

Council Minutes

Roll Call

Council Members:

Mayor D. Henderson
Councillor J. Baker
Councillor G. Beach
Councillor J. Earle
Councillor J. Fullarton
Councillor L. Journal
Councillor M. Kalivas
Councillor H. Noble
Councillor L. Severson
Councillor S. Williams

Staff:

Ms. T. Brons (Recording Secretary)
Mr. B. Casselman, City Manager
Mr. C. Cosgrove, Director of Operations
Mr. J. Faurschou, Planner I
Mr. A. McGinnis, Planner II
Ms. M. Pascoe Merkley, Director of Planning
Ms. S. Seale, City Clerk

Others:

Mr. G. Bender, Senior Planner, MMM Group
Mr. S. Willis, Vice President, Ottawa Region, MMM Group
The meeting was video recorded by Brockville News.

MAYOR'S REMARKS

Mayor Henderson welcomed everyone to the Special Meeting of Council.

DISCLOSURE OF INTEREST

NIL

MOTION TO MOVE INTO COMMITTEE OF THE WHOLE COUNCIL

Moved by: Councillor Williams

THAT we adjourn and meet as Committee of the Whole Council, with the Mayor in the Chair.

CARRIED

PUBLIC MEETING PURSUANT TO THE PLANNING ACT

Mayor Henderson announced the Public Meeting by stating that pursuant to Section 17 of the Planning Act, Council for the City of Brockville is conducting a Public Meeting with respect the new Official Plan for the City.

M. Pascoe-Merkley, Director of Planning, advised that that notice of the Public Meeting was provided in the Recorder and Times and the EMC Thousand Islands on August 26, 2010, City Website, letters were mailed to the persons required by the Planning Act, and local agencies were advised.

The Mayor stated the following:

"Any persons who wish to receive a copy of the minutes of the public meeting, a copy of the proposed Official Plan or notice of the adoption of the proposed Official Plan, should give their full name, address and postal code to the Clerk prior to leaving the meeting.

If a person or public body does not make oral submissions at the public meeting or make written submissions to the City of Brockville before the proposed Official Plan is adopted, the person or public body is not entitled to appeal the decision of the City of Brockville to the Ontario Municipal Board.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the city of Brockville before the proposed amendment to the Official Plan is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the board, there are reasonable grounds to add the person or public body as a party."

The Mayor announced the procedure for the Public Meeting as follows:

i) Mr. Greg Bender, Senior Planner with MMM Group, will make a presentation with respect to the proposed new Official Plan.

ii) Council will then hear from any persons present who wish to make oral or written submissions on the proposed Official Plan. Speakers should announce their name, address and postal code for the record.

Pre-registered delegates will be heard in priority, and then we will hear from any other persons wishing to speak.

All persons wishing to address the issues should direct their comments and questions through the Chair.

Presentation by MMM Group

Mr. Greg Bender, Senior Planner with MMM Group provided a presentation with respect to the proposed new Official Plan.

Proposed new City of Brockville Official Plan Submissions:

Section 17 of the Planning Act requires a public meeting to be held for the purpose of giving the public an opportunity to make representations in respect of the final Draft of the Official Plan.

Any person may attend the public meeting and/or make written or verbal representation either in support or in opposition to the proposed Official Plan.

Registered Delegations:

Robert Millar (7 Grant Street, Brockville, ON K6V 5K8)

Mr. Millar indicated that in his opinion, as a retired Transportation Engineer, the Draft Official Plan does not include an adequate high level Transportation Plan component.

(See written submission attached)

Mr. Collin Williams (173 Church Street, Brockville, ON K6V 3Y4)

(on behalf of Citizens of Brockville)

Mr. Williams noted that he feels the new Official Plan does not address affordable housing issues and indicated that he feels the plan has weak content.

Ms. Celia Metcalfe (178 Hartley Street, Brockville, K6V 3N6)

(on behalf of Citizens Brockville)

Ms. Metcalfe noted that the central waterfront area deserves more attention to cultural heritage and for future development the City should restrain building mass for the waterfront area and offered the following suggestions:

- a) separate central waterfront from downtown for more protective planning purposes, but keep mixed use
- b) incorporate clear citizen input and restrain building mass by favouring a public walkway
- c) enhance the plan to create a more inspiring and vibrant. Transition the City's front yard, it's waterfront, to the serenity of private homes by creating a beautiful outdoor vista as an attraction to visitors
- d) incorporate more learning's from other waterfront cities into the plan
- e) postpone adoption of the new Official Plan until after the 2010 Election.

Ms. Edwina Lee Fort (164 pearl St. W. Brockville, K6V 4C8)

(on behalf Citizens Brockville)

Ms. Fort commented that there is a need from more affordable housing in Brockville and this should be one of the responsibilities of the new Official Plan. She noted that the new Official Plan is lacking a percentage of affordable housing requirements.

Mr. Clift White (100 Strowger Boulevard, Brockville, K6V 5Y6)

Mr. White, on behalf of a group of businessmen and landowners in Brockville, stated concerns with respect to the implementation of the plan. As per the written submission, attached, Mr. White recommended the following:

- a) support the need for downtown revitalization and the requirement for high density residential development in order to achieve this goal
- b) request consideration for the extension of municipal services along Highway 29 to the city limits on Centennial Road to be included in the Official Plan and to be implemented as soon as possible to support existing businesses in the area and to encourage development and growth in this sector
- c) request consideration of widening Highway 29 to four lanes to be included in the Official Plan as soon as possible
- d) postpone adoption of the new Official Plan until after the 2010 Election.

Additional Delegations:

Ms. Hannelore Walther (33 Edward Street, Brockville, K6V 5K3)

Ms. Walther asked if consideration has been given to Healthy Communities Initiatives and Age Friendly Community Initiatives.

Mr. G. Bender, MMM Group, indicated that the Ontario Professional Planners Institute worked with the World Health Organization to develop their own Healthy Communities Initiative; however, the two groups noted have not been specifically reviewed.

Mr. Sandie McKenzie (33 Fairknowe Drive, Brockville, ON K6V 1J6)

Mr. McKenzie noted concern about how many other high rise developments are included within the new Official Plan. Mr. McKenzie commented that he feels more development on the waterfront would have a negative impact on the City.

