

AMENDMENT NO.____

TO THE OFFICIAL PLAN OF THE
TOWN OF BRADFORD WEST
GWILLIMBURY

TOWN OF BRADFORD WEST GWILLIMBURY TOWN-INITIATED OFFICIAL PLAN
AMENDMENT

TOWN-WIDE

ADOPTED:_____, 2025

APPROVED BY THE COUNTY OF SIMCOE:_____,2025

IN EFFECT:_____, 2025

AMENDMENT NO.

TO THE OFFICIAL PLAN OF THE TOWN OF
BRADFORD WEST GWILLIMBURY

The attached explanatory text constituting Amendment No. ___ to the Official Plan for the Town of Bradford West Gwillimbury, 2021 was adopted by the Council of the Corporation of the Town of Bradford West Gwillimbury by By-law 2025-__ in accordance with the provisions of Sections 17 and 22 of the Planning Act, R.S.O. 1990, c. P.13 on the ___ day of _____, 20__.

James Leduc, Mayor

Tara Reynolds, Clerk

CORPORATE SEAL OF MUNICIPALITY

Corporation of the Town of Bradford West

Gwillimbury BY-LAW 2025-##

Being a By-law to adopt Amendment No. # to the Official Plan for the Town of Bradford West Gwillimbury.

The Council of the Corporation of the Town of Bradford West Gwillimbury in accordance with the provisions of the Planning Act, R.S.O. 1990, c. P.13, hereby enacts as follows:

1. The attached explanatory text which constitutes Amendment No. # to the Official Plan for the Town of Bradford West Gwillimbury is hereby adopted.
2. The Clerk is hereby authorized and directed to make application to the County of Simcoe for approval of Amendment No. # to the Official Plan for the Town of Bradford West Gwillimbury.
3. This By-law shall come into force and take effect on the day of final passing thereof.

Enacted this_day_____, 20__.

James Leduc, Mayor

Tara Reynolds, Clerk

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THE CONSTITUTIONAL STATEMENT

The following Amendment to the Official Plan for the Town of Bradford West Gwillimbury consists of three parts:

PART A – THE PREAMBLE – consists of the purpose, location and basis for the Amendment and does not constitute part of the actual Amendment;

PART B – THE AMENDMENT – which sets out the actual Amendment constitutes Amendment No. to the Official Plan for the Town of Bradford West Gwillimbury; and,

PART C – THE APPENDIX – consists of information pertinent to this Amendment in the form of a record of the Council of the Corporation of the Town of Bradford West Gwillimbury actions, and does not constitute a part of the actual Amendment.

PART A – THE PREAMBLE

1.0 PURPOSE

The purpose of this Amendment is to provide for mixed use and residential intensification opportunities throughout the various settlement areas of the Town of Bradford West Gwillimbury to a planning horizon of 2051.

Specifically, this Official Plan Amendment will establish the Bradford GO Station Major Transit Station Area (MTSA), establish a framework for the Holland Street West Strategic Growth Corridor, establish a framework for the Holland Street Mixed Use Corridor, introduce policies to permit additional residential units (ARUs) throughout the Town, and revise language to align with and be consistent with the updated Planning Act and 2024 Provincial Planning Statement (PPS 2024).

2.0 LOCATION

Amendments to introduce general residential intensification policies, inclusive of global updates to be consistent with the PPS and the ARU policies apply to the entirety of the Town.

Amendments relating to the Bradford GO MTSA apply to lands generally along the intersection of Holland Street East/Bridge Street and Dissette Street.

Amendments relating to the Holland Street West Strategic Growth Area apply to lands on Holland Street West generally between Barrie Street and Professor Day Drive.

Amendments relating to the Holland Street Mixed USE Corridor apply to lands on Holland Street West generally between Professor Day Drive and Sideroad 10.

For the purposes of this Official Plan Amendment, the subject lands encompass the entirety of the Town (the “Subject Lands”).

3.0 BASIS

The Town of Bradford West Gwillimbury is updating its growth strategy to accommodate population and employment growth to 2051. Exploring and expanding intensification opportunities seeks to optimize the use of existing infrastructure and public service facilities by accommodating a significant portion of future population and employment growth within the Town’s existing built-up area as opposed to prioritizing development on greenfield lands.

Recent changes to the Planning Act and the introduction of PPS 2024 have necessitated a review and amendments to the residential intensification policies for the Town’s Official Plan.

The proposed Amendment seeks to:

- Update Chapter 1 to reflect the current planning and regulatory framework including updating the PPS section, removing the Growth Plan section, removing the Official Plan Review section, in addition to other minor changes
- Update Chapter 2 and Chapter 3 to reflect a new planning horizon of 2051 and associated population and employment projections
- Establish two Strategic Growth Areas: the Bradford GO MTSA and Holland Street West Strategic Growth Area (Chapter 3 and Chapter 6)
- Establish the Holland Street Mixed Use Corridor and associated changes to land use designations (Chapter 3 and Chapter 4)
- Introduce policies to permit Additional Residential Units (Chapter 3)
- Revise policies with respect to residential intensification throughout the Town (Chapter 3)
- Amend Schedule 'B-1' to the Town OP to redesignate select lands along Holland Street West to 'Holland Street Mixed Use Corridor'
- Amend Schedule 'B-1' to the Town OP to identify the Bradford GO Major Transit Station Area, the Holland Street West Strategic Growth Area overlay, and the Holland Street Mixed Use Corridor overlay
- Amend and rename Schedule 'B-1A' to the Town OP which establishes the Downtown Bradford Strategic Growth Areas
- Amend Schedule C to the Town OP to establish new connections and remove notations

The proposed amendment to the Town of Bradford West Gwillimbury Official Plan 2021 is based on the following considerations:

1. The PPS 2024 is a guiding document providing policy direction on matters of Provincial interest related to planning and development. The PPS seeks to set a policy foundation for regulations on land use and development while also supporting the Provincial goal to enhance the quality of life for Ontarians. The PPS came into effect on October 20, 2024 and replaced the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe 2019, as amended. The Planning Act (the "Act") requires that all decisions made related to planning matters shall be consistent with policy statements issued under the Act, including the PPS.

PPS 2024 requires municipalities to make land available for a time horizon of at

least 20 years when creating a new Official Plan or undertaking an Official Plan review and maintain a 15-year supply of land that is designated and available for residential development. Additionally, the PPS 2024 directs growth and development to settlement areas with a greater emphasis on Strategic Growth Areas including MTSAs.

The Proposed Amendment will facilitate residential and mixed use intensification in the Town's settlement areas through the establishment of Strategic Growth Areas, including an MTSA, ARU policies, and Town-wide residential intensification policies.

