

Version #2

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| Brighton respectfully acknowledges that the Municipality of Brighton is located on the Mississauga Anishnabeg (A-nish-in-naw-bek) territory and is the traditional territory of Mississauga. Here in the Municipality of Brighton we also acknowledge that the Mississauga Nations are the collective stewards and caretakers of these lands and waters in perpetuity, and that they continue to maintain this responsibility to ensure their health and integrity for generations to come. | 5 |
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PART ONE: BRIGHTON URBAN GROWTH AREAS

1.0 Introduction

The Municipality of Brighton initiated the process of preparing a Secondary Plan (the Plan) for the “greenfield” lands of the urban area of Brighton as a result of increased development pressures. The existing Official Plan for the municipality was approved by the County of Northumberland in 2020 and designates the Secondary Plan Areas (SPA’s) for potential long term urban development. The policies of this Plan are in with and build upon the current policies in the Official Plan.

A vision for future development is important for the community’s urban growth areas. This Plan articulates that vision. It frames and offers direction to guide future growth and development in such a way that the vision can be achieved.

Part One outlines the purpose of the Plan for the urban growth areas and the process by which it was prepared, including community involvement. It describes the integration of the municipality’s urban growth areas with the existing built urban area and summarizes the potential scenarios for growth upon which the Plan is based. All lands within the Secondary Plan Areas are located within the existing Urban Boundary as identified in the Northumberland County Official Plan and the Brighton Official Plan. The Secondary Plan Areas currently have a variety of land use designations as outlined in the Brighton Official Plan. This Secondary Plan serves to redesignate those lands in accordance with attached Land Use Schedules.

The Plan is a collection of policies that focus on what could be achievable in the next 25 years. These policies are meaningful only if translated into actions that are tangible and can be implemented. Within the vision for future development is an embrace of Brighton’s rich past and the quality of place it provides. This quality of place is vital in attracting new residents and businesses to the community and in ensuring that Brighton is a healthy and sustainable place to live, work, and play.

Brighton’s Urban Growth Areas will be resilient, connected, and diverse in housing and economic opportunities—growing through development that aligns with infrastructure readiness, natural features, and neighbourhood character.

The Secondary Plan supports a flexible, application-responsive development framework that encourages the evolution of complete communities over time—guided by land use

designations that identify appropriate areas for residential, mixed-use, commercial, and recreational development.

While detailed phasing of density and form will occur at the subdivision or development application stage, the Plan encourages logical sequencing of infrastructure investment and land servicing to ensure efficient and cost-effective growth, particularly in areas where capacity is limited.

Distinct opportunities within each Secondary Plan Area will be supported:

- **SPA 1 & 2** will accommodate a range of residential densities and mixed-use areas, with commercial and service nodes to support new neighbourhoods.
- **SPA 3** will add to the residential inventory and strengthen Brighton's tourism economy with active transportation routes, improved public access to the waterfront, and seasonal/recreational uses.

1.1 Purpose of the Plan

This Plan serves several purposes:

- It provides a blueprint for Brighton's urban growth areas and long-range physical development that reflects the aspirations of the community and Council's vision while managing the effects of such development on the social, economic, and environmental well-being of the community.
- It provides strategies and specific implementing actions that will allow this blueprint to be accomplished.
- It establishes a basis for judging whether specific development proposals and public works are in harmony with the Plan.
- It allows public agencies, and property owners to coordinate and design projects that will enhance the character of the community.
- It provides the basis for establishing and setting priorities for relevant studies, plans, and programs that will implement the Plan.
- It reflects and is consistent with the 2024 Provincial Planning Statement; and
- It reflects and conforms with the general intent and purpose of the County of Northumberland Official Plan.

This Plan provides the framework within which decisions on how to grow, provide public services and facilities are to be made within the urban growth areas. The three SPA's are identified as the Northwest Secondary Plan Area, the Northeast Secondary Plan Area and the Southwest Secondary Plan Area (Figure 1). The Plan provides the basis for the passing of related municipal by-laws, administration of the planning process, and the matters to be considered in the evaluation of land development. The Plan also identifies land outside of the Secondary Plan Areas designated Urban Fringe Areas (Figure 1). Development of lands in the Urban Fringe Areas will be closely monitored to ensure that any development within the Urban Fringe Areas does not jeopardize the efficient extension and implementation of long-term road and servicing infrastructure connections identified in the Secondary Plan Areas. Once this Plan comes into effect, no by-law shall be passed, and no public work undertaken that does not conform to this Plan.

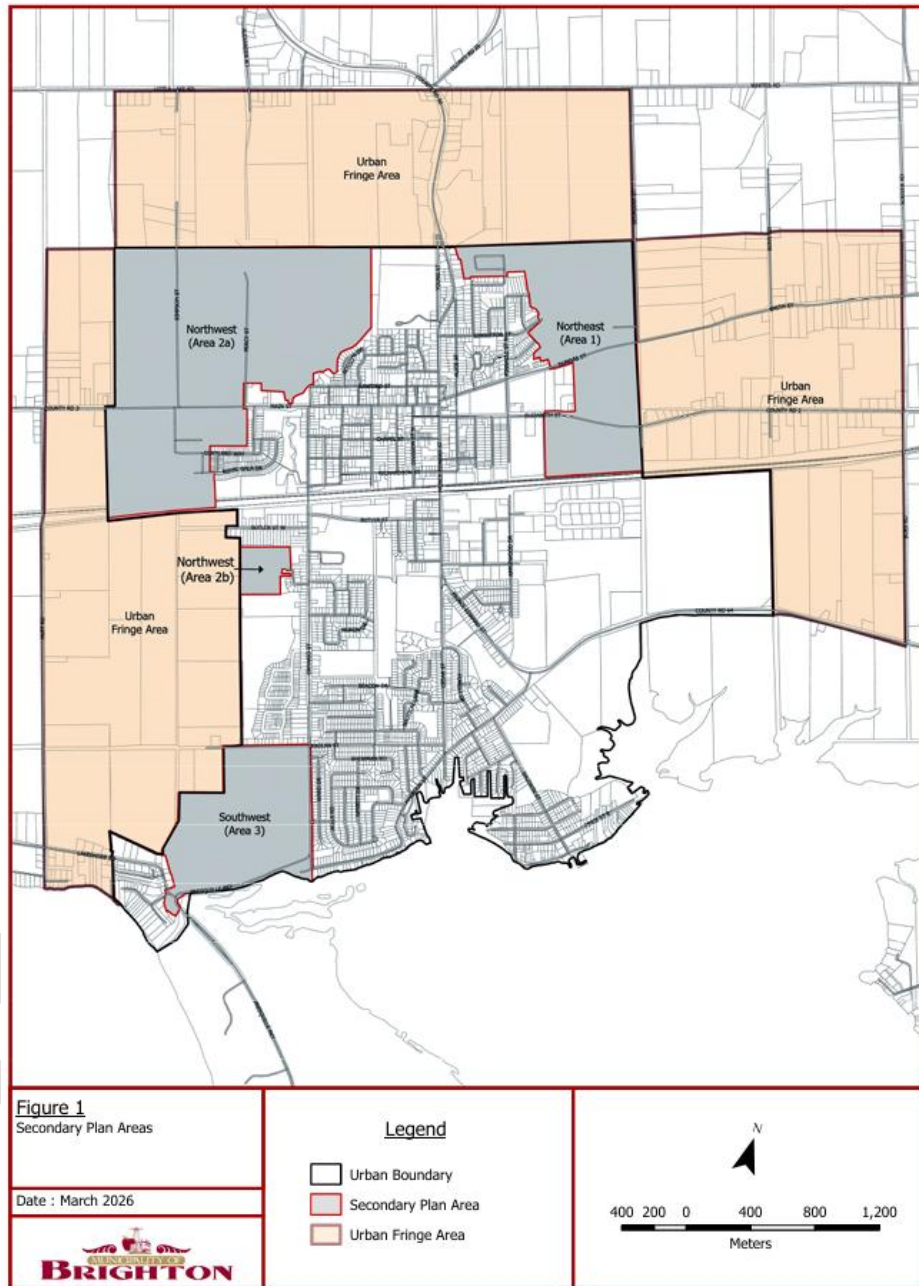


Figure1: Secondary Plan Areas

1.2 Community Planning Process

As a first step in the Secondary Plan process a series of Technical Background Reports were prepared. These documents present a “snapshot” summary of the existing conditions in Brighton with respect to a variety of components, including land use; population projections; residential and commercial land need; servicing infrastructure; transportation and circulation; urban design; cultural, natural heritage and hazards. The technical reports identified a range of issues to be addressed in the Secondary Plan.

The aim of the Secondary Plan is to define a land use pattern and governing policies, integrating transportation, stormwater management and sewer and water servicing strategies while upholding community character and vision within the urban growth areas. Extensive community engagement was a priority throughout the project to gather insights from citizens and stakeholders.

A Community Consultation and Engagement program was undertaken, and a Summary Report was prepared. This report highlights three key components: Background on the Study processes, Summary of consultation strategies, and Summary of public input.

Various consultation methods were employed, including public notification, advertising, and outreach, which involved direct contact with organizations and stakeholders, neighborhood walking tours as well as public meetings and open houses. The Municipality's website served as a central platform for information dissemination and accessing surveys. An online survey, released in two versions, collected residents' feedback on various aspects such as housing, transportation, and public spaces. A Technical Advisory Committee (TAC), comprised of various municipal and public agency staff, provided a platform for detailed discussions.

Feedback from public events and the online survey underscored residents' appreciation for the small-town feel, proximity to key amenities, and the importance of housing variety and commercial support for the economy. Concerns regarding transportation focused on commuting patterns, the need for improved active transportation routes, and the desire for more public spaces like parks and walking trails.

Overall, the report indicates a comprehensive engagement process aimed at gathering diverse perspectives to inform the development of the Secondary Areas.

As a result of these efforts, this Secondary Plan reflects the desires and decisions of all who took part in the community planning process.

1.3 Creative Sustainable Development

In the past decade, Brighton has seen an influx of new residents moving from major urban centres. The municipality's high quality of place and desirable lifestyle combined with advances in technology that facilitate the ability to "work from anywhere", are attracting persons working in the creative economy who have chosen to live and work here. This trend has resulted in increased local economic expansion and serves as the basis for Brighton's drive to encourage and promote its diverse and creative economy. The Municipality has also been a particular attraction to early retirees and seniors, many still active in employment capacities or in volunteer activities. This trend is expected to continue going forward.

Future development in the Secondary Plan Areas is intended to preserve and enhance the quality of place in Brighton while providing for opportunities to accommodate a growing economy as much as is reasonable and appropriate. The Secondary Plan encourages:

- 1.3.1 New residential neighbourhoods to be similar to Brighton's existing traditional neighbourhoods in terms of walkability while also offering a choice in housing forms.
- 1.3.2 Connectivity in the Secondary Plan Areas to be developed, not just for drivers, but for the benefit of pedestrians and cyclists so as to provide healthy, environmentally friendly, and economic choices in getting around.
- 1.3.3 Parkland and open space continue to define the community as being healthy and green and that these resources serve all in the community equally.
- 1.3.4 Regarding opportunities to accommodate commercial development, the Secondary Plan recognizes that:
 - a) Great potential is offered for live/work opportunities in the emerging residential neighbourhoods; and
 - b) Land use areas and supporting policies should incorporate a mix of commercial uses across the Secondary Plan Areas and should recommend zoning tools to enable creative development.

1.4 Looking Ahead: Growth Scenario for Brighton

The population projections used in this secondary Plan represents a planning scenario used to assess potential land use patterns, infrastructure requirements and community design within the Secondary Plan Areas. Final population allocations for the municipality will be confirmed

through the Official Plan review and will conform with the growth forecasts established in the Northumberland County Official Plan.

The Secondary Plan is based on population projections to the year 2051 prepared in accordance with Provincial and County guidelines. The projected population for the entire Municipality of Brighton to the year 2051 is up to 17,825 representing an increase of up to 5,225 persons from 2024 (12,600 est.). Based on an average of 2.25 persons per dwelling unit, up to 2,322 dwelling units will be required to accommodate the increased population. For the purposes of this plan the additional population and resulting number of dwelling units have been allocated to various locations throughout the municipality as follows:

Rural Brighton - 10% or 522 persons (232 dwelling units)

Urban infill and intensification - 20% or 1044 persons (464 dwelling units)

Northeast SPA - 25% or 1,306 persons (580 dwelling units)

Northwest SPA - 35% or 1,829 persons (812 dwelling units)

Southwest SPA - 10% or 522 persons (232 dwelling units)

As a result of this allocation a total of 1,624 dwelling units are required to house an additional population of 3,654 persons in the Secondary Plan Areas.

Based on the proposed overall dwelling unit density of 30 units per net hectare for low density, 60 units per net hectare for medium density and 100 units per net hectare for high density, the available lands designated for residential purposes within the SPA's can easily accommodate the projected population growth.

1.5 Organization of the Plan

This Plan includes two interrelated components - policies and land use schedules - that must be considered together when determining the relevance to a particular land area or proposed development scenario. The policies of this Plan organized into five main parts:

Part 1: Brighton Urban Growth Areas

This Part outlines the purpose of the Plan and the process by which it was prepared. It describes and summarizes the potential scenarios for growth upon which the Plan is based. Finally, it describes how the Plan is organized and the policies within are structured.

Part 2: Land Use

This Part outlines the land use strategy for the Brighton Urban Growth Areas and provides the physical framework for development in these areas. It establishes policies related to the use, location, and intensity of development. It also outlines criteria by which development in the Brighton Urban Growth Areas is evaluated to ensure it is compatible with existing uses and development.

Part 3: Community Facilities and Services

This Part provides various standards for community facilities and services, including vehicular, cycling and pedestrian circulation, sanitary sewer and water infrastructure and utilities, and stormwater management.

Part 4: Quality of Place in Brighton Urban Growth Areas

This Part outlines policies and guidelines for the further preservation and enhancement of Brighton's quality of place with respect to urban design, cultural heritage, housing, economic development, and community improvement which includes parks, open space, and environmentally sensitive lands.

Part 5: Implementing the Brighton Secondary Plan

This Part outlines actions to be taken to regulate development, how progress will be monitored and reviewed, how the Plan will be administered and interpreted, and how Plan implementation will be coordinated with the municipality's public works and financial management efforts.

The Land Use Schedules of this Plan are organized into six Schedules:

- 1. Schedule 1: Northwest Secondary Plan Land Use Schedule;** This Schedule is a graphic representation of the general location, distribution, and extent of land uses envisaged by the Plan.
- 2. Schedule 2: Northeast Secondary Plan Land Use Schedule;** This Schedule is a graphic representation of the general location, distribution, and extent of land uses envisaged by the Plan.

3. **Schedule 3: Southwest Secondary Plan Land Use Schedule;** This Schedule is a graphic representation of the general location, distribution, and extent of land uses envisaged by the Plan.
4. **Schedule 4: Northeast Transportation Schedule;** This Schedule is a graphic representation of the existing and proposed road and active transportation network envisaged by the Plan.
5. **Schedule 5: Northwest Transportation Schedule;** This Schedule is a graphic representation of the existing and proposed road and active transportation network envisaged by the Plan.
6. **Schedule 6: Southwest Transportation Schedule;** This Schedule is a graphic representation of the existing and proposed road and active transportation network envisaged by the Plan.