M. Pascoe-Merkley, Director of Planning noted that there are two projects (Tall Ships Landing and Brockville Landings) which are included in the Official Plan and the other areas indicated are shown as areas for opportunities for future development. She also indicated that future development would require applications to City Council for approval.

Mr. Simon Fuller (2781 Rowatt Street, Ottawa, ON)

Mr. S. Fuller commented that he supports the separation of the downtown and the waterfront. He noted concern that the Official Plan removes Floor Space Index (FSI) and that the only protection on building massing with the current Official Plan is angular plane.

Mr. Fuller also noted that he feels there is a problem with hydro service in the historic downtown and that without proper planning there is nothing in place to ensure that the overhead wires are removed in the downtown.

Mr. Don Glover (101 Hartley Street, Brockville, K6V 3N4)

Mr. D. Glover commented on the language within the proposed new Official Plan as being weak, permissive and vague. Mr. Glover submitted written comments which are attached.

Mr. Brent Collett (51 King Street East, Brockville, K6V 1A8)

Mr. B. Collett noted that he is a Surveyor and Planner that works closely with the development community in the Brockville area and commented that he agrees with Mr. Clift White's comments with respect to Highway 29.

Mr. Collett commented that certain areas in Brockville have been approved for development but they are areas that are difficult or impossible to develop on, resulting in interested investors needing to locate elsewhere. He recommended

opening up lands in Brockville for development to encourage new businesses to come and to support businesses that already exist on Stewart Boulevard.

Mr. Collett proposed another public meeting to allow for debate and time to analyze the new Official Plan before it is adopted.

Mr. Roger Wing (174 Church Street, Brockville, K6V 3Y2)

Mr. R. Wing stated concerns with respect to heritage properties and districts. Mr. Wing asked if there is a list of heritage properties and properties of heritage interest. Mr. Wing referred to Article 7 of the new proposed Official Plan and stated concern for the property owners and the obligations they may have with this. Mr. Wing advised the City to not be too restrictive with respect to Heritage properties.

Mr. Paul Webb (23 Jessie Street, Brockville K6V 306)

Mr. Webb asked if the Airport has been incorporated in the new Official Plan. Ms. Pascoe-Merkley, Director of Planning informed Mr. Webb that the Official Plan is intended for properties within city limits and that Elizabethtown Kitley, where the Airport is located, has their own Official Plan.

Mr. Jack MacNamee (127 Park Street, Brockville K6V 2G8)

Mr. MacNamee noted concerns with King Street and commented that there is not enough reference made to King Street in the new Official Plan.

Items from Council:

Councillor Baker questioned the bonusing provisions within the City. It was indicated by Stephen Willis of MMM Group that the plan sets out certain criteria for establishing a bonus and it is Council has the ability to choose to use or not to use this tool.

Councillor Journal thanked everyone for attending the meeting. Councillor Journal stated that he believes the City does have a lot of lands which cannot currently be developed on and therefore will be proposing an amendment to the new Official Plan to include opening up some of the lands on Stewart Boulevard and removing some of the proposed developable lands from the Official Plan.

Councillor Journal also commented that he is torn as to whether this Council should wait or push the new Official Plan forward as so much work has been put into it thus far.

Councillor Earle commented that he is in no rush to adopt the new Official Plan. Councillor Earle noted that he feels the plan should be flexible and should not be too restrictive and that although there may be inconsistencies within the plan it is a document that not everyone will agree to. The recommendations to extend services and widen the lanes on Highway 29 are supported by Councillor Earle, but questioned who would pay.

Councillor Noble indicated that he feels the language in the new Official Plan is too passive. Councillor Noble commented that he agrees with the need to incorporate the extension of services on Highway 29 and that affordable housing needs to be included in the plan. Councillor Noble recommended deferring the adoption of the new Official Plan until after the election.

Councillor Williams commented that the Floor Space Index matter should be further investigated and agrees with the extension of municipal services on Highway 29. Councillor Williams noted that it is important that the language remain flexible in the Official Plan and commented that the plan is a living document that can be changed as time passes. Councillor Williams noted that he supports the adoption of the new Official Plan in principle but some changes need to be incorporated.

Councillor Severson noted that she has no problems with deferring the plan until after the election but would like to see it finished as soon as possible.

Councillor Beach commented that there has been insufficient discussion amongst Council and feels the plan should be deferred to the next Council.

Councillor Kalivas noted that he feels Council should wait to hear responses to the submissions received. Councillor Kalivas also commented that he feels Official Plan is a general document that should remain flexible and that the new Zoning By-Law will contain the enforcement matters.

Councillor Fullarton noted that a workshop amongst Councillors should be facilitated to continue working on the new plan.

Mayor Henderson noted that the next regular meeting of Council is scheduled for September 28, 2010 at City Hall.

MOTION TO RETURN TO COUNCIL

Moved by: Councillor Williams

THAT we revert from Committee of the Whole Council, to Council.

CARRIED

ADOPTION OF REPORT OF THE COMMITTEE OF THE WHOLE COUNCIL

Moved by: Councillor Severson
Seconded by: Councillor Beach

THAT the report of the Committee of the Whole Council be adopted and that the necessary actions or by-laws be enacted.

CARRIED

ADJOURNMENT

Moved by: Councillor Severson

THAT Council adjourn its proceedings until the next regular meeting scheduled for September 28, 2010.

CARRIED

The meeting adjourned at 10:11 p.m.

MAYOR

CLERK

To Mayor and Council, City of Brockville

Official Plan Draft: Three issues

1. Schedule

Council has not yet devoted the time on its schedule to actually discuss the Draft Official Plan. This Plan is far too important to "rubber stamp" without thoughtful reading and discussion.

2. Language.

The draft OP contains much weak, permissive, or vague language. "May" for instance, is meaningless. "Shall" and "shall not" are meaningful.

Similarly, "balance" is a hazardous word. "Strike a balance between competing interests" contains no instruction whatever. Balance depends entirely on where we place the fulcrum. The job of the OP is to place the fulcrum.

3. No response to suggestions

More than a year ago, I, along with others, met with the Director of Planning and an OP consultant. To date, as far as I know, we have received no response. And we search in vain for evidence in the Draft that anyone was listening.