2. The Simcoe County Official Plan, 2016 ("SCOP") was adopted November 25th, 2008 and partially approved by the Ontario Municipal Board ("OMB") on April 19, 2013. Since that time, the Official Plan has been approved in phases by the OMB with the most recent approval occurring on December 29th, 2016. Several site-specific appeals to the Official Plan remain in effect. The SCOP sets out policies to protect and enhance the County's natural and cultural heritage, manage the County's resources, implement efficient growth, coordinate land use planning among the local municipalities, ensure economic sustainability and promote public health and safety.

The settlement areas of Bradford and Bond Head are designated "Settlements" as per Schedule 5.1 – Land Use Designations in the SCOP while Bradford is identified as a Primary Settlement Areas on Schedule 5.1.2 – Simcoe Sub Area. Section 3.5 directs that the Settlements designation is intended to be the focus of population and employment growth in the Municipality. Further, the settlement area should be developed with a compact urban form that promotes the efficient use of land and services and promotes a mix of uses to create a strong and vibrant central place.

The proposed amendments will facilitate compact development and the efficient use of land and services by establishing strategic growth areas and other areas where growth can be focused (Holland Street) in the Bradford settlement area and establishing Town-wide policies for residential intensification.

3. The Town of Bradford West Gwillimbury Official Plan came into effect on March 14, 2023. The Town OP is a guiding document that seeks to ensure that growth and development in the Town appropriately balances the social, economic, cultural and environmental interests of the community. The Town OP contains goals and objectives to guide development within the Town and promote community, economy, and environment.

Policy 3.1 b) establishes the Bradford Urban Area as the primary settlement area the Town and subsection 3.2.1 clarifies that intensification is permitted in any location within the delineated built-up area with the primary location for development being the Downtown Bradford. Lands outside of Downtown Bradford

are still encouraged to development in a compact manner to support complete communities.

An amendment to the Town OP is required to establish a growth horizon to 2051, align with recent changes to the Planning Act and PPS 2024, and generally create new opportunities for residential and mixed use intensification in the Town. Specifically, an amendment is required to establish Strategic Growth Areas in Downtown Bradford, permit mixed use development and intensification along corridors, and permit modest residential intensification throughout the Town's settlement area by amending the OP's strategic growth policies and introducing policies for ARUs.

The proposed Amendment will enable mixed use and residential intensification in Downtown Bradford and throughout the Town and is in accordance with provincial, County and local policies. Based on the foregoing, the Proposed Amendment is consistent with the applicable policies of the Town's Official Plan.

PART B – THE AMENDMENT

4.0 INTRODUCTORY STATEMENT

“Part B – The Amendment” consisting of the Text changes provided in Table “1” below and Schedules “1”, “2”, and “3” constitute Amendment No. ___ to the Official Plan of the Town of Bradford West Gwillimbury, 2025.

5.0 DETAILS OF THE AMENDMENT

The amendment includes both the changes to the text of the Town OP as described in the table below and changes to the Schedules B-1, B-1A, and C as described below.

Text Changes

In the “Description of Change” column, text that is bolded is new text to be inserted into the Town OP. Text that is crossed out (“strikethrough”) is to be deleted from the Town OP.

The text of the Town OP is amended as follows:

Table “1”

Item No.	Section	Description of Change
1	Part A, Section 1.2.2	<p>Provincial Policy Statement, 2020 Provincial Planning Statement, 2024</p> <p>The Provincial Policy Planning Statement (PPS), 2020 2024 provides direction on key Provincial interests related to land use planning and development in Ontario. These interests revolve around three key themes, being:</p> <ul style="list-style-type: none"> — Building Strong Healthy Communities; — Wisely Using and Managing Resources; and — Protecting Public Health and Safety. <p>The Town’s Official Plan and land use planning decisions “shall be consistent with” the PPS, requiring Council to ensure that PPS polices are applied within relevant decision-making processes. The policies of the PPS are to be incorporated into municipal plans through a municipal review. The PPS requires municipalities to make sufficient land available to meet projected needs, and allows for planning to a time horizon of up to 25 30 years. At the time of adoption of this Plan, the</p>

		County of Simcoe's Municipal Comprehensive Review is in progress, after which the Town must update this Official Plan to account for its projected needs beyond the current horizon of 2031, through to the timeframe specified by the County Official Plan.
2	Part A, Section 1.2.3	**Section 1.2.3 is to be deleted in its entirety**
3	Part A, Renumbered Section 1.2.3	<p>The Greenbelt Plan</p> <p>The Greenbelt Plan, together with the Growth Plan, builds on the Provincial Policy Statement (PPS) to establish a land use planning framework for the Greater Golden Horseshoe, including the south-eastern portion of the Town of Bradford West Gwillimbury. The Protected Countryside lands identified in the Greenbelt Plan are intended to enhance the spatial extent of agriculturally and environmentally protected lands. Planning decisions within the Greenbelt Plan Area are required to conform to the Greenbelt Plan</p>
4	Part A, Renumbered Section 1.2.5, first paragraph	The County Official Plan was adopted by the Council of Simcoe County on November 25, 2008, and was subsequently appealed to the OMB Ontario Municipal Board (OMB) . The OMB has since been restructured and is currently known as the Ontario Land Tribunal (OLT) . On December 29, 2016 the OMB approved the County Plan, with select site-specific appeals remaining outstanding.
5	Part A, Renumbered Section 1.2.5, to be added to end of section	<p>On August 9, 2022, the County of Simcoe adopted Official Plan Amendment No. 7 to the County Official Plan (SCOPA 7). This amendment updated the growth management policies and land use designations of the County's Official Plan. SCOPA 7 provided updated growth projections to the year 2051.</p> <p>The Town of Bradford West Gwillimbury will be required to amend its Official Plan to conform with the policies and growth projections of SCOPA 7 within one year of those policies coming into effect. At the time of adoption of this Official Plan Amendment, the Minister of Municipal Affairs and Housing has not approved SCOPA 7 and it is not in effect.</p>
6	Part A, Section	**Section 1.4 is to be deleted in its entirety**

