and anticipates that the Town's current supply of employment lands is required for employment growth within that timeframe.

The Town's 2021-adopted Official Plan is currently with the County awaiting approval, and SCOPA No. 7 is with the Province awaiting approval. Notwithstanding that, only eight (8) years remain within the planning horizon of the Town's adopted Official Plan to 2031, and time is now of the essence to initiate a new update to the Town's 2021-adopted Official Plan, and to plan for managing and directing growth within the Town to a new planning horizon of the year 2051, as directed by Provincial and County policy.

The purpose of this report is present to Council: a) additional context and background to the MCR, b) an overview of the current direction to the Town in County and Provincial policies, and c) a proposed work plan for the Town to move forward with planning for its population and employment growth to the year 2051 and to seek Council's direction to execute on that proposed work plan.

3. BASIC DATA PERTAINING TO THE MATTER:

3.1 Background and Context on Local Growth Management

3.1.1 BWG Official Plan (OMB Approved in 2002)

In February of 2000, Council adopted a new Official Plan for the Town of Bradford West Gwillimbury. That Official Plan was approved by the (then) Ontario Municipal Board ("OMB") in January of 2002 (the "2002 BWG OP"). The 2002 BWG OP used a planning horizon to the year 2026, and envisioned that the Town would grow to a population of approximately 47,800 people, with over 80% of that population being accommodated in the Bradford Urban Area. Of the remaining nearly 20%, a large majority was envisioned to be accommodated in the Bond Head settlement area, and a minority envisioned to be accommodated in agricultural and rural areas (e.g., existing undeveloped lots with residential permissions).

To better manage and phase the timing of development that would support that growth, the 2002 BWG OP in its original form identified six (6) areas that would require Secondary Plans. Five (5) of those areas have previously completed Secondary Plans (Community Plan Areas 1, 2, 3 and 4, and Bond Head, respectively), and a Secondary Plan remains to be completed for Community Plan Area 5 (i.e., lands to the northeast and northwest of the future interchange of Bradford By-Pass at Yonge Street). In addition to those previously-identified Secondary Plan areas, the Town's supply of land designated for development with employment uses was increased: a) in 2006, to include lands on the west side of Sideroad 10 and predominantly on the north side of Line 8; and b) in 2009, to include the Secondary Plan for the Highway 400 Employment Lands within the Town.

The development that has occurred in the Town over the last 20 years has conformed to the policies established in 2002, with amendments including the Secondary Plans prepared under its direction, and the Highway 400 Employment Lands. Through that period, the Town's population has grown from over 22,000 people in 2001 (per [2001 Census data](#)), to over 44,000 people in 2021 (per [Hemson Consulting, October 2021](#)), mostly through development of Community Plan Areas 1, 2, 3 and 4. For reference in this regard, please see **Attachment 5.1** containing annotated aerial images of the Bradford Urban Area from 2002 and 2022, illustrating the areas therein that were respectively developed as of those years, and the lands within the Bradford Urban Area remaining to be developed.

3.1.2 Provincial Direction on Growth Management – 2006 to 2020

In 2006, the Province introduced the Growth Plan for the Greater Golden Horseshoe ("2006 Growth Plan"), with a vision of managing growth in a manner that would optimize the use of existing and new infrastructure, by building compact and complete communities, and through protecting and enhancing natural resources including agricultural land. The 2006 Growth Plan set out population and employment targets to upper-tier and single-tier municipalities in the Greater Golden Horseshoe through to 2031, and also delineated previously built-up areas ("Delineated Built-Up Areas" or "DBUAs") within settlement area boundaries, and undeveloped lands already designated for development within those boundaries ("Designated Greenfield Areas" or "DGAs"), and set targets for residential intensification within DBUAs and targets for minimum densities within DGAs.

In 2012, the 2006 Growth Plan was amended to include policies specific to the "Simcoe Sub-Area" (i.e., 16 lower-tiers, plus single-tier Cities of Barrie and Orillia, respectively). Through that amendment, the Bradford Urban Area was recognized as a "Primary Settlement Area" in the County, and the Highway 400 Employment Lands were also identified as a strategic area to accommodate employment growth within the County. That amendment also forecasted that the Town of BWG would grow to host approximately 50,500 people and 18,000 jobs by the year 2031, and it directed the use of that planning horizon and those growth targets by lower-tier municipalities in Simcoe County.