For instance, I suggested that our restrictive residential zoning is running contrary to some goals of the OP. Hierarchical restrictive zoning interferes with intensification, with the development of mixed use, and forces high density residential development to our congested downtown. A Zoning By-law relies upon guidance from the Official Plan.

Respectfully submitted for your thoughtful consideration, I am

Don Glover

101 Hartley St.
613 345 2793
dandvglover@sympatico.ca

2010 September 10

Tracy Brons

From: john dance [dancejohn@magma.ca]
Sent: Friday, September 10, 2010 2:53 PM
To: Hain@ripnet.com; twallace@magma.ca; Tracy Brons
Subject: Cycling Comments - Official Plan

I would appreciate it if the following comments would be provided to your planners in advance of the upcoming meeting on the draft Official Plan.

First, it is commendable that considerable reference is made to increased cycling (and other forms of "active transportation") within the draft plan.

That said, there is inadequate expression and reflection of the economic impact of increased cycling in Brockville. Further, I would suggest several changes to Schedule 5, "Active Transportation Network."

Cycling has the potential of being at least important as "transit" as an alternative form of transportation, but links and routes must be established so that cycling is not seen simply as a "good" recreational activity but also as a fundamental "utilitarian" means of getting around – indeed, one that is much less costly than transit or other motorized transportation.

While tourism is stressed in the OP as an important economic driver, there is no recognition that there will be an increasing number of cyclists who will be biking to and in the City, if routes encourage such. Brockville occupies a perfect location for cyclists – between Montreal and Toronto and near Ottawa. The problem is that the routes to and within Brockville are not particularly cycling-friendly (CR#2 is particularly bad east of Maitland). I realize that a planner might say this issue is beyond the scope of the Brockville OP but the reality is that the OP should reflect connectivity and, at a minimum, this should show or speak of safe cycling linkages to Prescott and Athens so people can readily cycle between these centres.

In terms of the proposed Active Transportation Network, I would suggest several critical opportunities are being missed, i.e.,

1. **North-South linkage/route:** Neither Stewart Blvd/William Street nor Ormond will be a good N-S route. The former will always be too busy and the latter has an unpleasant hill and excessive narrowness south of Pearl. I suggest that Park be the primary N-S route: it's wider, flatter and more towards the centre of downtown. I further suggest that in terms of making a better linkage to the north that at the end of Park (near the Y – clearly the City's athletic hub) the Park cycling route merge with the "Future Brock Trail" portion that is proposed to go along the not-particularly-busy CPR rail tracks. This would necessitate a level

crossing of the tracks but it would provide cyclists with a much better means of coming from / going to the North half of the city.

2. **Centre Street extension:** The proposed extension of Centre (I assume that what runs N-S at the west of the City) should also be a "potential spine cycling route"
3. **Parkdale:** Parkdale is shown as a "Potential Spine Cycling Route" but it remains horribly unfriendly for bikes. OK, this isn't really an OP issue.

Cheers john dance 613 348-3018

_____ Information from ESET Smart Security, version of virus signature database 5441 (20100910)

The message was checked by ESET Smart Security.

<http://www.eset.com>

September 13, 2010

City of Brockville
1 King Street West
Brockville, Ontario
K6V 3P5

From: Concerned businessmen and landowners of Brockville North (Highway 29)

To: Clerk of the City of Brockville

Subject: The proposed Official Plan for the City of Brockville

Thank you for the opportunity of providing input into the subject plan prior to finalization and approval.

For your information, we have formed a delegation of concerned businessmen and land owners in Brockville north and appreciate the opportunity to submit input at the public meeting on September 15, 2010.

1. Overview

In reviewing the plan, we note the focus on a vibrant and thriving downtown and broad-based economic development for the long term. We also note reference to planning and infrastructure deployment to ensure that the City can accommodate the anticipated growth and development over the 20-year planning horizon to 2031 (a period of 20 years). We also note that the plan is based on the following:

- A. Background information and analysis related to growth management including transportation, housing, community facilities and services, land use, economic development, commercial and industrial activity, urban design, cultural heritage resources and the natural environment.
- B. A vision to attract young families, promote innovation and a knowledge-based economy.
- C. A strategic initiative to revitalize the downtown central waterfront area (Downtown revitalization)
- D. To establish Brockville as an economic hub and as a center for innovation and creativity.

- E. To encourage orderly development, redevelopment, infill and intensification and discourages the undue extension of municipal services and expansion of urban boundaries.
- F. Throughout the plan, we note continual reference to a policy framework to manage and grow the City over this 20 year period. However, we understand the growth projection to be less than 2%.
- G. We applaud the outline of the plan as noted above, however, there appears to be a disconnect between the plan and the growth projection of some 2% over a 20-year period.

2. Summary and Concerns

In summary of the above, our concerns are related to the following:

- A. The plan itself, which alludes to the City becoming an economic hub and a Center of Excellence for innovation and creativity, while planning for a less than 2% growth over the next 20 years when, we believe, the average growth for many municipalities in Eastern Ontario is substantially higher.
- B. The emphasis on planning and infrastructure deployment to ensure that the City can accommodate the anticipated growth and development, again, when the planned growth is less than 2%.
- C. The plan encourages orderly development but discourages the undue extension of municipal services and expansion of urban boundaries, which appears to be contradictory to the overall plan. It is this area that we respectfully question.
 - What is undue extension of municipal services? Does this mean that the City does not plan to extend services to the City limits in areas where it is seriously needed to support business and development, replace antiquated septic systems, and be proactive regarding safety and in protecting the environment?
 - Highway 29 is a main artery and the busiest route into the City with several businesses located within the City limits. Many of these businesses were established based on a promise from the City that services would be extended to their premises within 10 years. That promise was made over 20 years ago. Many of these businesses are currently on septic system or holding tanks with a high cost for services on a monthly basis.

Considering that there is substantial growth and residential development happening in rural areas all around Brockville today, including Leeds and the 1000 Islands, Augusta Township, Elizabethtown Township, etc. It appears that the extension of municipal services and expansion of our urban boundaries would be a major contributor and provide opportunity for economic growth in the short term.

3. Recommendations

- A. We fully support the need for downtown revitalization and the requirement for high density residential development in order to achieve this goal.
- B. We support and request consideration for the extension of municipal services along Highway 29 to the city limits on Centennial Road to be included in the Official Plan and implemented at the earliest possible time frame to support existing businesses in the area and to encourage development and growth in this important sector.
- C. We also support and request consideration of widening Highway 29 to four lanes to be included in the Official Plan and implemented at the earliest possible time frame in line with the above.

