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Date April 9, 2019 **Report No.** 2019-184
To Chair and Members
Committee of the Whole – Community Development
From Paul Moore
General Manager, Community Development

1.0 Type of Report

Consent Item
Item For Consideration

2.0 Topic **Official Plan Review – Preferred Settlement Area Boundary Expansion [Financial Impact – none]**

3.0 Recommendation

- A. THAT Staff Report 2019-184 regarding the Official Plan Review – Preferred Settlement Area Boundary Expansion BE RECEIVED; and
- B. THAT the preferred option for Settlement Area boundary expansion, illustrated as Option 1 in Appendix A to Report 2019-184, BE ENDORSED, and that Staff BE DIRECTED to continue the ongoing Official Plan Review work, including the refinement of the draft land use and transportation plan and servicing strategies for the Boundary Adjustment Lands, on the basis of Settlement Area Boundary Expansion Option 1.

4.0 Purpose and Overview

The purpose of this Report is to present a preferred Settlement Area boundary expansion for Council's consideration and endorsement. It is a key decision point in the ongoing Official Plan Review program that will result in a new City of Brantford Official Plan. The new Official Plan will include updated land use

policies and schedules for the entire City, including the Municipal Boundary Adjustment Lands transferred from the County of Brant to the City in 2017. It must conform to Provincial policies and plans including the Growth Plan for the Greater Golden Horseshoe.

5.0 Background

The Growth Plan for the Greater Golden Horseshoe (2017) establishes growth targets for municipalities to the year 2041. With respect to the City of Brantford, the Province has indicated that the City must accommodate a forecasted population of 163,000 people and employment of 79,000 jobs by the year 2041. To address this requirement, the Official Plan Review includes a Municipal Comprehensive Review (MCR) process conducted in accordance with the Growth Plan. As part of the MCR process, it has been determined that a Settlement Area boundary expansion is required for Brantford to accommodate this forecasted population and employment growth to the year 2041.

The current Settlement Area boundary aligns with the former municipal boundary for the City, prior to the land transfer in 2017, with the inclusion of some modest areas that were identified as Settlement Area when they were formerly part of the County of Brant. The Settlement Area is where urban land uses may be designated in the Official Plan, in Community Areas and Employment Areas. Community Areas are where people live and work and include residential, institutional, and commercial uses as well as parks and mixed-use land uses which typically include residential uses in combination with compatible non-residential uses. Employment Areas provide jobs in clusters of business and other economic activities such as manufacturing, warehousing, offices and associated retail and ancillary facilities.

The amount of land to be added from the Boundary Adjustment Lands to the City's current Settlement Area was determined in the Draft Land Needs Assessment contained in the study entitled "*Envisioning Brantford – Municipal Comprehensive Review – Part 1: Employment Strategy, Intensification Strategy, Housing Strategy and Draft Land Needs, December 2018*" (MCR Part 1 Study). This study provides the basis for the alternative intensification and density targets that the City has requested from the Province. The application of these targets results in the need for 460 hectares of additional Community Area land and 336 hectares of additional Employment Area land.

To meet the targets set by the Province, these areas will accommodate Brantford's population and employment growth that cannot be accommodated within the current Settlement Area boundary. This includes 22,600 new

residents and 5,000 new jobs in the additional Community Area, and 8,400 new jobs in the additional Employment Area. The balance of Brantford's growth between 2016 and 2041, which includes 38,700 new residents and 20,800 new jobs, can be accommodated through intensification and development of vacant lands within the Built-Up Area and remaining Designated Greenfield Areas and Employment Areas that are already located within the existing Settlement Area. In total from 2016, Brantford will grow by 61,300 residents and 34,100 jobs to reach the Growth Plan's forecast population of 163,000 and employment of 79,000 in 2041.

The preferred Settlement Area boundary expansion, illustrated as Option 1 in **Appendix A**, has been identified following an evaluation of potential expansion areas. Two options for Settlement Area boundary expansion were proposed in the study: "*Envisioning Brantford – Municipal Comprehensive Review – Part 2: Settlement Area Boundary Expansion, December 2018*" (MCR Part 2 Study). The two options are illustrated in **Appendix B** and described in more detail in Section 8 of this Report. They were then evaluated further in the study: "*Envisioning Brantford – Municipal Comprehensive Review – Part 3: Preferred Settlement Area Boundary Expansion and Preliminary Land Use and Transportation Plan, March 2019*" (MCR Part 3 Study). The Part 3 Study also includes draft land use scenarios and preliminary transportation and servicing considerations within the Settlement Area boundary expansion options to the north and east of the City's developed area, provided in **Appendix C**, as well as in Tutela Heights, provided in **Appendix D**. The rationale for the preferred Settlement Area boundary expansion is discussed in Section 8.0 of this Report.

The three studies (MCR Part 1, Part 2 and Part 3) are publicly available on the Official Plan Review project webpage at www.brantford.ca/officialplan.

6.0 Corporate Policy Context

One of the four main pillars of Brantford's Community Strategic Plan, Shaping Our Future 2014-2018, is "Managed Growth and Environmental Leadership." It includes the following Long-Term Desired Outcomes:

- "*Brantford will be recognized for its environmental stewardship and protection of its natural assets.*"
- "*Brantford will be known for managing growth wisely, ensuring optimization of its infrastructure while protecting and enhancing our heritage and natural assets.*"

Completing the Official Plan Review is one of the Strategic Actions identified in the Community Strategic Plan to help achieve the above noted Long-Term Desired Outcomes. Related Strategic Actions include the review and implementation of the Transportation Master Plan and the Water, Wastewater and Stormwater Master Servicing Plan in conjunction with the Official Plan.

Council's endorsement of the preferred Settlement Area boundary expansion will enable these plans to continue without delay and provide input to the next comprehensive Development Charges Background Study. The input will include new capital projects required to support growth in the preferred Settlement Area boundary expansion.

7.0 Input From Other Sources

The work plan for the Official Plan Review includes a series of Public Information Centres (PIC) for the purposes of sharing information and gathering feedback and input from the public and development stakeholders throughout the process. At the most recent PIC (No. 5) held on January 17, 2019, the City and its consultants presented the Settlement Area boundary expansion options, which included draft land use scenarios and preliminary transportation and servicing considerations to help illustrate how the Boundary Expansion Lands may ultimately be developed. A summary of the land needs assessment and other technical analyses that form the basis of the options were also provided.

The comments received have been compiled in the MCR Part 3 study. It includes a PIC No. 5 Summary Report which contains the contributions from the public that were provided during the PIC table group discussions. It also includes a response to additional written submissions regarding the options and evaluation process that were received following PIC No. 5. The response matrix contained in the MCR Part 3 Study is also provided as **Appendix E** to this Report.

Some of the comments are related to the amount of land identified for Settlement Area expansion, as well as multiple competing requests in regard to where the expansion should occur. Other comments are focused on specific aspects of the draft land use scenarios and servicing considerations.

In addition, instances where the proposed Settlement Area boundary line does not align with property lines have been raised as a concern. This issue is discussed further in Section 8.5 of this Report.

The Settlement Area boundary expansion options, draft land use scenarios and transportation and servicing considerations for the Boundary Expansion Lands were also presented to the Boundary Lands Task Force at their meeting held on March 21, 2019. The Task Force approved the following recommendation:

“THAT Staff BE DIRECTED to include in the April 9, 2019 report to Committee of the Whole – Community Development that in consultation with the Boundary Lands Task Force, the Task Force RECOMMENDS the endorsement of Settlement Area Boundary Expansion Option 1.”

Planning Staff also met with local First Nations community representatives to keep them informed and invite comments regarding the options:

- January 10, 2019 – Meeting with Six Nations of the Grand River Consultation and Accommodation Process (CAP) Team, in Brantford at the Visitor and Tourism Centre; and
- January 16, 2019 – Meeting with the Mississaugas of the Credit First Nation Department of Consultation and Accommodation, in New Credit.

Planning Staff continue to work in coordination with the Public Works Commission as the findings from the Municipal Comprehensive Review process, including the preferred Settlement Area expansion boundary, will inform other City-wide master planning initiatives as discussed in Section 6.0 of this Report.

8.0 Analysis

This Section of the Report reviews the process undertaken in the MCR Part 2 and Part 3 studies to determine where the Settlement Area boundary expansion should be located, and provides an overview of the rationale for the preferred option.

8.1 Areas Under Consideration to Address the Land Needs

As mentioned in Section 5.0 of this Report, the City’s current Settlement Area boundary aligns with the former municipal boundary for the City, with the inclusion of some areas that were identified as Settlement Area when they were formerly part of the County of Brant. The City is now able to consider a Settlement Area boundary expansion to accommodate projected population and employment growth through the development of the new City of Brantford Official Plan.

It should be noted that when the City’s municipal boundary was expanded in 2017, the expansion area included a total of 2,720 hectares. However, it was always known that this area is not entirely developable. The Boundary Adjustment Lands include a large area that is part of the Natural Heritage System comprising watercourses, wetlands and other sensitive natural heritage features, which must be protected. As well, the Municipal Boundary Adjustment Agreement identified a portion of the area as ‘Trigger Lands’ which are the last priority for development. Accounting together the former County lands that were already identified as Settlement Area, the Natural Heritage System and the Trigger lands, there is 1,100 hectares of developable area remaining that can be considered in the Settlement Area boundary expansion analysis. The breakdown of these areas is outlined below in **Table 1**.

<i>Area</i>	<i>Hectares</i>
Boundary Adjustment Lands	2,720 ha
- minus the Trigger Lands as identified in the Municipal Boundary Adjustment Agreement	- 360 ha
- minus former County lands that are already part of the current Settlement Area	- 270 ha
- minus the Natural Heritage System	- 990 ha
Potential Developable Area under consideration	= 1,100 ha

Table 1, Boundary Adjustment Lands Sub-Areas

The 1,100 hectares of potential developable area under consideration exceeds the identified land need of 796 hectares (including 460 hectares of additional Community Area and 336 hectares of additional Employment Area). Therefore, approximately 300 hectares will not be included in the Settlement Area boundary expansion. In addition, the Trigger Lands are not required for Settlement Area expansion at this time, in accordance with the Municipal Boundary Adjustment Agreement which established that the Trigger Lands are to remain rural/agricultural until the rest of the Boundary Expansion Lands are 80% built-out or there is less than a 3 year supply of residential dwelling units or employment land area. Lands left outside the Settlement Area and not part of the protected Natural Heritage System will need to be designated Rural (Agricultural) in the new Official Plan. However, it should be noted that any lands that are not required to accommodate projected growth within the current planning horizon to 2041, may be considered at a later date, through a future City-initiated

Municipal Comprehensive Review process that identifies a need for additional Settlement Area based on an updated land needs assessment.

Less land is now required to accommodate Brantford's growth than was anticipated during negotiations for the Municipal Boundary Adjustment Agreement in 2016. This change is due to the updated Growth Plan (2017) which requires increased targets for intensification in the Built-up Area and an increase in density in the Designated Greenfield Area (DGA). Brantford's alternative targets direct more of the City's future development to its current Settlement Area, so less Settlement Area expansion is required to accommodate the 2041 growth forecast.

8.2 MCR Part 2 Evaluation of Expansion Blocks

To determine where the Settlement Area should be expanded, the MCR Part 2 Study divided the municipal Boundary Expansion Lands, (excluding the Trigger Lands), into eleven Community Area blocks (C1 to C11) and seven Employment Area (E1 to E7) blocks for analysis purposes. The blocks are labelled as shown in **Appendix B**. The potential Community Area and Employment Area correspond to areas identified as either future Residential Land or future Employment Land in the Municipal Boundary Adjustment Agreement.

To address Growth Plan policies regarding Settlement Area expansions, evaluation principles and criteria were organized into the following disciplines: agriculture, archaeology, environment, land use, servicing (water and wastewater), stormwater and transportation. Each block was analyzed and ranked from least preferred to most preferred for each criteria, based on the block's potential to mitigate or manage identified constraints. A comprehensive evaluation matrix providing details of each block's ranking is appended to the MCR Part 2 Study.

As a result of the MCR Part 2 Study evaluation, two options for Settlement Area boundary expansion were proposed, which are illustrated in **Appendix B**.