Through further modifications to the Growth Plan that occurred in 2013 and 2017, respectively, the Province included the Highway 400 to Highway 404 Link (also referred to as the "Bradford Bypass") as a "Highway Extension", elongated the planning horizon for population and employment growth from the year 2031 to the year 2041, and directed that land needs planning beyond 2031 must occur by upper-tier and single-tier municipalities, with lower-tier municipalities' planning for land needs beyond 2031 being beholden to planning decisions by

the upper-tier. The 2017 update to the Growth Plan also introduced policies directing growth within “Major Transit Station Areas” (“MTSAs”, lands near higher order transit stations), and the recognition of resources outside of settlement areas (i.e., the “Agricultural System” and “Natural Heritage System”).

By way of further updates to the Growth Plan and the Provincial Policy Statement (“PPS”) in 2019 and 2020, respectively, the Province has established the growth-related policies currently in effect as of the writing of this report. Changes therein include: removing the 2031 growth forecasts for lower-tier municipalities in Simcoe County (e.g., for BWG, 50,500 people and 18,000 jobs); further extending the planning horizon for forecasted growth of upper-tier and single-tier municipalities in the Greater Golden Horseshoe from 2041 to 2051; and increasing the number of years into the future that a municipality can plan for its long-term land needs, from 20 years to 25 years.

It is noteworthy that a common theme throughout Provincial growth management policies over time has been the directive to municipal planning authorities to focus on fiscal responsibility in planning for growth, in particular with existing and planned infrastructure. That direction has permeated the Growth Plan in particular through its various iterations, with policies that direct cost-effective development patterns that optimize the use of existing infrastructure before new infrastructure is built, require consideration of the full life cycle costs of new infrastructure, and require the development of a plan to pay for those costs over the long-term.

3.1.3 BWG Official Plan (adopted in March 2021, modifications endorsed in September 2022)

Between 2016 and 2021, the Town carried out a review and update of its 2002 Official Plan in accordance with the policies and legislation in effect through the time of that review.

That Official Plan Review project relied on a planning horizon to the year 2031 (per Simcoe County Official Plan and Provincial Growth Plan policies), and determined that no additional lands were required to accommodate either population or employment growth within that planning horizon. Accordingly, the new Official Plan adopted by Town Council in March of 2021 (with modifications endorsed in September of 2022) maintained previously-established settlement area boundaries.

Along with carrying out and implementing the results of a land needs assessment to the year 2031, that Official Plan Review brought the Town’s Official Plan policies up to date with applicable County and Provincial policies (e.g., Greenbelt Plan, Lake Simcoe Protection Plan, Simcoe County Official Plan, Growth Plan, Source Water Protection Plan).

Additional information on the Official Plan Review project initiated in 2016 can be found at www.townofbwg.com/planbwg.

3.1.4 Simcoe County Official Plan Amendment No. 7 (Growth Management to 2051)

As noted in Section 3.1.2, above, since the 2017 version of the Provincial Growth Plan, lower-tier municipalities in the Greater Golden Horseshoe have either been precluded from or significantly constrained in planning for their population and employment land needs beyond the 2031 planning horizon, until a Municipal Comprehensive Review (“MCR”) is completed by the upper-tier municipality within which they are located. Through an MCR, the upper-tier would

establish such policies as: allocating growth forecasts to lower-tier municipalities beyond 2031, establishing new intensification targets (within previously-built-up boundaries) and intensification targets (in new greenfield lands and in near higher order transit stations), addressing matters that cross boundaries between lower-tier municipalities, and, to the extent that growth forecasts and available land supply requires, enable settlement area boundary expansion(s) and/or conversion of designated employment lands to non-employment uses (e.g., residential, institutional, other).

