



## **Planning Rationale**

# **County of Simcoe Social and Community Services and Housing Development in Bradford West Gwillimbury**

Prepared for: The Simcoe County Housing Corporation

Date: April 2022

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## 1.0 INTRODUCTION

This Planning Rationale is submitted in support of the Simcoe County Housing Corporation's (SCHC) application to the Town of Bradford West Gwillimbury for site plan control application, for the subject property currently referenced as 125 Simcoe Road in Bradford.

The purpose of this report is to describe the subject lands and to provide an assessment of how the proposed development meets applicable planning policies in consideration of the property's context location, and condition. The report will review the proposed development in the context of the applicable Provincial, regional and Town planning documents.

The proposed site plan control application seeks to develop 50 affordable housing rental units, approximately 560 square meters of leasable office space, and ground level community kitchen and program room on approximately 1 hectare (2.3 acres).

## 2.0 SITE DESCRIPTION AND SURROUNDING USES

In response to the County of Simcoe's Call for Proposal process, whereby municipalities were asked to consider providing contributions of land and/or other incentives to Simcoe County Housing Corporation (SCHC) for the purposes of affordable rental housing development, a parcel land located at 125 Simcoe has been collaboratively evaluated with the Town of Bradford West Gwillimbury, through the Town's Community Centre Redevelopment Master Plan process.

As illustrated in Figure 1, the subject property has frontage on Simcoe Road and Marshview Boulevard, and the subject lands (the Site) considered for the affordable housing development is approximately 0.89 hectares (2.2 acres) in size. The Site is currently vacant.

The Site is generally located in the south eastern portion of the Bradford settlement area, on the corner of the intersection of Simcoe Road (a north-south major arterial road) and Marshview Boulevard (an east-west minor arterial road).



Figure 1: Site Location

The Site is surrounded by a mix of residential and recreational uses. The surrounding area includes a wide variety of residential housing types, ranging from single residential dwelling to

multi-unit residential dwellings (Figures 2 – 4). The Site is adjacent to the Town’s Community Centre lands known as Centennial Park, which includes a variety of recreational facilities such as baseball diamond, soccer pitches, and walking paths (Figure 5).

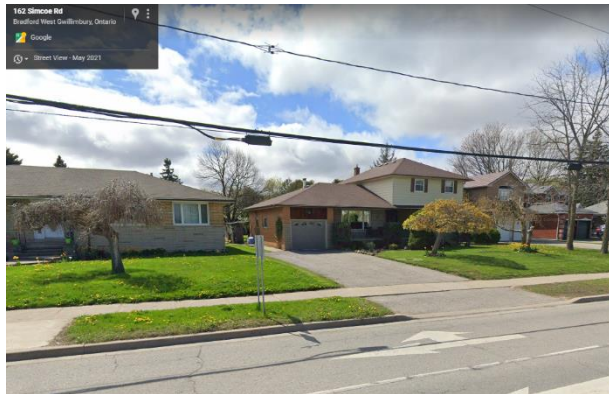


Figure 2: single residential dwellings to the West

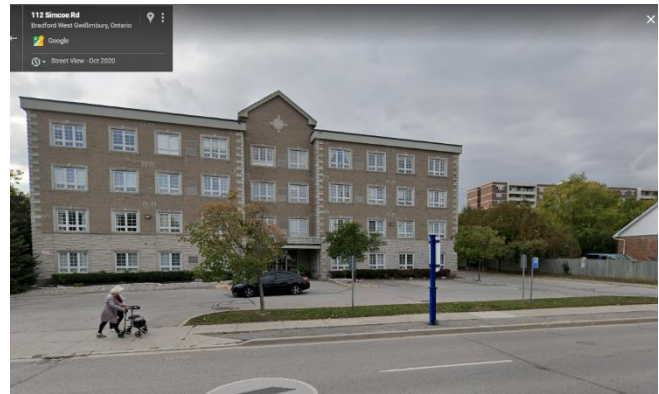


Figure 3: multi-unit residential to the North West

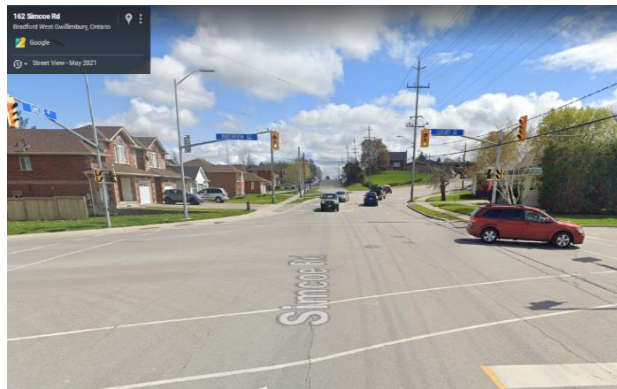


Figure 4: single residential dwellings to the south

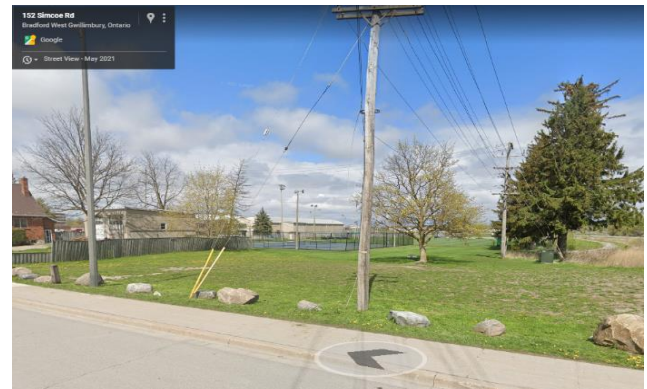


Figure 5: recreational lands to the North and East

In addition to the variety of residential housing types in the surrounding area, there are also commercial uses within walking distance of the Site. The Site is adjacent to a BWG Transit bus stop for the ‘Around Town’ Route (Figure 6) that travels in on regular schedule Monday through to Saturday. In addition, the Site is within walking distance to the GO train station located approximately 1 kilometer to the east.

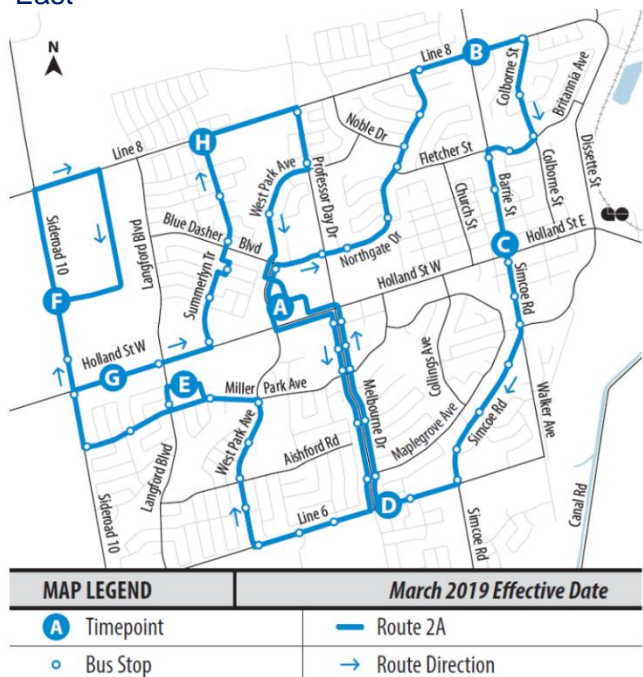


Figure 6: BWG Transit Route 2A

### 3.0 PROPOSAL

The proposed development referenced as the Simcoe County Housing Corporation Development in Bradford West Gwillimbury is to provide affordable housing rental units in the Bradford settlement area in the form of a low-rise apartment building. The development is proposed to include a mixed-use building, outdoor amenity areas, parking lot and green space. The building is designed as one building with 2 four storey 'wings' that are visually separated by the tiered central hub (Figure 7). The proposed development includes 50 affordable mixed residential units designed for seniors, families, and individuals. This includes approximately 7 three-bedroom units, 12 two-bedroom units targeted to families and 31 one-bedroom units designed for seniors. All of the apartment units and community rooms will be barrier-free and utilize universal design practices and can accommodate persons with disabilities. The residential tenants will have access to a tenant common room with a kitchen that can be used for programs, and an adjacent outdoor patio amenity area.