In regard to the proposed Community Area, both options propose Community Area expansion immediately north of the current Settlement Area (Blocks C1, C2, C4, C5 and C7), and a small expansion (Block C11) in Tutela Heights. The main difference between the options is how they expand further into the Boundary Expansion Lands either extending to the north crossing the Natural Heritage System associated with Jones Creek,

or extending to the east, which does not cross the Natural Heritage System. Specifically, Option 1 expands further east, into Block C8 on the north side of Powerline Road and includes Block C10 on the north side of Lynden Road at Garden Avenue. Option 2 expands further north into Block C6 on the north side of Jones Creek, between Highway 24 and Park Road.

Blocks C3 and C9 were not included in either option for Community Area as they were ranked least preferred in the MCR Part 2 Study evaluation. They provide smaller, more isolated pockets of developable area constrained by the Natural Heritage System.

In regard to the proposed Employment Area, Settlement Area Boundary Expansion Options 1 and 2 are the same. They include Block E7 to the east of Garden Avenue. In the northwest, they include Blocks E3, E4, E5 and E6, as well as the southern portion of Blocks E1 and E2. This northwest expansion area is generally located on both sides of Golf Road when north of Powerline Road, and on the west side of Golf Road when south of Powerline Road.

In summary, the blocks included in each option are identified in Table 2:

Block	Community Area											Employment Area						
	C1	C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	E1	E2	E3	E4	E5	E6	E7
Option 1	✓	✓		✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
Option 2	✓	✓		✓	✓	✓	✓				✓	✓	✓	✓	✓	✓	✓	✓

Note: the options include the south portion of Blocks C6, E1 and E2 and the west portion of Block C8.

Table 2, Expansion Blocks in Options 1 and 2

8.3 MCR Part 3 Evaluation of Options with Land Use Scenarios

To help test the various options, land use scenarios were developed to assist the evaluation and selection of the preferred Settlement Area boundary expansion. These scenarios are discussed and analysed in the MCR Part 3 Study with additional evaluation criteria related to agriculture, environment, land use, servicing (water and wastewater), stormwater and transportation. They inform an assessment of how the various blocks comprising Settlement Area Boundary Expansion Option 1 or Option 2 could function together as a whole, and how they would connect with adjacent blocks and existing land uses and infrastructure within the current Settlement Area. These land use concepts will be further refined and will help inform the final land use and transportation plan and

servicing strategies in the Master Plan/Secondary Plans under development for the Boundary Adjustment Lands.

Land use scenarios in the north and east Boundary Expansion Lands are provided in **Appendix C** as Options 1A, 1B, 2A and 2B. Options 1A and 2A have similar land uses proposed except for the difference in the location for the expanded Settlement Area. Likewise, Options 1B and 2B are similar except for the difference in where the Settlement Area would be expanded. In addition, two land use scenarios were developed for Tutela Heights, provided in **Appendix D**.

Upon completing the evaluation of the Settlement Area expansion options in the MCR Part 3 Report, the criteria and subsequent ranking of each land use scenario as it relates to agriculture, the environment (natural heritage) and servicing have had the most significant impact on the selection of a preferred option, which are summarized below. For the disciplines of land use and transportation, there were not significant differences between the scenarios.

Agriculture: The agricultural impact assessment has examined the potential for conflict between agricultural and non-agricultural uses. It identifies where provincial Minimum Distance Separation (MDS) guidelines are applied, and concludes that Block C6, in land use scenarios 2A and 2B, is the most impacted. Block C6 is north of the Natural Heritage System corridor associated with Jones Creek, between Highway 24 and Park Road. There is an existing intensive livestock operation just outside the Boundary Expansion Lands, located on the east side of Park Road at Governor's Road. The Natural Heritage System to the south does not provide a natural buffer to help mitigate the MDS impact from the east. When taking into consideration the existing livestock operation and the required minimum distance separation distance from sensitive uses (such as residential land use), the setback constrains a significant portion of Block C6.

Environment: The Natural Heritage System is a key structural element of the landscape in all of the options. It includes significant natural heritages features (wetlands, woodlands, creeks, valleylands and wildlife habitat areas), with a 30 m buffer for protection. The MCR Part 3 Study reviews an assessment of headwater drainage features to identify those that need to be protected, conserved (altered), or can be mitigated (in which the feature can be removed if the function is maintained). Other

Environmental Features not included within the core Natural Heritage System but that will require further study through an Environmental Impact Study at the draft plan of subdivision stage of development were also identified, as illustrated in **Appendix F**. In the north and east Boundary Expansion Lands, the environmental evaluation prefers land use scenario 1A as it minimizes the number of potential road crossings of the Natural Heritage System.

Servicing: All of the land use scenarios in the north and east Boundary Expansion Lands were identified to be similar in terms of impacts and upgrade needs to the existing water and wastewater systems. The primary difference is the increased infrastructure needs related to servicing Block C6 in land use scenarios 2A and 2B due to its more remote location (north of the Natural Heritage System associated with Jones Creek) and challenging topography as the lands generally slope away from the existing water/waste water system. As such, land use scenarios 2A and 2B would initiate additional trunk watermain and wastewater service and require a greater number of pumping stations, which would increase the capital and long term operation and maintenance cost relative to other options. Block C6 is also dependent on the extension of services through adjacent blocks, making it less favorable than blocks located to the east which can be serviced by extensions from the existing system.

8.4 Preferred Settlement Area Boundary Expansion

Consistent with the MCR Part 3 Study, this Report recommends that Settlement Area Boundary Expansion Option 1 be endorsed by Council as the preferred option. As illustrated in **Appendix A**, Option 1 expands the Settlement Area north of Powerline Road encompassing the blocks immediately adjacent to the City's already developed areas. It extends northward up to the Natural Heritage System (NHS) corridor associated with Jones Creek, without crossing the NHS, about midway between Powerline Road and the City's northern municipal boundary. In addition, Option 1 expands the Settlement Area to the east in the vicinity of Lynden Road and Garden Avenue, and provides a modest expansion in Tutela Heights. These extensions are a natural extension of the City's existing urban fabric.

More specifically, the preferred Community Area expansion includes the following blocks:

-
- Block C1, north of the existing Myrtleville neighbourhood, up to Powerline Road between Golf Road and Balmoral Drive;
 - Blocks C2, C4 and C5, north of Powerline Road from Balmoral Drive to Park Road;
 - Block C7 and the west portion of Block C8, north of Powerline Road and east of Park Road;
 - Block C10, on the north side of Lynden Road at Garden Avenue; and,
 - Block C11, near Mount Pleasant Road to the south of the Valley Estates subdivision (Tedley Boulevard) in Tutela Heights.

The preferred Employment Area expansion includes the following blocks:

- Block E4, along Paris Road, west of Golf Road and south of Powerline Road;
- Block E3, and the southern portion of Blocks E1 and E2, in the northwest quadrant of the Powerline Road and Golf Road intersection;
- Blocks E5 and E6, in the northeast quadrant of the Powerline Road and Golf Road intersection; and,
- Block E7, adjacent to the existing Employment Area east of Garden Avenue and north of Highway 403.

Option 1 is preferred for the following reasons:

- It would require less servicing infrastructure facilities, based on the technical analysis conducted thus far, which would minimize future capital costs and life cycle maintenance costs for municipal services;
- It includes more land that can be serviced through gravity sewer connections and that is not reliant upon other blocks to be developed first;
- It is the best option to avoid conflict with existing intensive agricultural operations; and

- It does not require extensive crossing of the Natural Heritage System to extend the Settlement Area northward beyond Jones Creek at this time. In contrast, Option 2 expanding further north into Block C6 would be separated from the rest of the community by the significant Natural Heritage Systems associated with Jones Creek that flows from west to east.

8.5 Additional Considerations Regarding the Settlement Area Boundary and Next Steps

It should be noted that Recommendation B of this report is seeking Council '*endorsement*' of the preferred Settlement Area boundary expansion rather than '*approval*' at this time. Council approval of a Settlement Area boundary expansion will not occur until the new Official Plan is formally adopted by Council, together with other components of the MCR in accordance with the Growth Plan. In addition, it is anticipated that some minor adjustments to the preferred Settlement Area boundary may occur as the planning process continues, prior to the adoption of the new Official Plan.

For example, Planning Staff are currently discussing the issue of land needs contingency with Provincial Staff, in part to address concerns raised in regard to the boundary's alignment with property lines, noted in Section 7 of this Report. A contingency allowance may provide some flexibility around the amount of land identified through the Draft Land Needs Assessment contained in the MCR Part 1 Study and allow Planning Staff to round out the boundary to include the whole of properties which are currently bisected by the proposed boundary. In addition, Planning Staff is examining the role and impact of lands with existing development on them within the potential Settlement Area boundary expansion that are unlikely to be redeveloped over the time horizon of the new Official Plan. These lands include, for example, the existing commercial plaza at the northeast corner of King George Road/Highway 24 and Powerline Road and adjacent car dealerships that were established outside of a Settlement Area when they were part of the County of Brant. Planning Staff will continue to meet with property owners as this issue is addressed.

As noted in Section 7, Planning Staff recognize the competing interests of property owners expressed through the comments received. The Settlement Area expansion evaluation has been conducted in accordance with the Growth Plan and the Municipal Comprehensive Review process

prescribed by the Province, in order to consider those interests while also addressing Provincial growth policy requirements.

The draft land use and transportation plan to be established within the endorsed Settlement Area boundary expansion will be presented at a Public Information Centre in June 2019. The plan and comments made in regard to the expanded Settlement Area boundary will be considered in the draft land use policies and schedules as input to the Draft Official Plan. It is anticipated that the Draft Official Plan will be presented to the public at another Public Information Centre in September 2019.

9.0 Financial Implications

There are no immediate financial implications associated with the recommendations of this Report. However, an endorsement of the preferred Settlement Area boundary expansion (Option 1) is necessary to continue the work program and complete the new Official Plan by the February 2020 target completion date. A delay at this critical phase in the OP work program will prohibit any further transportation and servicing analysis to be completed, which is not only a critical next step in finalizing the master plan for the expansion lands but also a necessary input to continue work on the overall Master Servicing Plan and Transportation Master Plan updates. Delays at this stage of the work plan will add unanticipated cost to each of the project budgets and extend the project completion date of all three studies, although the exact costs of such delays are not known at this time. Lastly, given that these studies form the basis of the capital program, which is a necessary input to the next Comprehensive Development Charges Study, completion of the next Development Charges By-law would also be affected.

10.0 Conclusion

Council's endorsement of a preferred Settlement Area boundary expansion is a major milestone required for the Official Plan Review process to continue. It will provide fundamental direction to the planning process for Brantford's future growth. The key decision to be made at this time is whether the Settlement Area expansion to accommodate the Community Area land needs will extend further eastward as recommended in preferred Option 1, or further northward beyond Jones Creek between Highway 24 and Park Road as proposed in Option 2. Both options propose a small Community Area expansion in Tutela Heights, and Employment Area expansions east of Garden Avenue and in the northwest.

An endorsement of the preferred Option 1 will enable the planning process to continue by focusing further technical analysis upon a future Settlement Area where urban land uses and supporting infrastructure will be established. It is also necessary to avoid delaying the completion of the new Official Plan and related City-wide master plan updates, including the Transportation Master Plan and Master Servicing Plan which will provide key input to the next comprehensive Development Charges Background Study.