All Schedules are to be interpreted in conjunction with the policies of this Plan.

1.6 How to Read the Plan

With the exception of Part 1, each Part of the Secondary Plan includes a brief background information to establish the context for the policies in that section. This background material is neither a comprehensive statement of existing conditions nor does it contain adopted information.

The numbered policies are intended to reflect and assist in achieving the long-term vision for the Brighton urban growth areas and establish planning requirements, programs, standards, and criteria for development review. A commitment to action on the part of the municipality should not be construed as a commitment to proceed immediately. Commitments will be undertaken in a phased manner, as determined by Municipal Council, subject to budget considerations and program availability.

The use of “shall”, “will”, or “must” in the Implementing Policies indicates a mandatory requirement, whereas the use of “should”, “would”, “may” in the Implementing Policies indicates that a statement is advisory, not binding, and that details need to be resolved in the implementation of this Plan. Where the same topic is addressed in more than one part, sections and policies have been generally cross-referenced.

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PART TWO: LAND USE

2.0 Introduction

This Part of the Secondary Plan constitutes the framework for land use planning in the Brighton Urban Growth areas to the year 2051. The guiding principles of the land use framework, the land use classification system, and the Secondary Plan land use schedules are then presented. This is the heart of the Plan as it is the policy framework intended to guide community development in the SPA's for the next 25 years.

2.1 Land Use Framework

The Secondary Plan comprises three distinct and largely undeveloped areas of the Brighton urban area including the northwest area, north and south of Main Street, northeast urban growth area, north and south of Elizabeth Street, as well as the southwest area bordering the west side of Ontario Street south of Raglan Drive and along Presqu'ile Parkway. These areas are currently largely undeveloped but do contain various historic land uses typical of those found in the rural part of the municipality including agriculture and large lot residential uses. Portions of these areas are designated as Urban in the current Official Plan and have experienced some urban development particularly in the northeast (No Frills) and the northwest (Main Street commercial uses and newly developed retirement residence).

2.2 The Land Use Designations

The Secondary Plan land use framework is comprised of five land use designations as well as special policy areas. These designations and their associated policies are intended to be broad to give landowners and the municipality flexibility in providing sufficient direction to implement the Plan. Detailed provisions and standards will be included in future zoning for Brighton as appropriate and in conformity with the Secondary Plan.

The land use designations established by this Secondary Plan for the Brighton Urban Growth Areas are as follows:

| Section | Designation |
|----------------|--|
| 2.4 | Residential |
| 2.5 | Commercial/Mixed Use |
| 2.6 | Environmental Protection Areas |
| 2.7 | Parks and Open Space |
| 2.8 | Community Facilities and Services |
| 2.9.1 | Presqu'ile Parkway Corridor Gateway Area |
| 2.9.2 | Main Street Gateway Area |
| 2.9.3 | Elizabeth Street Gateway Area |
| 2.10 | Special Policy Areas |

2.3 Secondary Plan Land Use Schedules

The Secondary Plan land use framework is illustrated on Schedule 1 (Northwest Secondary Plan Area), Schedule 2 (Northeast Secondary Plan Area) and Schedule 3 (Southwest Secondary Plan Area). These Schedules are attached to and form part of this Plan. They illustrate predominant land uses and the spatial relationships between them and are a graphic representation of the goals and policies of this Plan. The Schedules are to be used and interpreted only in conjunction with the text of the Plan.

2.4 Residential Areas

The Secondary Plan includes one Residential land use designation to manage growth in the emerging residential neighbourhoods of Brighton. The policies of the Residential designation are intended to maintain and enhance the quality of the community by encouraging development that is compatible with existing land uses and the extension of new neighbourhoods into surrounding undeveloped areas. New residential neighbourhoods will be integrated and compatible with Brighton's existing traditional neighbourhoods. A high quality of place will be maintained or enhanced.

Development within the Residential Areas is anticipated to result from the extension of existing neighborhoods and the creation of new neighborhoods. However, the areas will support a wide choice in housing form with an increased residential density as a means of increasing the mix of housing types in Brighton, encouraging the provision of more affordable forms of housing, and maximizing the use of existing municipal services and facilities.

The policies of these areas permit all residential uses at all densities. Neighbourhood-scale non-residential uses intended to serve the local neighbourhood, including schools, libraries, places of worship, home-based business, and convenience retail, are also permitted. These uses are permitted as a means of creating and encouraging complete neighbourhoods that include a balance of facilities and services to meet the everyday needs of residents and make the most of existing municipal infrastructure. All development in the Residential area must maintain and enhance the character of the existing neighbourhood and be in conformity with the neighbourhood design policies of Section 4.1 of this Plan.

2.4.1 Guiding Residential Policies

The intent of the Residential Area of this Plan is to:

1. Support a diverse range of housing types at a range of residential densities that meet the existing and future needs of the community.
2. Encourage the creation of complete neighbourhoods that meet the everyday needs of residents and make the most of existing municipal infrastructure.

2.4.2 Implementing Residential Design Policies

The Residential designation of this Plan permits all types of residential dwellings including single and semi-detached, apartments, group homes, as well as seniors and long term care homes. A single Residential designation affords the municipality and landowners the flexibility of developing property over time as needs change without the need for a Secondary Plan amendment. There are however policies within this Plan as well as other municipal planning tools to ensure that residential development in the SPA's is consistent with good planning and design principles.

2.4.2.1 New and Existing Neighbourhood Design Policies

- a) Where applicable, ensure that new neighbourhood development in the urban growth areas occurs as an extension of the surrounding existing neighbourhood fabric. The development will integrate the new with the existing street network and blend the built form and character with the existing neighbourhoods in Brighton.
- b) Permit a mix of residential unit types in new neighbourhood development, including single detached, semi-detached, duplex, triplex, townhouse, and apartment.
- c) Require a minimum residential density of 17.3 units/net hectare (7.0 units/net acre) in new neighbourhood development with a preferred target residential density of 30 units/net hectare (12 units/net acre). Permit residential densities of 60 units/net hectare (25 units/net acre) in new neighbourhood development, as appropriate. Higher density may be permitted in exchange for the provision of community benefits in conformity with the policies of Subsection 5.1.4 of this Plan with respect to height and density bonusing.
- d) Permit a mix of neighbourhood-scale non-family residential uses in new neighbourhood development, including assisted and special needs housing, senior housing, and long term care homes as a means of meeting the full range of community housing needs.

- e) Permit a mix of neighbourhood-scale community uses in new neighbourhood development, including schools, places of worship, libraries, community centres, parks, and daycares. Neighbourhood-scale commercial uses are also permitted, including home-based business and neighbourhood-serving convenience retail. Neighbourhood-scale community and commercial uses should ideally have direct access to a collector street.
- f) Ensure that new neighbourhood development connects with existing sewer and water services by means of streets, sidewalks, walkways or multi use paths, and open space. Such connections will provide access to schools, parks, shopping, and workplaces and integrate new development in the existing urban fabric. Connections shall encourage modes of active transportation and facilitate the safe separation of pedestrian and vehicular traffic (refer to Section 3.4 of this Plan). The removal of any existing connection with surrounding neighbourhoods is strongly discouraged.
- g) Ensure that new neighbourhood development is in conformity with the urban design, and environmental management policies of Sections 4.1, 4.2, and 4.4 of this Secondary Plan.

2.4.2.2 Street Townhouse Units

Street townhouse units provide transitional density between multi-unit buildings and lower scale uses such as semi-detached dwellings (or existing residential neighbourhoods).

- a) Townhouse blocks should be oriented parallel to the street to reinforce a consistent street-wall. Within back-to-back or stacked back-to-back townhouse blocks, both units should align with their respective streets. Where townhouse blocks are located perpendicular to streets (i.e. due to lot constraints), end units should be oriented toward the street.
- b) Slight variations in setbacks may be appropriate to create a more interesting streetscape.
- c) Where townhouses abut semi-detached dwellings, side-yard step-backs are encouraged on the upper storey(s) to increase separation and ensure compatibility with the adjacent dwelling. Where upper-storey step-backs are provided, they should be 1.5-3.0m to accommodate usable outdoor amenity space (i.e. patios).

- d) Where stacked and stacked back-to-back townhouses abut semi-detached dwellings, the entire end unit (at a minimum) should step down in height to minimize overlook/shadow on the adjacent property.
- e) Where stacked and stacked back-to-back townhouses back onto semi-detached dwellings, a 45-degree angular plane from the rear lot line should be applied to mitigate shadow/privacy impacts of the upper storeys of the building.
- f) On stacked townhouses, access to lower units may be provided up to 1.5m below grade. This access should be well integrated into the building and should not be visually obtrusive from the public realm.

2.4.2.3 Semi-Detached Dwellings

- a) Semi-detached dwellings should be oriented parallel to the street to reinforce a consistent street-wall.
- b) Slight variations in setbacks may be appropriate to create a more interesting streetscape.
- c) A range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged to create variation within a streetscape.
- d) Semi-detached dwellings should be well articulated through vertical recesses and projections, window bays, and the alignment of doors, windows, porches and other architectural features. Individual floors should be easily discernible from the exterior of the building to break the height of the dwelling into easily perceivable sections.
- e) On corner lots, a similar degree of façade articulation should be provided on both frontages and building elements, such as porches, should wrap the corner
- f) On semi-detached dwellings with a flat roof, articulation may be appropriate at the upper-storey to mitigate the perceived height of the building and reinforce a human scale.
- g) Semi-detached dwellings should use appropriate materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.
- h) Facade materials should reflect their intended use and should not be used to imitate other materials.
- i) Monolithic elements, such as vertical features and/or materials that extend the entire height of the dwelling should be avoided.

2.4.2.4 Landscaping and Open Space

- a) Private front-yard landscaping should create a clear, but unobtrusive interface between the public and private realm. Low fences that do not obstruct visibility may be appropriate.
- b) Private trees are encouraged in the front yard to enhance the urban tree canopy. All trees should have access to 30.0m³ of high-quality soil
- c) Where front-yard parking is provided, at least 50% of the front yard should remain landscaped

2.4.2.5 Access, Parking and Servicing

- a) a) Front-yard garages/driveways are discouraged. Where garages are provided, they should be located at the back of each dwelling and accessed from a rear lane to avoid curb-cuts on the public sidewalk. Where front yard garages are provided, they should appear visually subservient to the main building, and should not occupy more than 50% of the building frontage

2.5 Commercial/Mixed Use Areas

The Secondary Plan includes three areas designated as Commercial/Mixed Use areas. The policies pertaining to these areas are intended to preserve and enhance the quality of place by ensuring that Brighton provides a range of convenient services for its residents and visitors in commercial areas that are compatible with surrounding neighbourhoods and of high-quality design.

The policies of these areas are intended to maintain and enhance these areas as an expansion to the existing retail and service commercial uses of the community. It is anticipated that the Commercial/Mixed Use areas will accommodate mixed-use (commercial/residential) development as a means of meeting the future needs of the community.

The policies of the Commercial/Mixed Use Areas are intended to encourage a compatible mix of land uses along two key corridors – Main Street (west) and Elizabeth Street (east) leading into the existing urban area and a third area located at the southern end of Ontario Street. While the two corridor areas are already home to a range of uses, it is important that future development establish these corridors as gateways to the Brighton urban area and respect the urban design goals of the community. Instead of duplicating or competing with the downtown commercial core. The Commercial/Mixed Use areas are intended to accommodate commercial and mixed-use development in a setting that does not reflect the traditional main street style of development. These uses often occur in residential

buildings or require a larger building, a larger lot, or more off-street parking than is appropriate in a downtown commercial core location.

2.5.1 Guiding Commercial/Mixed Use Policies

The intent of the Commercial/Mixed Use areas of this Plan is to:

1. Concentrate commercial shopping, business, office, tourism, and creative storefront economic uses in the Commercial/Mixed Use areas.
2. Support a diverse mix of complementary residential and community uses that meet the existing and future needs of the community.
3. Where mixed residential and commercial uses are proposed, applicants may be required to complete pre-consultation with the Municipality and relevant agencies to identify potential environmental, servicing, or land use compatibility considerations.

2.5.2 Implementing Policies

The Commercial/Mixed Use areas include the properties that front on Main Street (west) and Elizabeth Street (east) entrances to the Brighton urban area and lands located at the southern end of Ontario Street. As such, it is important that future development in these areas enhance the community's quality of place and the entry experience for both visitors and residents. The policies of these areas permit a range of local and region-serving commercial uses, most of which require a larger building, a larger lot, or more off-street parking than is appropriate in a traditional downtown commercial core location. Residential uses in these areas will be limited to apartment dwellings typically found within a mixed use building.

2.5.2.1 Commercial/Mixed Use Design Policies

Mixed-Use Development is encouraged along arterial roadways. Single storey buildings are strongly discouraged in favour of residential and office uses or other commercial uses on second and higher storeys.

For taller buildings, the scale of the ground floor plate is encouraged to be a human scale while adding floor area upward or downward. For larger at-grade floor plates, larger-scale articulation may be appropriate on the ground floor to reflect the extent of interior use(s) and to accentuate building entrances or other key features, including extra tall ground

floors, extensive setbacks, cantilevers, double-height glazing, and/or features that extend for multiple storeys.

- a) Concentrate community-scale business, office, tourism, community facilities and creative economic uses in the Commercial/Mixed Use Areas.
 - i. Support a diverse mix of complementary residential and community uses that meet the existing and future needs of the community and encourage a healthy and vibrant Commercial/Mixed Use Area.
- b) Establish the Commercial/Mixed Use Areas as the primary gateways to the Brighton urban area with development that is of high-quality design and compatible with surrounding neighbourhoods.
- c) Recognize the Commercial/Mixed Use Areas as major gateways to the Brighton urban area and the ancillary mixed-use area to the downtown core with regional and community-scale uses that require a larger building or more off-street parking than is appropriate in the downtown core.
- d) Permit a mix of regional and community-scale commercial uses including but not limited to retail; personal and business services; tourist and tourism based uses; office; auto and equipment-related sales and service, and parks and open space.
- e) Such development shall be in conformity with the urban design policies of Section 4.1 of this Plan and enhance the viability and vitality of the areas.
- f) Focus higher density residential development in Commercial/Mixed Use Areas as a means of supporting the long-term viability of local businesses, strengthening the live/work relationship, and encouraging the provision of more affordable forms of housing.
- g) Permit new buildings in the Commercial Mixed-Use Areas that are compatible in height, bulk and massing. This Plan offers flexibility in building design and orientation that may be necessary to accommodate mixed use buildings with varying floor heights.
- h) Direct buildings to be placed in proximity to street frontages in order to provide a connected relationship between the building and the public realm. A continuous building line will generally be presented, punctuated where appropriate by active transportation connections or open space.
- i) Consider passing a community benefits charge by-law to encourage intensification in the Commercial/Mixed Use Areas in exchange for facilities, services, or matters of community benefit, provided such development is in conformity with the urban

design policies of Section 4.1 of this Plan and the mixed-use corridor is maintained and enhanced.