Figure 7: Conceptual site design

The development also proposes to include non-residential uses on the ground level. Ground floor resources and supports through County of Simcoe services include Ontario Works, Children and Community Services, and Social Housing services. In addition, a community program room and community kitchen are included in the proposed design. The on-site services and community rooms presents partnership opportunities with community agencies to work directly with building residents, as well as community residents. Additional leasable agency space is included on the ground floor which will be made available to compatible community partner(s).

The Site will include an outdoor amenity area with garden boxes, playground and connectivity to walking paths. The landscaping will also include seating areas, accent plantings, and appropriate tree planting to enhance the Site and compatibility with adjacent recreational uses.

The subject lands are designated 'Residential' in the Town of Bradford West Gwillimbury's current Official Plan (2002) Schedule B – Bradford Urban Area Land Use Designations (Figure 8) and zoned 'Institutional' (I) in the Comprehensive Zoning By-law 2010-050.



Figure 8: Official Plan Schedule B – Bradford Urban Area Land Use Designations

The surrounding land uses are shown on Figure 9 and include the following:

North: Institutional 'I' and Residential Two 'R2-1' Uses

South: Residential Two 'R2-1' Uses

East: Institutional 'I' Uses

West: Residential Two 'R2-3' Uses



Figure 9: Official Plan Schedule B – Bradford Urban Area Land Use Designations

### 3.1 Required Approval

Site Plan Control approval is required for the affordable housing project to be constructed. The site plan process will implement the arrangement of the site and its various design features including the design of the built form, landscape elements, vehicular access, and other technical aspects.

The Site is proposed to have primary entrance from Simcoe Road. The proposed entrance meets the minimum driveway spacing and sight line requirements, and will be barrier-free and will provide access to the parking area on Site. A total of 84 parking spaces are proposed to be provided to serve the mixed-use building including four accessible parking spaces. Parking islands will be installed at critical locations on the property to help direct the flow of vehicular traffic through the Site (Figure 10).

The proposed building will be 'L' shaped and divided into two four storey 'wings' that are visually separated by the tiered common area. The 'wings' of the proposed building will be located along Simcoe Road and Marshview Boulevard frontages. The shape and orientation of the building will provide an optimal layout when considering parking, a sun/shade mix to the units, and compatibility with adjacent uses.

The building will be setback:

- 13.65 metres from the front lot line along Simcoe Road;
- 9.5 metres from the southern exterior side lot line along Marshview Boulevard;
- 5.2 metres from the northern interior side lot line; and
- 58.9 metres from the rear yard lot line adjacent to the Centennial Park lands.

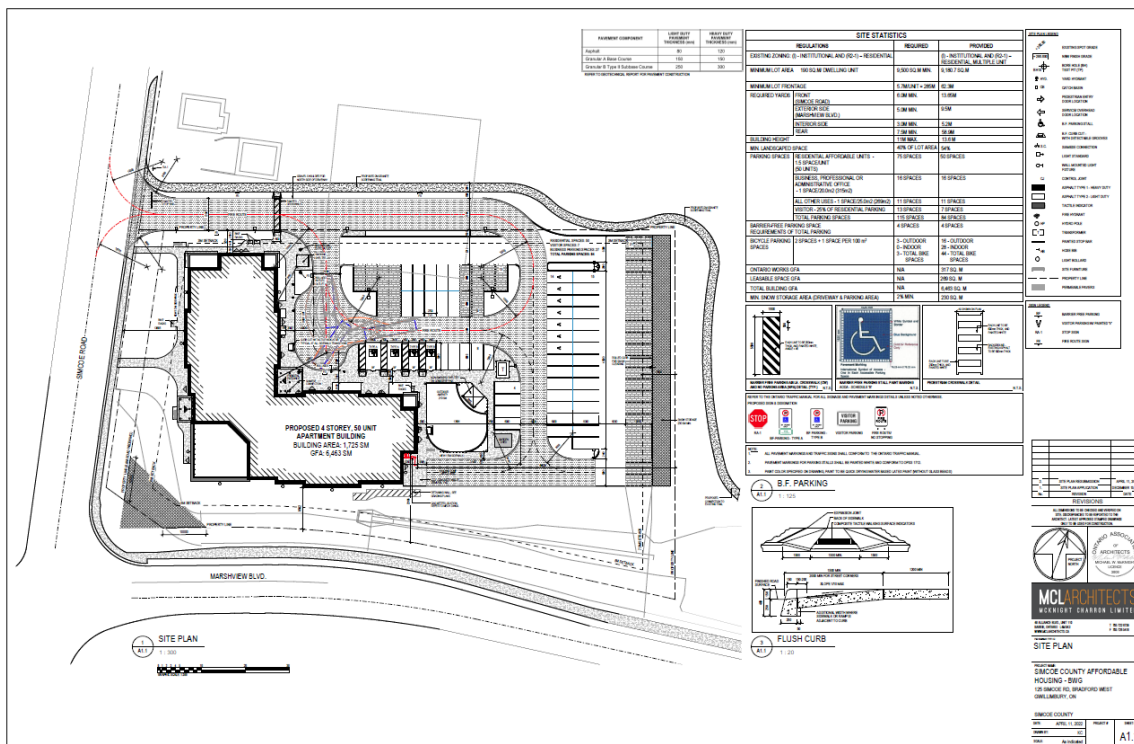


Figure 10: Proposed Site Plan

The building height is proposed to be a maximum of 13.6 metres from the proposed grade to the top of the parapet. The design of the roof includes visual screening for the mechanical penthouses, which are slightly higher than the roof line. The mechanical penthouses are located on the extent of the wing with frontage on Marshview Boulevard.

A comprehensive set of landscaping plans have been prepared and submitted as part of the associated Site Plan Control application. The landscape plans include details regarding plantings to be located on the parking islands, adjacent to the building and patio areas, in the amenity areas, and watercourse restoration area along the south boundary of the Site. Although several of the existing mature coniferous trees will have to be removed to accommodate the development, a comprehensive landscape restoration plan proposes to introduce an increase in quantity of trees, as well as diversity of native trees, shrubs and aquatic plantings.

In regards to stormwater management, the post-development storm drainage for the project will generally follow pre-development conditions. The development's building and parking lot area will drain via catch basin and storm sewer system to the proposed underground infiltration chambers which eventually outlet to the channel adjacent to Marshview Boulevard at a controlled flow rate. The proposed drainage from the rooftop area will be conveyed to Stormtech SC-740 underground storage chambers in the parking lot area east of the proposed building designed to infiltrate the roof runoff. The majority of the parking lot has been graded to direct stormwater towards the proposed permeable paver areas complete with perforated subdrain connecting to the storm sewer. A 100 mm diameter orifice tube and Stormtech SC-740 underground storage chambers are provided for quantity control and are designed as an off-line system. Stormwater will flow through an OGS treatment unit before outletting to the drainage channel to the south. A small portion east of the proposed parking lot will drain uncontrolled to Marshview SWM pond. Details are included in the Stormwater Management Report and Servicing Report and summarized in Section 5.1 of this Report.

The outdoor play and amenity areas are proposed in proximity to the building. The play area is accessed via a sidewalk from the parking lot side entry of the building. In addition, direct access to the outdoor amenity patio area will be accessed from the second floor residents' common room

The central common area can be accessed from the parking lot main entry to the building, as well as from Simcoe Road. Main entry to County of Simcoe services including Children and Community Services, Ontario Works, and Social Housing, will be through the central common area. Sidewalk connection is provided from both street and parking lot entrance points.

The building has been sited in a manner that appropriately addresses the Site, minimizes building flankage to the adjacent residential uses in the area and provides a fenestration that visually reduces the mass of the building.

## **4.0 POLICY CONTEXT**

The proposed development is supportive of applicable planning policies of the Province of Ontario, the County of Simcoe, and the Town of Bradford West Gwillimbury as set out in the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), Lake Simcoe Protection Plan, the County of Simcoe Official Plan, and the Town of Bradford West Gwillimbury Official Plan (2002).