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Attachments:

Appendix A: Preferred Settlement Area Boundary Expansion

Appendix B: Settlement Area Boundary Expansion Options 1 and 2

Appendix C: Land Use Scenarios in the North and East (1A, 1B, 2A and 2B)

Appendix D: Land Use Scenarios in Tutela Heights

Appendix E: Public Comment Summary Chart

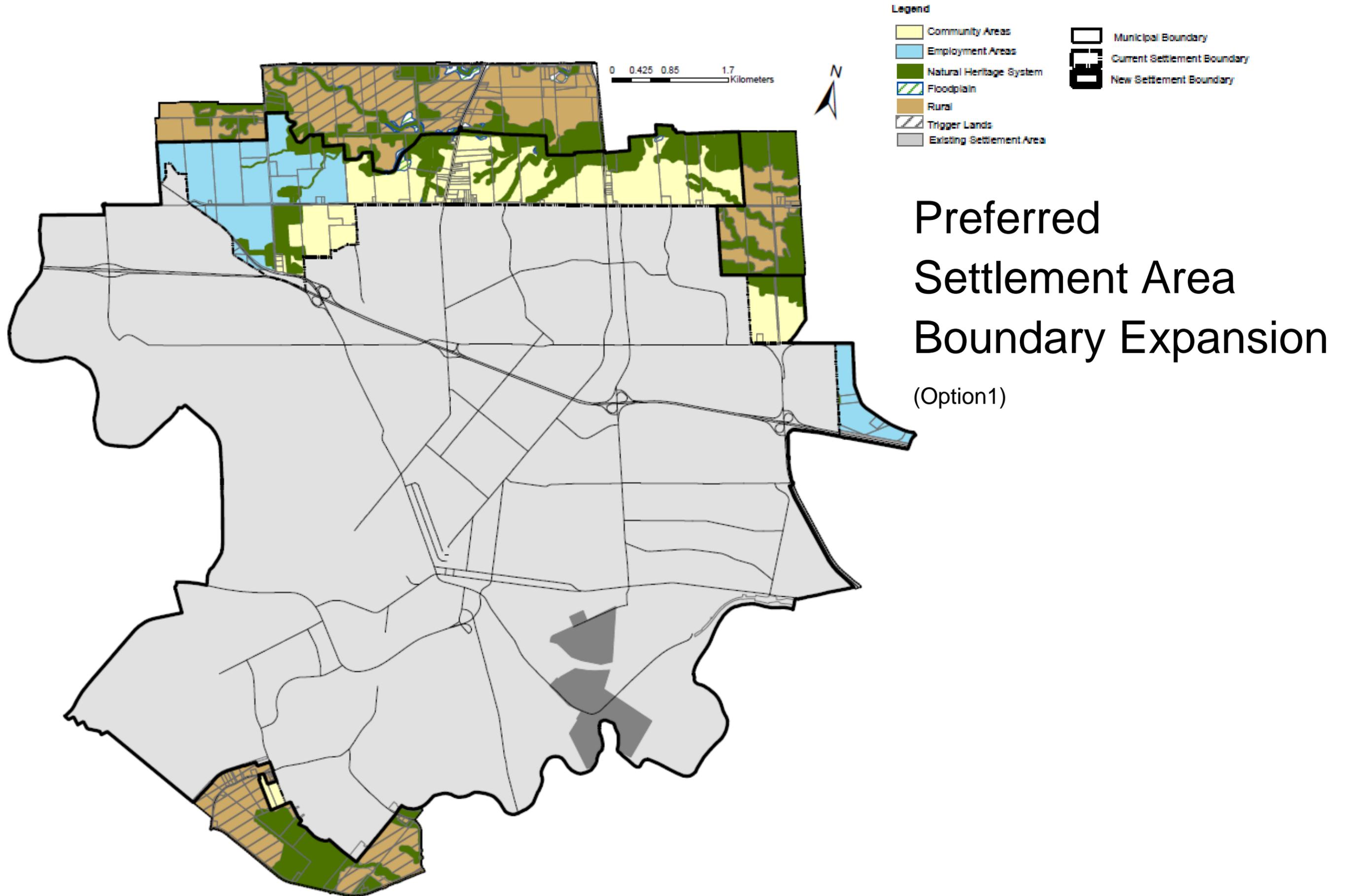
Appendix F: Natural Heritage System

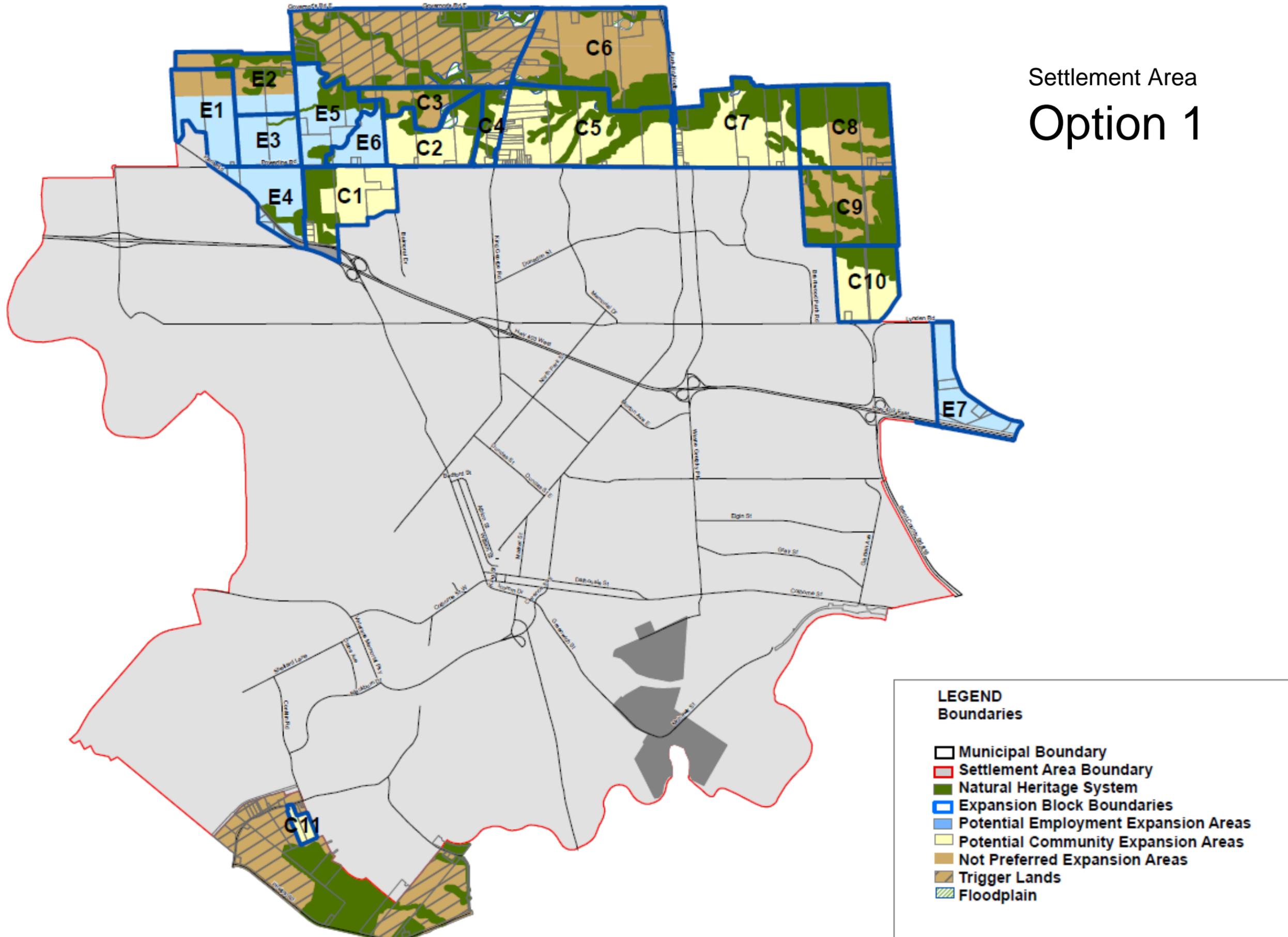
In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