- j) Require that new development in the Commercial/Mixed Use Areas be of high-quality design and support the role of the area as a gateway to the community.
- k) Buildings located at the corners of a main intersection, should wrap the corner to create a continuous streetscape and be designed to reinforce the visually high-profile location.
- l) Parking is preferred to be provided underground or in a structure. Where surface parking is provided, it should be located in the rear or side yard and screened from view.
- m) Open storage or compounds in public view are discouraged
- n) Fencing of large areas of lot coverage or segments of frontage will not be permitted, particularly within public view. Fencing will be aesthetically pleasing and kept within interior side yards or rear yards.
- o) To support accessibility, new transit stops are encouraged. Preferred locations are around areas with the highest concentration of commercial and residential densities, with a particular focus on areas where new streets are envisioned.
- p) Parklands will be strategically located to ensure all residents have access to recreational areas within a convenient walking distance. Parkettes will be located within approximately 200m of residential uses.
- q) To further enhance the open space network, and the aesthetic appeal of the areas, private amenity spaces atop buildings or plazas adjacent to new and infill developments should offer additional open spaces, thereby contributing to the overall well-being and recreational opportunities for the community. These plazas should be seamlessly integrated between buildings and strategically located at key intersections of development parcels. Promenades will offer mid-block or inter-building connections while also offering added landscape enhancements, pop-up conveniences, and sitting areas. As predominantly hardscaped areas, promenades and plazas should include street furnishings and street trees and should offer space for streetscape enhancing uses such as commercial spill-out areas. Plazas should be strategically positioned, particularly in close proximity to Mixed-Use areas.

- r) Discourage “strip” development in the Commercial/Mixed Use Areas whereby commercial uses are disconnected from the surrounding neighbourhood.
- s) Identifying key locations for more intense mixed-use development in future zoning so as to establish distinct activity nodes.
- t) Encouraging new development to locate parking at the side or rear of a property so as to reduce negative visual impacts.
- u) Encouraging new development to locate buildings nearer to the street, while considering the setback of existing neighbouring buildings, to create a sense of enclosure consistent with compact urban form.
- v) Requiring new development to minimize driveways to improve pedestrian safety and vehicular flow, and to landscape areas along sidewalks to improve pedestrian safety and comfort; and
- w) Consider the preparation of design guidelines for the corridors as a means of guiding and evaluating applications for new development and ensuring that it is sensitive to and supports the role of the area as a gateway to the community.
- x) These guidelines could address:
 - Building orientation, design, and setbacks;
 - Landscaping, screening, and fencing;
 - Outdoor storage;
 - Signage;
 - Access controls;
 - Parking and loading;
 - Outdoor eating areas;
 - Gateway entry features.

- y) Minimize and mitigate potentially adverse off-site impacts, such as noise or lighting, of new commercial development on adjacent residential properties by establishing buffering and screening works.
- z) Ensure that all new development or significant redevelopment in the Commercial/Mixed Use Areas provides adequate off-street parking. Cash-in-lieu of parking may be considered as an alternative means of meeting this policy.
- aa) Strengthen the links between the Commercial/Mixed Use Areas and the downtown core by means of gateway development, visual and physical connections, sidewalk extensions, bicycle lanes, signage, etc.
- bb) Enforce property standards in the Commercial/Mixed Use Areas as a priority to ensure that the quality of place of Brighton is maintained and enhanced. Refer to Section 5.6.

2.6 Environmental Protection Area

The Environmental Protection Area represents a significant component of the green infrastructure in Brighton. These areas are intended to preserve and enhance lands with inherent environmental sensitivity. The boundaries of the Environmental Protection Area are based on analysis and mapping completed by other agencies, including Lower Trent Conservation and the Ministry of Natural Resources. These boundaries may change over time as a result of additional analysis or project-specific Environmental Impact Studies (EIS).

Development in or adjacent to the Environmental Protection Areas of this plan will be subject to the policies of Sections 3.9 and 4.11 of the existing Brighton Official Plan where applicable.

2.7 Parks and Open Space

Parks and Open Space areas can define a community more than any other physical element. Park and Open Space areas support exercise, play, community interaction, and provide contact with nature. These areas contribute greatly to quality of life in Brighton and portray it as a community that is healthy, green, and attractive to both residents and visitors.

In the next twenty-five years, the urban population of Brighton may increase by up to 5225 permanent residents. By current municipal standards, an additional 7.5 hectares of parkland may be required. However, it is important to note that the provision of park and recreation facilities is not solely related to the provision of physical space – there also

needs to be a diversity and equitable distribution of park and recreation facilities throughout the community. This will be accomplished through the provision of community, neighborhood and parkette facilities throughout the secondary plan areas.

2.7.1 Guiding Parks and Open Space Policies

The intent of this Plan is to:

1. Recognize park and open space lands as important contributors to the quality of place in Brighton and as invaluable to the long-term health and well-being of its residents.
2. Work toward the creation of an interconnected network of park and open space lands linked by the active transportation system to surrounding neighbourhoods.

2.7.2 Implementing Policies

Council shall:

- a) Provide for a range of park types, recreation facilities, and open space areas in Brighton and their equitable distribution the community to ensure access to a diversity of recreation opportunities.
- b) Open spaces shall be distributed so that all residents are generally within a 250 to 500 metre walking distance (2.5 to 5 minutes) of a public park, trail, or passive recreational area
- c) Provide for both active and passive elements within all parks, as appropriate, to meet the recreation needs of all ages and interests.
- d) Provide a minimum setback of 7.5m between any active public parkland facility and the nearest property boundary.
- e) Identify and secure active transportation connections between new and existing parkland and open space areas and new and existing neighbourhoods during the development approval process. These “green ways” should include enhanced streetscaping and pedestrian amenities. Refer to Section 3.4 of this Plan.

- f) Work with other levels of government and agencies to coordinate strategies and funding opportunities to acquire and preserve park and open spaces areas.
- g) Require parkland dedication for residential development and redevelopment equivalent to 5 percent of the subject land area, and/or dedication at a rate of one hectare per 300 units. For commercial and industrial development and redevelopment, require dedication equivalent to 2 percent of the total site area.
- h) Consider cash-in-lieu of parkland dedication under the following circumstances;
 - i. The required dedication fails to provide an area of suitable size, location, and shape for parkland development to the satisfaction of the municipality.
 - ii. The required dedication would render the remainder of the site unsuitable or impractical for development.
 - iii. The area within which the development is proposed is well served by existing park and open space areas and no further areas are required.
- i) Require that the land accepted for parkland dedication can achieve the municipalities' requirements for the type of parkland to be provided, and is in conformity with the goals, policies, and schedules of this Plan.
- j) Consider the provision of sustainability features to address climate change in proposed development in lieu of parkland conveyance where suitable lands are not available for parkland development. Such features may include green roofs.
- k) Permeable surfaces; tree planting; renewable energy technologies; and water efficiency and conservation measures. Refer to Section 4.4 of this Plan.
- j) Encourage private recreation development to complement public recreational opportunities and support the involvement of private recreation groups in the planning, operations, and maintenance of parkland in Brighton.

- k) Refer to Parks and Recreation Master Plan for Brighton that establish standards for the following:
- i. Parkland classification scheme, including for neighbourhood and community parks.
 - ii. Parkland area required for each type of parkland by population.
 - iii. Size and service area for each type of parkland.
 - iv. Potential facilities and activities permitted within each type of parkland; and
 - v. Locational requirements for each type of parkland, including access and parking, collocation with other facilities, etc

2.8 Community Facility

The Community Facility designation identifies large publicly owned lands intended for community recreational facility or infrastructure purposes. Development standards of these lands will be guided by future recreational and infrastructure needs or requirements.

2.9 Gateway Areas

Traditionally County Road 2 (Main Street and Elizabeth Street) has been the main east and west gateways to the urban area of the Municipality of Brighton. In addition, the Presqu'île Parkway has played an important role in defining the history and character of the Brighton region. As such, it is the intent of this plan to ensure that these areas maintain and enhance these roles by designating them as Gateway Areas.

The policies of this Section are to be considered in addition to any other policies in the Plan that may apply to the underlying land use area. Gateway Areas are identified on Schedules 1, 2 and 3:

2.9.1 Presqu'ile Parkway Corridor Gateway Area

The Area extends from the intersection of Ontario Street and Presqu'ile Parkway in the east to the entrance of Presqu'ile Provincial Park in the west. This corridor provides the municipality with the opportunity to enhance existing transportation, recreational and land use infrastructure in the area. It is the primary route taken by visitors from across the country and beyond to Presqu'ile Provincial Park. With this in mind, Council will consider completing a corridor design study that would address the following issues: Upgrades to the existing multi use pathway and roadway;

- Stabilizing the banks of Presqu'ile Bay;
- Landscaping and signage;
- Design Guidelines for commercial development;
- Alternative road designs to improve the intersection of Presqu'ile Parkway and Ontario Street;
- Expansion of the commercial node at the west end of Presqu'ile Parkway;
- Further enhancement of the recreational opportunities at the Ontario Street municipal docks;
- Maintain a wildlife corridor from Presqu'ile Provincial Park to lands further north.

2.9.2 Main Street Gateway Area

The Main Street Gateway Area defines the entrance to the Brighton urban area for those travelling from the west and includes all lands fronting on Main Street within the Secondary Plan Area. Given its function and visibility this area should demonstrate a high level of urban design for both private and public development. With this in mind

Council will consider the completion of a Main Street Gateway design study that would address the following issues:

- Gateway feature at the west end of Main Street that would celebrate Brighton's rich history and character. The design of this feature should be coordinated with a similar feature located at the east end of Elizabeth Street.
- Pedestrian and multi use pathway design.
- Streetscaping to incorporate street furniture, street lighting, signage and landscaping features.
- Architectural guidelines for public and private development.
- Entrance and intersection design guidelines.

2.9.2 Elizabeth Street Gateway Area

Similar to the Main Street Gateway Area, the Elizabeth Street Gateway Area defines the entrance to the urban area of Brighton for those travelling from the east and includes all lands fronting on Elizabeth Street within the Secondary Plan Area. As such, the Elizabeth Street Gateway Area policies should be similar in nature to showcase a common theme for those entering the Brighton urban area from either the east or west. With this in mind Council will consider the completion of an Elizabeth Street Gateway design study that would address the following issues

- Gateway feature at the east end of Elizabeth Street that would celebrate Brighton's rich history and character. The design of this feature should be coordinated with a similar feature located at the west end of Main Street.
- Architectural guidelines for public and private development.
- Pedestrian and multi use pathway design.
- Streetscaping to incorporate street furniture, street lighting, signage and landscaping features. Architectural guidelines for public and private development.
- Entrance and intersection design guidelines

2.10 Special Policy Areas

Northeast Secondary Plan Area:

Special Policy Area #3, as referenced in Section 4.14.3 in the Brighton Official Plan.

Notwithstanding any policies to the contrary, the future development of the Special Policy Area #3, being Part of Lot 34, Concession A, Registered Plan Number 28, is subject to the policies found in Section 4.14.3 of the existing Brighton Official Plan.

Southwest Secondary Plan Area:

Special Policy Area # 6, as referenced in Section 4.14.6 in the Brighton Official Plan.

The Special Policy Area # 6 designation on Schedule “A” of the current Official Plan recognizes the area of the Municipality that is subject to the Waterfront Master Plan.

The Special Policy Area # 6 designation has been applied to five (5) specific areas within the waterfront areas of the Brighton Urban Area, including one (Area B) within the Southwest SPA:

Area A – Gosport Waterfront Area (n/a)

Area B - Harbour Street/Ontario Street/Presqu'ile Parkway Boat Launch & Parkette (within the Southwest SPA)

Area C Harbour Street Parkette (within the Southwest SPA) (n/a)

Area D - Price Street East Landing (n/a)

Area E - Presqu'ile Landing (n/a)

Refer to Section 4.14.6 of the current Brighton Official Plan for detailed development policies.

2.11 Urban Fringe Areas

- The subdivision of lands is generally discouraged within the Urban Fringe Area. Lands in the Urban Fringe area are not eligible for the number of consents for new lots available through section 5.2.1.1 of the Brighton Official Plan.
- The location of new buildings on existing lots will be placed only to accommodate future transportation and infrastructure corridors and other long-term growth objectives.
- Conditions of approval may include conveyance of future street allowances or infrastructure corridors as applicable.

DRAFT

PART THREE: COMMUNITY FACILITIES AND SERVICES

3.0 Introduction

This Part of the Plan provides policies governing community facilities and services including transportation and utility services that are the basis for future development in the Secondary Plan Areas. These policies are intended to be read in conjunction with the other policies of this Plan.

3.1 Transportation and Circulation

The transportation system in the Brighton urban area is an essential part of achieving the community vision of the Secondary Plan and has a direct influence on land use, quality of life, and community health. The transportation system comprises several components for the movement of goods and people in the urban area with connections to other communities in the County and beyond. These components include a network of roads and trails.

While the majority of traffic using the transportation system is motor vehicle based, there are opportunities to increase the modal share for forms of active transportation in the urban area, including walking, cycling and wheelchair. Such opportunities are worth pursuing if the transportation system in Brighton is to be safe, efficient, equitable, and sustainable.

3.1.1 Guiding Policies

The intent of this Plan is to:

1. Integrate transportation and land use decision-making to support the continued development of Brighton as a compact and complete community.
2. Enhance the connectivity of the transportation network in Brighton for both motorized and active modes of transportation.
3. Utilize transportation demand management to influence travel patterns and reduce auto dependency in Brighton.

4. Encourage active transportation in Brighton by providing safe and barrier-free access, human-scaled built environments, pedestrian-oriented streetscapes and amenities, and a network of connected destinations.
5. Recognize the relationship between active transportation and a healthy community.
6. Encourage developments to achieve transit-oriented densities at appropriate locations.
7. The layout of future streets will achieve a highly permeable network.

3.1.2 Implementing Policies

Transportation system planning is an important part of community development. System planning that incorporates the consideration of land use, alternative modes of transportation, and connectivity is most likely to achieve the long-term vision of a community.

Council shall:

- a) Ensure that all services comprising the transportation system in Brighton, including their planning and construction, support the goals and policies of this Secondary Plan.
- b) Provide adequate transportation system capacity to meet local needs taking into consideration changes in seasonal demand. Consider addressing changes in seasonal demand by means of transportation demand management practices.
- c) Accommodate and integrate both motorized and active modes of transportation system planning and construction in Brighton.
- d) Develop a scheduled data collection program that is undertaken every three-to-five years that includes vehicular, parking, and pedestrian counts at major roadways and intersections. The scheduled data collection program may be integrated with the development approval process, whereby developers are required to complete traffic counts of nearby intersections impacted by their development to supplement the inventory.