4. In support of these requests, we offer the following:

- A. The Highway 29 area is probably the most promising area of growth for both business and residential development in the City today. Businessmen and developers are interested in this area due to the high level of traffic and activity. There is ample commercial and residential land available for business expansion and development.
- B. In our opinion, this is a prime area for economic growth, job creation and increased tax revenue for the City and it appears to be totally forgotten in the Official Plan.
- C. Old septic systems and wells have been an area of concern for many years in this area and it is just a matter of time before it becomes a major issue and cost for the City. It is probably a ticking time bomb that should be addressed in the interest of safety, the environment and new development.

In this regard, we understand that the City, in liaison with the Township of Elizabethtown conducted a study approximately eight to ten years ago, and prepared plans including pricing to extend services on Highway 29 to the City limits on Centennial Road and to Victoria Road, along Victoria Road and back to Highway 29.

If this is the case, we wonder why the City did not apply for infrastructure funding from the Federal Government in 2009 to support this important need and create jobs.

Perhaps it is not too late and if planning only needs updating then infrastructure funding may still be available for this purpose.

- D. The need for widening Highway 29, at least to the City limits cannot be overstated. This is the busiest artery into our City and becoming more congested on a yearly basis. Widening of this highway would create an orderly flow of traffic into the City, reduce accidents, improve access to existing businesses and encourage further expansion and economic development in the area.

5. Conclusion

We do not support and are concerned about a plan that charts a direction for less than a 2% growth for a city and area with so much potential over the next 20 years and therefore recommends that the plan be delayed for review after the October municipal election

We believe that the City may be missing a tremendous opportunity to develop the north end by not being proactive in bringing services and road widening to the area in the interest of the environment, safety, and future economic development. We respectfully request your serious consideration of this matter.

It has been 20 years since the last Official Plan was adopted. Another few months for further review of this Plan by fresh minds should not be a concern and may prove to be substantially beneficial for our City in the future.

Sincerely

The concerned businessmen and landowners of Brockville North and Highway 29 including but not limited to:

Clift White, landowner

Stan Hall, Highway Pentecostal Church

Jack Henderson, The Flower Shop

Sherri Hudson, landowner

Paul Veenstra, Coombe Custom Homes

Arnold Dixon, Kia of Brockville

Mike Veenstra, SV Homes

Al Phillips, Garden World

Mike McParlan, McParlan Auto Sales

Keith Bean, Brockville Motors

Tracy Brons

From: Robert A. Millar [ram@millarTECH.ca]
Sent: Monday, August 30, 2010 12:03 PM
To: Tracy Brons
Subject: Comments re. Draft OP

2010-08-30

S. Seale, Clerk
City of Brockville
1 King Street West
Brockville, Ontario K6V 7A5

Re: Statutory Public Meeting respecting the New Official Plan for the City of Brockville
Comments re. lack of Transportation Plan components in Draft OP

In reference to your e-mail of Aug. 26 re the above meeting I would hereby like to submit comments concerning the Draft Official Plan, and speak as a "delegation" at the Public Meeting on Sept. 15.

I have been following this planning process since it's inception, and have made written comments to the consultants and City Planning staff on several occasions.

In my opinion, as a retired Transportation Engineer, the Draft OP as presented throughout the process, does not include an adequate high level Transportation Plan component. Without this necessary part of a complete plan, the City has no way of knowing if the Land Use Plan proposed is workable.

Just as the Plan included an analysis of the sewer and water infrastructure, in order to determine if those facilities are adequate to accommodate future development, so too, the Plan must include enough information about expected transportation demand for the City to judge if the existing network will function or if the transportation network will require alterations to make the use of the lands practical, or even if there are other transportation strategies that may be needed. The section on an expanded Cycle path and cursory comments on the existing one-way street system in the downtown area, are not sufficient for good planning.

I understand that Council has decided to do a full Transportation Plan update as a separate process. But that is 'locking the barn door after the horse has bolted'. Just as an architect does not design a building layout and leave consideration of elevators and stairs to a later stage, so too an OP has to include the transportation component. You need to know now how Transportation and Land Use strategies will interact, especially with a 20 year horizon.

From my experiences (although procedures may have changed since I've retired) the Ministry of Municipal Affairs and/or the OMB would be anxious to see answers to these types of questions before approving any new Official Plan. Even if they don't, it just makes good planning sense to have answers before committing the City to this Official Land Use Plan.

Yours truly

Robert A. Millar

Citizens Brockville
Submission to the City of Brockville
Official Plan
STATUTORY PUBLIC MEETING
September 15, 2010



Executive Summary

Citizens Brockville asks that Council postpone final approval of the Official Plan until Council has time to study and debate the final version that was presented to Council on August 24, 2010.

Our request to postpone is based on the following observations and information.

On July 27, Council received submissions, including another slide show by the consultant. At that meeting, Council decided to defer debate until a special meeting in August.

No special meeting was held. At the regular Council Meeting, on August 24, another version of the Plan was presented, including changes which, it is said, were acceptable to the Ministry Of Municipal Affairs and Housing. Council did discuss whether they should debate the issues at that time but, again, after being told by the Director of Planning that this could be done at the statutory meeting, there was no debate. Individual councillors said they plan to propose changes to the massive document when it comes back for a final vote at the council table.

Councillor Beach pointed out; Council has had little opportunity, through the whole process, to debate the substance of what has become a 265 page document with additional schedules and documents.

We believe such an approach is illogical, since the public meeting will not be about the plan that includes those councillors' changes.

Page 1-5 of the proposed Official Plan states the following:

1.2 PURPOSE OF THE OFFICIAL PLAN

according to the Planning Act, an Official Plan “shall contain goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality” (Section 16(1)).

We believe that this current version fails this basic precept. There is not much in the way of articulated defined policy on goals and policy. There are too many “we may” but not enough “we shall”.

We urge Council to amend the plan so that it is less likely to be appealed. We suggest that the cost to the City of *getting it right* is far less than the cost of responding to an appeal.