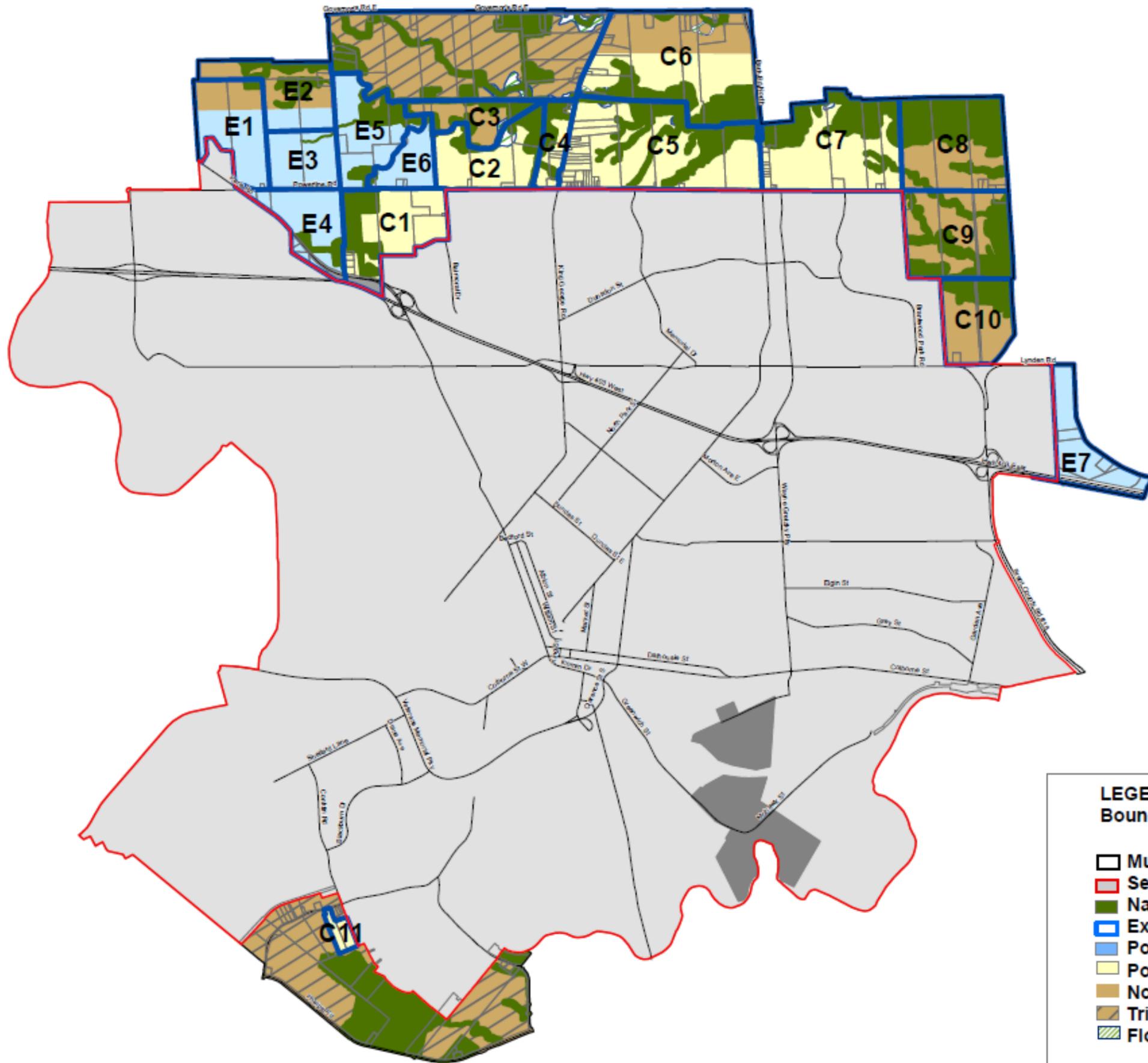
By-law required yes no

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

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





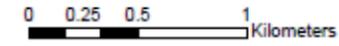


Settlement Area Option 2

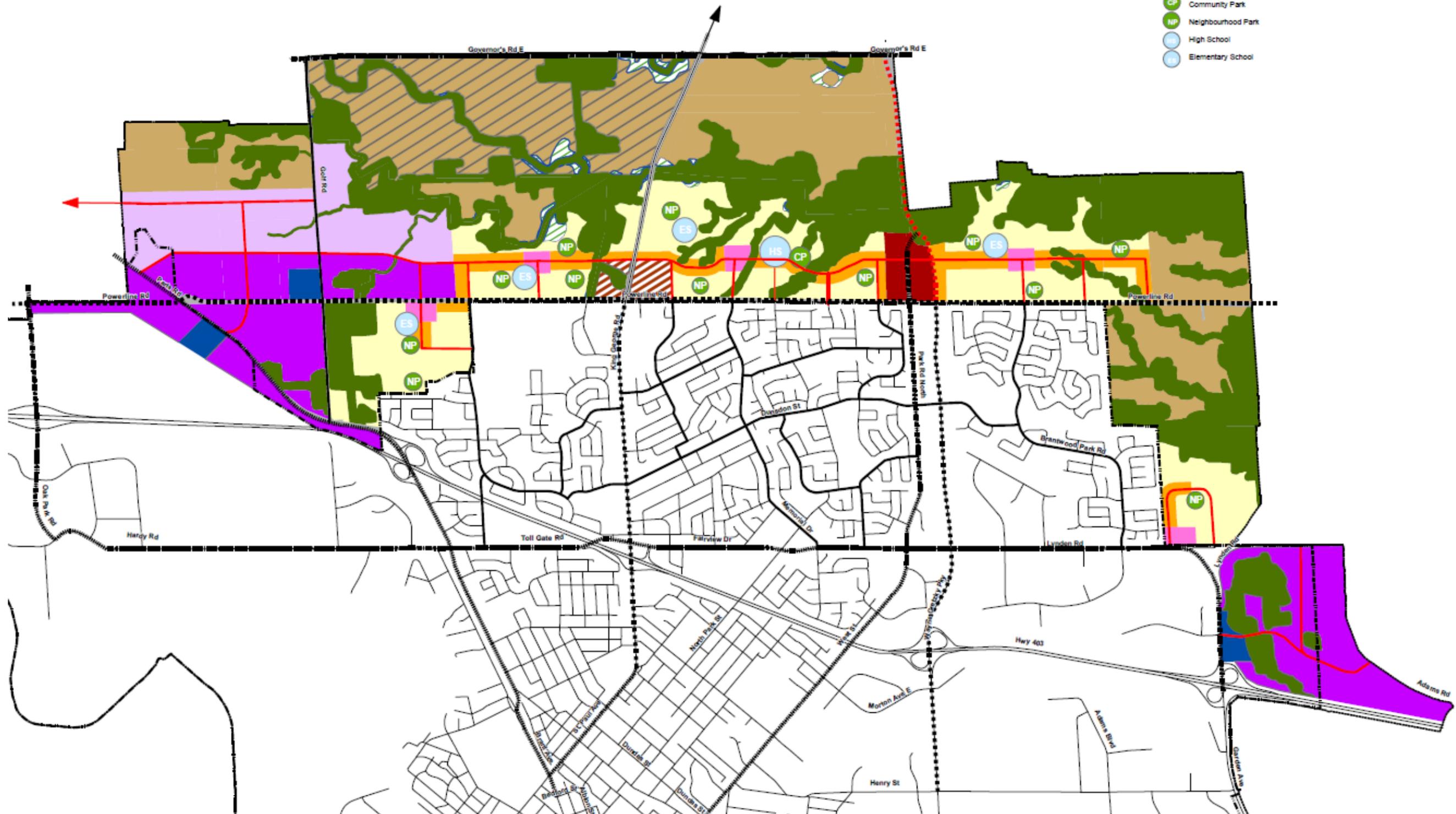
LEGEND
Boundaries

- Municipal Boundary
- Settlement Area Boundary
- Natural Heritage System
- Expansion Block Boundaries
- Potential Employment Expansion Areas
- Potential Community Expansion Areas
- Not Preferred Expansion Areas
- Trigger Lands
- Floodplain

Land Use Scenario Option 1A



- Legend**
- Neighbourhood Residential
 - Neighbourhood Corridor
 - Neighbourhood Centre
 - Greenfield Intensification Corridor
 - Community Commercial Mixed Use
 - Employment Supportive
 - General Employment
 - Prestige Employment
 - Natural Heritage System
 - Floodplain
 - Rural
 - Trigger Lands
 - Community Park
 - Neighbourhood Park
 - High School
 - Elementary School
 - Municipal Boundary
 - Current Settlement Boundary
- Roads**
- Controlled Access Major Arterial
 - Major Arterial Road
 - Minor Arterial Road
 - Collector Road
 - Local Road
 - Proposed Controlled Access Major Arterial
 - Proposed Major Arterial Road
 - Proposed Collector Road

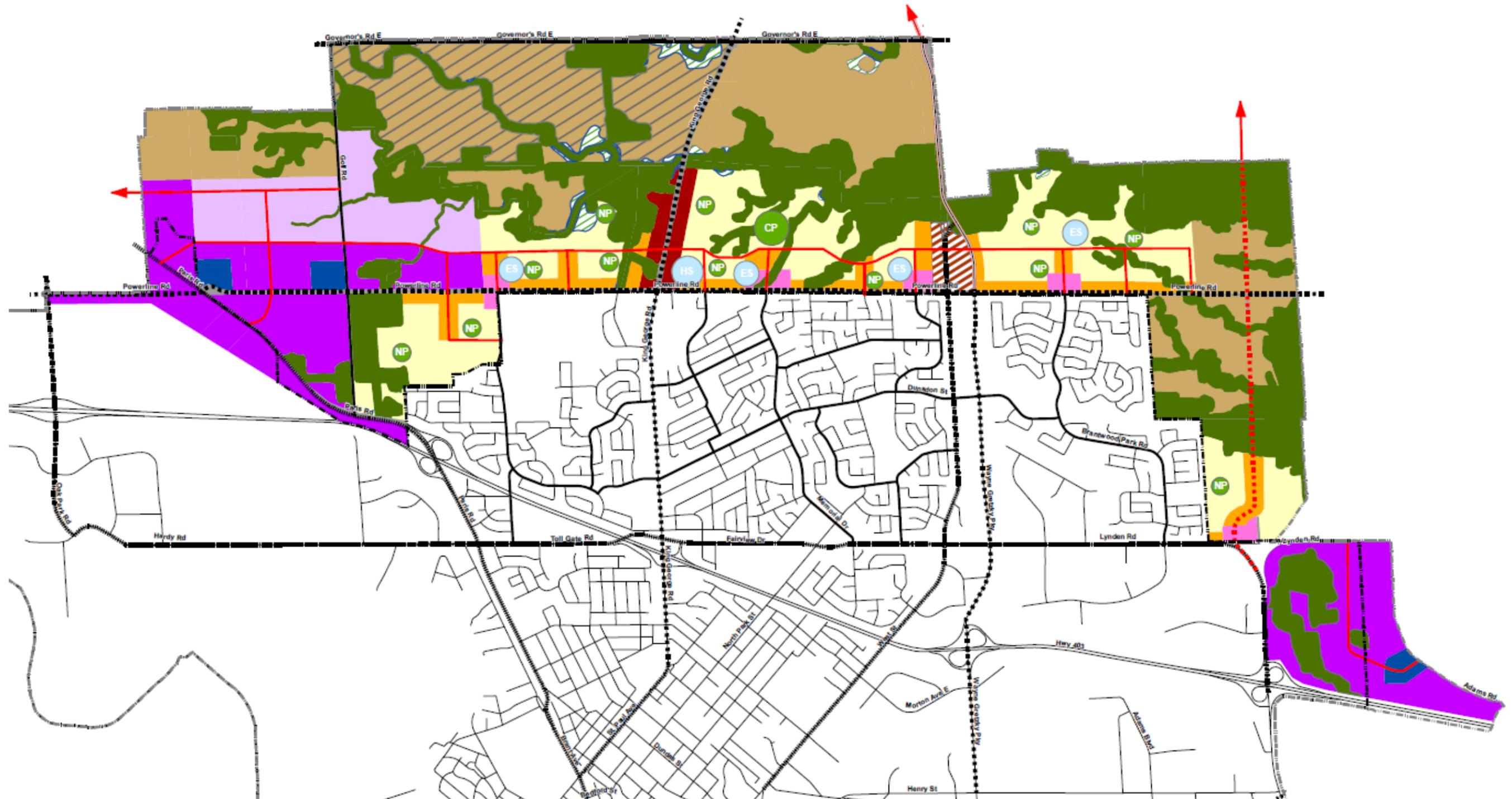


Land Use Scenario Option 1B

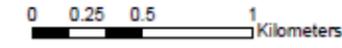
0 0.25 0.5 1 Kilometers



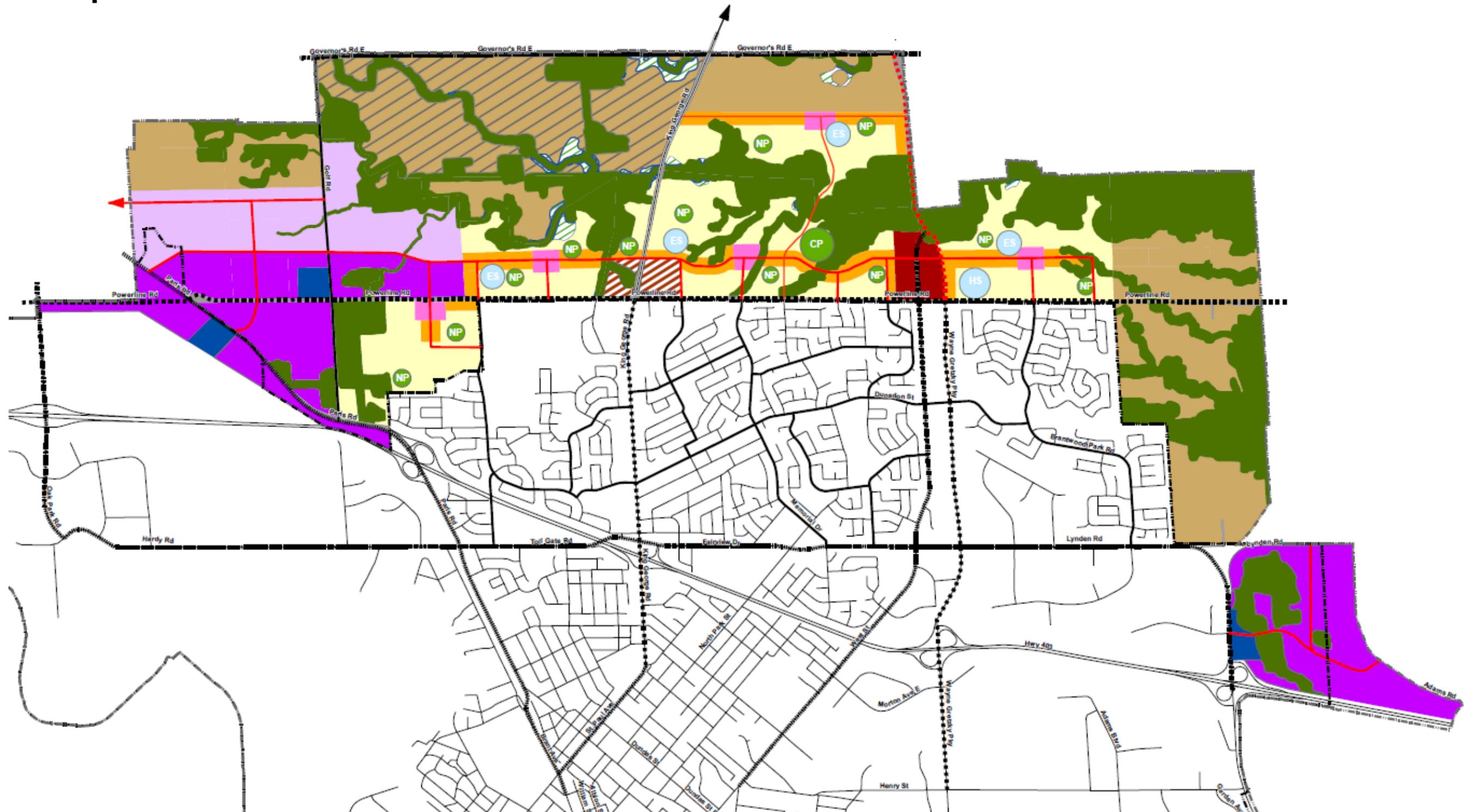
- Legend**
- Neighbourhood Residential
 - Neighbourhood Corridor
 - Neighbourhood Centre
 - Greenfield Intensification Corridor
 - Community Commercial Mixed Use
 - Employment Supportive
 - General Employment
 - Prestige Employment
 - Natural Heritage System
 - Floodplain
 - Rural
 - Trigger Lands
- Municipal Boundary
 - Current Settlement Boundary
- Roads**
- Controlled Access Major Arterial
 - Major Arterial Road
 - Minor Arterial Road
 - Collector Road
 - Local Road
 - Proposed Controlled Access Major Arterial
 - Proposed Major Arterial Road
 - Proposed Collector Road



Land Use Scenario Option 2A



- Legend**
- Neighbourhood Residential
 - Neighbourhood Corridor
 - Neighbourhood Centre
 - Greenfield Intensification Corridor
 - Community Commercial Mixed Use
 - Employment Supportive
 - General Employment
 - Prestige Employment
 - Natural Heritage System
 - Floodplain
 - Rural
 - Trigger Lands
- Municipal Boundary
 - Current Settlement Boundary
- Roads**
- Controlled Access Major Arterial
 - Major Arterial Road
 - Minor Arterial Road
 - Collector Road
 - Local Road
 - Proposed Controlled Access Major Arterial
 - Proposed Major Arterial Road
 - Proposed Collector Road