- e) Protect corridors and rights-of-way for significant transportation facilities in Brighton as required to implement the goals and policies of this Secondary Plan. The use of corridors and rights-of-way shall be maximized such that multiple modes of transportation and joint use with other utilities are accommodated, as appropriate. Such efforts shall be explored prior to acquiring new rights-of-way and/or building new roads.
- f) Mandate a more grid-like pattern of streets in the planning of new development as a means of encouraging compact development, providing more direct and accessible routes for pedestrians and cyclists, and distributing vehicle traffic more evenly.
- g) Establish connections between developed neighbourhoods and future development in the Residential Area. These connections shall provide the framework for a grid-like pattern of streets (refer to Schedules 4, 5 and 6 of this plan).
- h) Recognize that the potential future road connections to the transportation system in Brighton as shown on Schedules 4, 5 and 6 are illustrative only and may not occur precisely as indicated. Such studies as may be required will be completed in conjunction with any proposed system improvements.
- i) Consider potential environmental and human health impacts when evaluating improvements to the transportation system. Such impacts may include noise, vibration, air quality, and protection of environmental resources. Adverse impacts on the environment, public safety, or public health, shall be avoided (where possible), minimized, and mitigated in the planning, design, and construction of the improvement.
- j) Require that the potential impact of proposed development on the transportation system in Brighton be determined by means of a traffic impact study to be completed by the applicant. Where the transportation system is deemed inadequate, the applicant shall be required to:
 - i. Improve the system at no cost to the municipality to accommodate the development.
 - ii. Make the necessary financial contributions for the required improvement; and/or
 - iii. Dedicate rights-of-way for the development of roads.

- k) The applicant shall pre-consult with the pursuant to Policy 5.8 of this Plan to determine the specific need for and scope of the traffic impact study.
- l) Require that land to be conveyed for the purpose of widening an existing right-of-way as a condition of consent, subdivision, or site plan approval occur at no cost to the municipality. Widening shall generally be equal on both sides of the right-of-way, except where site-specific conditions necessitate an unequal widening.
- m) Consider alternative forms of intersection control, including roundabouts or other similar roadway features, subject to an evaluation by the municipality of the functional, operational, servicing, safety and financial issues associated with their use.
- n) Coordinate transportation system planning in Brighton with the County of Northumberland, as necessary, to ensure compatibility and effectiveness of future County initiatives and improvements.

3.2 Road Network Hierarchy

Public roads in Brighton are classified into a hierarchy on the basis of function, user characteristics, speed, and connections. The classification of existing and proposed roads of the Brighton Road network is shown on Schedule 4,5 and 6: Secondary Plan Transportation Schedules.

3.2.1 Implementing Policies

Council shall:

Continue to utilize a functional classification system for roads to aid in the planning, development, and maintenance of the transportation and circulation system in Brighton. Road classifications include Arterial Roads, Collector Roads, Major Local Roads, Local Roads and Activity Routes.

- a) **Arterial Roads** are designed to carry relatively high traffic volumes and provide for the movement between principal traffic generators and the interconnection of County Roads. Arterial Roads have a design right-of-way width of 28 metres, include two-to-four traffic lanes, and accommodate normal traffic speeds of 50 km/hr or more.
- b) **Collector Roads** are designed to collect and distribute traffic at relatively low operating speeds to and from Local Roads and Arterial Roads.

Collector roads have a design right-of-way of width of 23 metres, include two lanes, and accommodate normal traffic speeds of 50 km/hr or more. Intersection spacing for collector roads in the plan areas should range from a minimum of 60 metres to 120 metres depending on local conditions

- c) **Local Roads** are designed to provide access to abutting properties at low operating speeds. Local Roads have a design right-of-way width of 20 metres, unless otherwise approved by the Municipality, include two lanes, and accommodate normal traffic speeds of 50 km/hr or less. In addition, Major Local Roads (23.0m ROW) include some or all of the following functions and characteristics:

i. Major Local Roads

Serve adjacent or lead to higher density developments which generate high pedestrian and vehicular traffic as well as requiring more municipal and utility services,

- Provide a higher proportion of “through” traffic;
- A design that facilitates higher volumes at higher speeds;
- Connect arterial or collector roads to Minor local residential streets;
- Need to accommodate existing or future transit service;
- Meet other design needs: e.g. major trunk utility/municipal service corridors, major overland flow routes for conveyance of storm water;
- Include sidewalks on both sides, preferably away from curb;
- Extend existing streets with similar characteristics;

ii. Minor Local Residential Roads (18m ROW)

Minor Local Residential Roads include some or all of the following functions and characteristics:

- The main function is to provide access to adjacent property and accommodate local traffic only, at low speeds;
- Any underground infrastructure can be reasonably maintained within the right-of-way;
- Connects to other local streets;
- Carries low pedestrian and vehicular volumes;
- Extends existing roads with similar characteristics;
- Permit a change in the function of a road by means of an amendment to the classification system shown on Transportation Schedules 4, 5, and 6;
- Recognize that alternatives to the minimum right-of-way widths required for each road classification may be considered in cases where the reconstruction of existing roads to required standards may be physically or economically infeasible due to the location of existing services, buildings, driveways, etc. Alternative development standards may be considered in new neighbourhood development provided such standards support the goals and policies of this Plan of encouraging the provision of more affordable forms of housing and compact development.

3.3 Transportation and Land Use

Higher density and mixed land uses are directed to locate in relation to collectors or arterial roadways. Low density developments will locate away from collector or arterial roadways and be accessed through local street patterns.

Traffic sensitive land uses will locate on local streets where volumes and speed of traffic afford safe and quiet environments. Developments along collector or arterial roadways will maintain or improve the mobility of traffic flows.

Proposed access to any public street or roadway will conform to the Municipality's entrance requirements for separation spacing and design requirements, particularly in achieving safe sightlines.

3.3.1 Transportation Demand Management, Traffic-Calming, and Design strategies

Transportation Demand Management (TDM) refers to a wide range of policies, programs, services, and products that influence how, why, when, and where people travel as a means of making travel more sustainable. TDM can be used to make more efficient use of the transportation system, such as shifting travel from peak to off-peak periods, shifting from automobile to alternative means of transportation, and shifting from dispersed to closer destinations. It can also be used to alleviate seasonal congestion.

3.3.1.1 Implementing Policies

Council shall:

- a) Design streets to encourage slower speeds by including traffic-calming measures. New neighbourhood development shall incorporate traffic-calming measures, as appropriate. Such measures may include, but are not limited to:
 - i. Roadway narrowing.
 - ii. Speed tables/humps.
 - iii. Crosswalks.
 - iv. Trails.
 - v. Bicycle lanes.
 - vi. Curb extensions; or
 - vii. Tree planting.

- b) Improve the pedestrian realm on public streets in Brighton through the use of traffic-calming measures and landscape features that provide shade and make the road seem narrower to drivers thus slowing traffic speed. Such features are also an important part of encouraging active transportation (refer to Section 3.4 of this Plan).

3.4 Active Transportation System

Promoting active transportation in Brighton is important to the health and well-being of residents and visitors alike. Active transportation includes any mode that is non-motorized, including walking, cycling, skateboarding, rollerblading and wheelchair.

Not only is active transportation important for human health, but also it contributes to Transportation Demand Management (TDM) by providing safe, efficient, and sustainable means of traveling without the need to drive. Active transportation in Brighton must be safe, accessible, and an integrated part of community development.

3.4.1 Implementing Policies

Council shall:

- a) Create a network of activity routes in Brighton that includes sidewalks, multi use paths (MUP), and trails to accommodate all forms of active transportation. Activities should connect neighbourhoods to various activity centres, including the commercial, park and open space areas. The active transportation system is illustrated on Schedule 4,5 and 6: Secondary Plan Transportation Schedules. Changes to this system may be completed at the time of subdivision plan review in accordance with Section 5.11.1 of this Plan.
- b) Consider adapting existing roads to provide safer travel for pedestrians and cyclists, as appropriate. Adaptation could include the addition of or repair to sidewalks making them barrier free and consistent with the *Accessibility for Ontarians with Disabilities Act*.
- c) Consider relocation of obstacles to pedestrians and cyclists such as light standards and utility poles. Other improvements may be identified as part of the street inventory process as noted in the policy above.

- d) Ensure that all new roads in Brighton accommodate active transportation facilities including sidewalks and/or on-road bicycle lanes, as appropriate. Ensure that activity routes incorporate enhanced facilities, including but not limited to sidewalks; on-road bicycle lanes; pedestrian-oriented lighting; pedestrian-oriented signage/wayfinding; seating areas; bicycle lock-up at activity centres; and high-quality landscape materials. Priority for the provision of enhanced facilities shall be activity routes that coincide with “green ways” Multi-use Pathways are designed to accommodate non-vehicular modes of transportation (walking, cycling, wheelchair, etc.) on facilities that include sidewalks, paths, and trails. Activity Routes may use a road right-of-way or a dedicated right-of-way).
- e) Require that traffic signals in Brighton include a push-button or sensor control for pedestrians and cyclists located at standard wheelchair height and located free from barriers.
- f) Educate the general public, cyclists, pedestrians, motorists, and enforcement agencies regarding the safe practices, rights and responsibilities of pedestrians, cyclists and motorists.

3.5 Parking

Parking management should support future development in Brighton that is accessible, integrated, compact, and accommodating of multiple modes of transportation.

Implementing Policies

Council shall:

- 3.5.1 Require adequate off-street parking and loading for all development in the municipality in accordance with standards established in the Zoning By-law. Alternative means of meeting this policy should be considered, such as cash-in-lieu, shared parking, public parking in private facilities, etc.
- 3.5.2 Consider excluding listed or designated cultural resources in the municipality from the off-street parking and loading standards established in the Zoning By-law as a means of facilitating their continued use.
- 3.5.3 Promote active transportation as a means of reducing parking demand in Brighton (refer to Section 3.4 of this Plan).

3.5.4 Develop standards for the design and layout of parking areas in Brighton that encourage compact form, screening and buffering from streets and adjacent properties using landscape treatment, and reduced conflicts between vehicles and pedestrians.

3.6 Services and Utilities

As Brighton develops, demand will continue for various services and utilities such as water, sewer, hydro, gas, cable, and telecommunications. These services should be provided concurrently in a coordinated, efficient, and cost-effective manner consistent with principles of good planning and meet the current and projected needs of Brighton. Such services must also be provided and paid for in an equitable manner without an undue financial burden on the municipality.

Guiding Policies

The intent of this Plan is to:

1. Provide adequate utilities and services for existing and future residents and businesses.
2. Ensure that provision of utilities and services occurs in an environmentally and fiscally sound manner.

3.6.1 Implementing Policies

Council shall:

- a) Require that all new developments in the Secondary Plan areas, including lot creation, proceed on full municipal water and sewer services.
- b) Require that new development provide either directly or through fees all new infrastructure facilities, and services that must be created, expanded, or modified to serve such development where these are not otherwise covered by or the responsibility of the municipality.
- c) Base the timing and priority of development in the Secondary Plan areas on the following principles of serviceability and location:

- i. There is a logical extension of municipal services to contiguous development areas such that large undeveloped tracts of land do not have to be crossed.
- ii. A compact form and pattern of development is maintained.
- iii. The impacts on any environmental features are avoided (where possible), minimized, and adequately mitigated.
- iv. The provision of all municipal services proceeds in an economically viable manner; and
- v. Priority is given first to reserving servicing capacity for infilling, intensification, and redevelopment.
- vi. Allocate water and wastewater servicing capacity only if there is or will be sufficient capacity to do so, or in accordance with a services allocation by-law.
- vii. Ensure that the decision-making process for allocating water and wastewater servicing capacity considers the following:
 - Recognition of responsible environmental protection;
 - Responsible fiscal management;
 - Principles of good land use planning;
 - Economic opportunities for the municipality;
 - Development of a responsible servicing strategy; and
 - Matching the financial benefit of planning approvals with the financial commitments necessary to construct and expand municipal infrastructure.
- viii. Consider the reallocation of servicing capacity from lapsed development approvals or deemed plans of subdivision to other developments or areas of Brighton.

- ix. Refer to the policies of Subsection 5.3.3. of this Plan regarding lapsing approvals and deeming of registered plans of subdivision.
- x. Consider reserving a portion of unallocated water and wastewater servicing capacity to ensure that important Municipal projects may proceed.
- xi. Monitor water and wastewater servicing capacity to ensure that sufficient capacity exists to accommodate the 3- and 10-year housing supply targets required under the Provincial Planning Statement.
- xii. Ensure that the existence of a public utility or service does not entitle, justify, or otherwise permit the creation of a new use or the expansion of an existing use that is otherwise in conformity with this Secondary Plan.
- xiii. Work with utility and service providers in Brighton to ensure that any future expansion of local facilities is designed and planned in a manner that is cost-effective and efficient with minimal impact on existing and future residents, including:
 - Encouraging shared and multiple use of corridors and towers for utilities;
 - Ensuring that utility and service providers can adequately service proposed development; and
 - Requiring that all utilities serving new development be located underground, as appropriate.
- xiv. Consider establishing a buffer area around municipal treatment facilities and pump stations to ensure compatibility with surrounding neighbourhoods and minimize potential impacts on adjacent development. Refer to Policy 4.5.14.
- xv. Require the use of stormwater management facilities, or storm water management best management practices, for development and redevelopment in order to control potential flooding and erosion and protect water quality and aquatic habitat. Stormwater

management is to address quantity and quality control in accordance with Municipal, MOE and Conservation Authority requirements and be undertaken in accordance with the MOE Stormwater Management Planning and Design manual. The municipality may consider the use of alternative storm water management facilities. Developers proposing such alternatives shall demonstrate that these facilities do not put undue financial burden on the municipality.

- xvi. Require the preparation of master drainage plans for large development areas. Such plans should be prepared with regard to this plan.
- xvii. Require the preparation of master service plans for large development areas. Such plans should be prepared in conjunction with regard to this plan.
- xviii. This Plan recognizes that the existing Wastewater Pollution Control Plant does not currently have the treatment capacity to fully accommodate development of the growth projections outlined in this plan. The municipality is currently expanding its sewage treatment capacity which will fully accommodate the growth projections of this plan.
- xix. In addition to the Wastewater Pollution Control Plant expansion, multiple upgrades (13 pipes) are required in the Prince Edward Street Trunk Sewer system required to accommodate the growth in the northwest and northeast Secondary Plan areas. This work should be undertaken upon these pipes reaching 80% capacity. Sanitary sewage capacity is adequate to accommodate growth in the southwest Secondary Plan area.
- xx. This Plan further recognizes that the municipal water supply and treatment systems are not adequate to fully accommodate the projected growth projections of this plan. The municipality's intent is to initiate the appropriate planning studies to investigate the expansion of these systems prior to them reaching 80% capacity. Localized upgrades of the water distribution system should be undertaken to accommodate growth.
- xxi. Future water pressure issues for the development of lands at higher elevations are anticipated to accommodate growth in the

northwest and northeast Secondary Plan areas. The municipality should conduct appropriate studies to determine the preferred solution, timing and cost of upgrades to the water distribution system.

- xxii. Proponents of developments will be directed to confirm the availability of water supply and sanitary collection through field verification of the respective mains capacities.

DRAFT

PART FOUR: QUALITY OF PLACE IN BRIGHTON

4.0: Introduction

This Part outlines policies and guidelines for the preservation and enhancement of Brighton's quality of place with respect to neighbourhood design, cultural heritage, housing, community improvement, green infrastructure (park, open space, and environmental lands), and environmental management. These policies are intended to be read in conjunction with the other policies of this Plan.