Page 1-7 of the proposed Official Plan states the following:

1.3 BASIS FOR THE OFFICIAL PLAN

As part of the Official Plan process, three Strategy documents were prepared, including a Land Use and Growth Management Strategy, a Downtown and Waterfront Master Plan and Urban Design Strategy, and an Economic Development Strategy. The recommendations from these Strategies, which have assisted in formulating policies of the Official Plan, were developed using the values, vision and objectives of the Community Strategic Plan, including key strategic initiatives to revitalize the Downtown Central Waterfront area, establish a downtown revitalization and waterfront development plan, establish Brockville as an economic hub and as a centre for innovation and creativity, and incorporate sustainability into all aspects of City administration. The Strategy documents and Official Plan outline key priorities, goals and objectives that facilitate Brockville’s growth and development, provide revitalization, urban design and growth principles for the Downtown and Waterfront, promote sustainability and offer ways to improve and enhance the City’s economic development functions. These priorities are specifically linked to the strategies of the Community Strategic Plan.

The three Strategy documents referred to “Land Use and Growth Management Strategy, “Downtown and Waterfront Master Plan and Urban Design Strategy” and “Economic Development Strategy” that have been used to assist in formulating policy with in the Official Plan are lacking in specific and detailed goals and objectives and therefore, have translated into an Official Plan that reflects the same lack of vision and policy articulation.

We wish to focus on two areas of prime concern with this current version of the Official Plan.

Firstly, there is no true vision as to what the City thinks our waterfront should be in the next five, ten or twenty years. Will it look like Kingston? The Plan talks about our “heritage”. We see the view of Brockville from the water and Waterfront as part of this heritage. Talk of redesigning the skyline, without principles to guide this, is not helpful.

Page 1-9 of the proposed Official Plan states the following:

This Plan promotes the maintenance, improvement and conservation of the cultural heritage resources of the Downtown and Central Waterfront Area and the City’s main streets as the predominant social, cultural and community focuses of the City. This Plan further promotes these areas as unique mixed commercial, office, residential areas that act as commercial, cultural, recreational and entertainment focal points in the City.

We do not believe that the Plan promotes the conservation of the Central Waterfront Area. There is no detailed policy in the Plan that is outlined how the waterfront area will be protected. Building heights how does the “angular plain” in practical terms work. Does it start from the waterfront and go north? Do we really from a practical point of view under the impact of this policy?

For example the waterfront has been lumped in with the business core on King Street. All land south of Water Street should be a separate designated land use area so that more defined and better detailed policies can be articulated to protect the water front.

Our green space is our legacy to the next generation and beyond. Let us not build a wall between the river and the city for just the affluent!

Affordable Housing

Affordable Housing is a major concern for those who have not been afforded the opportunity to be able to enjoy decent accommodation.

As of the last 2006 census, 32% of Brockville households earned under \$30,000 and 34% of lower middle income households earned between \$30,000 to \$60,000.

According to economists, Brockville's latest known average percentage of household income devoted to housing ranges between 36% and 44% which exceeds the provincial threshold of 30%.

It is important that the City pays attention to **Section 1.4.3** of the **Provincial Policy Statement** which states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by sub-sections

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households....and,
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Neither a) or e) sub-sections have been satisfactorily addressed in the various drafts of the Official Plan.

Page 3-9 of the proposed Official Plan states the following:

3.2.4.2 Neighbourhood Development Areas

The provision for a range of innovative and affordable housing types, zoning standards and subdivision designs shall be encouraged.

3. The City's development standards may be reviewed on the basis of neighbourhood development proposals providing compact design and improved affordability.

The language "shall be encouraged" is weak at best. This part of the policy statement as a minimum should read "will be encouraged".

The City should stake a stronger leadership role with its partners dealing with the issue of affordable housing. Nowhere in the current version of the Plan is co-operative housing identified and discussed. This frankly is unacceptable and the citizens of Brockville deserve better.

Respectfully submitted,

James Coolen,

on behalf of Official Plan Working Group

Citizens Brockville

Submission

A Commentary

Brockville's Final Draft Official Plan of August 2010

Regarding its Waterfront

by Citizens Brockville

Background and Scope

This commentary reflects some questions and concerns of a newly incorporated citizens group, Citizens Brockville (CB), to the city's draft Official Plan (OP). It focuses on the band of waterfront lands and waterlots mostly south of Water St. Many members care deeply about the waterfront's future use and appearance, for their own enjoyment and for that of future generations.

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However, the Downtown and Waterfront Master Plan and Urban Design Strategy (DWMPUDS) instead identified much land for continuing to develop large buildings south of Water St. The draft OP designates Waterfront Development areas, blocking much river view from Water St. The public's desire for views and vistas was more in reference to the river, creeks and existing skyline than in to buildings. CB believes that business and tax interests are trumping resident interests in the Waterfront Development areas. The public said these areas should be protected from development and treated differently than the downtown area.

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Therefore, the OP should incorporate the public's input to minimize building mass south of Water St. in favour of more public parkland. The Downtown should be separate from the Central Waterfront for planning purposes. As well, the OP should better connect the water's edge, trails, and streets for public enjoyment, again in response to clear public input.

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The design and use of the waterfront is unclear in the draft OP. The design seems to be driven by ad-hoc developer applications, rather than by an integrated vision and plan that most citizens will be happy with. The Smart Foundry site is a current example where an integrated vision and plan would set the stage for a smooth project.

That vision for the waterfront starts with a vision for the city. The vision for the city, in the Strategic Plan (Feb. 2009) highlights exceptional amenities. For Brockville this means an exceptional waterfront. The main purpose for the waterfront has not been well articulated yet. Is it primarily for residents or tourists? The draft OP combines the downtown with the central waterfront. It also suggests downtown retain its heritage character. Therefore, by extension, many feel south of Water St. should have a distinctive (natural) heritage.

We feel that the central waterfront is exceptionally valuable to public enjoyment and thus deserves separate more protective planning policies from those for the downtown.

The OP process has produced a good concept for the block bounded by a realigned Water St., Broad St., and Market St. West. However, where is the integrated concept for the whole waterfront? The DWMPUDS builds on a 1991 Waterfront Plan, a plan that was never endorsed by Council. Surely 3D modeling

software is now within reach for brainstorming concepts. Visioning beyond 20 years to 100 years out is needed, into a world that's both more local and global. The gratitude we feel for William Buell's vision for the New England Square two centuries ago should be just as uniquely "paid forward" to residents in future centuries.