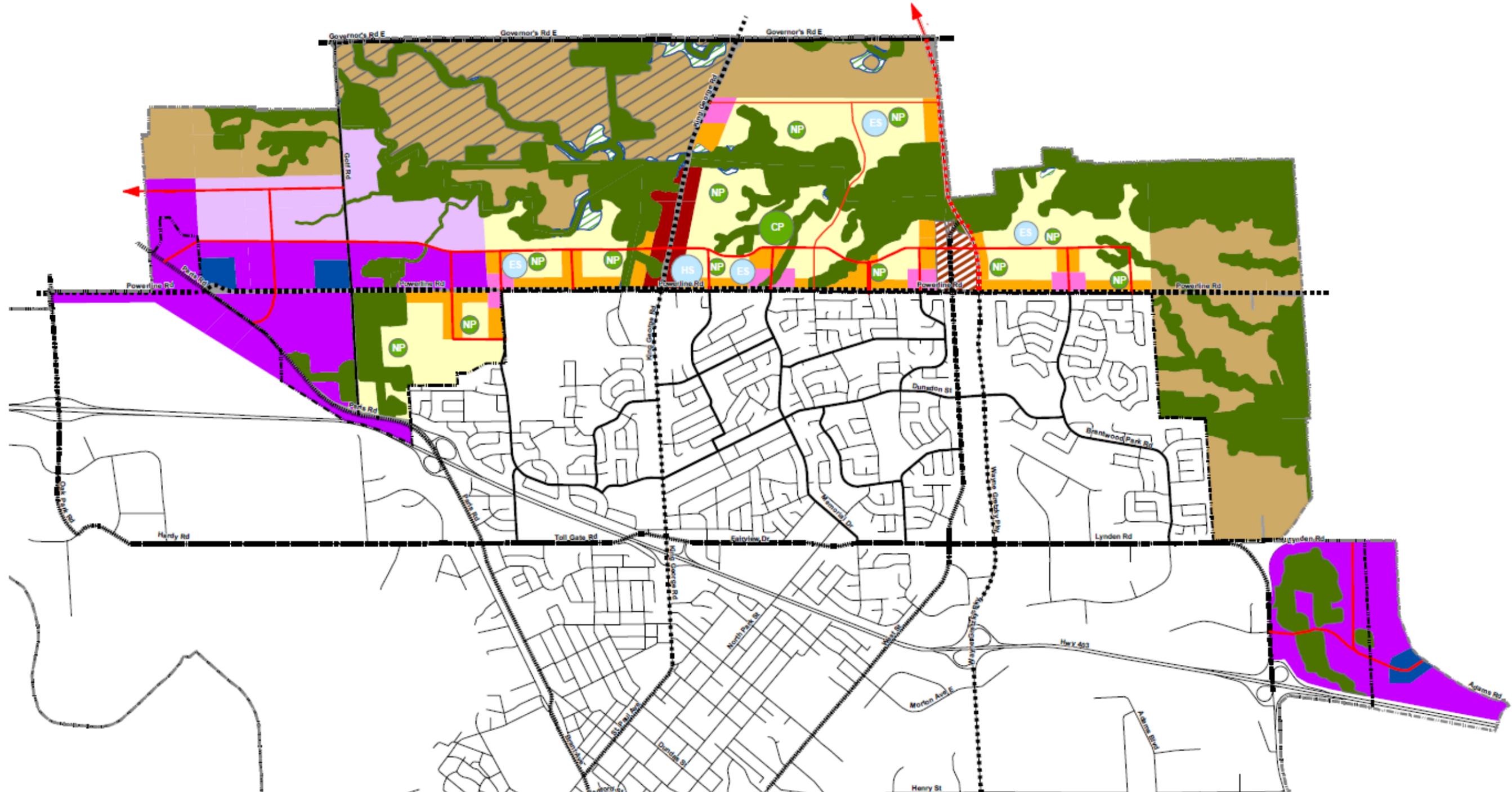


Land Use Scenario Option 2B

0 0.25 0.5 1 Kilometers



- Legend**
- Neighbourhood Residential
 - Neighbourhood Corridor
 - Neighbourhood Centre
 - Greenfield Intensification Corridor
 - Community Commercial Mixed Use
 - Employment Supportive
 - General Employment
 - Prestige Employment
 - Natural Heritage System
 - Floodplain
 - Rural
 - Trigger Lands
- Roads**
- Controlled Access Major Arterial
 - Major Arterial Road
 - Minor Arterial Road
 - Collector Road
 - Local Road
 - Proposed Controlled Access Major Arterial
 - Proposed Major Arterial Road
 - Proposed Collector Road
- Boundaries**
- Municipal Boundary
 - Current Settlement Boundary



Land Use Scenario Tutela Heights 1



*In Accordance with the Tutela Heights Road Slope Stability Municipal Class Environmental Assessment



Land Use Scenario
Tutela Heights 2

*In Accordance with the Tutela Heights Road Slope Stability Municipal Class Environmental Assessment

Report 2019-184, Appendix E: Public Comment Summary Chart (from the MCR Part 3 Study)

	Individual or Company	Comment Summary	Response
1	<p>GSP Group and MTE Consulting assisting TSTL (Brantford) Building Corp</p> <p>February 19, 2019</p>	<ul style="list-style-type: none"> - Concern with the lack of recognition that parts of the urban expansion area are already developed and are unlikely to re-develop within the 2041-time horizon. - Concerned that no contingency factor has been included in the land needs calculations, which recognize that some properties do not develop in a timely way. As well, with more detailed planning the City will find areas of natural features that will require more land than originally contemplated. - Majority of land is farmed and from an agricultural perspective, there is little difference across the band north of Powerline Road. - In the case of the two tributaries found in Blocks C7 and C8, these farm drain channels pose little impediment to development, and the two blocks should be rated the same. - Sanitary sewer provision should be considered where the limits are drawn with respect to the eastern edge of the urban expansion in the two options. With reasonable amounts of grading and filling, the majority of the 177 Powerline Road can be serviced by gravity given the invert of the Coulbeck Road trunk sewer. - The Part 2 report states that to service Block C8 would require services to cross environmental features. For these reasons, Block C8 ranked lower. Disagree and urge the City to consider the 177 and 211 Powerline Road as part of the C7 block and in the first stage of urban development. - Disagree with the Part 2 report stating that Block C8 will likely requires more complex servicing solutions and possibly more ponds. - Prudent for the City to delete lands west of Highway 24 as this land must drain eastward all the way to the Coulbeck sewer and add lands to the west portion of Block C8. - Boundary between Blocks C7 and C8 do not follow a hard 'edge' and splits 211 Powerline Road into two blocks. The limits of Block C8 should be revised. 	<ul style="list-style-type: none"> - The Province's land needs methodology does not consider existing developed areas other than through consideration of rural population and employment. - City staff are coordinating with the province to address the issue of existing land uses - The Province's land needs methodology allows for a contingency factor for employment areas but not community areas. - Growth Plan requires consideration of Minimum Distance Separation and impact on Agri-food networks. This has been done. - All tributaries have been assessed in this stage as to whether they are streams or Headwater Drainage Features and if the latter whether they should be maintained. - The preliminary trunk servicing approach is based on existing ground elevations and identified natural heritage system. There will be opportunity to optimize the local servicing approach through the development approval process. Extent of the sanitary servicing to the eastern built limits will be dependant on the preferred land use option. - Agreed a portion of the 177 Powerline Road, can likely be serviced via gravity, and through further detailed site investigation and site grading, the extent of the subject property that could be serviced via gravity may be increased. However, due to topographic constraints, the construction of a pump station will be required to service a portion of the property. Any servicing review of the subject lands will need to consider the overall and integrated servicing of all developable lands with the C8 block, including adjacent lands to the east, out to the City's municipal boundary, and must include the overall cost effectiveness of the final servicing solution including infrastructure cost, grading cost, and life cycle cost. - The primary stormwater servicing constraints within Block C8 are not related to specific features within the proposed developable limits of the C8 block but are related to constraints in the downstream receiving system; specifically, the identified (unevaluated) wetlands to the northeast of Block C8 and the receiving streams to the south in Block C9. - From a transportation network, urban integration and live work perspective lands west of Highway 24 are an appropriate location for settlement expansion. Further, extension of water and wastewater servicing through he the community lands west of Highway 24 are integral to the servicing of the northwest employment lands - The boundaries of the Blocks are for evaluation purposes. The split of a property will be taken into consideration in the evaluation of the final settlement boundary

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2	George Lou Karmiris January 19, 2019	<ul style="list-style-type: none"> - Stantec's concept plan for this property reconfigured the drainage easement to go along the front of Powerline Road. City should keep the drainage easement going along the front of their property opposed to down the side of each property. - City owned lands should be used for all the community facilities – schools, parks etc. 	<ul style="list-style-type: none"> - The drainage feature is a watercourse. A Headwater Drainage Feature Assessment is being completed as part of the Subwatershed Study. Drainage features may be realigned and relocated as feasible according to the Headwater Drainage Feature Assessment. - The draft Preferred Land Use plan proposes a Community Park on City owned lands.
3	IBI Group on behalf of Annspel Holdings Limited February 26, 2019	<ul style="list-style-type: none"> - Consideration should be given to extending the Neighbourhood Corridor on the southern side of the future Collector Road and potentially adjacent to Balmoral Drive. - Transition from existing residential pre-Growth Plan densities to ensure compatibility and size of property where there isn't a mix of residential densities - The proposed road from Powerline Road and Balmoral Drive in Option 2A and Option 2B should be situated to avoid the existing residence on the west side of Balmoral Drive and consider the location of the Driveway to Northridge Golf Course - The proposed neighbourhood park within Options 2A and 2B located north of the future Collector Road should be located in the adjacent lands given that there is an existing park south within the built lands. - GRCA Permit would be required if overland channel is proposed to be removed through the development approval process - Recommend obtaining input as to the number, location and land requirements for schools from the School Boards prior to the finalization of the Secondary Plan. - There may be an opportunity for a portion of the property to be developed by extending existing municipal water and wastewater servicing. 	<ul style="list-style-type: none"> - The draft Preferred Land Use plan provides for Neighbourhood Corridor on the south side of Powerline Road, west of the golf course, as a transition to the Prestige Employment area and along parts of the future collector road and the future extension of Balmoral Drive. - Transition to adjacent residential will be addressed in the Official Plan. - There is no existing residence. It is a pipeline station. - Balmoral Drive north of Smith's Lane is a driveway on the golf course property not a public road. The preferred alignment shows Balmoral Drive shifting to the west slightly to avoid the golf course. - The draft Preferred Land Use plan shows a conceptual park symbol beside the existing park to create a one co-ordinated Neighbourhood Park. However, parks are conceptual until the master plan is prepared. - Preliminary discussions have been held with the GRCA regarding the removal of the overland channel that runs parallel to Balmoral Drive and drains to an existing SWM pond. We are not aware of any opposition from the GRCA regarding the revision of the existing channel to an engineered channel. - Discussions will be arranged with the School Boards. - Future development will connect to the existing water and wastewater system where logical. The preliminary trunk servicing approach is based on existing ground elevations and identified natural heritage system. There will be opportunity to optimize the local servicing approach through the development approval process.
4	Brantford Homebuilders' Association February 27 2019	<ul style="list-style-type: none"> - Recommend that the City plan municipal infrastructure beyond the 20-year planning horizon of year 2041. - Request City provides detailed analysis for the municipal infrastructure required to support the plan, the cost, how it will be funded and the proposed timing. - Support the refinement of Downtown Brantford Urban Growth Centre - Support additional Employment Area lands needs to accommodate future forecast. - Support additional employment lands and additional housing opportunities in the core, developed areas and greenfield areas. - Concern expressed on whether the Alternative Intensification target can be achieved. - Request that the City continues to monitor the performance of the policy framework and specifically with achieving the targets of the Plan after the Official Plan is approved. 	<ul style="list-style-type: none"> - The 2014 Transportation Master Plan (TMP) looked to the 2031 horizon. The 2018 update to the TMP will be looking at the 2041 horizon. The Master Servicing Plan(MSP) will look beyond 2014. Both the TMP and MSP will identify potential studies or considerations that may be beyond 2041, understanding that the 2041 recommendations should not preclude/limit longer term opportunities. - An Area Servicing Plan and Infrastructure Staging and Phasing Plan will be completed as part of the Stage 6 work in support of the land use plan for the expansion areas. - The Alternative Intensification target is aggressive, but intensification is a fundamental principle of the Growth Plan. - The intensification target and the Designated Greenfield Area density target will be monitored.