	1.4	
7	Part A, Renumbered Section 1.4, end of section	<p>The Plan also includes Schedules that are described in the policies and enhance an understanding of the Plan as follows:</p> <p>Schedule A: Urban Structure and Built Boundary</p> <p>Schedule B: Land Use</p> <p>Schedule B-1: Land Use – Bradford Urban Area</p> <p>Schedule B-1A: Heights in Downtown Bradford Downtown Bradford Strategic Growth Areas</p> <p>Schedule B-2: Land Use – Highway 400 Employment Lands Secondary Plan</p> <p>Schedule B-3: Land Use – Bond Head Secondary Plan</p> <p>Schedule C: Transportation Plan</p> <p>Schedule D-1: County and Greenbelt Features</p> <p>Schedule D-2: Wetlands and Areas Of Natural and Scientific Interest</p> <p>Schedule D-3: Source Protection</p> <p>Schedule D-4: Aggregate Resources, Constraints and Hazards</p>
8	Part A, Section 2.3.1	<p>Conformity</p> <p>As part of the Official Plan Review launched in 2016, tThe Official Plan uses a horizon year of 2051. The population and employment forecasts within this Plan are based on background analysis that was prepared in support of the County of Simcoe’s municipal comprehensive review in 2022.</p> <p>is being reviewed to plan to a 2031 horizon with respect to</p>

		<p>growth management based on the population and employment forecasts contained in Section 3.2, Table 1 of the County of Simcoe Official Plan in effect as of the date of adoption of this Plan. It is intended that this Plan will be reviewed and updated to reflect desired changes in managing growth and to remain in conformity and consistency with various Provincial and County plans and policies.</p> <p>The background analysis prepared for the County’s Plan municipal comprehensive review provides a population forecast of 50,500 83,470 people and 18,000 30,900 jobs in the year 2034 2051. These projections are to be achieved by meeting intensification targets within the delineated built-up area and minimum density targets on designated greenfield areas within settlement areas.</p>
9	Part A, Policy 2.3.2 a)	<p>This Plan is consistent with the Provincial Policy Planning Statement and conforms to the Greenbelt Plan, Growth Plan, Lake Simcoe Protection Plan, and South Georgian Bay Lake Simcoe Source Protection Plan. The timeframe for this Plan is to the year 2034 2051, with respect to growth management and a twenty-five year timeframe and beyond for infrastructure, the protection of future employment lands and provision of public services.</p>
10	Part A, Policy 2.3.2 b)	<p>**Policy 2.3.2 b) is to be deleted in its entirety**</p>
11	Part B, Policy 3.1 b)	<p>The Bradford Urban Area shall be the primary settlement area in the Town, as identified in the Growth Plan for the Greater Golden Horseshoe and County of Simcoe Official Plan. Lands here shall be developed on full municipal sewage services and municipal water services. (OPA 25)</p>
12	Part B, Section 3.2.1, preamble paragraph	<p>Population, Household and Employment Projections</p> <p>Population and employment forecasts for the Town have been identified through to the year 2034 2051 in the background analysis that was prepared for the County of Simcoe’s municipal comprehensive review in 2022.the Growth Plan and County Plan. The household projections have been developed as part of a municipal review in 2016</p>

13	Part B, Policy 3.2.1 a)	The population forecast to 2034 2051 for the Town is of 50,500 83,470 persons. This population is anticipated to be accommodated in approximately 5,200 16,280 additional dwelling units new housing units to be constructed between 2016-2021 and 2034 2051 . On an annual basis, this represents approximately an average of 350 543 dwelling units being constructed per year to the year 2034 2051 .
14	Part B, Policy 3.2.1 b)	A total minimum of 40% 42% of the additional dwelling units forecasted in subsection 3.2.1(a) above shall be constructed within the delineated built-up area in the Bradford Urban Area, including lands within the major transit station area.; however, this target may be refined through the County municipal comprehensive review
15	Part B, Policy 3.2.1 c)	Intensification is permitted in any location within the delineated built-up area, subject to the permissions and policies of the various applicable land use designations. However, the primary location for intensification shall be the Downtown Bradford designation Strategic Growth Areas shown on Schedule B-1A.
16	Part B, Policy 3.2.1 d)	On remaining lands in the Bradford Urban Area, development shall meet a minimum density target of 35 55 persons and jobs per hectare and contribute to creating complete communities
17	Part B, Policy 3.2.1 e)	The employment forecast is for 30,900 total jobs by for 2034 2051 is a minimum of 18,000 total jobs. Employment growth in Bradford West Gwillimbury will be driven by the strategic location of the Highway 400 Employment Lands, as well as the future Bradford Bypass. This employment figure is anticipated to be primarily located in the Bradford Urban Area (and primarily on employment lands, but also in commercial and residential designations) and the Highway 400 Employment Lands.
18	Part B, Section 3.2.2, preamble sentence	**Section 3.2.2, preamble sentence is deleted in its entirety**
19	Part B, Policy 3.2.2 a)	a) These growth allocations prepared in support of the County's 2022 municipal comprehensive review Plan anticipates that sufficient land is available to accommodate planned residential provide the basis for Bradford's evaluation of future land needs.

		<p>b) Bradford West Gwillimbury shall plan for an additional 38,980 residents between 2021-2051. Of the 38,980 new residents:</p> <p>i) 20,700 will be accommodated within the existing Settlement Area Boundary as it existed on September 20, 2022. Of which:</p> <ul style="list-style-type: none"> — 10,100 will be accommodated within the Major Transit Station Area; and — 10,600 will be accommodated through the development and redevelopment of lands within the Settlement Area Boundary, outside of the Major Transit Station Area; and <p>ii) 18,280 will be accommodated on new community area lands.</p> <p>c) The County analysis noted that no extra employment area lands would be needed to accommodate job growth to 2051. However, all of the Highway 400 “Employment Lands Reserve” would be required.and employment growth through to the year 2031. (OPA 25)</p>
20	Part B, Policies 3.2.2 b), c), and d)	*** Policies 3.2.2 b), c), and d) are deleted in their entirety**
21	Part B, Section 3.2.3.1, title	Strategic Growth Areas
22	Part B, New Policy 3.2.3.1 a)	The two strategic growth areas are shown on Schedule B-1A of this Official Plan. They are the Bradford GO major transit station area and the Holland Street West strategic growth area. Strategic growth areas will act as key neighbourhood hubs and main streets, offering diverse opportunities for work, shopping, recreation, and housing. These areas will be designed in forms and scales that complement the surrounding community.
23	Part B, Renumbered Policy 3.2.3.1 b)	The Bradford GO Station represents a significant asset with respect to attracting opportunities for intensification and is considered a Major Transit Station Area major transit station area . Anticipated future service and its location at the eastern edge of Downtown Bradford contribute to this facility as an important hub for all forms of transportation in the Town—as well as south Simcoe County and northwestern York Region.