## 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (the “PPS”) provides planning policies for the development of livable and healthy communities and is applicable to the subject property. The PPS has been reviewed and the following is a summary of the relevant policies as they relate to the proposed development. The Provincial Policy Statement 2020 (PPS) came into effect on May 1, 2020 and applies to all planning decisions made on or after that date.

Policy 1.1.1 of the PPS seeks to achieve healthy, liveable and safe communities by promoting efficient and cost-effective development and land use patterns to minimize land consumption and servicing costs, accommodating an appropriate mix of land uses to meet long-term needs, protecting resources for economic or environmental benefit, and directing development away from areas of public health or safety risk. The proposed development provides for a mix of uses and a cost effective integration of community services by co-locating the on the site of a former institutional use on an established road network with available servicing in a community hub setting. In particular, policy 1.1.1 b) aims to accommodate appropriate affordable housing, as part of the range and mix of residential types to achieve a healthy, livable and safe community.

Section 1.1.3 is specific to Settlement Areas whereby the policies direct the majority of growth and development through increased densities and intensification and promote a mix of land uses to meet current and projected needs. The subject property is located within the Settlement Area of Bradford. The proposal provides an efficient use of the land as well as for a mix of land uses.

Section 1.1.3.2 aims to incorporate land use patterns that are based on efficient use of land and resources, are appropriate for infrastructure and public service facilities which are planned or available, and avoid the need for settlement expansion, minimize negative air quality and impacts of a changing climate, and promote energy efficiency, support active transportation and are transit supportive, and provide a range of uses.

Section 1.1.3.3 aims to identify appropriate locations and promote opportunities for transit-supportive development and to accommodate a significant supply and range of housing options through intensification and redevelopment, as well as availability of suitable existing or planned public service facilities to accommodate projected needs.

The proposed development will assist the Town in providing for a range of housing options and an efficient use of land and resources, as well as an effective use of existing infrastructure. Section 1.3 addresses opportunities for employment by providing an appropriate mix and range of employment and institutional uses, encouraging compact, mixed use development that incorporates employment uses to support livable communities. The proposed mixed use would permit additional employment opportunities appropriate for the community in a mixed use development. In addition, the necessary infrastructure is available. In accordance with Section 1.6 of the PPS, the proposed additional uses will be on full municipal services.

Section 1.4 of the PPS addresses housing options. This Section outlines the minimum standards and policies for planning authorities on how to provide for an appropriate range and mix of housing options and densities throughout the municipality. These policies include permitting and facilitating housing options required to meet social, health well-being, and economic requirements of current and future residents. In addition, all types of intensification and redevelopment are to

locations where appropriate levels of infrastructure are available, as well as promote densities for new housing for the efficient use of land, resources and infrastructure and optimizes investments in transit infrastructure, and establish development standards for residential intensification to minimize the cost of housing and facilitate compact mixed-use form.

Specifically, policy 1.4.3 requires planning authorities to provide for an appropriate range and mix of housing options to meet projected affordable housing needs, in alignment with applicable housing plans. The proposed development will provide 50 affordable rental housing units. The proposed development adds to the Town's supply of range of housing, as a rental option, provides for intensification on an underutilized lot, utilizes existing infrastructure, uses land efficiently through a compact urban form, and is transit supportive by adding to the population base on the existing transit route, and providing for boundary sidewalks and provision for safe and accessible bicycle parking.

Section 1.5 of the PPS encourages the promotion of healthy and active communities by planning for the needs of pedestrians, active transportation and community connectivity. The Site is located at the intersection of two arterial roads with connectivity to internal sidewalks and walkways which are proposed to provide for pedestrian movements. The design of the Site also includes the necessary amenity space for residents for activities such as garden boxes and a playground. And external sidewalks provide connectivity with the Site to adjacent community parkland.

In addition, the proposed building will have a bicycle storage room on the ground floor for residents and outdoor bike racks for residents and visitors. Furthermore, the Site's close proximity to Centennial Park accommodates public access to recreational area and additional opportunity to promote healthy, active communities and public accessibility to parks and open space.

Section 1.6 addresses infrastructure and public service facilities. The PPS provides policy direction for the efficient use of existing and planned infrastructure, as well as planning for the integrated land use planning and growth management so that infrastructure and public service facilities are financially viable over their life cycle and available to meet current and projected needs.

The proposed development on a portion of the Town's community centre property demonstrates efficient use of existing infrastructure and proposes to provide a new public service facility, that is financially viable. The current and projected need for affordable housing, as well as social and community services with access to transit and active transportation, provides a for a range of social services, as part of the development.

Sewage, water and stormwater policies include the requirement for planning authorities to ensure efficient use of municipal sewage and water services and that stormwater management shall be optimized, feasible and financially viable over the long term, and minimizes erosion, contamination, impacts of climate change, and mitigate risk to human health, safety, property and the environment. The Site can be accommodated on full municipal water and sewage services as outlined in the Stormwater Management and Servicing Report, which is summarized in Section 5.1 of this Report. The Servicing and Stormwater Management Report also includes specifics about the implementation of green infrastructure on Site, promoted in the PPS, such as Low Impact Design (LID).

In accordance with the Transportation policies of Section 1.6. of the PPS, the proposed

development is situated with lot frontage on Simcoe Road. Simcoe Road is identified as a major arterial road and the proposed development contributes to the efficient use of the existing transportation system, including the surrounding road network, transit network and sidewalk network. There is an existing bus stop adjacent to the Site which will help minimize vehicle trips for residents. The density of the Site and its close proximity to commercial uses will aid in reducing the amount of vehicle trips in the area and support the use of both the transit and active transportation networks. The proposed development contributes to the efficient use of the existing transportation system.

Section 1.7 encourages long-term economic prosperity by providing necessary housing supply and range of housing options for a diverse workforce, optimizing use of land resources, infrastructure and public service facilities, promoting well-designed built form and energy conservation and minimizing negative impacts from a changing climate.

The proposed development will provide affordable rental housing option for the community with a mix of 1 to 3 bedroom units for seniors, single adults and families. The built form is designed as one building comprised of two four storey 'wings' that are visually separated by central common area. The building architecture of the wings purposely breaks up the building massing for improved integration into the neighbourhood.

Energy conservation is demonstrated in the County's experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. PH design further improves energy efficiency by minimizing air leakage, increasing indoor air quality, providing protection from noise pollution, and reducing operation and utility costs. Consideration of PH design as an intentional part of the project would have the additional benefit of increasing the economic sustainability by lowering greenhouse gas emissions and additionally, for residents, it will result in lowered utility bills with more money available for families' necessities. A green roof will be installed on top of the building, where feasible. Green roofs provide energy efficiency as well as reduction of water runoff. In addition to maximizing energy efficiency, efforts to reduce carbon footprint and greenhouse gas emissions will also be made. The Site will be designed for electric vehicle (EV) charging stations. It is anticipated future demand will require adaptation for EVs. Therefore, the site design will have future capacity and electrical panel space to accommodate a few EV charging stations.

Section 1.8 contains specific requirements for planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns that promote compact form, promote the use of active transportation and transit; focus major uses on sites served by transit; improve the mix of employment and housing, promote design and orientation that maximizes efficiency and conservation, and renewable/alternative energy; and, maximizes vegetation within settlement areas.

The proposed development promotes compact form by integrating community services in a residential development using existing infrastructure, supporting transit and active transportation and incorporating a high standard of energy efficient building design and materials. In addition, the proposed development will enhance the vegetation on the Site and plant additional trees and shrubs around the building and in the parking lot.

Section 2 of the PPS pertains to the wise use and management of resources. Accordingly, natural heritage, water, agriculture, minerals and petroleum, mineral aggregate resources, and cultural heritage and archaeology shall be protected. The Site of the proposed development does not have any identified natural heritage features.

With respect to the PPS policies regarding protecting and improving water quality and quantity, the proposed development is located within a Lake Simcoe Region Conservation Area regulated area. The proposed development on the Site is for mixed-use and no negative impacts on the water quality are anticipated as outlined in the Hydrogeological Investigation, which is summarized in Section 5.3 of this Report. Surface water quality and quantity are discussed in the stormwater management section of the PPS review as well as the review of the Servicing and Stormwater Report that was undertaken for the Site.