As required by the Provincial Growth Plan, the County of Simcoe adopted Amendment No. 7 to its Official Plan in August of 2022 (“SCOPA No. 7”), representing Phase 1 of the post-2031 growth management required under the Growth Plan. Through SCOPA No. 7, new growth-related policies affecting the Town relative to the County’s 2016 Official Plan included the following:

1. Identifying the Bradford Urban Area as a “Primary Settlement Area”.
2. Allocating post-2021 growth to the Town, through **to the year 2051**, of an *additional*:
 - a. ~40,000 people (**increase in population to 84,370**); and
 - b. ~19,000 jobs (**increase in jobs to 30,900**).
3. Estimating that BWG will require **up to an additional 449.1 hectares of new Designated Greenfield Area lands** to accommodate residential growth to 2051.
4. **Increasing BWG’s intensification target** (i.e., annual percentage of new units constructed in the Delineated Built-Up Area) **from 40% to 42%**.
5. **Increasing BWG’s Designated Greenfield Area (“DGA”) density target** (calculated in the number of residents and jobs per hectare) **from 35 to 55**.
6. Conceptually **mapping the Major Transit Station Area (“MTSA”) around the Bradford GO Station**, and **directing BWG to refine that conceptual boundary and undertake comprehensive planning for the MTSA**.

With respect to the allocation of additional employment growth through to 2051, staff notes that background materials supporting SCOPA No. 7 recognize the demand for and absorption of employment lands within the Town, including along Highway 400. Those materials also note that the Town’s employment lands including the Highway 400 Reserve Lands “*will be required to accommodate part of the County’s long-term employment growth to 2051.*” ([Hemson Memorandum, May 31, 2022](#))

In addition to specific growth-related policies to the effect outlined above, SCOPA No. 7 contains general policies with which lower-tier Official Plan updates must conform, including the following:

1. Requiring that lower-tier municipalities prepare phasing plans “*that establish a logical progression of growth, schedule and finance the infrastructure needed to support that growth and identify logical boundaries that build on or include areas that can provide key community infrastructure including lands for public health, education, recreation, parks*”

and open space, cultural and community facilities, public safety and affordable housing early in the planning approval process ...” (SCOPA No. 7, Part “A”).

2. Require that lower-tier municipalities “*prepare sub-watershed plans or their equivalent when planning for the development of additional designated greenfield areas, to ensure that all elements of the natural heritage and water resource systems are considered along with climate change impacts and severe weather events*” (SCOPA No. 7, Part “A”).
3. Prescribing the process to be followed by lower-tier municipalities “*in identifying and assessing the merits of the future location of new designated greenfield areas*” (SCOPA No. 7, Part “A”).

As of the writing of this report, SCOPA No. 7 is awaiting approval by the Province, following a Provincially-led consultation on it between December of 2022 and February of 2023.

3.2 Recommended Work Plan for Growth Management to 2051

Only eight (8) years remain within the 2031 planning horizon of the Town’s 2021-adopted Official Plan, which was developed in consideration of growth targets of 50,500 people and 18,000 jobs through to that horizon. Since then, the 2031 planning horizon for lower-tier municipalities in Simcoe County have been removed from Provincial and County policies, and the new planning horizon to the year 2051 has been set.

As outlined above, preparing for growth to the year 2051 involves planning to accommodate an additional approximately 40,000 people and 19,000 jobs relative to 2021, and achieving that will require additional lands being designated for residential development. Based on background material prepared on behalf of the County in support of SCOPA No. 7, it is anticipated that the existing supply of available employment lands (i.e., including the Highway 400 Employment Reserve lands) will be required to accommodate employment growth to 2051, and that no net increase in the supply of employment lands is required.

Based on SCOPA No. 7 and supporting materials, planning for growth through to the planning horizon of the year 2051 will require amendments to the Town and County’s Official Plans, and will require one or more new community plan areas, followed by new plans of subdivision implementation in planning regulations (i.e., Zoning By-law), and new site plan applications. To assist the Town in developing a new/updated vision to manage growth through to the year 2051, Town staff recommend that Council direct staff to initiate a growth management review of the Town’s Official Plan in general accordance with the following strategy, and to prepare and issue a Request for Proposals for consulting services to assist in implementing that work plan.

Current Growth Plan policies place significant emphasis on such principles as “*building compact and complete communities, and protecting agricultural lands, water resources and natural areas*” and “*optimiz[ing] the use of the existing urban supply as well as the existing building and housing stock to avoid over-designating land for future urban development ... [through an] intensification first approach to development and city-building ... which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban boundary.*” (Growth Plan, 2020, Section 2.1)

Mindful of principles such as those, and that SCOPA No. 7 estimates that the Town may require as much as 449.1 hectares of additional DGA lands to accommodate population growth to 2051, Town staff recommend that the Town implement a two-phased approach to growth planning to 2051, as outlined hereunder.