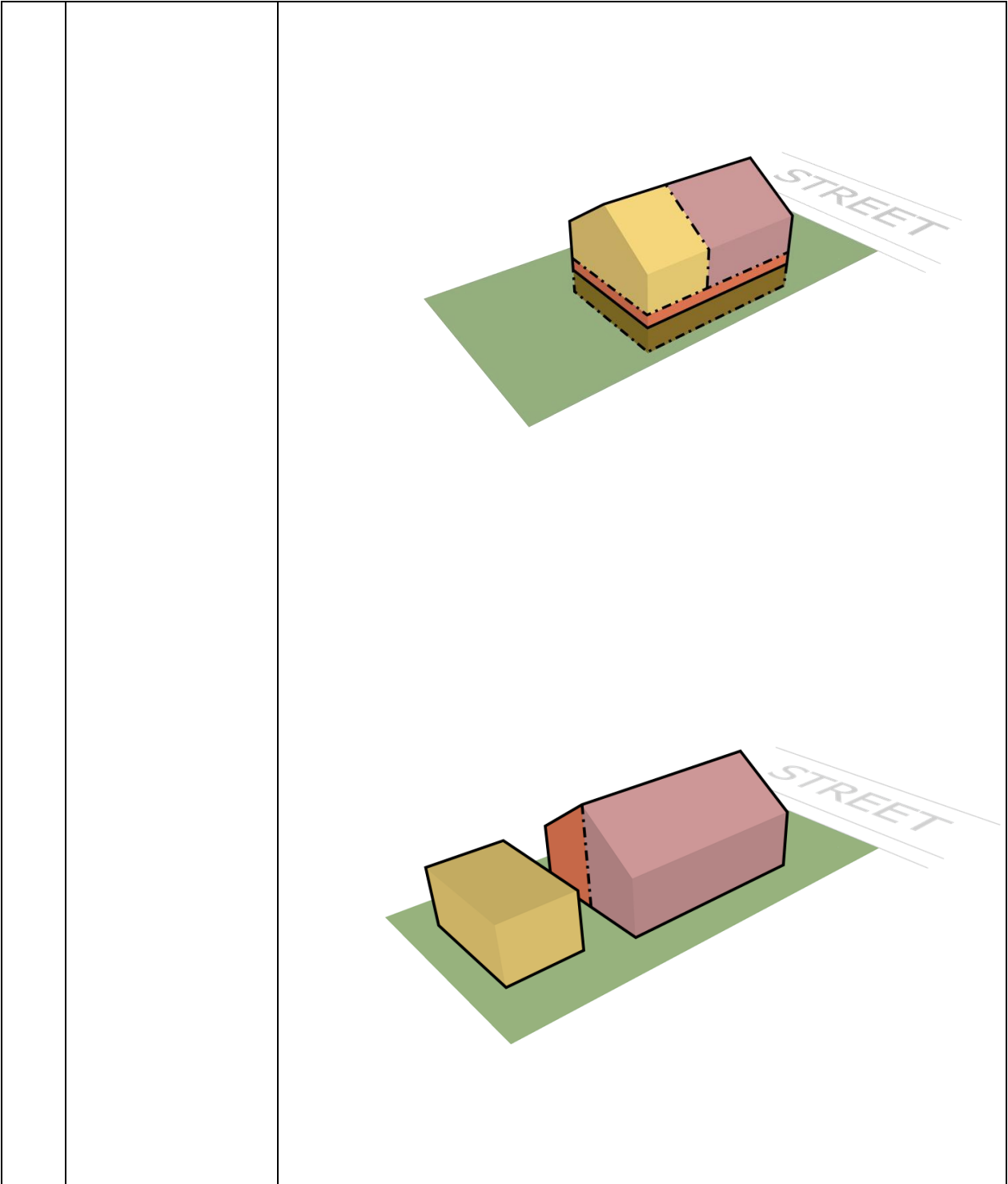
24	Part B, Renumbered 3.2.3.1 c)	The strategic growth areas Downtown Bradford is are the primary locations for intensification in the Town., with two nodes connected by a main street with a historic core at its heart. (OPA-27)
25	Part B, Renumbered 3.2.3.1 d)	Additional dwelling units are primarily planned to be located in Downtown Bradford, with the two Special Policy Areas as key nodes anchoring the Holland Street corridor two strategic growth areas. , where there is no maximum density. Intensification in this these areas is intended to provide for commercial uses at grade along public streets, as detailed throughout this Plan. (OPA-25)
26	Part B, New Policy 3.2.3.1 f)	Specific direction for planning in the major transit station area is provided through the policies of Special Policy Area 20 in this Plan.
27	Part B, New Section Title 3.2.3.2	Holland Street West Strategic Growth Area
28	Part B, New Policy 3.2.3.2 a)	The Holland Street West <i>strategic growth area</i> is shown on Schedule B-1A.
29	Part B, New Policy 3.2.3.2 b)	The underlying land use designations continue to apply in the Holland Street West <i>strategic growth area</i>.
30	Part B, New Policy 3.2.3.2 c)	As shown in Schedule B-1A, the Holland Street West <i>strategic growth area</i> consists of the following sub-areas: <ul style="list-style-type: none"> a. Area 1, which includes the properties on the north and south sides of Holland Street West, between the westbound lanes of Professor Day Drive and generally, the eastbound lanes of Thornton Avenue. The north end of Area 1 is an appropriate location for mid-rise intensification between 4- to 8-storeys in building height. b. Area 2, which includes the properties on the north (extending to John Street West) and south sides of Holland Street West, generally between the westbound lanes of Thornton Avenue and the eastbound lanes of Moore Street. The north and south end of Area 2 is an appropriate location for low- to mid-rise intensification between 2- to 6-storeys in building height. c. Area 3, which includes the properties on the westbound lane of Barrie Street, generally between John Street West and Frederick Street. Area 3 is an