4.1 Neighbourhood Design

Neighbourhood design is an important element of community building and of creating a sense of place since it shapes the look and feel of a place. Design is not simply about buildings but also the public spaces around them, including streets. There is an increasing awareness in Brighton about design, and with that, an expectation that new development needs to "fit" better with the existing context.

The Secondary Plan is intended to provide a coherent approach to design within the areas that can be used to guide the creation of compatible and creative places. The Secondary Plan is intended to identify key elements of design to be considered in new development in Brighton. This identification of the key elements of design should not be construed as design guidelines but as interim direction until such time as the municipality provides more detailed design direction and objectives or prepares guidelines.

4.1.1 Guiding Policies

The intent of this Plan is to:

1. Recognize design as an integral contributor to the quality of place and ensure that new development and in Brighton enhances community look and feel.
2. Recognize that design relates to the many physical elements that comprise a community, including buildings, public spaces, streets, open space, and natural heritage features.
3. Recognize design as an important part of achieving the Community Vision for Brighton with respect to sustainability.

4.1.2 Implementing Policies

Council shall:

- a) Consider design an integral component of new development in Brighton. Council should require a design statement with all planning applications to ensure that the design considerations of this Plan, and relevant design guidelines that may be prepared, are addressed.
- b) Establish design guidelines for specific types of development, for specific areas, as means of guiding and evaluating applications for new development in Brighton. Priority areas for the preparation of design guidelines include the Presqu'ile Corridor, Elizabeth Street and Main Street Gateway.
- c) Prepare a streetscape master plan for the Elizabeth and Main Street Gateways. The plan should include design guidelines and recommended projects to enhance key elements of the public realm. Such elements could include:
 - i. Sidewalks and planters.
 - ii. Street lighting and furniture.
 - iii. Street trees.
 - iv. Parking and curb cuts.
 - v. Signage and wayfinding.
 - vi. Integration of active transportation facilities (refer to Section 3.4 of this Plan).
- d) Ensure that the design of new development is visually compatible with the surrounding neighbourhood, including its cultural and natural heritage features. Elements of compatibility to be considered include:

- i. Siting, scale, and design of new development in relation to the characteristics of the surrounding neighborhood, such as: scale, massing, setbacks, access, landscape treatment, building materials, exterior design elements, and lighting.
 - ii. Protection and enhancement of cultural and natural heritage features by means of siting, building design, and landscape design; and
 - iii. Architectural style, street pattern, and site arrangement where such style or arrangement represents a defining component of the surrounding neighbourhood or the historic or cultural significance of the area.
- e) Ensure that new development and redevelopment considers the range of elements that contribute to accessible, safe, and sustainable development in Brighton. Future design guidelines should also reflect these elements, including:
 - i. Pedestrian amenities that cater to people of a range of ages, abilities, and needs in terms of access, signage, visual or auditory aids, landscape, seating, etc.
 - ii. Site safety and security including enhanced lighting, visibility from the street, well-located and clearly marked building entries, accessibility for emergency services, limited pedestrian and vehicle interface, and other principles of Crime Prevention Through Environmental Design (CPTED).
 - iii. Integration and interface between public spaces and private development, including pedestrian circulation to and through the site, streetscape and landscape, buffering and screening of yards.
 - iv. green design of buildings, landscapes, active transportation facilities, and the preservation of natural features and areas; and
 - v. Integration, preservation, and enhancement of cultural heritage resources.

- f) Establish standards to manage signage in Brighton to ensure that it contributes to the character and sense of place and does not detract from the architectural, heritage, and rural background of the community. Key considerations should include type, location, size, material, and lighting. No signage should dominate a building, streetscape, viewscape or landscape. Pylon signs are discouraged.
- g) Implement the neighbourhood design policies of this Plan by one or more of the following means:
 - h) Zoning, site plan control (exterior design control), plan of subdivision design guidelines, sign by-law, any other relevant development approval process or guideline adopted by the Municipality.
 - i) Preparation and implementation of a streetscape master plan for Elizabeth and Main Street Gateway.
 - j) Design, construction, and installation of municipal works and facilities.

4.2 Residential Design

With respect to future development in the Residential Area, compatibility, compact design and connectivity are the primary concerns.

- a) Consider slightly taller buildings of three and four stories in the extension of existing neighbourhoods and in new neighbourhoods but locate such buildings together on interior streets away from existing low-rise development. Intensification using three- and four-storey buildings should occur at the periphery of these areas and at major intersections. Such buildings could incorporate neighbourhood-scale non-residential uses.
- b) Where townhouse or stacked townhouse developments abut lower-scale residential dwellings, upper-storey step-backs of 1.5 to 3.0 metres and a 45-degree angular plane from the shared lot line shall be applied to ensure compatibility of scale, privacy, and sunlight access.
- c) Front yards shall maintain a minimum of 50 percent soft landscaping and at least one tree per dwelling, with each tree provided access to a minimum of 30 cubic metres of high-quality soil to support healthy growth.

- d) Encourage the extension of existing neighbourhoods in the Residential Area and new neighbourhoods based on a grid-like pattern of streets to provide a strong circulation network. Cul-de-sacs are strongly discouraged. Such a network should link residents with important community elements, amenities, and adjacent neighbourhoods and provide sufficient access for both vehicular and active modes of transportation. This Plan recognizes that a fine-grained block network will offer long-term adaptability of urban fabric, added opportunities for on-street parking, convenient movements of vehicles and pedestrians while availing traffic calming. Streets and block arrangements will be designed to encourage active transportation, facilitate public transit, and support efficient emergency services. Accordingly, block size shall be designed in keeping with the following criteria:
- i. Require future development on small block sizes (400m perimeter) to maximize access and walking;
 - ii. the preferred block size should have a block perimeter of between 400 meters and 650 metres or between a 5-to-10-minute walk. This directive yields walkable block sizes of between 75 to 100 metres by 150 to 200 metres. While the perimeter can vary among the different block faces, it generally maintains smaller sizes - no more than 120 to 150 metres for square blocks.
 - iii. Block sizes along streets or roadways that are planned as major local, collector or arterial roadways may have larger block faces to the extent that maintains the level of service planned for such higher-order roadways.
 - iv. Block lengths shall generally not exceed 100 metres; where longer blocks are unavoidable, publicly accessible mid-block pedestrian connections shall be provided at intervals of approximately 60 to 100 metres to maintain pedestrian permeability and support active transportation.
- e) Ensure that community uses in the extension of existing neighbourhoods in the Residential Area are visually compatible with surrounding development. Such uses should be connected with surrounding development by means of streets, sidewalks, walkways or bicycle paths, and open space. Planting should be used to buffer parking and service areas from surrounding development.

- f) The design of collector and major local roadways will support the grid-like network of local streets. Collector or major local streets may be designed in a curvilinear fashion provided high volumes and higher speeds of traffic are facilitated.

- g) Establish residential design guidelines for new development in the Residential Area to ensure that the design and development intent of this Plan are achieved. Design elements to be considered by the guidelines include:
 - i. Site design and building orientation, including orientation to the street; prevailing setbacks; prevailing lotting and grading; orientation to reduce shadows, improve privacy, increase solar gain; tree and landscape preservation.
 - ii. Built form, height, and massing, including building height and local context; separation distance and window offsetting; outdoor amenity views/privacy; upper building storey face stepbacks to reduce building mass and reduce shadows; transition from taller to shorter buildings (45° angular plane).
 - iii. Building articulation and detailing, including architectural style; preferred finishing materials; accesses and entrances; façade design; windows; roofs, gables, and dormers; porches and building projections; heritage building alterations/additions; parking and garage location/design; screening of parking and service areas/utilities.
 - iv. Street design, including prevailing front-yard landscaping; landscape/streetscape integration; private walkway/sidewalk connection; street tree planting; landscaped buffer/noise attenuation on major corridors; active transportation network integration/connections.
 - v. Front yards shall maintain a minimum of 50 percent soft landscaping and at least one tree per dwelling, with each tree provided access to a minimum of 30 cubic metres of high-quality soil to support healthy growth.”
 - vi. Community and commercial uses, including site design and building orientation; built form, height, and massing; building

articulation and detailing; parking location and design; pathway and trail connections.

vii. Establish design guidelines for residential development to ensure that the design and development intent of this Plan are achieved. Design elements to be considered by the guidelines include:

- Neighbourhood structure and layout, including green infrastructure (natural heritage system, park and open space lands); natural connections and corridors; tree and landform preservation; stormwater management; neighbourhood activity centres (community and commercial uses); street, pathway, and trails network and connections; development block dimensions; school location and dimensions; park type location and dimensions;
- Street design, including street cross-section (vehicle lanes, bicycle/parking lanes, boulevard, utilities' locations, sidewalks, street tree/median planting, building setbacks); landscaped buffer/noise attenuation on major corridors;
- Neighbourhood gateways/arrival elements; traffic calming/accessibility elements; active transportation network integration/connections;
- Site design and building orientation, including orientation to streets and open space; setback averaging; mix of building types; orientation to reduce shadows, improve privacy, increase solar gain;
- Built form, height, and massing, including building height and local context; landmark building locations; upper storey building face stepbacks to reduce building mass and reduce shadows; transition from taller to shorter buildings (45° angular plane);
- Building articulation and detailing, including preferred finishing materials; accesses and entrances; façade design; windows; roofs, gables, and dormers; porches and

building projections; garage and driveway location/design; screening of parking and service areas/utilities;

- Community, commercial uses, and industrial uses including site design and building orientation; built form, height, and massing; building articulation and detailing; parking location and design; pathway and trail connections; and
- Greenspaces, including accessible frontages and views from neighbourhood; landscape buffers around natural features/stormwater facilities; pathway and lighting design.

4.3 Mixed Use Design

Establish design guidelines for mixed-use development to ensure that the design and development intent of this Plan are achieved (refer to Section 2.5). Design elements to be considered by the guidelines include:

- a) Site design and building orientation, including orientation to the street; prevailing setbacks/streetwall; parking location; orientation to reduce shadows, improve privacy, increase solar gain; tree and landscape preservation.
- b) Built form, height, and massing, including building height and local context; separation distance and window offsetting; outdoor amenity views/privacy; visual stepbacks to reduce building mass and reduce shadows; transition from taller to shorter buildings (45° angular plane).
- c) Building articulation and detailing, including architectural style; preferred finishing materials; accesses and entrances; façade design; street-level windows/glazing; pedestrian weather protection; heritage building alterations/additions; parking design; screening of parking and service areas/utilities; and
- d) Street design, including landscape/streetscape integration; private walkway/sidewalk connection; street-tree planting; lighting; signage; bicycle parking; mid-block connections; active transportation network integration/connections.

4.3.1 Development along Major Streetscapes

The design and orientation of development along Collector Roads, Arterial Roads, and Parkways shall reinforce the role of these corridors as important components of the public and semi-public realm. Development adjacent to such corridors shall be designed to contribute to a vibrant, safe, and visually engaging streetscape that supports active transportation and a human-scale pedestrian experience.

Council shall:

- a) Ensure that buildings are generally located in close proximity to the street line, reinforcing the street edge and promoting walkability. Where necessary, a maximum of a single row of parking may be permitted between the building and the street to address accessibility requirements and facilitate short-term drop-offs.
- b) Require front door entrances to be oriented to the public street to enhance street-level activity, visibility, and accessibility for pedestrians.
- c) Encourage commercial and mixed-use buildings to incorporate transparent display windows and articulated frontages, contributing to visual interest and active street life.
- d) Support the establishment of patios and seating areas for food and beverage establishments within front yards where they contribute positively to the streetscape and do not impede pedestrian movement or sightlines.
- e) Direct private or communal residential amenity areas to side or rear yards, or to upper-level terraces, so as to maintain an engaging and uncluttered public frontage.
- f) Encourage the use of enhanced landscaping, street furniture, and public art along these corridors to strengthen place-making and civic identity.

These policies shall be read in conjunction with the urban design guidelines of Section 4.1 and may be further implemented through zoning provisions and streetscape master plans

4.4 Green Design

Green design is an important part of reducing greenhouse gas emissions community-wide and mitigating the impacts of community development on climate change. Green design can also provide the means for a community to prepare for and adapt to changes that are likely to result from climate change. By incorporating green design in new development in Brighton, the community contributes locally to addressing a global issue while creating a more desirable and sustainable place to live, work, shop, and play. Green design can improve the following environmental aspects:

- Air quality.
- Water use and quality.
- Energy efficiency and greenhouse gases.
- Urban agriculture and local food.
- Transportation.
- Waste materials; and
- Local environmental impact.

4.4.1 Guiding Policies

The intent of this Plan is to:

1. Encourage green design in Brighton to support clean air, water, energy, food, transportation, waste materials, and the environment.
2. Encourage the use of the Leadership in Energy and Environmental Design New Construction (LEED-NC) standard for new buildings and LEED Neighbourhood Development (LEED-ND) standard for new neighbourhoods.
3. Lead by example by adopting and implementing green design in new municipal facilities within Brighton.

4. Provide incentives to private development and redevelopment to encourage green design and construction.

4.4.2 Implementing Policies

Council shall:

- a) Support green design initiatives to improve air quality in Brighton, including:
 - i. Developing or expanding active transportation facilities inclusive of bicycle parking, bicycle racks, sidewalk connectivity, sidewalk curb ramps, etc.
 - ii. Planting trees to improve air quality and provide shade for pedestrians.
 - iii. Using locally sourced materials in construction to reduce transportation related emissions; and
 - iv. Building compact, higher density developments that consume less land.
- b) Support green design initiatives that reduce water use and improve water quality in Brighton including:
 - i. Exploring greater efficiencies in municipal water treatment and distribution.
 - ii. Reducing demand for water use within buildings by water-saving fixtures and appliances.
 - iii. Reducing demand for water for landscaping by using drought-tolerant plants, high-efficiency irrigation technology, captured rainwater, or recycled site water.
 - iv. Installing rain barrels; and storm laterals
- c) Support green design initiatives that increase energy efficiency, including:

- i. Orientating and designing buildings to promote daylighting to minimize energy demand through passive solar heating and lighting.
 - ii. Encouraging on-site renewable energy generation such as geothermal, solar, and small-scale wind power.
 - iii. Using energy efficient light fixtures and home appliances.
 - iv. Minimizing air leakage using energy efficient windows and ensuring doors are properly sealed; and
 - v. Encouraging the use of high-efficiency heating and cooling equipment.
- d) Foster a culture of urban agriculture and local food production that supports long-term food security. Green design initiatives that support urban agriculture and local food systems include:
 - i. Incorporating community gardens/shared garden plots into existing municipal-owned properties and new parkland space in Brighton.
 - ii. Encouraging temporary farmers' markets, as appropriate.
 - iii. Permitting the keeping of livestock or poultry for personal use.
 - iv. Encouraging development both within the public and private realm that incorporates edible landscaping (the use of ornamental plants that also produce edible vegetation).
 - v. Encouraging the use of composting containers as part of residential development.
- e) Support green design initiatives that reduce the need to drive, including:
 - i. Creating walkable streets to promote walking by providing continuous sidewalks on both sides of the street, supporting connectivity through the provision of a grid-like pattern of streets, and setting a maximum speed limit of 40 km/h on new residential-only streets; and

- ii. Developing or expanding active transportation facilities inclusive of bicycle parking, bicycle racks, sidewalk connectivity, sidewalk curb ramps, etc.
- f) Support green design initiatives that reduce waste materials, including:
- i. Reducing waste generated from construction by diverting waste to recycling facilities and/or salvaging materials.
 - ii. Reusing salvaged, refurbished or reused materials as part of building materials in new buildings.
 - iii. Constructing durable buildings to maximize the building's life by minimizing the need to replace materials and assemblies.
 - iv. Encouraging the use of composting containers as part residential development, implementing composting units that service neighbourhoods, and implementing a composting program to serve Brighton.
- g) Support green design initiatives that reduce the impacts of development, including:
- i. Moderating heat island effect by promoting vegetated landscapes and reducing the area of impervious surfaces, providing shade through landscaping, and using light-coloured/high albedo materials; and
 - ii. Mitigating light pollution by ensuring that exterior lighting is properly shielded and does not fall outside of the building envelope and that interior lighting does not extend to the exterior of the building.
- h) Consider giving development applications incorporating green-design elements priority by providing incentives, such as fee waivers, or streamlining the review and approval process. To be considered for incentives or priority processing, the proposed development shall be in conformity with the sustainability policies of this Plan and consistent with LEED-NC or LEED-ND.