Phase 1 – “Intensification First” Review

In the proposed first phase of growth planning to 2051, staff recommends following direction under the current Growth Plan to maximize the potential development and redevelopment opportunities of lands within existing settlement area boundaries, to support the achievement of increasingly compact and vibrant settlement areas, to optimize the benefits of existing infrastructure, and to reduce the amount of agricultural land converted to new DGA land (i.e., from the upward limit of 449.1 hectares estimated by the County) to the extent possible. To that end, staff recommend that the first phase of the Town’s Official Plan Review project to plan for growth to 2051 be divided into multiple theme-based Amendments to the Town’s 2021-adopted Official Plan (“OPAs”), as follows:

1. Major Transit Station Area (“MTSA”) and Bridge Street Corridor OPA

As required under the Provincial Growth Plan and SCOPA No. 7, greater levels of intensification are directed to be located in proximity to higher order transit stations, in areas delineated as “Major Transit Station Areas” (“MTSA”). Through SCOPA No. 7, the MTSA surrounding the Bradford GO Station has been conceptually identified, and the Town has been directed to update its Official Plan to carry out comprehensive planning for that MTSA of a multi-disciplinary nature, that include direction to:

- Refine the boundaries of the MTSA,
- Establish a minimum density of 150 residents and jobs per hectare therein,
- Permit a range of uses that support a complete community,
- Protect lands for potential enhancement or expansion of transit infrastructure,
- Support a mix of multi-unit housing, including affordable housing and rental housing,
- Establish strategies to support various modes of transportation,
- Support high quality public realm improvements,
- Support a compact urban form that directs the highest-intensity transit-supportive uses close to the transit station, and
- Encourage the redevelopment of existing surface parking lots and other land uses in a manner that supports the objectives of MTSA policies.

Alongside the directives for comprehensively planning the Town’s MTSA outlined above, that exercise would include implementing the prior direction from Council by way of Report No. CAO 2021 05 on June 15, 2021. That report presented recommendations for a Bridge Street Corridor Review, which would culminate in policies that would guide municipal and private investment in that previously-identified study area. To that end, the development of a MTSA and Bridge Street Corridor OPA would also include the following:

- A visioning exercise, public consultation program and SWOT analysis to evaluate the area's potential;
- Assessment of existing vs. desired land uses, and supporting implementation documents (e.g., policies, zoning by-law amendment);
- Assessment of existing transportation network and support for various modes, and recommended modifications and improvements to facilitate movement and integration of cycling and pedestrian facilities;
- Upgrades to public spaces, including right-of-way design, entry/gateway features, signage program, and public and private landscaping expectations;
- Urban design objectives, including building façade and site layout standards;
- Consideration of riverside/canal integration into corridor for increased prominence, including potential public investments into ownership, trail network, parks and other amenities; and
- An implementation and phasing plan.

In addition to the above, the preparation of a draft OPA to this effect would include consideration of existing servicing capacities and constraints, and supportive policies to guide its implementation.

2. Intensification Strategy OPA (lands with residential permissions beyond MTSA)

Consistent with direction in the Provincial Growth Plan to pursue an “*intensification first approach*”, while “*optimiz[ing] the use of the existing urban supply as well as the existing building and housing stock*”, Town staff recommend a second theme-based OPA to explore the community's appetite to consider greater levels of residential intensification on fully serviced lands with existing residential permissions in the Town's 2021-adopted Official Plan.

With recent changes to the *Planning Act* under Bill 23 (November 2022), the Province has eliminated the ability for municipalities to prohibit by way of Official Plan policies or zoning regulations up to three (3) dwelling units on a “*parcel of urban residential land*” (i.e., fully-serviced residential land in a settlement area). That change is intended to directly support an increase in the supply of residential dwelling units, and to encourage greater levels of intensification.

In consideration of longstanding and recent Provincial direction to support intensification on fully-serviced lands within existing settlement area boundaries, staff recommend that in addition to reviewing intensification opportunities in proximity to the Bradford GO Station, the Town also explore opportunities for greater levels of intensification within the Bradford Urban Area and Bond Head Settlement Area. The preparation of a draft OPA to this effect would include consideration of existing servicing capacities and constraints, and supportive policies to guide its implementation.