The PPS also provides policies for the conservation of significant built and cultural heritage resources and landscapes. A Stage 1 and 2 Archaeological Assessment has been conducted for the Site, and the proposed development is not located on a property that contains archaeological resources. This Assessment is summarized in Section 5.4 of this Report.

Section 3 of the PPS is with regard to reducing the potential risk to the public from issues surrounding health and safety from a natural or man-made hazard. In accordance with Section 3.1 and 3.2 the proposed development is not on hazardous lands and hazardous sites and not affected by a dynamic beach hazard, flooding hazard or erosion hazard. Nor is the subject property proposing to be developed on, abutting or adjacent to lands affected by hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations or contamination.

Based on this review, the proposed development is consistent with the applicable policies of the PPS.

## **4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) is a framework planning document for managing growth in the Greater Golden Horseshoe area and is applicable to the subject property. The Growth Plan provides a long-term framework for implementing Ontario’s vision for building stronger, efficient, and healthy communities by promoting complete community planning. The Growth Plan was reviewed and the following applicable sections are summarized as they relate to the proposed development.

Section 1.2.1 outlines the guiding principles of the Growth Plan. Key among the Plan’s guiding principles are to:

- “Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households”, and
- “Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government”.

The proposed development supports a range of housing options in the community and offers affordable housing to seniors, families, and individuals with accessibility and/or support needs,

and is a wise investment of infrastructure to allow integrated and coordinated municipal and community partnerships to better support the community.

Section 2 of the Growth Plan provides policies on ‘where and how to grow’ and addresses policies to manage growth, including intensification, planning for complete communities, access to services and transit, employment, and housing. In accordance with Section 2.2.1 of the Growth Plan which includes policies for how to manage growth, and directs a vast majority of growth to Settlement Areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of a complete community. The Site is located within a primary Settlement Area and is also located within the delineated built boundary of Bradford urban area. The Site is to be serviced by existing municipal water and sewage system and the proposed development supports the development of a complete community by providing future residents with access to existing commercial areas and services, as well as public transportation.

Section 2.2.1.4 further supports the achievement of complete communities through encouraging a diverse mix of land uses, access to services, range and mix of housing options, access to transportation options and use of active transportation, a vibrant public realm, integration of green infrastructure, and climate change mitigation.

Section 2.2.6 Housing - The Growth Plan stipulates that municipalities will support housing choice through the achievement of implementing the minimum intensification and density targets of the Growth Plan, and other application policies of the Plan, by:

- identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents;
- establishing targets for affordable ownership housing and rental housing; address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”.

The proposed development provides affordable housing units in the community in an apartment building which provides an affordable rental option for residents within a complete community. Furthermore, the County’s 10 Year Affordable Housing and Homelessness Prevention Strategy plans to achieve affordable housing requirements and meets the intent of Section 2.2.6.1 of the Growth Plan, as the proposed development will significantly contribute to the affordable housing targets identified for the Town of Bradford West Gwillimbury.

The proposed development will contribute to intensification, a complete community, access to services and employment within the Bradford delineated built-up area. Furthermore, the proposed development would provide convenient access to a public service facility, as defined by the PPS.

Section 3 contains policies that address infrastructure needs to support growth such as planning for the movement of people and goods, water and wastewater systems, stormwater, and investment in public service facilities. The Site of the proposed development is accessible by multiple modes of transportation, and the existing water and wastewater systems and stormwater system.

Specifically, section 3.2.8 provides for planning, investment, and coordination of public service facilities to meet the needs of the community and optimize the long-term viability of public

investments. The proposed development will be managed and operated by the Simcoe County Housing Corporation. The proposed mixed-use development will contribute to the coordination and cost-effectiveness of the co-location of social and community services on-site with access to transit and active transportation.

Section 4 of the Growth Plan contains the natural heritage and resource conservation policies. Section 4.2.2 of the Growth Plan specifically speaks to the Natural Heritage System mapping that would apply to areas of a Municipality that require policies to maintain, restore or enhance the diversity of the system and the long-term ecological or hydrological functions of the features and areas. The Site is not located within the Natural Heritage System mapping. The Site is not located within the a Lake Simcoe Region Conservation Area regulated area.

No negative impacts on the long-term protection and water quality are anticipated as outlined in the Hydrogeological Investigation, which is summarized in Section 5.3 of this Report.

The Site is not located within an agricultural area, a mineral aggregate resource area, nor have any cultural heritage resources been found on the Site thus these policies in the Growth Plan are not applicable to the Site.

Section 4.2.5 encourages municipalities to develop and establish an open space system which may include opportunities for rooftop gardens, communal courtyards and public parks. The proposed development will have accessible garden box on the second floor outdoor amenity patio, as well as the ground level communal outdoor amenity area. In addition, the Site is adjacent to municipally owned park lands.

Sections 4.2.9 and 4.2.10 provide policies with respect to a culture of conservation and climate change. These policies are generally intended for municipal implementation however, the Site is being developed in a compact form, will contribute to the achievement of a complete community and intensification and is adjacent to existing transit route and active transportation uses.

Energy conservation will also be demonstrated in the County's experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. Consideration to PH design as an intentional part of the project would have the additional benefit of increasing the economic sustainability by lowering greenhouse gas emissions and additionally, for residents, it will result in lowered utility bills with more money available for families' necessities. A green roof will be installed on the fourth floor tenant common room. Green roofs provide energy efficiency as well as reduction of water runoff. In addition to maximizing energy efficiency, efforts to reduce carbon foot print and greenhouse gas emissions will also be made. The Site will be designed for electric vehicle (EV) charging stations. It is anticipated future demand will require adaptation for EVs. Therefore, the site design will have future capacity and electrical panel space to accommodate a number of EV charging stations. In addition, the Servicing and Stormwater Management Report also includes specifics about the implementation of green infrastructure on Site, promoted in the PPS, such as Low Impact Design (LID).

The Town of Bradford West Gwillimbury is also subject to the Simcoe Sub-Area policies of Section 6 of the Growth Plan. Section 6 direct growth to communities in the Simcoe sub-area where development can be most effectively serviced and where growth improves the range of opportunities for people to live, work, and play in their communities, particularly in primary

settlement areas. In addition, primary settlement areas are required to plan for intensification, transit-supportive complete communities, as well as employment opportunities. The settlement area of Bradford, as identified in Schedule 8 of the Growth Plan as a primary settlement area, general meets the policy framework of this Section and the proposed development will achieve the policy requirements of this Section.

Based on this review, the proposed development conforms with the applicable policies of the Growth Plan.

### **4.3 The Lake Simcoe Protection Plan (2009)**

The Site is located within the Lake Simcoe Watershed; therefore, the policies of the Lake Simcoe Protection Plan (LSPP) apply to the proposed development. The LPPS outlines a comprehensive watershed-based approach intended to protect and restore Lake Simcoe. The proposed development is within a regulated area, but above the Regional Flood Line Elevation (220.58 meters) and all development will occur outside of the Regional Flood Line. However to accommodate the development, the existing stormwater drainage channel on the Site is proposed to be realigned. The proposed realignment will be improved from its existing state, re-naturalized and enhanced to provide environmental benefits, while ensuring continuity of it's stormwater conveyance function.

Strategic Action (6.14-SA) identifies that public bodies are encouraged to actively re-naturalize public areas adjacent to streams, to a minimum of 30-metres where practical and feasible. When development or site alteration is proposed within an existing settlement area. In addition, policy 6.33-DP identifies that it should be done so in a way that includes landscaping and habitat restoration that increase the ability of native plants and animals to use in riparian areas as wildlife habitat, and to seek and to avoid, minimize and/or mitigate impacts associated with the quality and quantity of urban run-off into receiving streams, lakes, and wetlands.

The drainage channel at the corner of Simcoe Road and Marshview Boulevard, also referenced as the Morris Road Drain, is proposed to be realigned to facilitate the development. The realignment of the drainage/water feature will be re-naturalized with native plant in accordance with the implementation of the Landscape Planting Plan and the Landscape Restoration Plan, as recommended in the Environmental Impact Study.