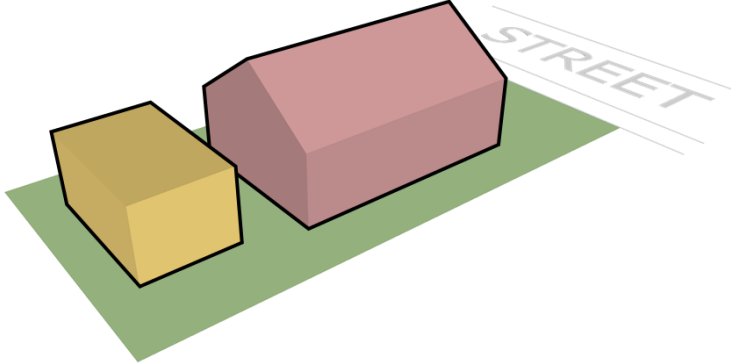
		appropriate location for low-rise mixed-use intensification between 2- to 4-storeys in building height.
31	Part B, New Policy 3.2.3.2 d)	<p>Development within the <i>strategic growth area</i> should achieve the following criteria:</p> <ul style="list-style-type: none"> i. Ensure that the <i>strategic growth area</i> efficiently connects with and enhances the surrounding area; ii. Create focal points for community activity and civic pride; iii. Identify opportunities to support growth that balances new residents and jobs; iv. Revitalize and preserve existing cultural heritage in historic areas through urban design standards; v. Establish consistent setback and frontage provisions for continuous building forms along the main street for <i>strategic growth areas</i>;
32	Part B, New Policy 3.2.3.2 e)	Implement regional streetscaping policies that promote walkable, connected, multi-modal streets;
33	Part B, New Policy 3.2.3.2 f)	Limit new individual driveway entrances onto Holland Street.
34	Part B, New Section Title 3.2.3.3	Holland Street Mixed Use Corridor
35	Part B, New Policy 3.2.3.3 a)	The Holland Street West Corridor is the Town’s main commercial strip from Professor Day Drive West to Sideroad 10. Over the long term, this corridor has the potential to transform into a pedestrian friendly corridor that supports residents and businesses alike.
36	Part B, New Policy 3.2.3.3 b)	The underlying land use designations continue to apply in the Holland Street Mixed Use Corridor.
37	Part B, New Policy 3.2.3.3 c)	Intensification along this corridor, particularly in the form of new residential developments, can contribute significantly to the achievement of the Town’s intensification target.
38	Part B, New Policy 3.2.3.3 d)	<p>Development within this designation should achieve the following criteria:</p> <ul style="list-style-type: none"> i) Ensure that new developments can efficiently connect with and enhance the surrounding area; ii) Create focal points for community activity and civic pride; iii) Identify opportunities to support growth that will contribute to both new population and jobs;

		<p>iv) Implement regional streetscaping policies that promote walkable, connected, multi-modal streets;</p> <p>v) Limit new individual driveway entrances onto Holland Street.</p>
39	Part B, New Section Title 3.2.3.4	<p>Town-Wide Residential Intensification</p> <p>Additional lands are available for intensification and intended to provide for single use residential. (OPA 25)</p>
40	Part B, New Policy 3.2.3.4 a)	<p>The Town will direct growth in accordance with the following intensification hierarchy</p> <ol style="list-style-type: none"> i. Major Transit Station Areas (MTSAs); ii. Strategic Growth Areas; and, iii. Town-Wide Intensification.
41	Part B, New Policy 3.2.3.4 b)	<p>Intensification should be directed to areas where development can efficiently utilize existing and/or planned transit, water, wastewater, road infrastructure, and/or servicing capacity.</p>
42	Part B, New Policy 3.2.3.4 c)	<p>Any intensification shall be appropriately scaled with existing residential and employment uses, including commercial and/or institutional uses, where compatible and in accordance with applicable planning policies.</p>
43	Part B, Renumbered Policy 3.2.3.4 d)	<p>Any intensification shall be evaluated using the compatibility criteria in this Plan and associated Community Plan Area 2 urban design guidelines. (OPA 25) the Town-Wide Urban Design Guidelines.</p>
44	Part B, Renumbered Policy 3.2.3.4 g)	<p>Residential intensification in the form of accessory apartments, granny flats, secondary units, and attached additions are encouraged throughout the Bradford Settlement Area. (OPA 25) In accordance with policy 3.12.4, up to three residential units are permitted throughout the Bradford Settlement Area on any parcel of residential land.</p>
45	Part B, New Policy 3.2.3.4 h)	<p>The Town will encourage higher-density housing in developed areas by promoting compact structures, investing in public spaces, and enhancing mobility and community amenities.</p>
46	Part B, New Policy 3.2.3.4 i)	<p>The Town will ensure that planning policies support intensification and the Town's economic goals for sustainable development.</p>
47	Part B, New Policy 3.2.3.4 j)	<p>The Town will work with the development community to establish guidelines on desired dwelling mix and unit sizes.</p>
48	Part B, Renumbered Policy 3.2.3.4 k)	<p>Outside of the strategic growth areas shown on Schedule B-1A, Ddevelopment applications for infill, including limited infill on smaller lots, within a stable residential community will maintain and protect the existing residential character. This is will be evaluated through the following criteria:</p>

		<ul style="list-style-type: none"> i) The built form of development is to be compatible with the surrounding neighbourhood. ii) Development should be compatible with the setbacks, orientation and coverages within the surrounding neighbourhood. iii) i) Where a development represents a transition between different land use designations or housing forms, a gradation in building height shall be used on lands subject to the development application to achieve appropriate transition. iv) When applicable, the proposed lotting pattern of development shall be compatible with the predominant lotting pattern of the surrounding neighbourhood. v) ii) Confirmation of sufficient reserve sewage and water system capacity. vi) iii) Infrastructure and utilities shall be adequate to provide water, wastewater, waste management, stormwater management, and fire protection. vii) iv) Proposals to extend the street network should ensure appropriate connectivity, traffic circulation, extension of and alignment with existing networks, and connectivity for pedestrians and cyclists. viii)v) Impacts on adjacent properties from development in relation to grading, drainage, location of service areas, privacy, and shadowing shall be minimized. ix) vi) Where a designated built heritage resource is involved, that resource shall be conserved. x) vii) Access to community amenities, such as schools, parks, and commercial uses, should be maintained or enhanced. xi) viii) The transportation system should adequately accommodate anticipated traffic volumes. (OPA 25)
49	Part B, Policy 3.2.4.1 a)	Development on lands within the DGA shall meet a minimum density target of 35 55 persons and/or jobs per hectare and contribute to creating complete communities.
50	Part B, Section 3.12.4, title and preamble paragraphs	<p>Secondary Dwelling Units Additional Residential Units</p> <p>Residential Units are defined by the Planning Act as a self-contained set of rooms located in a building or structure that are used, or intended for use, as residential premises, and that contain kitchen and bathroom facilities that are intended for the use of the unit only. Secondary Dwelling Units are defined as separate and complete dwelling units that are contained either within the structure of a residential</p>

		<p>dwelling or in an accessory structure, or both, on the same lot. While as of September 3, 2019, amendments to the Planning Act section 16(3) and replacement of terminology within the PPS and Growth Plan resulted in the introduction of the term Additional Residential Units (ARU) permitting two additional residential units, for the purposes of this Official Plan, the Secondary Dwelling Units terminology will continue to apply with the below policies, while select designations within the Official Plan will permit ARU's.</p>
51	Part B, Policy 3.12.4 a)	<p>On lands within the Settlement Area Boundary, as shown on Schedule B – Land Use, that are connected to full municipal services, up to three residential units Secondary Dwelling Units shall be permitted per parcel. This can include:</p> <ul style="list-style-type: none"> i) up to three residential units in existing and proposed single-detached dwellings, semi-detached dwellings, and row houses, where ancillary buildings and structures do not contain any residential units. ii) two residential units in existing and proposed single detached dwellings, semi-detached dwellings and row houses, and in ancillary residential buildings where all ancillary residential buildings and structures cumulatively contain no more than one residential unit. iii) one additional residential unit in an ancillary building or structure where the single detached dwelling, semi-detached dwelling or row house contains no more than two residential units, and no other ancillary building or structure contains any residential units. within a single-detached dwelling, semi-detached dwelling or rowhouse and within an ancillary structure to a residential dwelling.
	Sidebar diagrams	<p>***The following diagrams will be inserted into the sidebar of the Town OP***</p>