4.5 Housing

Housing is vital to the creation of a healthy, sustainable, and complete community. Residents of all ages, income levels, abilities, and family types rely on housing to offer a meaningful place to grow and a safe and secure place to live.

While the municipality has seen a predominance of single-family ownership housing in the past, a growing diversity of household types requires a wider range of housing types than is currently produced. An aging population, reduction in household size, and limited supply of rental housing points to the need for more multiple dwellings, affordable single dwellings, purpose-built rental housing, second units, and converted dwellings to expand the supply of affordable housing.

By promoting multi-unit forms of housing with different tenures (rental, condominium, and freehold), a greater range of housing options can be realized to meet emerging household needs in the municipality. With seniors comprising an ever-increasing portion of the population the need for smaller and more easily maintained housing options is clear. These options will need to be more accessible, affordable, and provide other supports that allow seniors to age in place. In addition, a limited supply of accessible housing and a lack of supportive housing options in the community for those with special needs are issues that need to be addressed.

4.5.1 Guiding Policies

The intent of this Plan is to:

1. Maintain an appropriate supply of land in Brighton to accommodate residential growth.
2. Provide for and promote a full range of housing in terms of form, tenure, and affordability to meet the current and future needs of residents in Brighton.
3. Encourage and promote as a priority the production of affordable housing for low and moderate-income households in Brighton.
4. Encourage and promote housing for seniors, including housing with support facilities that enable seniors to age in place.
5. Recognize the importance of special needs housing in meeting the needs of Brighton residents.

4.5.2 Implementing Policies

Council shall:

- a) Maintain the ability to accommodate future residential growth for a minimum of 10 years through intensification, redevelopment, and land designated and available for residential development. Refer to Sections 2.4 and 2.5 of this Plan regarding development in residential and mixed-use areas.
- b) Maintain available servicing capacity to provide a minimum three-year supply of residential units in draft approved and registered plans.
- c) Monitor the municipality's ability to accommodate future residential growth and available servicing capacity for residential development to ensure that the housing targets of this Plan are achieved.
- d) Work toward achieving a target of 25 percent of new housing to be developed as affordable which term is defined as:
 - i. In the case of ownership housing, the least expensive of:
 - Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for households with incomes in the lowest 60 percent of the income distribution for the County; or
 - Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the County; and
 - iii. In the case of rental housing, the least expensive of:
 - A unit for which the rent does not exceed 30 percent of gross annual household income for households with incomes in the lowest 60 percent of the income distribution for renter households for the municipality; or
 - A unit for which the rent is at or below the average market rent of a unit in the municipality.

e) Encourage the provision of affordable housing by:

- i. Supporting increased residential densities in appropriate locations and promoting a full range of housing types—including semi-detached, duplex, triplex, townhouse, and apartments—as part of development or redevelopment.
- ii. Permitting second units within existing and proposed single-detached, semi-detached, and townhouse units, and accessory units as appropriate.
- iii. Permitting the conversion of single-detached residential dwellings into not more than three separate dwelling units, and the conversion of semi-detached and townhouse dwellings into not more than two separate dwelling units.
- iv. Permitting the conversion of non-residential buildings to residential use preferably to include affordable housing.
- v. Informing the community of government grants available to encourage the creation of second units, converted units, and accessory units.
- vi. Providing infrastructure in a timely manner.
- vii. Negotiating agreements with the public and private sectors to provide affordable housing through the draft plan of subdivision, plan of condominium, rezoning, and consent processes.
- viii. Enacting a Municipal Housing Capital Facilities By-law under the *Municipal Act* to enable the municipality to enter into agreements with private and non-profit partners for the provision of affordable rental housing.
- ix. Streamlining of the development approvals process for projects that provide affordable housing as defined by the municipality.

- x. Providing, on a case-by-case basis, relief from development, planning, permit, and other fees normally charged for projects that provide affordable housing as defined by the municipality.
 - xi. Equalizing the tax ratio for new multi-unit residential buildings in accordance with Federal and Provincial affordable housing guidelines.
 - xii. Considering alternative residential development standards to facilitate affordable housing and a more compact development form; and
 - xiii. Considering innovative housing models, such as cohousing and life-lease housing.
- f) Ensure that the provisions of the municipal Zoning By-law are sufficiently flexible to permit a range of housing types, sizes, tenures, and affordability.
 - g) Encourage the development of low-income housing geared towards seniors, including affordable rental and ownership housing and housing models that allow seniors to stay in their own home for longer.
 - h) Consider affordable housing as a priority use for surplus municipal land in Brighton and work with other levels of government to make surplus land available to providers of affordable housing at little or no cost.
 - i) Work with local groups and community service agencies to assess the need for special needs housing in the community and support such groups and agencies interested in pursuing the provision of special needs housing in Brighton.
 - j) Consider the following in the review of any development for the purposes of special needs housing:
 - i. Traffic generated by such housing can be accommodated by the road network and will not have a significant impact on neighbouring land uses.
 - ii. The design of such housing is compatible with the scale, density, and character of the surrounding neighbourhood; and

- iii. Provincial or Federal approval has been granted, as appropriate.
- k) Permit garden suites on residential lots containing single-detached dwellings in the Residential Area. Garden suites shall conform to the provisions of the Zoning By-law regarding required lot area and setbacks. Garden suites shall be permitted by means of a temporary use permit for a period of up to 20 years (refer to Section 5.1.2 of this Plan).
- l) Consider the following in the review of any application for the purposes of a garden suite:
 - i. A legitimate and justified need exists to accommodate a person who is elderly or is disabled in a separate suite unit that is near the principal dwelling.
 - ii. The unit is connected to full municipal services to the satisfaction of the municipality.
 - iii. The exterior design of the unit is compatible with neighbouring residential land uses with respect to scale, character, and layout.
 - iv. The unit is located such that it will have minimal effect on light, view, and privacy of adjacent properties and conforms with all applicable zoning provisions.
 - v. The use is temporary and will only be required for a limited period of time.
 - vi. The unit will be removed within a reasonable time, as determined by the municipality, once the legitimate need no longer exists; and
 - vii. Financial security may be required in the amount equal to the estimated cost of removing the unit and restoring the property to its pre-development conditions

4.6 Natural Heritage System

The management of environmental areas and features in Brighton is an important part of maintaining and enhancing the livability and quality of place in the community. As such, these areas and features require careful consideration in future growth and development. The areas and features in Brighton requiring consideration could include areas of natural and scientific interest (ANSI), fish habitat, habitat of endangered and threatened species, valley lands, wetlands, wildlife habitat, woodlands, shorelines, natural hazards, and the natural corridors that link them. These areas and features should be considered as comprising the natural heritage system of Brighton, a series of connected natural spaces with long term ecological value. The policies of this section of Plan are intended to preserve and enhance the function and values of this system in Brighton.

While the policies of this section provide direction regarding the natural heritage system, the policies of Section 2.5 – Environmental Protection Area, relate specifically to the land use in conjunction with those of Section 2.6 of this Plan.

4.6.1 Guiding Policies

The intent of this Plan is to:

1. Recognize environmental areas and features as important contributors to the quality of place in Brighton and as invaluable to the long-term environmental health and sustainability of the community; and
2. Prior to the next official plan review, complete a natural heritage system, an interconnected network of environmental features and areas linked by a series of connected natural spaces; and
3. Continue to support the protection, restoration, and improvement of the natural heritage system in Brighton.

4.6.2 Implementing Policies

Council shall:

- a) Work with Lower Trent Conservation, Ministry of Natural Resources, not-for-profit groups, the private sector, and the public to establish a natural heritage and open space system in Brighton.
- b) Recognize the importance of the natural heritage system in achieving the following:

- i. Maintaining biological diversity and protecting significant habitat of endangered and threatened species.
 - ii. Avoiding habitat fragmentation.
 - iii. Maintaining water balance that sustains ecosystems.
 - iv. Protecting life and property from potentially hazardous lands.
 - v. Addressing climate change mitigation and adaptation; and
 - vi. Promoting corridors and linkages for the benefit of environmental and human health.
- c) Recognize the benefits of environmental protection and public access resulting from the public ownership of the natural heritage system and consider all options for the acquisition of land or easements over private lands comprising the natural heritage system. Notwithstanding the options for acquisition, neither the municipality nor any other public agency shall be obligated to purchase land comprising the natural heritage system.
- d) Encourage connections between environmental areas, features, and open space to re-establish and protect the natural heritage and open space system. These connections include integration of the following elements:
- i. Environmental areas, features, and open space in public ownership, including land owned by the County, Lower Trent Conservation, Provincial government, Federal government, and land trusts.
 - ii. Existing rights-of-way.
 - iii. Established and proposed service and utility corridors.
 - iv. Existing parkland and open space lands.
 - v. Sidewalks, pathways, and “green ways” (refer to Sections 3.4 and 2.7 of this Plan).

- vi. Linkages and open spaces provided through the draft plan of subdivision approval process.
 - vii. Agreements with private landowners.
 - viii. Retention or acquisition of access easements.
 - ix. Land acquisition; and
 - x. Watercourses and shorelines.
- e) Ideally such connections should have natural cover in whole or in part, as appropriate. Where no natural cover currently exists, landowners are encouraged to restore cover.
- f) Encourage the integration of the natural heritage and open space system with the active transportation network in Brighton. Refer to Section 3.4 of this Plan.
- g) Work with Lower Trent Conservation and the Ministry of Natural Resources to establish appropriate setbacks for development from environmental features and areas, including natural hazards. Until such time that more detailed analysis is completed, require preparation of an environmental impact study (EIS) in support of any development or site alteration proposed on lands adjacent to an Environmental Protection Area. Refer to Section 4.7.2 of this Plan.
- h) Encourage property owners and other public agencies to enter into voluntary stewardship agreements regarding the protection of natural features. Compensation programs such as “ecogifts” (the donation of an easement for conservation purposes) are also encourage

4.7 Environmental Management

Environmental management in the context of this Plan refers to the protection of environmental resources in Brighton that are not captured by the Environmental Protection Area. It also relates to the various procedures and processes the municipality can use to ensure that Brighton continues to be healthy, liveable and sustainable well into the future.

4.7.1 Water Resources

Water resources in Brighton include both surface and groundwater. Poor planning and management of water resources can lead to their contamination, degradation, and loss of supply. The protection and management of water resources is an important element in maintaining and enhancing the quality of life in Brighton.

4.7.1.1 Guiding Policies

The intent of this Plan is to:

1. Recognize water resources as important contributors to the quality of place in Brighton and as invaluable to the long-term environmental health and sustainability of the community.
2. Work to protect water resources in Brighton from their contamination and degradation.

4.7.1.2 Implementing Policies

Council shall:

- a) Work with Lower Trent Conservation to manage land in watersheds draining to Lake Ontario.
- b) Recognize the importance of the natural heritage system in Brighton in improving water quality and quantity and achieving a sustainable water balance.
- c) Require, unless otherwise approved by the Conservation Authority, the use of stormwater management facilities downstream of new development to mitigate the impacts on stormwater quality and quantity. Refer to Policy 4.4.2 of this Plan.
- d) Encourage the reduction of water consumption levels in Brighton by promoting the efficient use of water in homes and businesses. Conservation measures, including the specification of low-flow fixtures in new development and redevelopment, should be established. Refer to Policy 4.4.2 of this Plan.

- e) Consider the potential impact of new development on groundwater quality and quantity and ensure that the resource and its ecological function will not be negatively impacted.
- f) Encourage the preservation and enhancement of natural stream bank vegetation along watercourses in Brighton. Active planting along watercourses will be promoted, as appropriate, as a means of improving natural corridor function, shading water to reduce water temperature, and protecting stream banks from erosion.
- g) Work with Lower Trent Conservation to ensure that any development or alteration adjacent to watercourses in Brighton is carefully managed and includes best management practices to limit sedimentation and erosion.
- h) Work with Lower Trent Conservation to establish an appropriate setback from the top of bank for all new development to prevent flooding and erosion hazards, improve water quality, enhance wildlife corridors, and protect fish habitat.
- i) Discourage channelization or interference and disruption in watercourses and encourage the daylighting and naturalization of culverted segments of watercourses, as appropriate.

4.7.2 Environmental Impacts And Analysis

Environmental impact analysis identifies the potential effects of proposed development or other activities and recommends the appropriate measures to reduce or eliminate these effects. As such, environmental impact analysis is an important tool to preserve and enhance the natural environment and quality of life in Brighton.

4.7.2.1 Guiding Policy

The intent of this Plan is to:

1. Protect environmental resources and their ecological functions by identifying the potential impacts of new development, encouraging the avoidance of impacts to resources, and identifying and evaluating the measures necessary to minimize and mitigate impacts.

4.7.2.2 Implementing Policies

Council shall:

- a) Ensure that potential environmental impacts resulting from proposed development are considered during the application process. Development proposals will not be approved unless the requirements of Section 4.8, and Section 4.6 are met.
- b) Ensure that the preparation of an Environmental Impact Study (EIS), where required by policies of this Plan, be completed by a qualified professional in accordance with the Ministry of Natural Resources *Natural Heritage Reference Manual*, as amended by the Province from time to time.
- c) Require an applicant to pre-consult with the municipality pursuant to Section 5.8.1 of this Plan prior to commencing the EIS to ensure the document will be prepared to the satisfaction of the County, Lower Trent Conservation, and the Ministry of Natural Resources, as appropriate.
- d) The completion and acceptance of an EIS shall not guarantee that a development or site alteration proposal will automatically be permitted. Input from other agencies may be required prior to Council proceeding with approval of any application under the Planning Act.
- e) Any development or site alteration shall be constructed in accordance with the recommendations of the approved EIS. An implementing Agreement between the proponent and the municipality will normally be required (such as a Subdivision, Site Plan, or Development Agreement). Council may, as a condition of approval, require that funds be held in reserve for the purpose of long-term monitoring, which may occur following the completion of the development or site alteration.