The proposed development meets the LSPP definition of "Major Development", therefore a Stormwater Management Report is required to satisfy DP-4.8 of the LSPP and in accordance with the LSRCA Technical Guidelines for Stormwater Management (SWM) Submissions, inclusive of a phosphorus budget and pre-and post-development water balance assessment. As detailed in Section 7 and Appendix D of the Servicing and Stormwater Management Report, to minimize the amount of phosphorus discharged from the site, a treatment train approach is to be utilized. The following Servicing and Stormwater Management Report (Table 1 below) details the anticipated phosphorus loadings for the pre and post-development conditions.

Table 1: Phosphorus Loadings

	<b>Total P (kg)</b>
Pre-Development	0.12
Uncontrolled Post-Development	1.35
Controlled Post-Development	0.53
Detailed calculations can be found in Appendix D of the Servicing and Stormwater Management Report.	

In addition, the subject property is identified as being within the Recharge Management Area (WHPA Q2) per the South Georgian Bay Lake Simcoe Source Protection Plan. A Hydrogeological Analysis and pre- and post-development water balance assessment will be required in support of the application per LUP-12 / LUP-13 of the Source Protection Plan following the LSRCA's Hydrogeological guidelines for Land Development Applications. A Thornthwaite-Mather water balance assessment for the pre-and post-development is also required. It is to be demonstrated how LUP-12 will be satisfied through mitigation of the post-development infiltration deficit.

As detailed in Section 6 the Stormwater Management and Servicing Report, it is recommended Water Balance for the site be achieved by infiltration of runoff from the rooftop as well as StormTech underground infiltration chambers be utilized to meet the volume requirement by providing a storage volume of 42 m<sup>3</sup>. A summary of water balance calculations can be seen in Table 4 below. Detailed water balance calculations have been provided in Appendix E in the Stormwater Management and Servicing Report.

The subject property is Regulated by the LSRCA and as such, detailed comments are anticipated to be provided through the course of the circulation of this application and development permit process.

Based on the above, it is concluded that the proposed development conforms with the applicable policies of the Lake Simcoe Protection Plan.

#### **4.4 County of Simcoe Official Plan (2016)**

The County of Simcoe Official Plan provides a county-wide land use policy framework designed to assist growth management by balancing the demands for economic development, community building, and environmental conservation in coordination with member municipalities, such as the Town of Bradford West Gwillimbury.

The subject property is located within the Bradford settlement area boundary and designated "Settlements" on Schedule 5.1 – Land Use Designations of the County of Simcoe Official Plan.

The Growth Management Strategy in Section 3.1 of the Plan directs a significant portion of growth and development to settlements where it can be effectively serviced, with a particular emphasis on primary settlement areas such as the Bradford settlement area. More specifically Section 3.1.4 of the County Official Plan also encourages the development of a wide range of housing types, including affordable housing.

Section 3.5. provides for planning for growth management and development. The proposal for the Site achieves the applicable policies of this section including, providing compact development for



a mixed use apartment building (affordable rental) utilizing existing municipal services with frontage on two municipal roads. In addition, the proposed development focuses growth to a primary settlement area, contributes to the municipality's intensification target.

Section 4.1 provides policies related to built form and accessibility to a variety of mixed community uses. More specifically, an appropriate range of housing types and densities in proximity to a variety of community and public services is encouraged. The proposed development of an affordable rental apartment building and ground floor community and social service agencies provides a housing type and density that contributes to a complete community and is located in with the Bradford urban area in proximity to a variety of amenities, such as parkland, schools and commercial area. In addition, the proposed development includes community and social services and community program rooms. The proposed mixed-use development will contribute to the coordination and cost-effectiveness of the co-location of social and community services on-site with access to transit and active transportation.

Section 4.3 supports the creation of affordable housing to address health and long term community vitality to meet identified housing needs, reduce housing inequality, improve housing quality, and provide for the efficient delivery of affordable housing. The proposed development will contribute to the Town's affordable housing stock and targets as outlined in the County's 10-Year Affordable Housing and Homelessness Prevention Strategy. The Simcoe County Housing Corporation Development and Operational Plan identifies a series of guiding principles with regard to capital considerations. For new facility construction and operation, costs are examined over the long term. All the future capital requirements such as roof replacements, elevators, piping, retaining walls, etc. are calculated into an annual capital allowance to ensure that funding for future capital repairs is available in a dedicated capital reserve rather than impact the tax levy. This method is planned for this development and creates an operationally self-sustaining building over the long term.

Section 4.5 aims to conserve and ensure the wise management of natural resources. With respect to policies regarding protecting and improving water quality and quantity, the proposed development is located within a Lake Simcoe Region Conservation Area regulated area. The proposed development on the Site is for mixed-use and no negative impacts on the water quality are anticipated as outlined in the Hydrogeological Investigation, which is summarized in Section 5.3 of this Report. Surface water quality and quantity are discussed in the stormwater management section of the PPS review as well as the review of the Servicing and Stormwater Report that was undertaken for the Site. The subject property is identified as being within the Recharge Management Area (WHPA Q2) per the South Georgian Bay Lake Simcoe Source Protection Plan.

The proposed development is above the Regional Flood Line Elevation (220.58 meters) and all development will occur outside of the Regional Flood Line, however to accommodate the development, the existing stormwater drainage channel on the Site is proposed to be realigned. A 6.0 m wide major storm control weir is located in the southeast corner of the parking lot which will convey storm runoff greater than the 10-year storm southerly to the adjacent channel. In the event of a storm greater than the 100-year storm or if the orifice tube becomes blocked, the site has been graded to allow stormwater to be conveyed southerly towards the existing drainage channel without negatively impacting the proposed building. The proposed post-development storm drainage patterns can be found in the Stormwater Management and Servicing Report on Drawing STM-2 in Appendix I. Section 5.4 of the Stormwater Management and Servicing Report provides that the channel relocation provides more flood storage than the existing location.

Section 4.7 provides policies specific to sewage and water infrastructure. The proposed development will connect to existing municipal services located on Simcoe Road.

Section 4.8 provides policies specific to transportation. The proposed development can be accommodated on the existing municipal road network and provides opportunities for residents and visitors to walk, cycle and use of public transit.

The proposed development meets the goals of the County Official Plan outlined in Section 1.3. The Site does not contain any significant natural or cultural heritage resources, the development achieves the wise management and use of County resources and is a cost-efficient use of existing infrastructure, contributes to infill development and affordable housing, and adequately protects public health and safety.

Based on the above, it is concluded that the proposed development conforms with the applicable policies of the County of Simcoe Official Plan.

#### **4.5 Town of Bradford West Gwillimbury Official Plan (Consolidated 2002)**

The in-force Town of Bradford West Gwillimbury Official Plan provides a comprehensive land use policy framework for the guidance of growth and development for the entire municipality. The subject property is located within the Bradford Urban Area and designated “Residential” on Schedule B of the Town of Bradford West Gwillimbury Official Plan, Office Consolidation 2002. Schedule F-1 ‘Transportation’ identifies the Site to have frontage on a north-south major arterial road (Simcoe Road) and an east-west minor arterial road (Marshview Boulevard).

A review of the in-force Official Plan identifies relevant policies in Section 3, Growth Strategy, Section 4, Environmental Management, and Section 5, Bradford Urban Area. Section 3 of the Official Plan outlines Guiding Principles which include long term protection for the natural environment. Section 3.4.3.1 requires the provision of a variety of housing forms and different types of accommodation. Section 3.4.6 outlines policy to protect and enhance the natural environment. Section 3.5. provides the Town’s growth management policies and strategies. More specifically, Section 3.5.1.1 directs the majority of growth to the Bradford Urban Area on full municipal services. The proposed development will create 50 rental units and ground level space for social and community agencies office and program space on full urban services.

Section 4 provides policies related to Environmental Management. The subject property is not located within or adjacent to an identified Natural Area as identified in the overlay contained on Schedule E. The Environmental Impact Study (EIS), prepared to address potential negative impacts to natural heritage features identified during the preliminary development review process, provided analysis of applicable natural heritage policies and regulations and concluded the proposed development is in conformance with the PPS and Lake Simcoe Protection Plan.