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		<ul style="list-style-type: none"> - Support the proposed density and mix of housing types for the new Designated Greenfield lands. - Recommend the Official Plan provide direction to future Official Plan reviews that the additional lands (Boundary Lands not required for the 2041 planning horizon and Trigger lands) would be reviewed for the future expansion of the Urban Boundary. - Recommend the City define sufficient time and date to provide comments from public, landowners and stakeholders following each PIC or the release of new information 	<ul style="list-style-type: none"> - This comment will be considered in preparing the next draft of the Official Plan. - Comment noted on better communication for future commenting periods
5	<p>IBI Group and Walter Fedy on behalf of 2577909 Ontario Inc. and GLK Brantford Holdings Inc.</p> <p>February 27, 2019</p>	<ul style="list-style-type: none"> - Not all criteria should be considered and weighed equally in ranking of the Community Expansion Blocks. - Ranking system is very subjective and was never really explained. - Further reconsideration of the weighted criteria should be completed for 'combined' area'. - It is our observation that decisions are being made without the benefit of field work and technical information related to transportation and infrastructure. - Consideration should have been given to ensure that the preferred urban boundary was identified first before land use decisions are being made. - Agree with City that it is appropriate to include the subject lands within both Options for the use of Community Expansion Area. - Option 2 is preferred as it would ensure public ownership of Jones Creek, better integrates into the new expanded community and provides for better servicing corridors and connectivity. - Support principle of having an east-west Proposed Collector Road. - Prefer Neighbourhood Corridor to be provided on both sides of the Proposed Collector Road system and adjacent to Powerline Road. - Request clarification of the permitted land uses and regulation for the Neighbourhood Centre and permit a broader list of uses including mixed use buildings and apartments. - Plan should speak to requiring preparation of Urban Design Guidelines. - Question whether the Natural Heritage Systems designation is appropriate for the existing Municipal Drain. - GRCA mapping identifies drainage features as Regulated Area. Further additional work should be completed to determine the appropriate approach for protection and mitigation. - Consideration should be given to relocation/ reforming of features in poor conditions for overall improvements. Drainage provides opportunity for bank stabilization and greater erosion and sediment control (i.e. Jones Creek). 	<ul style="list-style-type: none"> - Weighting was not used as the policy directions in the Growth Plan and PPS for settlement expansion all equally apply. - The MCR Part 2 Report provides a detailed overview of each Blocks ability to meet the criteria and measures which explains how a Block was ranked. - The evaluation of Options 1 and 2 in the MCR Part 3 Report provides detailed evaluation of key growth management criteria. - Field work was conducted for both natural heritage features and headwater drainage features. Servicing infrastructure and transportation infrastructure were both evaluated in Stage 4 with further detailed municipal servicing analysis in Stage 6. - Land use options helped to assess in greater detail the transportation network and the municipal servicing solutions in Stage 6. - Neighbourhood Corridor in both locations would result in a higher unit mix of townhouses than was proposed in the MCR Part 1 Report. - The MCR Part 3 Report sets out policy directions for the Neighbourhood Centre which is proposed to permit a broad range of uses. - Urban Design Guidelines are being prepared as part of Stage 6. - With respect to the existing drainage features, study is ongoing to determine opportunities (e.g., relocation, mitigation) and constraints for future management of both headwater and watercourse features in the area. Preliminary headwater feature management opportunities have been identified. A Headwater Drainage Feature Assessment is being completed as part of the Subwatershed Study in Stage 6. - Drainage features may be realigned and relocated as feasible according to the Headwater Drainage Feature Assessment.

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		<ul style="list-style-type: none"> - Environmental features need to be reviewed in greater detail in support of development applications to determine significance. - Question if the Neighbourhood Parks are meeting the needs of the community given demographic changes and community demands. - City should ensure the School Boards provide comments prior to the selection of the preferred Option. - City should evaluate the municipal owned lands and provide intent for these lands. - City should request transfer of jurisdiction of the northerly section of King George Road for consistency with the southern section. - Recommend locating proposed Sewage Pumping Station on Powerline Road to prompt reconstruction of Powerline Road. - Prefer that the watermain be located along Powerline Road to provide options/flexibility for employment lands to the west and provides for looping and redundancy in supply minimizes distance of upgraded watermain required and could be connected to a new water tower. - Recommend the proposed location(s) of sanitary pumping station take buildout of development into consideration when determining the location, the number pumping stations, and the depth. - A single strategically located and designed Sewage Pumping Station could service the C5 lands in addition to lands of C7. - A gravity trunk sanitary sewer can be extended west from Coulbeck Road on Powerline Road, which would provide for the lands from the east and west to connect into the Sewage Pumping Station. - It is our preference that one Sewage Pumping Station be located adjacent to Powerline Road and more centrally located to maximize the lands that can be serviced. 	<ul style="list-style-type: none"> - The Official Plan will require an Environmental Impact Statement (EIS) at the development applications stage to confirm boundaries and significance. - at the time a park is developed public input would inform the design and elements include in the park to reflect the needs of the community - See previous response on School Board discussion. - City's plan for their lands will be decided after appropriate land uses are evaluated for the expansion lands as a whole. - That was the purpose of evaluating King George Road as a Controlled Access Arterial versus a Major Arterial. - The preliminary trunk servicing approach is based on existing ground elevations and identified natural heritage system. Consideration will be made to minimize the number of sewage pumping stations required such that efficient servicing can be provided. The number and location of sewage pumping stations will be dependant on the preferred land use plan and grading within the development lands. There will be opportunity to optimize the local servicing approach through the development approval process. - The north lands trunk watermain will be located along the collector road, based on the preferred land use plan, to efficiently convey water to high water use areas. Further, the location of the future elevated tank is subject to an additional study and preferred land use option. - C5 and C7 are bisected by watercourses resulting in challenging topography; as such, at minimum one sewage pumping station is needed to service C5. The exact location of the sewage pumping station will be dependent on the preferred land use plan and detailed development layout. Consideration will be made for the Stantec Conceptual Sanitary Catchment Area Plan.
6	<p>IBI Group on behalf of 1959026 Ontario Inc.</p> <p>February 28, 2019</p>	<ul style="list-style-type: none"> - Support proposed collector road in Option A, which extends east from Garden Avenue. - These lands are suited for large format retail and similar service commercial type uses given their proximity to a 400 series highway and the interchange. 	<ul style="list-style-type: none"> - Large format retail is not an appropriate land use in Prestige Employment designation. Commercial uses in Prestige Employment are limited to commercial uses supporting the employment area and employees.
7	<p>IBI and Stantec on behalf of 1869721 Ontario limited (Kennedy Farm)</p> <p>February 28, 2019</p>	<ul style="list-style-type: none"> - Agrees that the small western portion of the lands should be designated as Natural Heritage System as shown on the maps. - Concerns with the proposed location of the connection of the proposed collector road to Gilkison Street at Mount Pleasant Road, which is located at a bend where visibility could be limited. The collector road connection at Magee Street would offer a more direct connection to Mount Pleasant, better sight lines and fewer grading constraints as it is located in the middle of a greenfield. - Consideration should be given to utilize mix of 55% single detached, 40% townhouses and 5% apartments. - Consideration should be given to transition from existing residential to 	<ul style="list-style-type: none"> - Options 1 and 2 show the northerly collector road connection with Mount Pleasant aligning with Gilkison Road. The intent was to minimize the number of significant/signalized intersections along Mount Pleasant. This location is technically feasible. In acknowledging the other non-transportation impacts of such an alignment, the draft preferred Land Use plan shows a more northerly connection to Mount Pleasant. The specific alignments of collector roads and connections will be the subject of more detailed traffic and engineering at the master plan stage. - This unit mix will apply to all further Designated Greenfield Areas. - Transition to adjacent residential will be addressed in the Official Plan.

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		<p>ensure compatibility with the existing development.</p> <ul style="list-style-type: none"> - The Wastewater Option 2 alternative would involve reconstruction of existing Gilkison Street to service lands, which can be an inconvenience to the public and is costlier. Option 1 is preferred. - Based on topology, the Kennedy lands and other adjacent lands would provide a stormwater management facility located in the northeast corner of the subject property. 	<ul style="list-style-type: none"> - Both Tutela Heights options involve new trunk servicing and the likely reconstruction of either Mount Pleasant Street or Gilkison Street; consideration will be made to minimize construction impacts with the preferred alternative. - SWM will be designed to suit the preferred land use option. A stormwater management plan will be prepared in Stage 6 of the Study.
8	<p>IBI Group on behalf of E&J Horvath Farms</p> <p>February 28 2019</p>	<ul style="list-style-type: none"> - Client is fully supportive of either option and remain neutral with respect to preference as long as it continues to include E&J Horvath Farms lands - Do not favour any of the options that include the extension of Wayne Gretzky Parkway as a controlled access Major Arterial Road. - Question the need for a 30m buffer to the Natural Heritage System. - Property on the west side of Park Road contains a large open meadow that is currently farmed surrounded by a pine plantation. Request that the manmade pine plantation be removed from any Natural Heritage System Designation. - Clients support the Neighbourhood Corridor along the internal collector road (Option 1A and 2A) to support higher densities instead of the use of Powerline Road for higher density purposes along one side (Option 1B and 2B). - Recommend the future high-school to be located along King George Corridor as it provides central accessibility. - Locations of elementary schools appear to be well balanced. - Question need for Park Road to connect to the new Wayne Gretzky Parkway extension. Recommend Park Road terminate at Powerline Road. - In the next version of the Secondary Plan, the client hopes to receive density ranges for the land use categories to determine unit counts. - Location of stormwater management facilities should be based on an overall servicing master plan and a staging of development with centrally located facilities. The use of temporary treatment facilities should also be considered. - Suggest that the Secondary Plan incorporates a cost sharing plan and compensation measures to ensure all landowners fairly contribute to the provision of stormwater management facilities. 	<ul style="list-style-type: none"> - Comment noted. - With respect to King George Road, Park Road, and Wayne Gretzky Parkway, the City is working with the MTO to confirm and protect the flexibility of the transportation network and ensure that the jurisdiction of future corridors aligns appropriately with the function of each roadway. - The 30 m buffer is consistent with the draft Official Plan. - The Pine plantation is an integral component of the NHS and can be considered as “significant” woodland, in accordance with the Natural Heritage Reference Manual to the Provincial Policy Statement. However, the boundary of features will be determined through an EIS. - The school board will be consulted to confirm the preferred location of the High School - For Park Road, an extension was identified as a benefit to the system as it eliminates the potential for parallel transfers on Powerline - a condition that exists as part of the existing network at Lynden Road between Wayne Gretzky Parkway and Park Road North. - Policy directions are set out in the MCR Part 3 Report including minimum densities for the various designations. - A stormwater management plan will be prepared in Stage 6. - Temporary SWM facilities will only be considered during development phasing based on timing. - A cost sharing policy will be considered in the Official Plan.
9	<p>IBI Group on behalf of North Powerline Road Development Group</p> <p>February 28, 2019</p>	<ul style="list-style-type: none"> - Not all criteria should be considered and weighed equally in ranking of the Community Expansion Blocks. - Ranking system is very subjective and was never really explained. - Further reconsideration of the weighted criteria should be completed for ‘combined’ area’ - It is our observation that decisions are being made without the benefit of field work and technical information related to transportation and infrastructure. - Consideration should have been given to ensure that the preferred 	<ul style="list-style-type: none"> - See previous response.