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Therefore, the city should initiate a better and creative Waterfront Plan to cover the whole 4km waterfront. This plan would design in the best of our cultural heritage and accommodate future needs. The public should be consulted on what the best is (e.g. steeples, city hall, tunnel, New England Square, River, Islands), and sight lines would be designed accordingly. A compelling and inspiring vision should integrate a Waterfront Plan with a Culture Plan.

3) Trends: Not learning from other waterfront cities

Canadian cities, are generally clearing their waterfronts of industry in favour of public parkland. Roads and buildings get set well back from the water's edge. Many of them are thriving, despite having given up tax assessment on the shoreline. They attract investment in part because of great design that works with the natural heritage. A beautiful public realm with green waterfront can be green economically too.

Many Canadian cities have a commitment to a green waterfront. Ontario examples include Barrie, Belleville, Burlington, and North Bay. In B.C. there's Kelowna, and in New Brunswick, Saint John. (see Note 1.)

Examples of cities where buildings interrupt much of the water's edge include Kingston Ont., and Coburg Ont. Of the two groups of cities, Citizens Brockville OPWG prefers the designs and policies of the former. The latter designs may be regretted for generations (to be fair, these cities have now put more protective policies in place). Of further relevance, the Provincial Policy Statement discourages development on the shoreline of the St. Lawrence River. (See Note 2.)

Therefore, the background material could have picked out the "best of" others for Brockville to consider. At a minimum, the OP should be more definitive in building setbacks (e.g. 30m), easements, and land acquisition along the water's edge, as befits a city in a UNESCO Biosphere. It should use more forceful wording, as per the example cities in NOTE 1 below.

These are at least three concerns that the OP Technical Steering Committee and Council should address prior to adoption of the Plan. Let's minimize future amendments and smooth the subsequent Zoning By-law process.

NOTES

NOTE 1

Barrie Ont.

Official Plan - 4.6.2.5 Waterfront (updated 2009)

"(b) The City shall promote the development of the waterfront lands along Kempenfelt Bay and Little Lake as a continuous major public open space system. No City owned land will be disposed of in these areas and Council will endeavour to acquire privately owned lands."

Belleville Ont.

Waterfront Development Plan (2005)

The 2005 Waterfront Development Plan shows a vision for more continuous waterfront trails.

Burlington Ont.

Burlington Official Plan (updated 2010)

Burlington has 700,000 acres of waterfront parkland, including 12 parks.

Official Plan, Part I, pg 7

"Preservation of natural features

Another change to the City is the increased emphasis placed on the protection, preservation and conservation of significant natural resource features and providing accessibility to public open space along the waterfront. The Plan's "Greenlands" designation, much of which is found primarily on privately owned lands, recognizes the importance of the long-term preservation of significant natural resource features."

Kelowna B.C.

Waterfront Parks Plan

Kelowna has redeveloped its old industrial areas into beautiful themed precincts with much public parkland and outdoor art.

North Bay, Ont.

Official Plan (updated 2003)

"2.2.11.3 In order to protect public enjoyment of the waterfront, the City shall ensure that continuous pedestrian access be maintained along the lake frontage, and that vistas towards the waterfront are achieved from existing residential areas and the central business district through the reservation of open corridors 15 to 23 metres wide in alignment with existing streets (where these can be incorporated in redevelopment projects without inhibiting the desired redevelopment) and by limiting the height of any new residential building to four (4) stories in height.

2.2.11.4 Public parks and open spaces shall be used for passive and active recreational purposes. Space shall be provided along the waterfront that may be used as a public beach area. A landscaped pedestrian/bicycle path shall extend along the waterfront. Areas designated for parks and open spaces shall be kept free of all buildings and structures, except those necessary for the use of the area."

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Niagara Escarpment Commission, Ont.

Though not waterfront, the Commission has a GIS-based process that looks at sightline interruptions of the Escarpment.

From a friend:

"The Commission determined that special views of the escarpment should be accessible to all, and that new developments wouldn't be allowed that diminished those views. For example, some water towers and cell towers were denied. A developer had to re-plan a subdivision, so that roof heights would not block people in older developments behind the new one."

NOTE 2

Provincial Policy Statement, Section 3.1

3.1.1 Development shall generally be directed to areas outside of: a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;

3.5.1.2. Affordable Housing

This section states that “the provision of housing that is affordable and accessible to low and moderate income households will be a priority. But it states that a housing strategy **may** be completed by the city to establish an appropriate target for the provision of housing to be affordable to low and moderate-income households. Brockville’s *affordable housing* needs cannot be met through strategies that are not defined so that the appropriate action can be taken.

Affordable Housing notes that the policy of the City **shall**,

- 1) ensure that 30% of the existing housing stock and that housing to be developed is affordable as defined in this Plan and that a supply is maintained; and
- 2) That the City **shall** encourage the provision of *affordable housing* through eight (8) strategies, items i. -vi.

Unfortunately, Strategies i.-vi. are not spelled out. They only imply that there are interim targets within the 20-year planning period. (A system of 5-year reports should be implemented to ensure that the targets are being met and, if they are not, to take further necessary measures.)

These strategies **do not guarantee** the development of a Municipal Housing Strategy, which would identify and plan annual housing targets, mixes of housing types, and affordability thresholds. As well, the Official Plan **does not guarantee** the adoption of a Municipal Housing Facilities By-Law which would give Council the ability to grant specific development charge relief and other incentives to developers in exchange for *affordable rental housing*.

Housing Affordability Targets

Housing affordability targets are established to ensure that low to medium income households in the City of Brockville have an opportunity to own or rent a home. Presently, there are no housing affordability targets outlined in our Official Plan.

Based on the work undertaken by Watson & Associates submission (OP Brockville Growth Analysis, Table 5.9), the average costs for a new home in 2007 was approximately \$259,700 (\$24,600 annual housing costs), whereas the cost for a resale home was \$208,965 (\$20,200 annual housing costs). This represents approximately 44% and 38% of the average household income in Brockville respectively. It is clear that Brockville's average housing costs exceeds the provincial threshold of 30%.