		
52	Part B, Policies 3.12.4 b) and c)	*** policies 3.12.4 b) and c) are deleted in their entirety**
53	Part B, Section 4.2.3, title and preamble paragraph	<p>Community Commercial Holland Street Mixed Use Corridor Designation</p> <p>The Holland Street Mixed Use Corridor Designation is intended to drive the transformation of the Town’s main commercial strip into a dense, mixed-use urban environment with a pedestrian scale. Existing commercial areas outside the Downtown Bradford designation and along the main highway accesses through the Town are located in this designation. Non-residential uses on these lands are intended to serve the entire Town and, to an extent, regional markets.</p>
54	Part C, New Policy 4.2.3 a)	Permitted residential uses include a range of more dense or traditionally mid-rise dwelling units: townhouse dwellings and apartment dwellings.
55	Part C, Renumbered Policy 4.2.3 b)	Permitted non-residential uses include the full range of retail, service commercial, small-scale office, recreational, and institutional uses, including retirement homes. motor vehicle, and recreational uses may be permitted.
56	Part C, New Policy 4.2.3 c)	Both residential and non-residential developments in this designation shall be between 3- to 6-storeys in building height.

57	Part C, Policies 4.2.3 b), c), and d)	***policies 4.2.3 b), c) and d) are deleted in their entirety”
58	Part E, New Section 6.22	***New Section 6.22, Special Policy Area 22 – Bradford GO Major Transit Station Area, is attached as Schedule 4 for accessibility and convenience***
N/A	Various	**The numbering of sections, subsections, and policies will be numbered accordingly**

Schedules Changes

Schedule B-1 within the Town OP is amended as follows:

- Schedule ‘B-1’ is hereby amended by redesignating the select lands along Holland Street West, within an area of 53 hectares, generally between Professor Day Drive and Sideroad 10., from ‘Community Commercial’, ‘Low Rise Residential’, ‘Community Uses’, to “Holland Street Mixed Use Corridor”
- Schedule ‘B-1’ is hereby amended by adding an area-specific policy overlay to select lands along the intersection of Holland Street East/Bridge Street and Dissette Street, titled ‘Major Transit Station Area (Schedule B-1A)’
- Schedule ‘B-1’ is hereby amended by adding an area-specific policy overlay to select lands along Holland Street West, generally between Barrie Street and Professor Day Drive, titled ‘Holland Street West Strategic Growth Area’
- Schedule ‘B-1’ is hereby amended by adding an area-specific policy overlay to select lands along Holland Street West, generally between Professor Day Drive and Sideroad 10, titled ‘Holland Street West Mixed Use Corridor’

Schedule B1A within the Town OP is amended as follows:

- Schedule ‘B1-A’ is hereby renamed from ‘Heights in Downtown Bradford’ to ‘Downtown Bradford Strategic Growth Areas’
- Schedule ‘BA-1’ is hereby amended by removing the minimum and maximum height values and removing the Downtown Bradford Designation Boundary and adding minimum and maximum height values, four MTSA Corridor Areas (Bridge Street Corridor, Dissette Street Corridor, Residential Edges, and Holland Street Corridor), the Holland Street Height Transition Overlay, the Bradford GO station location and MTSA boundaries, and the Holland Street West Strategic Growth Area boundaries

Schedule C to the Town OP is amended as follows:

- Schedule ‘C’ is hereby amended by removing the ‘Possible Interchange’ and ‘Southwest Arterial Road Alignment’ notations and adding notations and 2025 Connection Concepts ‘Extension of Scanion Ave. to Dissette St’ and ‘Marshview

Blvd to Canal Road Connector'

6.0 IMPLEMENTATION

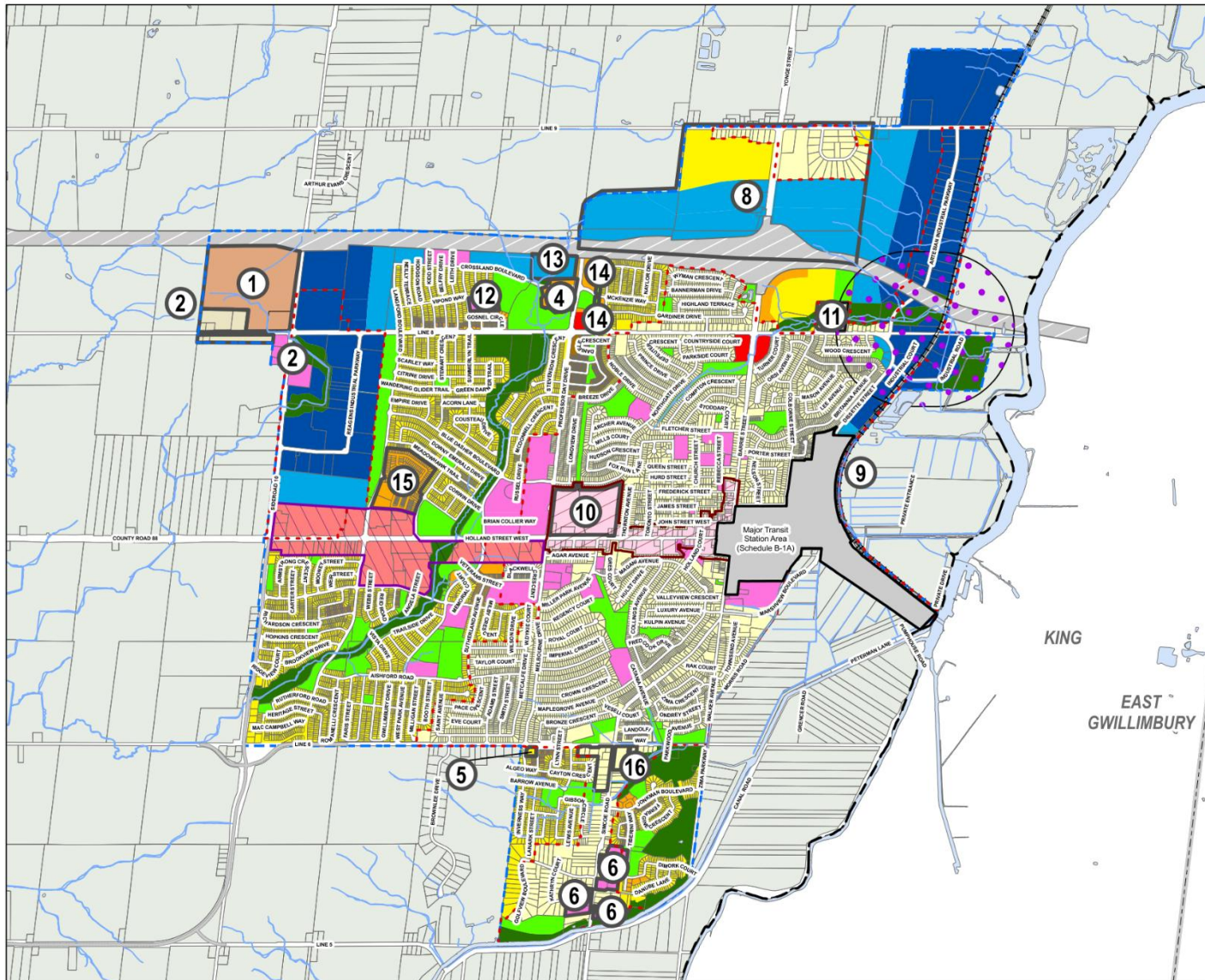
The policies of this Amendment are to be implemented through the relevant policies in Section 7 – Implementing the Plan in the Town OP.