Section 4.6.1 aims to maintain and improve the quality and quantity of groundwater and surface water and to protect and enhance the function of watercourses and recharge/discharge areas. The Stormwater Management and Servicing Report confirms the quality control objective for the project has been met.

Section 4.7 provides policy direction related to floodplain management. The proposed development is above the Regional Flood Line Elevation (220.58 meters) and all development will occur outside of the Regional Flood Line. However, the entire area is within the LSRCA regulated area and a development permit from the LSRCA is required. Section 5.4 of the Stormwater Management and Servicing Report provides that the channel relocation provides more flood storage than the existing location.

Section 5.3 of the Town's Official Plan provides policies specific to the Bradford Urban Area "Residential" designation. Within the "Residential" designation, a mix of residential densities and dwelling types, from single detached dwellings to higher density apartments are permitted. The proposed 50 unit apartment building and community facilities are permitted development and do not exceed a density of 75 units per developable hectare density requirements identified in Section 5.3.1.6.

Section 5.4.5 provides policy direction related to residential intensification. Mixed use and higher density development is supported as forms of residential intensification. More specifically Section 5.4.5.3 encourages mixed use developments that contain office use on the ground of a residential building. The proposed development will create 50 rental units and social and community agencies office and program space on the ground floor.

Section 8.2.2 aims to preserve significant archaeological resources that may exist in the Town. A Stage 1 and 2 Archaeological Assessment has been conducted for the Site, and the proposed development is not located on a property that contains archaeological resources. This Assessment is summarized in Section 5.4 of this Report.

Section 8.7 addresses land use compatibility of the proposed development with surrounding areas and between uses and requires the consideration of off-street parking and loading areas, and fencing. Indoor garbage room with recycling and organic bins will be located on the ground floor of the building. In addition, the shape and orientation of the building will provide an optimal layout when considering parking and setbacks. Parking and the loading area are located at the rear of the building and all parking can be accommodated on the Site. Fencing is not proposed for the development, as the Site is adjacent to municipally owned park land.

Section 9.2 provide the transportation policy framework for the Town. Development is permitted on roads that have the capacity accommodate the increase in traffic. In addition, the entrance to the development must meet appropriate site lines. The Traffic Impact Study analysis determined the proposed Site access at Simcoe Road, which is classified as a major arterial road, meets the minimum stopping and intersection sight distance requirements and will not add significant delay or congestion to the local roadway network.

Section 9.5 addresses the policy requirements to ensure all major development proposals are supported by a stormwater management report to the Town's satisfaction and appropriate approval authorities. In regards to stormwater management, the post-development storm drainage for the project will generally follow pre-development conditions. Low Impact Development (LID) features will be integrated with the design of the proposed storm drainage system, permeable pavers/perforated pipe system, and underground infiltration chambers. Details are included in the Stormwater Management Report and Servicing Report in Section 5.1 of this Report.

Section 10.8 contains specific requirements for the wise management and conservation of energy resources such as compact development and public transportation. Energy conservation is demonstrated in the County's experience with achieving LEED-like energy efficiency standards. The proposed building will be designed to incorporate Passive House (PH) design, where feasible, to achieve optimum building performance. PH design further improves energy efficiency by minimizing air leakage, increasing indoor air quality, providing protection from noise pollution, and reducing operation and utility costs. Consideration of PH design as an intentional part of the project would have the additional benefit of increasing the economic sustainability by lowering greenhouse gas emissions and additionally, for residents, it will result in lowered utility bills with more money available for families' necessities. A green roof will be installed where feasible. Green roofs provide energy efficiency as well as reduction of water runoff. In addition to maximizing energy efficiency, efforts to reduce carbon foot print and greenhouse gas emissions will also be made. The project contributes to compact development and the Site will be designed for electric vehicle (EV) charging stations. It is anticipated future demand will require adaptation for EVs. Therefore, the site design will have future capacity and electrical panel space to accommodate a number of EV charging stations. Furthermore, the Site is located adjacent to an existing municipal transit route.

Based on the above, it is concluded that the proposed development conforms with the applicable policies of the Town's in-effect Official Plan.

#### **4.6 Town of Bradford West Gwillimbury Official Plan (Adopted 2021)**

The Town of Bradford West Gwillimbury has adopted a new Official Plan. While not currently in effect, the policies of the adopted Official Plan provides land use guidance with regard to future direction of Council. A brief review of the proposed policies has been undertaken to confirm that the proposed development is in keeping with the intended future direction of the municipality.

Schedule A 'Urban Structure and Build Boundary' in the adopted Official Plan identifies the Site as being located within the Bradford Urban Area Delineated Built Boundary.

Schedule B-1 'Land Use Bradford Urban Area' in the adopted Official Plan identifies the Site as being designated 'Community Use' subject to Special Policy #7. Special Policy Area 7 – referenced as the 'Bradford and District Community Centre' provides for consideration of the revision study on the subject lands, which includes the proposed development.

A portion of the Site is identified as lying within an area of Low Aquifer Vulnerability on Schedule D-3 'Source Protection'. According to Schedule D-4 'Aggregate Resources, Constraints and Hazards', the proposed development is not within the flood plain and is not in an area identified for flood hazard. No aggregate or waste disposal operations are identified on the Site.

The applicable development policies of the adopted Official Plan are similar to the Town's in-effect Official Plan policies address above. In addition, the proposed development achieves the applicable attainable housing policies identified in Section 3.14.1 of the Town's adopted Official Plan.

Based on the above, it is concluded that the proposed development achieves Council's direction for future growth as identified in the Town's Official Plan, as adopted.

## 4.7 Town of Bradford West Gwillimbury Zoning By-law (2010)

The provisions of Zoning By-law 2010-050 are applicable to the Site. The majority of the Site is zoned "Institutional" (I), and a portion of the Site along Marshview Boulevard is zoned "Residential Two" (R2-1).

The "Institutional" (I) Zone permits a range of community-focused uses. The "Residential Two" (R2-1) Zone permits low and medium density residential uses and specific employment uses such as custom workshop, home occupation and private daycare.

In addition to the uses permitted in the "Institutional" and "Residential Two" zones, the Town's Zoning By-law Section 4.27 provides specific provisions for 'Public Use'. As defined in the Town's comprehensive Zoning By-law, the County or any of its local boards, such as the Simcoe County Housing Corporation meet the definition of 'Public Use'. Notwithstanding the generality of the Public Use provisions, the General Provisions contained in Part 4 and the Parking and Loading provisions contained in Part 5 of this By-law must also be applied to the proposed development.

Following review of the Zoning By-law, the proposed development requires the following Site specific amendments:

- A reduction to the required minimum 15.0 metre from the top of bank from watercourse and canal. Reduce the required setback from 15.0 metres to approximately 2.0 metres,
- A reduction to the required residential parking standard per unit. Reduce the required parking for an apartment style dwelling from 1.5 space per unit plus 0.25 spaces for visitor parking, to 1.14 space per residential unit inclusive of visitor parking. With the proposed exception to the parking standards, 115 parking spaces will be required; 84 parking spaces are provided on the plan, and
- A reduction to the required loading space requirements. Reduce the required loading space for 2 spaces, to 1 space.

### Reduction to the required top of bank

Part 4 of the Town's Zoning By-law outlines the General Provisions that apply to all lands within the Town. Section 4.31.5 requires that all buildings or structures be setback a minimum of 15.0 metres from the top of bank of any watercourse or canal. The LSRCA considers the existing drainage channel, as well as the proposed realignment is considered to be a watercourse, as defined by the LSRCA's Watershed Development Guideline (June 2020).

Section 4.04 of the LSRCA's Watershed Development Guideline however, permits an exception to the top of bank setback within existing settlement areas, where lot sizes are restricted. The existing drainage watercourse is the Town's storm water outlet, generally located in the centre of the Site. The proposed watercourse realignment will be re-naturalized and enhanced to provide environmental benefits, while ensuring continuity of its stormwater conveyance function. Through the proposed Town initiated zoning by-law amendment, relief from the 15 metre setback to the top of bank of any watercourse, a lesser setback may be permitted where permission has been granted by the Conservation Authority in a form suitable to the Chief Building Official for the Town.