According to the Provincial Policy Statement of 2005, *Affordable* means:

a) in the case of ownership housing, the least expensive of:

1. housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for *low and moderate income households*; or
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b) in the case of rental housing, the least expensive of:

1. a unit for which the rent does not exceed 30% of gross annual household income for *low and moderate income households*; or
2. a unit for which the rent is at or below the average market rent of a unit in the *regional market area*.

It is important that the City pays attention to **Section 1.4.3 of the Provincial Policy Statement**: "Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by: sub-section a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households...."

It is clear that the obligation of the City is to both establish minimum targets and to set out measures to implement the attainment of those targets. Sub-section e) imposes a further obligation: establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.” Neither sub-section a) or e) has been satisfactorily handled in the various drafts of the Official Plan.

As of the last 2006 census, 32% of Brockville households earned under \$30,000; 34% of lower middle-income households earned between \$30-60,000; 19% of upper middle-income households earned between \$60-90,000, and 16% of Brockville households earned over \$90,000. In the 2009 provincial budget, both federal and provincial governments invested 1.2 billion dollars for housing. Some of this capital could assist Brockville in creating, converting to, or repairing *affordable housing* units.

4.2.3 Land Use & Build Form Policies, Section 9, iii states that:

Development proposals **shall** contribute to increasing the number of *affordable housing* units within the City, in accordance with Section 3.5.1.2, but **does not** specify an established percentage.

Under the United Counties of Leeds and Grenville, the Canada-Ontario Affordable Housing Program assists eligible individuals and families with a down payment forgivable loan in the purchase of a modest sized home, priced at \$190,000 or less. As units can be detached, semi-detached, condominiums, stacked homes, row houses, or apartments, the City could be involved in creating non-profit housing in conjunction with the Counties. Standards for new low-income residential development, which minimize building costs, are needed. The key to good housing is choice: enough choice should be available for *affordable housing*.

Further work on housing affordability in the City should be undertaken to identify where there are housing needs and how to address those needs in the future.

Dr. P. Culp

**A Commentary
Brockville's Final Draft Official Plan of July 2010
Regarding its Waterfront
by Citizens Brockville**

Background and Scope

This commentary reflects some questions and concerns of a newly incorporated citizens group, Citizens Brockville (CB), to the city's draft Official Plan (OP). It focuses on the band of waterfront lands and waterlots mostly south of Water St. Many members care deeply about the waterfront's future use and appearance, for their own enjoyment and for that of future generations.

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Respectfully submitted,

Official Plan Working Group
Citizens Brockville

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4.2.3 Land Use & Built Form Policies, Section 9, iii states that:

Development proposals **shall** contribute to increasing the number of *affordable housing* units within the City, in accordance with Section 3.5.1.2, but **does not** specify an established percentage.

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Further work on housing affordability in the City should be undertaken to identify where there are housing needs and how to address those needs in the future.

Attachments:

- **Table 4.3** - City of Brockville Housing Tenure
- Population Growth of Brockville and the Province of Ontario (1981-2006)

- **Table 4.4a** - City of Brockville Average Sale Price for Single Family Dwellings in Eastern Ontario & Selected Central & Southwestern Municipalities Outside GTA
- **Table 4.4b** - City of Brockville Avg. Annual Growth Rate (Sale Price) for Single Family Dwellings.
- **Table 5.8** - City of Brockville (Number of Households in Income Brackets based on Census Average Household Income, 1996-2006.
- **Table 5-9** - City of Brockville Housing Affordability Charts

Sandra Seale

From: Colin J. Williams [cjlw@ncf.ca]
Sent: September 10, 2010 11:12 AM
To: Sandra Seale
Subject: Official Plan Statutory Meeting

Dear Clerk,

This is to submit comments on the Official Plan which Council is asked to consider.

I would be grateful if you could notify me of the adoption of the Plan.

Colin J. Williams

To: The Mayor and other Members of Council

With the support of others, I have made a number of submissions over the last nearly two years.

Some progress has been made, but many of the issues have been ignored. I am sure that you do not wish to have the matters repeated at this time.

There is much that could be done to improve the Plan you have before you.

At the July 27 Meeting, I suggested that the documents be referred to a committee so that it can be given detailed study. Such a committee might include citizens and representatives of various interests within the City.

I hope that Council will wish to consider this suggestion.

Colin J. Williams

_____ Information from ESET Smart Security, version of virus signature database 5440 (20100910)

The message was checked by ESET Smart Security.

<http://www.eset.com>

Official Plan – A Citizen Commentary

Brockville First Draft 2010 Official Plan

Dated February 2010

The Official Plan is Brockville's primary planning document. It directs public works, and guides all development, when and where growth may take place, and on what scale and for what purpose the land may be used. It is required that the Official Plan be consistent with the Provincial Policy Statement.

The rules to guide the development of an Official Plan are set out in the Provincial Policy Statement. Below, we describe the base from which the plan is to be developed. Later we offer comments on the way in which the various aspects of this First Draft measure up. We shall look at the proposals to meet the City's obligations to develop a more vibrant economy, to preserve the City's cultural and natural heritage and particularly to preserve and enhance one of Brockville's treasures, its waterfront.

Introduction

Planning Act

Contents of official plan

16. (1) An official plan shall contain,
- (a) goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality or part of it, or an area that is without municipal organization; and
 - (2) An official plan may contain,
 - (a) a description of the measures and procedures proposed to attain the objectives of the plan;
 - (b) a description of the measures and procedures for informing and obtaining the views of the public in respect of a proposed amendment to the official plan or proposed revision of the plan or in respect of a proposed zoning by-law.

Ontario Provincial Policy Statement

Any planning decision by council is to be consistent with this policy statement. The full document is available on the world-wide web at: <http://www.mah.gov.on.ca/Page1485.aspx>

This section provides a snapshot of Brockville, as it is now.

It provides the base for the planning of the Brockville of the future

Brockville's population is growing slowly, 0.5% per year since 1996 and 0.3% per year since 1981.

Brockville's median age is six years more than that for Ontario.

Comparatively, Brockville's 55+ population is larger in proportion and has increased at a faster rate than the Ontario average.

The average annual rate of housing construction activity is expected to average close to the historical levels at just over 50 new units per year.

In total, the City's residential housing supply amounts approximately 45 years of likely need.

The City has a more-than-adequate supply of commercial and industrial land to 2031 and beyond, but there is a shortage of institutional land.