7.0 INTERPRETATION


The policies set forth in the Town OP, as amended from time to time, regarding the interpretation of that Plan, shall apply to this Amendment and as may more specifically be set out or implied within the policies contained therein. Unless precluded, altered, or exempted by any policies contained herein, all the relevant policies of the Town OP shall apply to this Amendment.

Town of Bradford West Gwillimbury
 Schedule "1" to Official Plan Amendment No. __

This is Schedule "1" to Official Plan Amendment No. __ as adopted by By-law 2025-__.




BRADFORD WEST GWILLIMBURY
SCHEDULE B-1
LAND USE
BRADFORD URBAN AREA





- Bradford West Gwillimbury Boundary
- Settlement Area Boundary
- Delineated Built Boundary
- Roads
- Highway 400 - 404 Link (Future)
- Railroad
- Watercourses
- Waste Disposal Assessment Area
- Major Transit Station Area
- Holland Street West Strategic Growth Area
- Holland Street Mixed Use Corridor

Land Use Designations

- Residential Built Up
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighbourhood Commercial
- Community Uses
- Downtown Bradford
- Open Space/Recreation
- Environmental Protection
- Industrial
- Industrial/Commercial

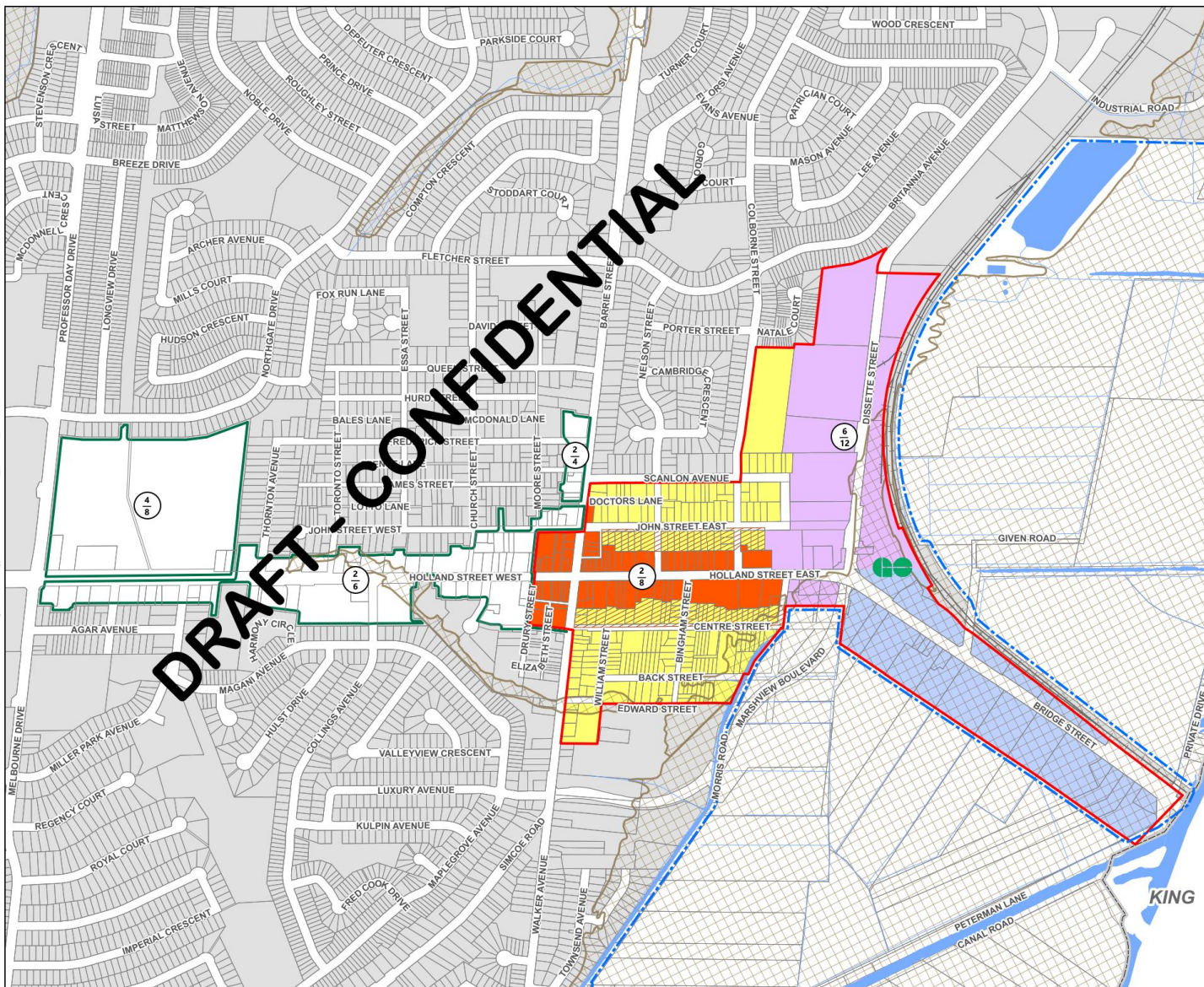
- Special Policy Area 1 (Section 6.1)
- Special Policy Area 2 (Section 6.2)
- Holland Street Mixed Use Corridor
- Other Special Policy Areas