Pending approval of the site-specific ZBA and appropriate permissions, the proposed development will comply with the Town’s top of bank setback requirement.

Reduction to the required parking standard

Part 5 of the Town’s Zoning By-law outlines the Parking Space standards and requirements. The residential parking requirements for apartment dwelling units is 1.5 space per unit plus 0.25 per unit dedicated for visitor parking.

For proposed on-site non-residential uses, parking standard for business office is 1 parking space per 20 metres of gross floor area and 1 parking space per 25 metres of gross floor area for other non-specified non-residential uses, such as community program and agency space. Furthermore, the ZBL requires 2 bicycle spaces plus 1 space per 100 square meters of institutional area. Based on the proposed community and agency space, 8 bicycle spaces are required. 44 bicycle spaces are proposed, thus exceeding the zoning requirement.

As itemized in Table 2 below, a reduction in residential parking provisions are required. Through the proposed Town initiated zoning by-law amendment, relief from the residential parking provisions has been requested. Pending approval, the proposed development will comply with the Town’s parking provisions.

Table 2: Proposed Parking Supply

CATEGORY	PARKING STANDARD	SIZE	REQUIRED	PROVIDED	NET PARKING SUPPLY
Residential Dwelling, Apartment	1.5 spaces per unit	50 units	75 spaces	50 spaces	- 25
	0.25 per unit for visitor parking		13 spaces	4 spaces	- 6
Business, Professional or Administrative Office	1 parking space per 20.0m <sup>2</sup> G.F.A.	315 m <sup>2</sup>	16 spaces	16 spaces	
All other uses	1 parking space per 25.0m <sup>2</sup> G.F.A.	269 m <sup>2</sup>	11 spaces	11 spaces	
<b>Total Parking Spaces</b>			<b>115 spaces</b>	<b>84 spaces</b>	<b>- 31 spaces</b>
Barrier-Free Parking	2 spaces + 1 additional space for every 30 parking spaces required		4 spaces	4 spaces	0 spaces
Bicycle Parking Institutional use	2 spaces + 1 space per 100 m <sup>2</sup>		8 spaces	28 indoor + 16 outdoor = 44 spaces	+ 36 spaces

A reduction from 1.5 to 1.14 spaces per residential unit is proposed. This provides for 57 resident parking spaces inclusive of visitor parking spaces. No reduction of the commercial parking space provisions is also required.

Parking surveys of other County owned housing facilities demonstrates an average parking per unit ratio of approximately 0.5 spaces per unit. It is acknowledged that many affordable housing tenants rely on public transit and/or mobility aids for the majority of their transportation needs.

The proposed development is adjacent to existing transit route and within walking distance to commercial and recreational amenities, and a reduced reliance on single automobile trips.

Additional information is outlined in the Parking Analysis of the Traffic Impact Study, which is summarized in Section 5.5 of this Report.

#### Reduction to loading space requirement

Part 5 of the Town's Zoning By-law also outlines the Loading Space standards and requirements. The loading space requirements for apartment building is 1 space per for buildings containing 50 units or more. In accordance with Table 5.5 of the Town's Zoning By-law, an additional loading space is required for the proposed business office space.

A reduction to the loading space provision from 2 spaces to 1 space is requested and considered reasonable due to the administrative and community services function of the proposed ground floor leasable commercial space. Furthermore, the proposed building design includes a separate move-in room with secured exterior access adjacent to the principal entrance area dedicated to residential tenants' moving requirements. Through the proposed Town initiated zoning by-law amendment, relief from the loading space provision has been requested. Pending approval, the proposed development will comply with the Town's loading space provisions.

## **5.0 SUPPORTING DOCUMENTS**

As part to the complete Official Plan Amendment and Zoning By-law Amendment applications, the following reports and studies have been completed to review the merits of implementing the proposed development on the subject Site.

### **5.1 Stormwater Management and Servicing Report**

A Servicing and Stormwater Management Plan, December 2021, was prepared by Pearson Engineering and revised April 2022.

This report reviewed the existing municipal services and concluded that the property can be appropriately serviced and more specifically recommends the following servicing requirements:

- The proposed development will connect to the existing watermain and sanitary sewer on Simcoe Road to service the project.
- Quantity control for the development is provided in the Stormtech underground storage units and surface ponding allowing post development peak flows to be released at predevelopment values through an orifice tube and control weir.
- A treatment train approach is implemented consisting of permeable pavers and an oil/grit separator to obtain quality control for the site and reduce phosphorus levels leaving the site.
- The proposed channel relocation provides more flood storage than the existing location.
- Water balance for the site is achieved by infiltration of runoff from the rooftop.

Furthermore, during construction the following recommendations shall be implemented and maintained during construction to achieve acceptable stormwater runoff quality:

- Installation of silt fence along the entire perimeter of the site to reduce sediment migration onto surrounding properties;
- Installation of a construction entrance mat to minimize transportation of sediment onto roadways;
- Restoration of exposed surfaces with vegetative and non-vegetative material as soon as construction schedules permit. The duration in which surfaces are disturbed/exposed shall not exceed 30 days;
- Reduce stormwater drainage velocities where possible; and
- Minimize the amount of existing vegetation removed.

The Environmental Protection and Removals Plan are included in Appendix H of the Stormwater and Servicing Report.

## 5.2 Geotechnical Investigation

The Geotechnical Investigation was prepared by Peto MacCallum Ltd., January 2022. The field work was carried out to determine the soil condition as they relate to design and construction of the proposed development. The report outlines the existing geological setting and states that based on the findings of the investigation, the subsurface stratigraphy revealed in the boreholes typically comprised topsoil fill over fill, underlain by sandy silt till and it is deemed feasible to construct the building using standard construction practices using conventional shallow foundations. The key conclusions from this Investigation are as follows:

- The existing in place fill is not considered suitable to support building foundations or any settlement sensitive structures and will require removal.
- Total settlements of footings founded on the approved native undisturbed sandy silt till or adequately prepared engineered fill are not expected to exceed 25 mm, with differential settlements between footings being no more than 75% of this value.
- Prior to placement of structural concrete, all foundation excavations must be examined by geotechnical personnel from PML to verify that the founding stratum is in accordance with the assumptions and recommendations of this report.
- Based on the relatively low permeability of the native soils, it is expected that seepage or surface water that enters the excavations will be adequately handled by conventional sump pumping techniques.
- It is recommended that full time site observation should be carried out by PML to examine and approve backfill material, to carefully inspect placement operations, and to verify the backfill compaction by in situ density testing using nuclear gauges.

Therefore, it has been determined that the Site will require excavation to native soils to support footings and/or engineered fill before it is suitable to support the building foundations, proposed paved areas, and approved backfill material.



### 5.3 Hydrogeological Investigation

The Hydrogeological Study was prepared by Peto MacCallum Ltd., April 2022. The hydrogeological investigation carried out a site assessment to provide observations, findings and recommendations in support of the proposed work at the site and potential permitting for construction dewatering activities as they relate to the proposed development. The report outlines the existing hydrogeological setting and demonstrates that the proposed development will not negatively impact the ground water and provides recommendations on appropriate mitigation measures. The key conclusions from this Investigation are as follows:

- For final design of infiltration facilities, if any, it is recommended that in-situ percolation testing be conducted in the specific locations and depths required.
- Comparing the infiltration rates estimated above results in a deficit of ground water infiltration due to the development changes of 572 m<sup>3</sup>/year. Runoff is estimated to increase by 2,391 m<sup>3</sup>/year. A ground water infiltration deficit reflects a decrease in contribution to ground water recharge and to baseflow. Low impact development (LID) features may be incorporated at the site to compensate for the infiltration deficit, however consideration must be made to the infiltration rate and potentially high ground water level.
- Considering the level of competent native soil, the minimum recommended founding elevation for the building was 219.6. It is expected that site servicing for the development will extend to typical depths in the range of about 2 to 3 m, however, localized subexcavation of unsuitable fill materials may be necessary.
- As discussed in Section 5.0, the water balance indicates that the development of the site may result in a loss of infiltration of about 572 m<sup>3</sup>/year, and an increase in runoff of about 2,391 m<sup>3</sup>/year.
- Due to the high fines content of the existing soils encountered beneath the site, the property was not a significant source of recharge prior to development. In addition, the construction of LID measures may help alleviate these impacts.
- Assuming the conditions assumed in this report, the construction dewatering rates are not anticipated to exceed 50,000 L/d and thus are not anticipated to require water taking permitting.
- The impact of the construction dewatering (the drawdown of the local ground water table) is expected to be insignificant. Since the dewatering zones of influence are expected to be less than 8 m for the building and 5 m for the servicing, settlement is expected to be negligible, and no private or public water wells or wetlands are expected to be impacted.