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		<p>urban boundary was identified first before land use decisions are being made.</p> <ul style="list-style-type: none"> - Concern expressed on whether the Alternative Intensification target can be achieved. - Request that the City continues to monitor the performance of the policy framework and specifically with achieving the targets of the Plan after the Official Plan is approved. - Recommend that the City plan municipal infrastructure beyond the 20-year planning horizon of year 2041. - Recommend the Official Plan provide direction to future Official Plan reviews that the additional lands (Boundary Lands not required for the 2041 planning horizon and Trigger lands) would be reviewed for the future expansion of the Urban Boundary. - Recommend that the City proceed with Option 2. Significant benefit of including lands in C6 including protection of the Jones Creek NHS in public ownership, enhance options to walk and cycle, connection of C5 and C6 through proposed collector road and provides development along King George Road and Park Road. - Preference is Option 2B for the inclusion of the C6 lands and orientation of the Neighbourhood Corridor to Powerline Road. - Recommend City works with Province to claim ownership of King George Road from Powerline Road north to Governors Road and classify it as a Major Arterial Road. - The extension of Park Road North beyond Governor's Road in Option 2B is discouraged as it will affect farmland - Discourage the idea of Park Road North replacing the function of Controlled Access Major Arterial on King George and believe the City can utilize Parks Road in a more effective and sustainable matter. - Support east-west Proposed Collector Roads both south and north of Jones Creek. - Recommend future extensions of collector roads be shown with arrows. - Agree that the intersection of King George Road and Powerline Road and the intersection of Park Road North and Powerline Road should be "focal nodes". Request that the range of permitted land uses be clearly defined for the Community Commercial Mixed-use and Greenfield Intensification Corridor. - Request clarification of the permitted land uses and regulation for the Neighbourhood Centre and permit a broader list of uses including mixed use buildings and apartments. - Preference for Neighbourhood Centre to be oriented to Powerline Road and King George Road. - Question if the Neighbourhood Parks are meeting the needs of the community given demographic changes and community demands. - City should ensure the School Boards provide comments prior to the selection of the preferred Option. 	<ul style="list-style-type: none"> - See previous response. - See previous response. - See previous response. - See previous response. - Thank you for your input on the preferred option. - It should be noted that the core NHS is to be protected regardless of ownership and the timing of when the NHS comes into public ownership as development occurs adjacent to it. Both Settlement Area Boundary Expansion Options 1 and 2 provide opportunity for a continuous public ownership and active transportation network along at least the south side of Jones Creek corridor. - Previous comments from IBI Group indicated that the Neighbourhood Corridor along the Collector Road was preferred. - King George Road and Wayne Gretzky Parkway will be subject to further detailed study by both the City and the Ministry. - Agree Arrows have been added to the draft Preferred Land Use plan. - Policy directions are set out in the MCR Part 3 Report for the various designations. - See previous response. - Neighbourhood Centres are intended to be smaller mixed use areas with commercial uses servicing the neighbourhood. Powerline Road location does not provide as central a location. King George Road is identified as an Intensification Corridor which provides for higher density residential and more substantive commercial uses. - at the time a park is developed public input would inform the design
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		<ul style="list-style-type: none"> - Environmental features need to be reviewed in greater detail in support of development applications to determine significance. - Consideration should be given to relocation/ reforming of features in poor conditions for overall improvements. Drainage provides opportunity for bank stabilization and greater erosion and sediment control (i.e. Jones Creek). - The principal of maximizing the public ownership of the core Natural Heritage System be a priority. - Prefer that the watermain be located along Powerline Road to provide options/flexibility for employment lands to the west and provides for looping and redundancy in supply - Question whether the proposed water tower should be located further north along Hwy 24 closer to Governors Road. - Recommend that one sewage pumping station be located adjacent to Powerline Road and more centrally located in order to maximize the lands that can be serviced. - Also note that the proposed sewage pumping station located on the City of Brantford owned lands (within C5), appears to pump up to the Wayne Gretzky Parkway extension. Is the Coulbeck sanitary sewer to be extended westerly to Wayne Gretzky Parkway, or should the force main extend directly to the Coulbeck sanitary sewer at its current terminus? - Question the need for four sewage pumping stations with respect to C6. - Question whether the Natural Heritage Systems designation is appropriate for the existing drainage ditch. - Recommend that the municipal drainage ditch to be relocated to the east property limits. This will allow for physical improvements to the municipal drainage ditch while providing flexibility to the City lands to the east by avoiding development fragmentation of City lands and adjacent lands. 	<ul style="list-style-type: none"> and elements include in the park to reflect the needs of the community - See previous response. - See previous response. - See previous response. - See previous response. - The recommended location of the north lands trunk watermain will be identified following more detailed evaluation as part of the Secondary Plan. It is anticipated that the trunk watermain will be located along the intensification corridor, based on the preferred land use option, to efficiently convey water to high water use areas - Sighting of the Water Tower will be subject to a Schedule B Municipal Class Environmental Assessment, and will consider technical, financial, social-cultural, and environmental factors. - The preliminary trunk serving approach is based on exiting ground elevations and identified natural heritage system. Consideration will be made to minimize the number of sewage pumping stations required such that efficient servicing can be provided. The number and location of sewage pumping stations will be dependant on the preferred land use plan and grading within the development lands. There will be opportunity to optimize the local servicing approach through the development approval process. - Regarding the connection of the forcemain to the Coulbeck sewer. It is anticipated that the Coulbeck sewer can be extended to roughly 500 m west of Park Rd. This is where the forcemain from the sewage pumping station in C5 is proposed to be tied in. - See previous response. - See previous response.
10	<p>IBI and Walter Fedy on behalf of Allan and Gary Norris</p> <p>February 28, 2019</p>	<ul style="list-style-type: none"> - Not all criteria should be considered and weighed equally in ranking of the Community Expansion Blocks. - Ranking system is very subjective and was never really explained. - Further reconsideration of the weighted criteria should be completed for 'combined' area'. - It is our observation that decisions are being made without the benefit of field work and technical information related to transportation and infrastructure. - Consideration should have been given to ensure that the preferred urban boundary was identified first before land use decisions are made. - Option 2 is preferred as it includes Block C6. - Option 2B is preferred for the orientation of the Neighbourhood Corridor. 	<ul style="list-style-type: none"> - See previous response. - See previous response. - See previous response. - See previous response. - Thank you for your input on the preferred option.

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		<ul style="list-style-type: none"> - Support having an east-west Proposed Collector Road. - Preference for the Neighbourhood Corridor to be on both sides of the collector road and also adjacent to Powerline Road. - Question if the Neighbourhood Parks are meeting the needs of the community given demographic changes and community demands. - City should ensure the School Boards provide comments prior to the selection of the preferred Option. The School in C5 should be more central. - City should evaluate the municipal owned lands and provide intent for these lands. - Environmental features need to be reviewed in greater detail in support of development applications to determine significance. - Consideration should be given to relocation/ reforming of features in poor conditions for overall improvements. Drainage provides opportunity for bank stabilization and greater erosion and sediment control (i.e. Jones Creek). - The principal of maximizing the public ownership of the core Natural Heritage System be a priority. - City should request transfer of jurisdiction of the northerly section of King George Road for consistency with the southern section. - Recommend locating proposed Sewage Pumping Station on Powerline Road to prompt reconstruction of Powerline Road. - Prefer that the watermain be located along Powerline Road to provide for efficient use of existing infrastructure, minimizes distance of upgraded watermain required and could be connected to a new water tower. - Recommend that one sewage pumping station be located adjacent to Powerline Road and more centrally located in order to maximize the lands that can be serviced. 	<ul style="list-style-type: none"> - See previous response. - at the time a park is developed public input would inform the design and elements include in the park to reflect the needs of the community - See previous response. - It should be noted that the core NHS is to be protected regardless of ownership and the timing of when the NHS comes into public ownership as development occurs adjacent to it. Both Settlement Area Boundary Expansion Options 1 and 2 provide opportunity for a continuous public ownership and active transportation network along at least the south side of Jones Creek corridor. - See previous response - See previous response. - See previous response. - See previous response.
11	<p>McCarthy Tetrault on behalf of Welton & Innes G.P. Inc. (associated with the Sorbara Group of Companies).</p> <p>February 28, 2019</p>	<ul style="list-style-type: none"> - The re-evaluation provided in MSH's document focuses on Block C10 and the criteria which when applied to the block are not ranked as "most-preferred" in the Part 2 Evaluation Matrix recognizing that C10 is ranked "most preferred" for the majority of the Criteria. - The MSH document recommends that the City's Detailed Evaluation Matrices and correspondingly the Community Area Expansion Evaluation Matrix be updated to reflect the adjustments to the valuation and rankings of the various Blocks against the Principles and Criteria as recommended in the document. - Block C10 based on the analysis by BA Group should be ranked as "most preferred" for all transportation criteria. - Municipal servicing can be extended directly to Block C10 without passing through other Expansion Blocks, whereas servicing of some other Expansion Blocks must be sequenced as the Expansion Blocks develop. As such development of Block C10 can be achieved immediately upon agency approval to do so, and in advance of many 	<ul style="list-style-type: none"> - The more detailed evaluation and criteria included in the MCR Part 3 Report addresses the points made regarding more detailed evaluation and updated criteria to properly inform confirmation of the preferred option. - Block C10 is adjacent to existing transit service on Lynden/Garden, but the penetration of service into the block via a collector road in the form of a crescent, is not considered optimal. Areas where service could be logically extended while maintaining a good route penetration from operational perspective were considered to be preferred - While it is agreed that there is a good opportunity to provide an Active Transportation connection into the existing westerly neighbourhood, this is the only feature that is considered "easy". A northern connection through the NHS for any facility (Road, Transit) will have significant impacts and costs. Using Lynden Road as a connection is problematic because of the limited potential for vehicle access (limited spacing for intersections, proximity to the rail structure, grades) and is

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		<p>of the other Expansion Blocks.</p> <ul style="list-style-type: none"> - The ranking of Block C10 as “Constrained” in terms of the number of known archaeological resources is based on inaccuracies in the material on which the rankings are based and also does not reflect the fact that there have been changes in Provincial criteria, which no longer necessitate a Stage 3 assessment for the lands in Block C10. Further it appears to penalize the property because archaeological assessment has already been conducted. 	<p>not ideal for transit route penetration</p> <ul style="list-style-type: none"> - Block C10 is considered a feasible opportunity from a Transportation perspective but it has constraints which do limit its full potential. - Municipal servicing of Block C10 will be subject to the available capacity within the existing systems. Should capacity upgrades in the existing networks be required, upgrades will need to consider the City-wide servicing strategy and make allowances for servicing of all lands within the City’s Municipal Boundary. Consideration for phased development, to allow for partial development before triggering infrastructure upgrades, will be made. - The servicing review carried out in the MCR Report Part 2; consisted of a high level servicing review based on existing ground elevation, the identified natural heritage system, and existing water and wastewater system capacities. Further, the servicing assessment for individual blocks included considerations of the City wide servicing strategy needs; which includes allowances for the servicing of all lands within the City’s Municipal Boundary. - A portion/all of Block C10 can likely be serviced via direct extensions of the existing water and wastewater systems; however, any servicing strategy and supporting system upgrades would need to account for the provisions such as the future extension of services to Block C9 and/or issues related to system security and looping. - The more detailed evaluation and criteria of the potential land use options is included in the MCR Part 3 Report. This includes a more detailed servicing review of the potential expansion areas to more clearly define likely servicing needs, costs, and constraints. - Overall, none of the stormwater constraints identified within the potential development blocks were found to significantly limit the development potential within the expansion lands, and that any of the potential constraints could be addressed through typical stormwater management features; with certain areas likely requiring more stringent management targets. As such, stormwater management was not determined to be a limiting or significant component in overall evaluation of the development blocks. - In regards to the comment that the archaeology evaluation penalizes properties which have already been subject to an archaeological assessment, this is only the case for Blocks where an archaeological assessment has identified sites with Cultural Heritage Value or Interest (CHVI) and where the archaeological assessment report recommends further work be conducted prior to clearance for development. It is not necessarily a constraint but rather the recognition that this property may carry higher costs to a developer related to mitigating the archaeological site before being approved for development.
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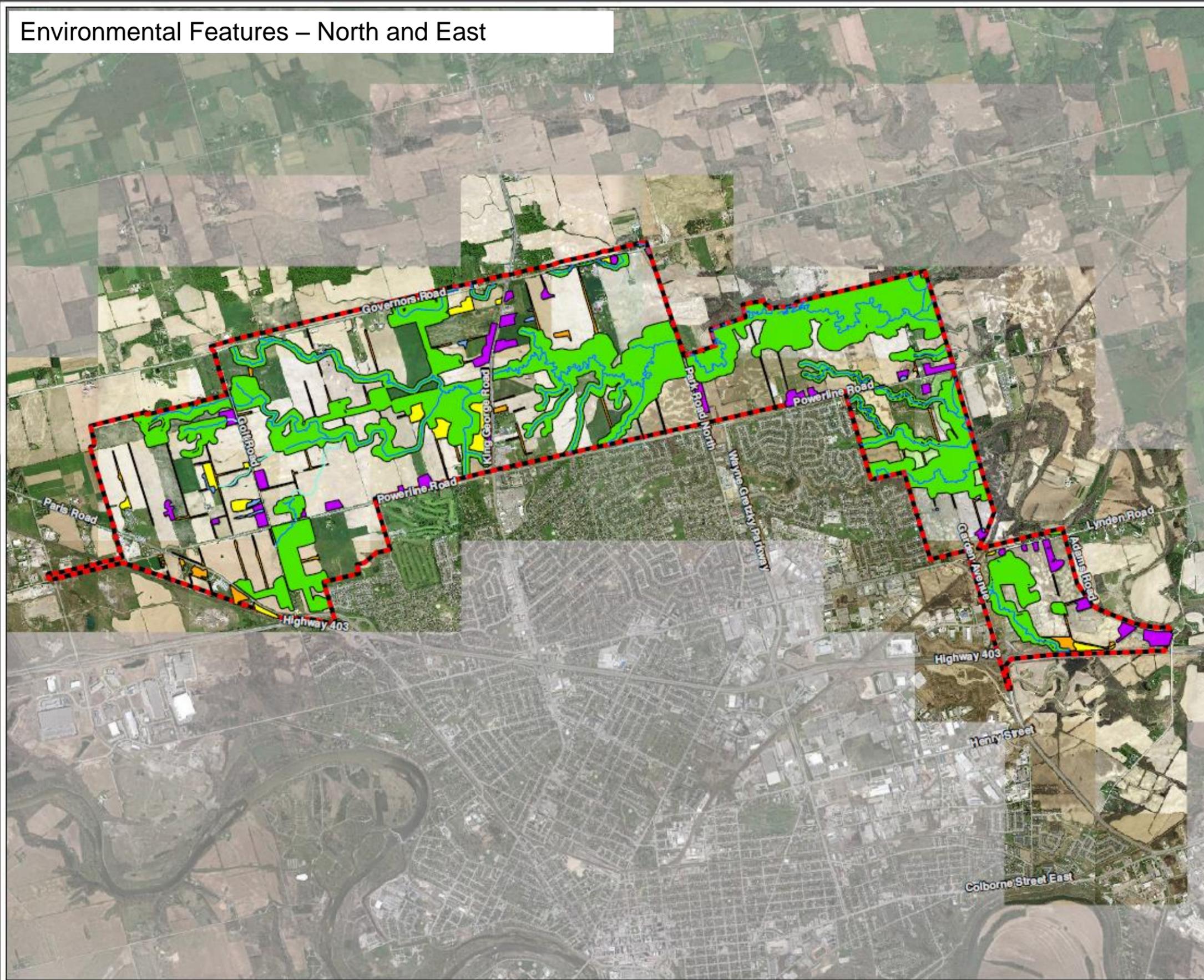
Report 2019-184, Appendix E: Public Comment Summary Chart (from the MCR Part 3 Study)