Last Modified:
 January 23, 2023 (per Modifications endorsed
 by Town Council on September 20, 2022)
 Adopted by Town Council
 March 2, 2021

Town of Bradford West Gwillimbury
 Schedule "2" to Official Plan Amendment No. __

This is Schedule "2" to Official Plan Amendment No. __ as adopted by By-law 2025-__



BRADFORD WEST GWILLIMBURY
OFFICIAL PLAN *Building Our Tradition*
BRADFORD WEST GWILLIMBURY

SCHEDULE B-1A
DOWNTOWN BRADFORD
STRATEGIC GROWTH AREAS

- Settlement Area Boundary
- Major Transit Station Area (MTSA)
- Holland Street West SGA
- Bradford GO Station

MTSA Corridor Areas

- Bridge Street Corridor
- Dissette Street Corridor
- Residential Edges
- Holland Street Corridor
- Holland Street Height Transition Overlay

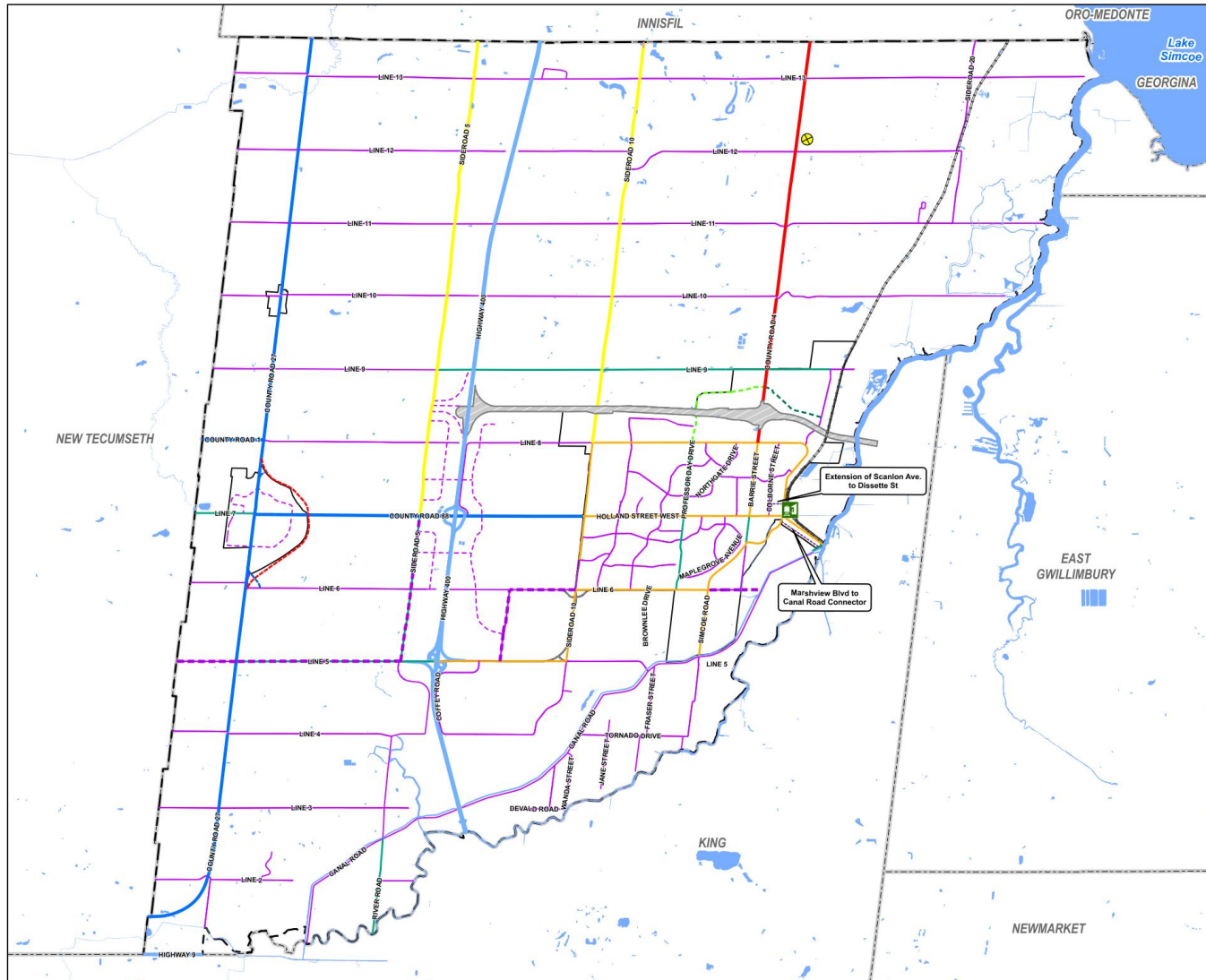
- Roads
- Railway
- Watercourses
- Floodplain (LSCRA)

(A) "A" represents the Minimum Number of Storeys
 (B) "B" represents the Maximum Number of Storeys

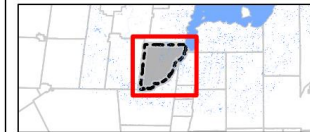
0 0.05 0.1 0.2 0.3 0.4 km

Town of Bradford West Gwillimbury
 Schedule "3" to Official Plan Amendment No. __

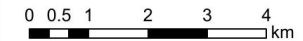
This is Schedule "3" to Official Plan Amendment No. __ as adopted by By-law 2025-__.



BRADFORD WEST GWILLIMBURY
SCHEDULE C
TRANSPORTATION PLAN



- Bradford West Gwillimbury Boundary
- Higher Order Transit Station
- Railroad
- Town Road Classifications**
 - Arterial-Major
 - Arterial-Minor
 - Collector
 - Potential - "Arterial-Minor" Road (OP 2002)
 - Potential - "Arterial-Minor" Road (OPA #17)
 - 2025 - Connection Concepts
- Town Road Classifications**
 - Potential - "Collector" Road (OPA #15)
- County Road Classifications (County OP 2008)**
 - Primary Arterial - Controlled Access
 - County Primary Arterial
 - Secondary Arterial
 - Potential Future County Road - 30.5m Road Width
 - Potential - "County Road 27 Connector" (OPA #16)
 - Potential - "County Road 27 Bypass Road" (OPA #16)
- Provincial Road Classifications (OP 2002)**
 - Provincial Highway



Last Modified:
 January 23, 2023 (per Modifications endorsed
 by Town Council on September 20, 2022)
 Adopted by Town Council:
 March 2, 2021
 (By-law 2021-17)



James Leduc, Mayor

Tara Reynolds, Clerk

PART C – THE APPENDIX

Record of Bradford West Gwillimbury Council Action

To be completed.