3. Employment Land Conversion OPA

Based on Growth Plan policies, the 2021-adopted Official Plan includes policies which state that “*Employment Areas shall be protected and preserved for employment uses and the Town shall discourage the conversion of Employment Areas for other uses. The*

conversion of lands from Employment Areas to non-employment uses shall only be considered through a municipal comprehensive review undertaken by the County.” ([Section 3.7.1 j\) of 2021-adopted Official Plan](#))

The above policy was based on the prior conclusion that no additional lands were required for residential development within the 2031 planning horizon, and that Growth Plan criteria for employment land conversions included the demonstration of a need for the conversion of employment lands to non-employment uses within the planning horizon.

Although background information supporting SCOPA No. 7 alludes to the Town’s need for all currently-earmarked employment lands (i.e., designated and zoned, designated and not yet zoned, and the Highway 400 Employment Reserve lands) within the planning horizon to 2051, the current exercise to plan for growth to 2051 affords the Town an opportunity to re-evaluate the desired attributes of employment lands in the Bradford Urban Area. Through such re-evaluation, the Town can ensure the protection of those employment lands considered to be most desired for long-term protection, create an opportunity for landowners to pursue conversion of their employment lands subject to demonstration of select criteria. For instance, criteria for pursuing employment land conversion could include such requirements as being located a minimum distance from major transportation corridors, and be subject to a proponent’s willingness to deliver higher densities of residential unit types that contribute to increased variety of housing options in the Town.

4. Highway 400 Employment Lands OPA

On August 2, 2022, through consideration of Report No. DES 2022 51, direction provided by Council to staff included that the Town “*pursue amendment to the Town’s Official Plan to redesignate the Highway 400 Employment Lands Reserve to facilitate their development with employment and employment-supportive uses*”. That direction was to occur alongside or subsequent to the Town advancing discussions with County and Provincial staff regarding review of the [September 24, 2012 policy directive of the Minister of Infrastructure](#) in pursuit of greater flexibility in the development of the Town’s Highway 400 Employment Lands in areas including employment-supportive use permissions, and lot size requirements.

Consistent with the direction previously-provided by Council, staff recommend that the first phase of update to the Town’s 2021-adopted Official Plan include a standalone amendment to facilitate the absorption of the Town’s Highway 400 Employment Lands with employment and employment supportive uses with similar provisions as employment lands along Provincial highways in other jurisdictions (e.g., Innisfil), and that supports development of the Highway 400 Employment Reserve lands, comprising nearly 500 acres in proximity to the future interchange of Highway 400 with the Highway 400-404 Link (Bradford Bypass).

In light of the multi-disciplinary nature of multiple amendments proposed through Phase 1 of the Town’s Official Plan Update for growth management to the year 2051, staff estimates that an ambitious timeframe for completion of this work would be approximately 12 to 18 months. Staff submits that resulting from the cumulative work involved in the proposed amendments

respectively listed under points 1-3, above, the Town would be positioned to determine the extent to which additional people and jobs could be accommodated on lands designated or “earmarked” for development (i.e., Highway 400 Employment Reserve lands), and to determine the actual amount of additional greenfield land (i.e., the amount of land currently used for agriculture) required to accommodate growth to 2051 and.

Phase 2 – Settlement Area Boundary Expansion Review

Staff recommends that the proposed second phase of growth planning to 2051 would be initiated following adoption of the Phase 1 amendments respectively listed as points 1-3 above, and would focus on determining the specific area(s) adjacent to existing settlement area boundaries that are best suited to accommodate the remaining portion of growth to 2051 that cannot be accommodated within existing settlement area boundaries. Staff submits that this proposed sequencing is consistent with the Province’s “*intensification first approach*” to “*avoid over-designating land for future urban development*”.

As outlined in Section 3.2.28 of SCOPA No. 7, settlement area expansion(s) requires a comprehensive planning process “*to identify the most appropriate location(s) for additional growth and development that best:*”

- i) Protects natural heritage features and areas;*
- ii) Promotes coordinated, efficient and cost-effective infrastructure;*
- iii) Promotes fiscal responsibility; and*
- iv) Ensures the development of compact, complete and healthy communities.*

Additionally, Section 3.2.29 of SCOPA No. 7 requires that settlement area expansion(s) include demonstration that:

- i) There is sufficient capacity in existing or planned infrastructure and public service facilities;*
- ii) The infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;*
- iii) The proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate;*
- iv) The proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;*
- v) Key hydrologic areas and the Natural Heritage System for the Growth Plan have been avoided where possible; vi) Prime agricultural areas have been avoided where possible;*
- vi) The settlement area to be expanded is in compliance with the minimum distance separation formulae;*
- vii) Any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment; and*

- viii) *The policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the Provincial Policy Statement are applied.*

Note: Capital Projects' staff already have approved funding to undertake a Master Servicing Studies (for storm water, wastewater, water, and roads) in support of the objectives above.