12	Waterous Holden Amey Hitchon solicitors for Aragon Amusements Inc. March 1, 2019	<ul style="list-style-type: none"> - Request that the entirety of Aragon Amusements property is to be preferred. - Lands are not impacted by any natural heritage features and are not affected by floodline, wetlands or woodlots. - Subject lands are near County employment lands and to 403 interchanges. 	<ul style="list-style-type: none"> - The northern portion of the property is affected by natural heritage features and is more difficult to service and was not included for the reasons set out in the MCR Part 2 Report.
13	Caraszma Developments March 4, 2019	<ul style="list-style-type: none"> - Part of the North Powerline Road Development Group. - Prefers Option 2B. - Believe the city evaluation characterized the block for what the city knew and may not have correctly or sufficiently characterized when considering the cumulative impact of developing an urban boundary/ - Recommend the City takes over jurisdiction of King George Road within the city limits. - Park Road should remain a City owned road and not be extended north of Governors Road. - Consideration for the Proposed Pumping Station location to be along the Park Road public access as the area of St. George is currently set expand. - Stantec's work has reduced the number of pumping stations while maximizing the areas that each would serve. - Inclusion of C5 and C6 collectively provides the opportunity for a complete neighbourhood that is reflective in size to existing neighbourhoods within the city that are bounded by arterial roads. - C6 is the largest and least fragmented by environmental features and provides the opportunity for the least amount of constraints 	<ul style="list-style-type: none"> - Thank you for your input on the preferred option. - See previous response. - See previous response. - See previous response. - See previous response. - Consideration will be made for the Stantec Conceptual Sanitary Catchment Area Plan. - Thank you for your input on the preferred option.
14	Walton Global Investments LTD. March 11, 2019	<ul style="list-style-type: none"> - Portion of parcels under the same legal description and ownership are split between Trigger Area and Settlement Area boundary, potentially affecting attractiveness of the residential opportunity in Tutela Heights. - Believe there is a strong basis for additional growth and an expanded settlement boundary in the Tutela Heights area. - Tutela Heights should be seen as a unique "suburban infill" opportunity within Brantford - Tutela Heights could benefit from the certainty of all lands having a Settlement Boundary Designation and being removed from the Trigger Lands designation. If portion of the lands remain trigger lands it can enable the delivery of a comprehensively designated and cohesive community as an objective of all stakeholders - Mapping of the NHS areas should be updated to reflect the existing agricultural use on the subject lands the disturbed lands as a result of agricultural activity. This would be accomplished by deleting that portion of the NHS identified on the airphoto south of the settlement area located on the larger of the two middle parcels. - Areal extent of Transitional Residential in the Draft Tutela Heights Option is too extensive and possibility unwarranted due to the given edge conditions of the adjacent developments, the housing form and 	<ul style="list-style-type: none"> - The Trigger Lands were established under Municipal Boundary Adjustment Agreement. It is the intent of the Agreement approved by both Councils that the Trigger lands would be the last lands to develop, notwithstanding the ability to make adjustments. The Trigger Lands are not required at this time or in advance of other lands not added to the Settlement Area that are not subject to the Trigger Lands provision. The request to include all of Tutela Heights at this time would be a major adjustment not in keeping with the intent of the Trigger Lands provision. - The NHS lands in question have been identified by the Province as part of the Growth Plan Natural Heritage System. - The Transitional Residential land use designation is not the same as the Suburban Residential and is a transition of larger urban lots, but not of the size of Suburban Residential lots. It provides a compatible

Report 2019-184, Appendix E: Public Comment Summary Chart (from the MCR Part 3 Study)

		the existing parcel fabric. Infilling and/or redevelopment of the existing residential areas can create opportunities for a wider range of housing forms and increase density.	interface with the larger Suburban Residential lots. The Transitional Residential designation provide the opportunity to introduce an upscale executive residential development in Brantford. The MCR Part 3 Report provides proposed policy directions on the density in the Transitional Residential designation.
15	Langford Conservancy Summary based on analysis undertaken by Kevin Eby February 8, 2019	<ul style="list-style-type: none"> - Due to the recently proposed Amendment No. 1 to the Growth Plan, it is recommended that the Envisioning Brantford Plan not proceed until Amendment No. 1 has been approved by the City - Population growth in Brantford for the period of 2011 to 2016 has been 43% lower than anticipated. Based on this it is predicted that the actual growth numbers to 2041 will be much lower. Recommended the Province review the population forecast with the actual population growth numbers for Brantford. 	<ul style="list-style-type: none"> - The Official Plan is not intended to be adopted until early 2020. Amendment 1 is anticipated to be in place by then and Envisioning Brantford will need to conform to it. - The City has not control over the population numbers in the Growth Plan to which it must implement.

Environmental Features – North and East

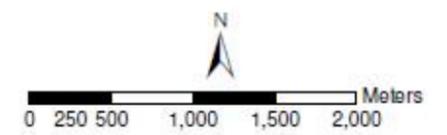


Legend

- Study Area
- Watercourse to be Protected
- Watercourse to be Conserved – channel form and location may vary
- Natural Heritage System
- NHS Area - Undifferentiated (Growth Plan)

Other Environmental Features

- Residential (ornamental plantings, cultural vegetation)
- Cultural (meadow, thicket, early-successional woodland)
- Wetland
- Woodland/Hedgerow

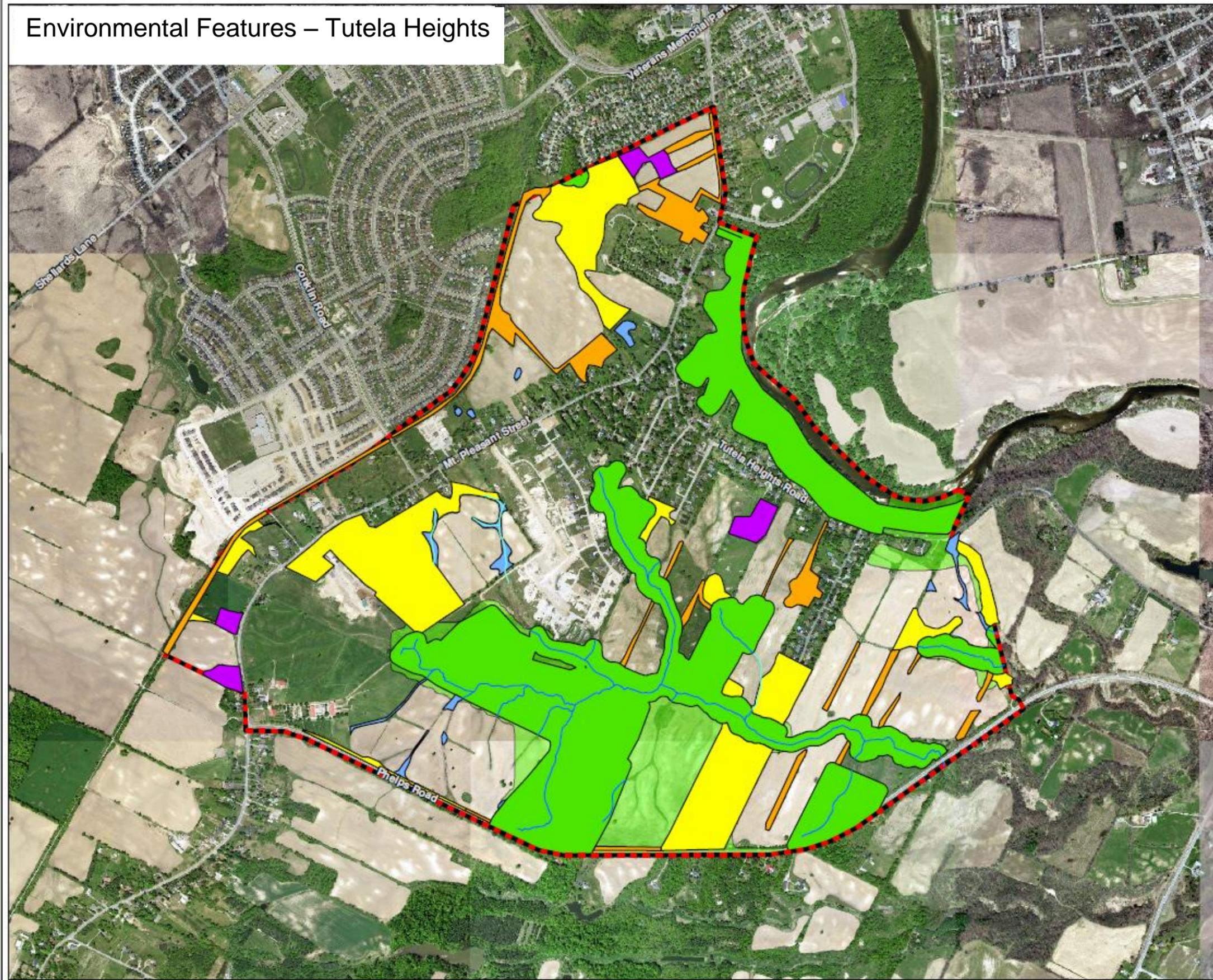


Data Source
 - City of Brantford
 - GRCA

PLAN B Natural Heritage
 Landscape Ecology & Natural Heritage Planning
 176 Follow us Crescent
 Waterdown, ON
 LoR 2H3

Project #	2017-146
Date	January 2019
Scale	1 : 40,000
Prepared By: JJJ	Verified By: BOB

Environmental Features – Tutela Heights

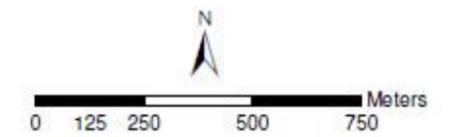


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PLAN B Natural Heritage
 Landscape Ecology & Natural Heritage Planning
 175 Follows Crescent
 Watford, ON
 L0R 2H3

Project #	2017-146
Date	January 2019
Scale	1 : 15,000
Prepared By: JJJ	Verified By: BDB