4.8 Natural and Human-Made Hazards

The intent of this Plan is to protect residents and properties in Brighton by respecting natural and human-made hazards. Natural and human-made hazards can result in loss of life, property damage, and social disruption if new development does not consider the potential risk of locating in or near such hazards. Such hazards could include floodplains, steep or unstable slopes, potentially contaminated sites, and certain industrial and waste-related facilities.

4.8.1 Guiding Policies

The intent of this Plan is to:

1. Protect residents and properties in Brighton from potential natural and built environmental hazards.

4.8.2 Implementing Policies

Council shall:

- a) Recognize that natural and human-made hazards may include the following features:
 - Areas within or adjacent to the regulatory floodplain;
 - Areas within or adjacent to steep or unstable slopes;
 - Areas within or adjacent to shoreline flooding, erosion, or dynamic beach hazards;
 - Unstable soils;
 - Unstable bedrock;
 - Potentially contaminated; and
 - Waste-related facilities.
- b) Direct development away from areas within or adjacent natural and human-made hazards in Brighton that may adversely affect public health, safety, or property. For the purposes of this policy, adjacent lands are those within 30 metres of the boundary of a natural or man-made hazard.
- c) Require preparation of detailed study and/or mapping in support of any development or site alteration proposed on lands within 30 metres of a natural hazard to determine an appropriate development setback. Detailed study may include an Environmental Impact Study (EIS), geotechnical study, or floodplain mapping depending upon the hazard involved and the

type of development proposed. The applicant shall pre-consult with municipality pursuant to Policy 5.8.1 of this Plan prior to commencing detailed study and/or mapping related to a hazard area.

- d) Apply a generic development setback of 30 metres for development or site alteration proposed on lands adjacent to a natural or human-made hazard in the absence of detailed study and/or mapping that identifies a specific requirement, as noted in Policy 4.8 above.
- e) Limit uses within natural hazard areas to those related to open space, conservation, or flood protection, including passive recreational activities; flood control structures or works; marine facilities; erosion control structures or works; slope stabilization works, and existing agricultural activities. Such development shall be approved in consultation with Lower Trent Conservation and the Ministry of Natural Resources, as appropriate.
- f) Recognize that lands identified as natural hazard areas will not be considered in fulfilment of the parkland dedication requirements of the Official Plan, except in cases where the land to be dedicated contributes to the goals and objectives of active transportation in Brighton. Refer to Section 3.4 of this Plan.
- g) Recognize that privately-owned lands identified as natural hazard areas may not be open to public access and use and that there is no obligation for the municipality or any other public agency to purchase such lands.
- h) Encourage the identification of potentially contaminated sites, their remediation, and redevelopment, as appropriate and in accordance with the Environmental Protection Act and Ministry of the Environment guidelines and procedures, as a means of eliminating a human-made hazard and contributing to the goals and objectives of community improvement in Brighton. Refer to Section 4.5.2 of this Plan.
- i) Require preparation of a Phase I Environmental Site Assessment (ESA) in support of any development or site alteration on lands with an historic use that may have resulted in contamination or on lands adjacent known or suspected contaminated sites. If recommended by the Phase 1 ESA, a Phase II ESA shall be prepared. ESAs shall be prepared in accordance with Ontario Regulation 153/04. Refer to Section 5.8 of this Plan.
- j) Require a Record of Site Condition (RSC) in support of any development or site alteration that would result in a change from industrial or commercial

use to a more sensitive land use such as a residential or parkland use pursuant to the provisions of the Environmental Protection Act. An RSC shall be prepared by a qualified person and filed in accordance with the Ministry of Environment Guideline *Records of Site Condition – A Guide on Site Assessment, the Clean-up of Brownfield Sites and the Filing of Records of Site Condition (2004)*. Any required clean-up of a site shall be conducted in accordance with Ontario Regulation 153/04.

- k) Require a Record of Site Condition as a condition of approval or under other circumstances deemed appropriate to the municipality, to ensure that any remediation or risk assessment and risk management necessary to permit the proposed development or site alteration under this Plan is to the satisfaction of the Ministry of the Environment. In such instances, final approval of the application by the municipality is contingent on MOE acknowledgement of the RSC as well as any Certificate of Property Use issued by the MOE for the subject site. The County may use the holding (H) provisions of the Planning Act to ensure development does not take place until the MOE requirements have been satisfied and the appropriate documentation is provided to the County.
- l) Ensure compatibility between municipal works, including treatment facilities and pumping stations, and surrounding neighbourhoods by requiring preparation of an impact study in support of any development within the influence area of such facilities. The study shall consider the potential impacts of the facility on the use proposed, including but not limited to noise, vibration, odour and other air emissions, and opportunities for future expansion of the facility. Development setbacks from such facilities shall be determined in cooperation with the municipality and Ministry of the Environment Guidelines D-1, D-2, and D-6.
- m) Require preparation of an impact study in support of any development or site alteration proposed on lands within the 500-metre influence area of a former waste disposal site in accordance with Ministry of the Environment Guidelines D-4.
- n) Direct the development of new residential or other sensitive land uses away from stationery and line sources of potential noise and vibration, such as municipal works, industrial sites, highways, etc. A noise and vibration study may be required in accordance with Ministry of the Environment Guidelines D-1 and D-6 to determine potential impacts and identify noise abatement measures. Ministry of Environment *Environmental Noise Guideline – Stationery and Transportation Services – Approval and Planning*,

Publication: NPC – 300 (January 2014) will be used to determine study requirements with respect to stationery and line noise sources.

- o) Require that proposals for development that involve the storage, processing, or transporting of hazardous materials demonstrate compliance with all applicable Provincial or Federal regulations.

PART FIVE: IMPLEMENTING BRIGHTON SECONDARY PLAN

5.0. Introduction

Plan Administration

This Part outlines how progress will be monitored and reviewed, how the Plan will be administered and interpreted, and how Plan implementation will be coordinated with the municipality's public works and financial management programs. These policies are intended to be read in conjunction with the other policies of this Plan.

The County has a multitude of tools available to it to implement the policies of this Secondary Plan. Many of these tools relate to the use and division of land. These tools are available to the municipality by means of the *Municipal Act* and the *Planning Act*. These tools provide the regulatory framework and decision-making procedures necessary to manage physical development in Brighton and to implement this Plan.

5.1. Zoning By-Law

The zoning by-law is the regulatory tool that will be used to implement the policies of the Secondary Plan. The zoning by-law will contain provisions to regulate use, building size, building height, location of buildings on property, density of development, parking requirements, etc.

- a) Amend and update the Zoning By-law, as necessary, to bring it into conformity with the goals, policies, and schedules of this Secondary Plan. Such amendments and updates shall include the establishment of zones

specifying permitted uses and development standards enabling the implementation of this Plan. Such amendments may also include zoning by-laws under Section 34(1) 3.3 to protect the integrity of archaeological resources.

- b) Recognize that within each land use area, more than one zone may be established to ensure that the goals, policies, and schedules of this Plan are implemented.
- c) Recognize that not all lands will be immediately zoned and available for such uses and that no provision of this Plan shall be interpreted to require the municipality to zone any land within Brighton so as to permit its immediate development.
- d) Lands identified through this Plan as areas where future streets are to be located will be placed in a separate zone.
- e) Council will consider passing an Interim Control by-law in preparation for a Zoning Study that implements the Secondary Plan. (Refer to Section 5.1.3 of this Plan)

5.1.1. Holding Zones

The municipality may use a holding zone to control development until it is satisfied that certain conditions have been met.

- a) Consider including provisions in the updated Zoning By-law to permit the use of holding zones, pursuant to the provisions of the *Planning Act*, in order to ensure orderly development and the implementation of this Plan. The County may place a holding symbol on any zone to prevent development until such time that it is satisfied that certain conditions have been met. Such a provision allows the municipality to support the principle of development while identifying the need for additional actions prior to the development proceeding.
- b) Remove a holding symbol at such time that the municipality is satisfied that the conditions for establishing the hold have been met. Such conditions could include:
 - i. The timing of the provision of municipal services.

- ii. The phasing and logical progression of development.
- iii. The provision of adequate service or road infrastructure and works.
- iv. The required land assembly.
- v. The installation of noise attenuation measures, where required.
- vi. The completion and confirmation that environmental contamination remediation has occurred on site, or that satisfactory verification of suitable environmental site condition is received by the municipality.
- vii. The completion of the appropriate supporting studies to the satisfaction of the municipality, in consultation with other agencies, as required.
- viii. Confirmation that the requisite permits and approvals from external authorities have been received.
- ix. The completion of a development or the subdivision of land, including the negotiation of a development or subdivision agreement.
- x. That site plan approval has been granted by the municipality, and a site plan agreement has been entered into, pursuant to the provisions of the *Planning Act*.
- xi. That the specific policies of this Plan have been complied with; and/or
- xii. Additional actions or requirements that may have been identified in the Official Plan through a site-specific or general amendment.

5.1.2 Temporary Uses

The municipality may pass a temporary use by-law to permit the temporary use of land, buildings, or structures for a purpose otherwise not permitted in the Zoning By-law.

- a) Consider including provisions in the updated Zoning By-law to permit the temporary use of land, buildings, or structures, pursuant to the provisions of the *Planning Act*, in situations where it is deemed inappropriate to permit the use on a permanent basis. The County may authorize a temporary use for a period of up to three years either on a one-time basis or for a brief period of time on a periodic basis. The municipality may pass subsequent by-laws to extend a temporary use for up to three years.
- b) Consider the following when evaluating any application for temporary use:
 - i. The proposed use shall be temporary in nature, compatible with and beneficial to the surrounding area, in conformity with the intent of this Plan, and in the best interests of the public.
 - ii. The availability of municipal services, off-street parking, and roadway capacity and the potential impact of the proposed use on such services and facilities. The extension or expansion of municipal services to the proposed use shall be prohibited.
 - iii. The difficulty involved in terminating or extending the proposed use when the authorizing by-law expires.
 - iv. The difficulty in restoring the subject lands, buildings, and structures to either their initial state or an improved state; and
 - v. The need for a site plan and/or temporary use agreement with the Municipality prior to approval of the proposed use.

5.1.3 Interim Control

The municipality may pass an interim control by-law to prohibit the use of land, buildings, or structures within an identified area until such time that a review or study of land use policies in the identified area is complete.

- a) Consider including provisions in the updated Zoning By-law to permit the use of interim control, pursuant to the provisions of the *Planning Act*, to prohibit the use of land, buildings, or structures within specifically identified areas until the review or study of land use policies relating to the identified

areas is complete. The Municipality may authorize interim control for a period of up to one year and may subsequently extend the period of interim control by one year.

- b) Establish the planning justification and demonstrate the need to review or study land use policies relating to the identified areas when considering the adoption of an interim control by-law. The municipality shall ensure that such a review or study is completed expeditiously.

5.1.4 Height And Density Bonusing

The municipality may pass a site-specific zoning by-law amendment to allow increases in building height and/or density above that permitted in exchange for the provision of community benefits. Approval of height and density bonusing shall be considered on a case-by-case basis.

- a) Consider including provisions in the updated Zoning By-law to permit the use of height and density bonusing, pursuant to the provisions of Section 37 of the *Planning Act*, in order to permit increases in the height and density of development beyond that allowed by zoning in exchange for facilities, services, or matters of community benefit.
- b) Recognize that the facilities, services, or matters of community benefit could include:
 - i. Provision of affordable, rental, special needs, assisted, or other forms of special housing.
 - ii. Provision of parkland dedication beyond the requirements of the Official Plan.
 - iii. Protection of natural features, such as wetlands, beyond the parkland dedication requirements of the Official Plan.
 - iv. Provision of public areas and walkways and connections to external public walkways/trail systems.
 - v. Provision of sustainable design features.

- vi. Provision of public parking.
 - vii. Provision of public art.
 - viii. Provision of community and open space facilities such as small parks, waterfront improvements, day care facilities, schools, community centres and recreational facilities, and other municipal facilities.
 - ix. Rehabilitation and redevelopment of any potentially contaminated site.
 - x. Ensure that any height and density bonusing provisions in the updated Zoning By-law establish a nexus such that the facilities, services, or matters of community benefit provided are commensurate with the increased height and density permitted and are not already a requirement of this Plan.
- c) Permit height and density bonusing only in cases where the increased height and density complies with all other applicable Zoning By-law regulations, conforms to the intent of the Secondary Plan, is compatible with adjacent existing or proposed development, and is in line with priorities and interests of the Municipality.
- d) Ensure that the facilities, services, or matters of community benefit provided in exchange for increased height and density are directly linked or associated with the development proposed and are located onsite or in close proximity.
- e) Discourage the transfer of bonus height and density from one site to another or from one project to another.
- f) Require an agreement between the Municipality and the landowner as a condition of the application to be registered on title. Such an agreement would address, among other items, the facilities and services of public benefit to be provided, the timing of their provision, the operation and maintenance of such facilities and services, and the increased height and density permitted in exchange for the public benefit provided.

- g) Establish municipal wide guidelines and a protocol for negotiating community benefits with an owner/developer, pursuant to the provisions of the *Planning Act*.

5.2 Minor Variance

A minor variance is a variation from the requirements of the zoning by-law that allows a property owner to build even though the property does not comply precisely with the zoning by-law.

5.2.1. Grant an application for minor variance from the Zoning By-Law only if the Committee of Adjustment is satisfied that the variance:

- a) Is minor in nature.
- b) Is desirable for the appropriate development or use of land.
- c) Maintains the general intent and purpose of the Official Plan and the Secondary Plan; and
- d) Maintains the general intent and purpose of the Zoning By-law.

5.3 Land Division

Land division in Brighton will be considered based on the underlying land use area and the relevant policies of this Plan. Applications that do not conform to the policies of this Plan shall not be approved.

5.3.1 Ensure that any application for land division meets the provisions of the *Planning Act*, is consistent with the Provincial Planning Statement, and is in conformity with the goals, policies, and schedules of this Plan.

5.3.2 Confirm the availability of adequate public services and the ability to allocate such services prior to final approval of any application for land division. Should adequate public services be unavailable, such applications shall be deemed premature.

5.3.3 Draft Plan Approval (Subdivision/Condominium)

- a) Consider subdivision control as the primary means of land division in Brighton for the purposes of creating four or more lots.

- b) Ensure that no land in Brighton is subdivided unless:
- i. The lots created are of an appropriate size, are not landlocked, and have adequate road frontage.
 - ii. All lots have access to a public road maintained on a year-round basis, although it is recognized that development within a plan of condominium may occur on private roads owned and maintained by a condominium corporation. All roads shall be constructed to municipal standard.
 - iii. Environmental resource features and functions are protected and preserved in conformity with Section 4.4 of this Plan.
 - iv. The plan of subdivision or condominium is appropriately phased and will result in orderly development.
 - v. Parkland dedication is provided pursuant to the requirements of this Plan. Land to be dedicated for parkland shall be in a form and location acceptable to the municipality.
 - vi. Other relevant agencies having responsibility in the review of the application have been consulted and the input received has been incorporated, as appropriate.
 - vii. A subdivision or condominium agreement between the municipality and the developer is executed.
 - viii. Consider implementing a lapsing approval condition for plans of subdivision and condominium under which the approval will lapse at the expiration of a specified period of time being not less than three years. The municipality may, but is under no obligation to, extend the approval period prior to its expiration at the request of the developer, and there is no guarantee that reserve capacity for municipal services will be available beyond the draft plan approval period.
 - ix. Consider where deemed advisable and as permitted by the *Planning Act* adopting a by-law to deem part or all of a registered plan of subdivision not to be registered.