It should be noted that additional policy requirements are listed in various Provincial policies (e.g., PPS, Growth Plan, Lake Simcoe Protection Plan, Greenbelt Plan) as well that will need to be taken into consideration, and staff submits that a full review of such policies would be identified by the Town's project consultant at the time of seeking direction from Council for Phase 2 work.

Similar to the work required through proposed Phase 1 of the Town's Official Plan Update for growth management to the year 2051, and the multi-disciplinary nature of prospective settlement area boundary expansion(s), staff estimates that an ambitious timeframe for completion of this work would be approximately an additional 12 to 18 months following adoption of Phase 1 amendments.

3.3 Additional Variables to Consider

As of the writing of this report, Town staff notes that further action is awaited from the Province in regards to two (2) recent consultations, for which decisions by the Province either may or are anticipated to influence the Town's Official Plan Update for Growth Management to 2051.

The first of those consultations is the Province's Review of A Place to Grow and Provincial Policy Statement (see [ERO No. 019-6177](#)), through which the Province proposes to "*integrate the PPS and [Growth Plan] into a new province-wide planning policy instrument that ... leverages the housing-supportive policies of both policy documents; removes or streamlines policies that result in duplication, delays or burden in the development of housing; ... continues to protect the environment, cultural heritage and public health and safety; and ensures that growth is supported with the appropriate amount and type of community infrastructure.*" Consultations on this initiative took place from October 25 through December 30, 2022, and Town staff will provide further reporting to Council as additional information becomes available.

The second of those consultations is the Province's consideration of SCOPA No. 7 (see [ERO No. 019-6113](#)), through which the Province sought additional feedback on [Amendment No. 7 to the Simcoe County Official Plan](#). Consultations on this initiative took place from December 5, 2022 through February 3, 2023, and Town staff will provide further reporting to Council as additional information becomes available.

4. EFFECT ON TOWN FINANCES:

Based on previously-allocated funds for various components of the 2051 growth management project as outlined in this report, staff submits that the overall cost of this project would currently have a cumulative upset limit \$585,000. That figure is comprised of prior and recent budget decisions to the following effect:

- \$300,000 for use in 2022, for County MCR Implementation;

- \$100,000 for use in 2022, for the Bridge Street Corridor Review;
- \$85,000 for use in 2023, for development of an Intensification Strategy; and
- \$100,000 for use in 2023, representing one half of a \$200,000 budget allocation for update to the Town's Official Plan.

With respect to the above-referenced figures, staff submits that the timing of staff's respective requests for \$300,000 to be allocated in 2022 and for \$200,000 to be allocated in 2023 (per prior multi-year budget) preceded the bulk of the first phase of work being carried out by the County as part of its MCR (see <https://www.simcoe.ca/mcr>), and the suite of additional actions by the Province to change the land use planning framework. Those include Bill 109, Bill 23, Simcoe County becoming an upper-tier without planning responsibilities, the in-progress PPS and Growth Plan review, and Provincial consultation on SCOPA No. 7. Given that the latter three (3) of those items have not yet come to bear, and therefore their individual or cumulative impact on the Town's growth management work is unknown, staff propose to err on the side of caution with the allocation of funds for this project.

In addition to the capital costs of carrying out policy-related growth management work, staff notes that the Capital Projects Division has also made prior budget requests to support infrastructure-related work that is directly related to growth management efforts. That work involves a review and modeling of water and wastewater servicing, transportation management, and stormwater management. To that end, staff in the Capital Projects and Community Planning Divisions of Development and Engineering Services will ensure that our respective efforts are closely aligned, to support the provision of sound information and advice to Council in its deliberations of growth management activities.

5. ATTACHMENTS:

5.1 - Development in the Bradford Urban Area from 2002 to 2022