### 5.4 Archaeological Assessment, Stage 1 - 2

A Stage 1 and 2 Archaeological Assessment completed by AMICK Consultants Limited has been conducted for the Site, and the proposed development is not located on a property that contains archaeological resources.

The Stage 1 and 2 Archaeological Assessment has been submitted to the Ministry of Tourism, Culture and Sport for review and entry in the Ontario Public Register of Archaeological Reports,

as required as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.O.S. 1990, c O. 18.

## 5.5 Traffic Impact and Parking Study

In support of the applications, a Traffic Impact Study and Parking Analysis were completed by JD Engineering. The Traffic Impact Study was prepared to assess the impact the development would have on the adjacent roadway and provide recommendations regarding the provision of safe and efficient traffic infrastructure and services.

The proposed development including both 50-unit residential component and non-residential space have been included in the Traffic Impact Study. The development will include one full-movement access onto Simcoe Road. The following intersections were analyzed:

Simcoe Road / Marshview Boulevard & Luxury Avenue; and  
Simcoe Road / Site Access.

The Traffic Impact Study concluded that the proposed 50-unit residential apartment building and on-site non-residential uses are expected to generate a total of 30 morning and 34 evening in/out peak hour trips. Based on this information and an intersection operation analysis the following has been determined:

The minimum stopping distance requirements are met;  
The minimum sight distance requirements are met; and  
No geometric lane improvements or traffic signal improvements are recommended within the study area.

However, based on the proposed realignment of the watercourse north of Marshview Boulevard, the slopes for the watercourse are critical slopes (2:1) west of the start of the realignment and non-recoverable slopes (3:1) at the start of the realignment. Since the clear zone distance provided prior to the critical slope (approximately 5 metres) is less than the desired clear zone distance recommended per the MTO Road Design Manual (6.5 metres) and TAC Guidelines (6.0 to 6.5 metres), a roadside barrier on Marshview Boulevard is recommended along the realignment of the watercourse. Pending the Town's review of the SPA resubmission and supporting studies, it made be deemed appropriate to include the roadside barrier.

### 5.5.1 Site Access

A review of the available sight distances for the proposed Simcoe Road access was completed as part of this analysis.

It was determined:

- There are no issues with the sight distance available for the proposed Site Access.
- The Site Access driveway will operate efficiently as a full-movement access, with one-way stop control for westbound movements. A single eastbound and westbound lane at the Site
- Access driveway will provide the necessary capacity to service the proposed development.

In conclusion, the proposed development will not cause any operational issues, will not add

significant delay or congestion to the local road network, and will not require external infrastructure improvements. No improvement to infrastructure will be required.

### 5.5.2 Parking Analysis

The parking analysis was conducted for the proposed 50-unit residential apartment building with non-residential/commercial space on the ground floor.

A reduction from 1.5 to 1.14 spaces per residential unit is proposed. This includes 50 resident parking spaces and 7 residential visitor parking spaces. No reductions to commercial parking space requirements are requested.

A review of the site has been undertaken to consider the various characteristics of the site and local area that may influence the parking generation of the site. In total, there are 84 parking spaces provided for the proposed development. The recommended total parking supply include 4 barrier-free parking spaces.

As previously noted, the Bradford Transit route provides service on within the study area. Currently, a bus stop is located immediately adjacent the subject site on Simcoe Road. In consideration of the existing access to local transit, GO Transit and proximity to local amenities in the immediate area, there is an opportunity for reduced reliance on the private automobile trips for residents of the proposed apartment units. Consequently, a reduced parking supply is justified.

In addition, parking surveys of other County owned housing facilities demonstrates an average parking per unit ratio of approximately 0.5 spaces per unit. It is acknowledged that many affordable housing tenants rely on public transit and/or mobility aids for the majority of their transportation needs. The proposed development is adjacent to existing transit route and within walking distance to commercial and recreational amenities, and there is reduced reliance on single automobile trips.

Furthermore, 28 spaces will be provided in an indoor bicycle room, as well as 16 bicycle parking spaces outdoor, adjacent to the building's entrances, providing a total of 44 bicycle spaces.

In conclusion, the proposed parking supply for the residential units within the subject site is 1.14 parking spaces / unit, which exceeds the Town's proposed Zoning By-Law Amendment requirement of 1.0 parking spaces / unit, inclusive of visitor parking and meets the Town's existing commercial parking provisions.

Based on the parking analysis, the proposed parking supply considered sufficient for the intended use. The proposed 4 barrier-free parking spaces meets the Town's By-Law and AODA requirements. Although not a specific requirement, the proposed 44 bicycle parking spaces have been included to support active transportation and as a practical consideration for both the residents and visitors.

## **5.6 Environmental Noise Assessment**

A Noise and Vibration Impact Assessment was prepared by Valcoustics Canada, February 2021. The purpose of the Noise and Vibration Impact Assessment is to determine if there is potential noise impact from the existing environment onto the proposed development, as well as the noise impact from the proposed development on the surrounding environment.

The Noise and Vibration Impact Assessment considered the following noises sources:

- Transportation Noise sources on Simcoe Road and Marshview Boulevard,
- Stationary Noise sources: the Bradford Curling Club and the Bradford and the District Memorial Community Centre, and
- Impact of the Project onto the environment.

It was determined that with the appropriate design of the development, a suitable acoustical environment can be provided for the occupants and the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline requirements can be met. As a precautionary measure, it is recommended that warning clauses be included in rental agreements to make future occupants aware of adjacent potential noise sources.

## **5.7 Environmental Site Assessment - Phase 1**

Phase One Environmental Site Assessment (ESA) was completed for the Site by Peto MacCallum Ltd. Consulting Engineers, January 2022, to conduct a preliminary determination of the potential one or more contaminants have affected land or water on the property.

Due to the presence of fill of unknown quality on the Site, and the past use of the site for a crate and box manufacturing business including a structure on the west side of the property, a Phase Two ESA is recommended in order to assess the soil and ground water quality underlying the Site in the two areas of potential environmental concern (APEC).

In addition, to enable the change of use from historical manufacturing on the Site to the proposed residential use, it is understood a Record of Site Condition (RSC) is required for the Site. In this regard, the Phase Two ESA is required prior to the filing a RSC for this property.

## **6.0 CONCLUSION**

The proposed development will provide for an apartment dwelling for affordable housing units that will contribute to the current and future demand for affordable housing in the Town of Bradford West Gwillimbury, as well as non-residential uses for community and social services in a public service facilities setting. It is submitted that following the filing of the RSC for the property, the proposed Site Plan Approval is appropriate for the Site.

Based on a detailed review of all applicable Provincial, regional and local planning documents, as well as consideration of the property location, condition, context and surrounding uses, it is the opinion the undersigned that the proposed SPA is:

- ✓ Is consistent with the policies of the Provincial Policy Statement;
- ✓ Conforms with the polices of the Growth Plan for the Greater Golden Horseshoe;
- ✓ Conforms with the County of Simcoe Official Plan;
- ✓ Conforms with the Town's in-effect and adopted Official Plans; and,
- ✓ Complies with the provisions of the Town's Comprehensive Zoning By-law, pending approval of the proposed site-specific amendment.

Respectfully submitted,

**The Corporation of the County of Simcoe**

A handwritten signature in black ink, appearing to read "R Hamelin". The signature is fluid and cursive, with a horizontal line extending from the end.

Rachelle Hamelin, MCIP, RPP  
Program Supervisor