5.4 Site Plan Control

Site plan control will be used to ensure that development in Brighton is appropriate and meets municipal standards and guidelines relating to building location, design, landscaping, drainage, parking, and pedestrian amenity.

5.4.1 Identify all lands within Brighton as a site plan control area and require site plan approval for all new or expanded non-residential development and new residential development of three units or more.

5.4.2 Exempt the following types of development from site plan control, except in cases where specifically required by this Plan:

- a) A single unit dwelling.
- b) A duplex or semi-detached dwelling.
- c) A triplex.
- d) Converted dwelling of up to three units.
- e) Accessory buildings, minor renovations, and extensions to the above uses;
and

5.4.3 Require that an application for site plan control approval include plans and drawings that show the location of all buildings and structures to be built and all facilities to be provided as part of the proposed development. Criteria for review of the application should include:

- a) Compatibility with and buffer from adjacent uses.
- b) Relevant urban design guidelines.
- c) Function and efficiency.
- d) Safety and accessibility.

- e) Adequacy of servicing.
- f) Grading and drainage.
- g) Parking; and
- h) Landscape and streetscape design, including lighting and signage.

5.4.4 Require the fulfillment of conditions and an agreement for site plan approval based on the provisions for site plan control as specified in the *Planning Act*. Financial securities may be required by the municipality prior to development.

5.5 Non-Conforming Uses

Non-conforming uses, buildings, or structures in Brighton should eventually cease so that the land affected can revert to a use, building, or structure that is in conformity with the goals, policies, and schedules of this Plan.

5.5.1 Consider applications for the extension or enlargement of legal non-conforming uses, buildings, or structures provided the municipality is satisfied that the following criteria have been achieved:

- a) It represents an evolution of the existing non-conforming use.
- b) It does not represent an unreasonable increase to the size and intensity of the non-conforming use such that it would increase incompatibility with or adversely impact an adjacent use.
- c) It will provide adequate measures to protect other uses through landscaping, buffering or screening; appropriate setbacks for buildings and structures; and/or devices and measures for reducing nuisance(s) caused by matters such as outside storage, lighting, and advertising.
- d) It will substantially improve the conditions of the property and/or building.
- e) It will be adequately served by municipal services that meet the additional needs resulting from the expansion or enlargement of the use.
- f) It will provide adequate off-street parking areas, loading facilities, and screening.

- g) It will not adversely affect traffic and parking conditions in the area; and
- h) It is in conformity with the intent of this Plan and complies with the provisions of the Zoning By-law.

5.6 Property Standards

The maintenance of property standards in Brighton will ensure that the community's quality of place is maintained and enhanced. Although the quality of property and its maintenance in Brighton is very high, there is an ongoing need to ensure that adequate standards are pursued, and that the community's quality of place is maintained and enhanced.

5.6.1. Consider establishing a program of standards for the maintenance and occupancy of property in Brighton pursuant to the *Building Code Act*. Such a program should address both residential and non-residential properties and shall be in conformity with the goals, policies, and schedules of this Plan. Such a program shall be implemented by means of a by-law with provisions that could relate to the following:

- a) Physical condition of vacant land, yards and passageways, and shoreline areas, including the accumulation of debris and rubbish.
- b) Adequacy of sanitation including drainage, waste disposal, garbage and pest control; and
- c) Physical condition of dwellings or dwelling units; institutional, commercial and/or industrial buildings; accessory buildings and structures; and properties.

5.6.2. Require the repair and maintenance of substandard properties to comply with property standards and prohibit the use of a substandard property. The municipality may, where a property is deemed unsafe, require the demolition and clearing of a property that the owner does not intend to repair and maintain.

5.7 Property Acquisition

The municipality may acquire property as a means of implementing the goals, policies, and schedules of this Plan in accordance with the provisions of the *Municipal Act*, *Planning Act*, and other relevant legislation.

5.7.1 Consider all options for the acquisition of property, as appropriate, including:

- a) Dedication.
- b) Donations.
- c) Assistance from other levels of government, agencies, and charitable foundations.
- d) Height and density bonusing provisions of the *Planning Act*, subject to the other relevant policies of this Plan.
- e) Density transfers.
- f) Land exchange.
- g) Long-term lease.
- h) Easement agreements.
- i) Purchase agreements.
- j) Partnerships.
- k) Land trusts.
- l) Placing conditions on development approval; and
- m) Expropriation.

5.8 Application Requirements

To ensure that the development approval process is clearly understood by all involved, the municipality will require pre-consultation with municipal staff to establish the potential timing for approvals and to identify the supporting studies, information, and materials that may be required as part of the development review process.

5.8.1 Require applicants to pre-consult with municipal staff prior to the submission of any application for Official Plan Amendment, Zoning By-law Amendment, plan of

subdivision, plan of condominium, minor variance, consent, site plan control, or any other plan or study required by this Plan. Pre-consultation will determine the need, timing, and scope of supporting studies, information, and materials required. Such determination will be made by the municipality on a case-by-case basis with consideration to the context and scope of the proposed development and the policy direction provided by this Plan.

5.8.2 Ensure that the following supporting studies, information, and materials are completed, as determined appropriate by the municipality, and received at the time of the submission of an application for an Official Plan Amendment, Zoning By-law Amendment, plan of subdivision, plan of condominium, minor variance, consent, or site plan control:

- a) Approved class environmental assessment.
- b) Archaeological impact study.
- c) Building condition report.
- d) Condominium description.
- e) Deed and/or offer of purchase.
- f) Draft plan of subdivision.
- g) Environmental impact study.
- h) Environmental site assessment.
- i) Floor plans and/or elevations.
- j) Functional servicing report.
- k) Geotechnical study.
- l) Groundwater impact assessment.
- m) Heritage impact assessment.

- n) Hydrogeological study and/or terrain analysis.
- o) Landscape plan/native species planting plan.
- p) Lighting plan/study.
- q) Market impact study.
- r) Municipal financial impact assessment.
- s) Noise/vibration study.
- t) Phase I environmental site assessment.
- u) Planning rationale report.
- v) Record of site condition.
- w) Rental market impact study.
- x) Sediment and erosion control plan.
- y) Serviceability report.
- z) Servicing options analysis.
- aa) Site plan (conceptual).
- bb) Stormwater management plan.
- cc) Sun/shadow study.
- dd) Topographic plan of survey.
- ee) Transportation/parking impact study.
- ff) Tree survey/preservation plan.

gg) Urban design statement; and

hh) Other studies relevant to the development and lands impacted by the proposed development approval application.

5.8.3 Require that applications are deemed complete and fully in conformity with municipal requirements, as determined by municipal staff during the required pre-consult with the applicant, prior to circulating the application for review and prior to scheduling the prescribed public meeting. The applicant shall be notified in writing that the application has been deemed complete.

5.9 Plan Monitoring and Review

To ensure the continued use, relevance, and effectiveness of this Secondary Plan, it is important that the policies and schedules of this Plan are clear, concise, and easily understood by all who use them. It is also important that the policies and schedules of this Plan are review and updated on a regular basis as required by the *Planning Act*. The following policies regarding interpretation, amendments, and monitoring of the Secondary Plan will ensure that it remains a “living document” well into the future.

5.9.1 Guiding Policies

The intent of this Plan is to:

1. Provide guidance in the interpretation of the goals, policies, and schedules of the Secondary Plan.
2. Evaluate the effectiveness of the Secondary Plan over time to ensure that the Plan remains relevant, effective, and can accommodate future circumstances.

5.10 Interpretation

5.10.1 Recognize that all relevant policies of this Plan are to be considered together, and in their entirety, when considering a land use action to which the Plan applies. It is recognized that not all land use actions will be consistent with all relevant policies that apply; however, a land use action should, on balance, be consistent with and contribute to achieving the Community Vision for Brighton.

5.10.2 Recognize that the land use areas shown on the schedules of this Plan are intended to illustrate predominant land uses and the spatial relationships between

them. As such, the boundaries of these areas are considered approximate and are subject to interpretation by the municipality, except in cases where boundaries coincide with fixed physical features such as roads, waterways, and so on. In cases where a property is affected by more than one land use area, the policies of each land use area shall apply only to the portion of the property so designated.

5.10.3 Recognize that the permitted uses identified in the policies of this Plan are considered illustrative and not intended as a comprehensive list of uses. Such comprehensive lists shall be established in the implementing zoning by-law.

5.10.4 Recognize that the implementation of this Plan will take place over time and the use of “shall” or “will” to indicate a commitment to action on the part of the municipality should not be construed as a commitment to proceed with all of these undertakings immediately. These commitments will be undertaken in a phased manner, as determined by Council, and subject to budgeting and program availability.

a) Permit minor technical revisions in the text and schedules of this Plan without amendment to the Plan, provided the general intent of this Plan is maintained. Such technical revisions may include:

- i. Change in the numbering, cross-referencing, and arrangement of text, tables, schedules, images, and diagrams in the Plan.
- ii. Correction of numerical values, including quantity, area, density, population and employment growth, etc.
- iii. Correction of names, including the naming of streets, parks, facilities, events, etc.
- iv. Change in punctuation, grammar, and language for clarity, consistency, or correction of typographic errors; and
- v. Addition of technical information to schedules.

b) Recognize that in the case of a discrepancy between the text and the schedules of this Plan, the text shall take precedence. In the case of discrepancy between site specific and general policies, the site-specific policies shall take precedence. In the case of discrepancy between policies, the more restrictive policy, as determined by the municipality, shall take precedence. In the case of a discrepancy between the text and

schedules of this Plan and those of the Brighton Official Plan as they relate to the Secondary Plan Areas, this Plan shall take precedence.

- c) Recognize that references in the text and schedules of this Plan to any Act, guideline, manual, or portions thereof, shall be interpreted to include any subsequent Act, guideline, manual that may amend or replace the referenced document.
- d) Ensure that no municipal public works shall be undertaken, and no municipal by-law passed for any purpose that does not conform to and comply with this Plan, except as provided for by the *Planning Act*.
- e) Ensure that any public uses and works undertaken by any other level of government or public agency conforms to and complies with this Plan, except where exempted under specific Provincial or Federal legislation. Such public uses and works may include infrastructure and utility projects.
- f) Amend this Plan, as necessary and required by Provincial legislation

5.11 Amendments To The Plan

5.11.1 Recognize the need to amend the text and schedules of this Plan from time to time to reflect changing conditions and trends originating in Brighton or beyond, or in response to a specific request.

5.11.2 Require a planning rationale report be prepared and submitted by a professional planner as part of any request or proposal to amend this Plan. Such a report shall address the purpose and effect of the proposed amendment, including but not limited to a description of the proposed amendment; consistency with the intent of this Plan; consistency with the intent of the Official Plan; and a draft of the amendment being sought. Additional supporting studies, material, and information may be required pursuant to Section 5.1.8 of this Plan.

Consider the following criteria when evaluating any proposed amendment to this Plan:

- a) The way the proposed amendment is consistent with the Community Vision for Brighton.

- b) The manner in which the proposed amendment is consistent with prevailing Provincial policy and in conformity with regulations and the policies of this Plan.
- c) The potential impact of the proposed amendment on the provision of and demand for municipal services, infrastructure, and facilities.
- d) The potential impact of the proposed amendment on the cultural and natural heritage resources of the community.
- e) The potential impact of the proposed amendment on the financial sustainability of the Town; and
- f) Any other criteria determined to be relevant and applicable by the Town in consultation with the appropriate agencies.

5.12 Monitoring

5.12.1 Review the Secondary Plan at least once every five years and evaluate the need to update the Plan as necessary, pursuant to Section 26 of the *Planning Act*. This review shall determine if:

- a) The goals, policies, and schedules of this Plan remain valid and realistic in view of changing circumstances; and
- b) The policies of this Plan are adequate to achieve the community vision and goals of this Plan.

5.12.2 Monitor the number of amendments to the Secondary Plan that have been processed and any challenges faced in dealing with proposals to change the Plan as a means of determining its effectiveness and evaluating the need to update the Plan as necessary.

5.12.3 Maintain an inventory of existing vacant lands and lands with the potential for redevelopment.

5.13 Public Works and Financial Management

Implementation of the principles, goals, and policies of the Secondary Plan will involve the municipality directly in the financing of certain projects. The Plan outlines the nature

and scope of these projects, such as the provision of piped water and sanitary sewers, the development of parks and playgrounds, the upgrading of roads, the establishment of an active transportation system, etc. No public work will be undertaken unless it conforms to the Secondary Plan and meets the requirements of Section 24 of the *Planning Act*.

5.13.1 Guiding Policies

The intent of this Plan is to:

1. Ensure that public works conform to the Secondary Plan and assist in implementing the principles, goals, and policies for the future physical development of Brighton.
2. Ensure that the implementation of the Secondary Plan is conducted in a fiscally efficient and prudent manner.

5.13.2 Implementing Policies

Council shall:

5.13.2.1 Public Works

- a) Establish a priority list of projects and estimated costs, where possible, associated with implementation of the Secondary Plan.
- b) Continue to use the 5-year capital works program as a key means of implementing the Secondary Plan.
- c) Prepare and update Municipal Asset Management Plan.

5.13.2.2 Finance

- a) Strive to maintain a balanced taxable assessment ratio between residential and non-residential consistent with long term municipal financial planning.
- b) Ensure that the cost of providing the additional facilities and services, or the extension of existing facilities and services, associated with growth are appropriately and equitably covered by development proponents and in conformity with the Secondary Plan and Zoning By-law.

- c) Ensure that the cost of providing additional facilities and services not associated with growth are funded from taxation, user fees, or other appropriate methods.
- d) Require that all necessary agreements be executed prior to any development proceeding. Such agreements may include front-end, financial, and development agreements to provide the infrastructure necessary to serve the new development.
- e) Continue to investigate financial mechanisms and initiatives to ease the burden on the general tax levy, including user fees, development charges, impost fees, public/private partnership, government grants and subsidies, and other funding sources.
- f) Continue to monitor the fiscal impact of growth and development and ensure that current objectives and policies reflect changing fiscal circumstances.
- g) Require the analysis of economic impacts associated with a significant development proposal, as determined by the municipality. The analysis will determine the likely short- and long-term impacts of the proposal on municipal operating and capital budget.

SECONDARY PLAN SCHEDULES

- Schedule 1 Land Use Northeast Secondary Plan Area 1
- Schedule 2 Land Use Northwest Secondary Plan Area 2a and 2b
- Schedule 3 Land Use Southwest Secondary Plan Area 3
- Schedule 4 Transportation Schedule Northeast Secondary Plan Area 1
- Schedule 5 Transportation Schedule Northwest Secondary Plan Area 2a and 2b
- Schedule 6 Transportation Schedule Southwest Secondary Plan Area 3