The municipal taxes increase beyond the rate of inflation and the City could be in a deficit in 2010.

The city and immediate region lost 14 % of its manufacturing workforce in 2009 and 28% since 2002.

The median household income in 2005 was \$55,265, compared with \$69,156 for the Province.

The labour force participation rate was 57.2%, compared with 67.1% for the province.

The proportion of the owned dwellings was 58.7%, compared with 71.0% for the province.

The rental vacancy rates were higher in 2009 than 2008, they now stand at 4.6%

Housing affordability in Brockville is increasingly becoming a concern.

The City has a sewage treatment plant which fails to meet environmental standards but is being upgraded. The city is not able to accept industries requiring significant water treatment because the upgrading does not expand the hydraulic capacity of the plant. The current average daily flow uses 89% of the plant's capacity. For some recent years, not 2008 or 2009, at peak flow, untreated sewage is sent to the St Lawrence River.

The city has a vibrant arts and music scene, an excellent public library, a well-used museum and many social and business groups.

How does the draft measure up?

General

The 255 page document sets out some good policies but is too wordy. In spite of this, it relies, for some definitions, on at least one other document. The Draft Official Plan, referenced below as **the Plan**, should be able to stand on its own.

Too often, it is permissive where the text should be prescriptive, or left out altogether. In other words, it says that the city may do this or that, instead of clearly establishing a policy. The word "shall" often appears with "encourage", rather than saying that it "shall do" something.

To give a trivial example, the plan says:

"Council may enact by-laws pursuant to the Building Code Act, setting out minimum standards for the maintenance and occupancy of all buildings and properties."

The City has already decided that it needs a Property Standards By-law. The Plan should be made clear that it will continue to have such a By-law.

Section 16 (2) of the Planning Act is ignored. The measures are potentially the most useful part of a plan, they tell the reader what actions are to be taken to achieve the same objective.

The word sustainability is liberally sprinkled through the document. The plan says:

"This Plan has been prepared under an umbrella of sustainability."

Surely, what is needed is a foundation of sustainability. The factors challenging sustainability are not identified. There are few policy proposals which contribute in any way to the sustainability of Brockville.

There are too many cases where it is suggested or mandated that the City develop plans or strategies, examples are:

- cultural Heritage Master Plan;
- Archeological Master Plan;
- St Lawrence Park Master Plan;
- a comprehensive development master plan;
- Transportation Master Plan;
- Infrastructure Renewal Strategy;
- a Source-water Protection Plan;
- a hydraulic capacity re-rating analysis, for sewage treatment;
- a Stewart Blvd/Highway 401 secondary plan and urban design strategy;
- a secondary plan and urban design strategy for the Walmart area;
- a comprehensive retail study;
- a tourism strategy;
- a housing strategy; and
- etc.

Should at least some of these these not be part of the presently contracted work?

There should be a definition of "Notice to the public".

Reports in connection with a development application should be available at least 5 days, excluding weekends and holidays, before the matter is heard by Council or a committee.

Bonusing

We would like to see a clear requirement that there should be a cost benefit analysis, assessing the costs and benefits to the people of Brockville. We should learn from the Tall Ships Landing (TSL), where such an analysis was not available to Council when it was approved in September 2006. The Maritime Discovery Centre was to be a \$6 million project. It went from there to \$12 million, to \$18 million and

is currently estimated to cost \$19 million.

Bulkiness of buildings

A general increase in building heights is proposed along the waterfront, on main streets and elsewhere. The Tall Buildings Guidelines are not readily accessible. They are buried in a multi-volume document.

The angular plane and its meaning need to be clarified and spelled out in the Plan. It should be clearly established whether height is measured in metres or storeys. Through a clever move at the end of the Tall Ships Landing OMB hearing, a change was made and the maximum height was increased by two storeys on two buildings.

The Floor Space Index has been used as a measure of bulkiness in urban planning. It is not used in the Plan. Some control on bulkiness is needed.

The Wedgewood is generally thought to be a successful development. It is not clear that it would have been approved under these Guidelines.

Conversion of Affordable Rental Housing to Condominiums

This is to be discouraged if the rental vacancy rate is less than 3%. Is discouragement enough?

Downtown

It is good to see that this is a priority area for development. We feel that not enough attention has been given to the development opportunities in this area. Example sites are at Buell and George and at King and Home.

The Plan **fails to notice** the potential for developing the two blocks north of Pine St. between Wall St and Garden St. (**Wall St. Seniors and the St. Vincent de Paul Hospital site**) . The latter presents an opportunity for recycling the building.

Economy

This is potentially the most important part of the Plan. Brockville needs wealth creating jobs, a significant component of a sustainable city.

There is talk of an “innovation and a knowledge, service and information-based economy” but no measure is proposed that will take us in that direction. Much of the City's information services has been contracted out, instead of developing local talent. Gas Tax money is spent on American database software, instead of exploring open source software.

Incubators appear to have made a contribution to enterprise creation in Brockville, but no attention has been paid to these in the plan.

Every municipality seems to be promoting tourism, with little evidence that the public money being spent is bringing a worthwhile return. Yes, some jobs are being created, but these are typically with a low wage and seasonal.

Heritage Buildings

We are very satisfied with the wording that has been included in Section 3.4 on Cultural Heritage provisions. This is very important for any Official Plan being prepared in the Province of Ontario. The authors of the Plan have made sure that all the correct words and policies are placed in this section.

Future councils may not know what all the new Heritage Act amendments passed in 2005 mean to Cultural Heritage preservation in this province and our city.

Heritage Brockville has existed for the last 32 years. We hope that the text of the Plan will correct the name of this advisory committee.

It would be good to have a web page giving the inventory of designated properties.

Monitoring

Monitoring is of little value unless public reporting is required at defined intervals. The Plan is too often not clear with respect to either reporting or the interval between reports.

The health of the City Islands is to be monitored. The health criteria are not identified.

We applaud the proposal to actively involve the public in the monitoring of this Plan. Systematic reporting would be essential for this.

Noise

It is good that attention is given to noise abatement and attenuation, but the Province's Noise Assessment Criteria in Land Use Planning deserves more prominence in the Plan

Parks

The Plan gives no information about how Brockville's parks compare with other towns, in terms of hectares of parkland per 1,000 residents, how well Brockville's parks are distributed, and what additional park lands are needed as the population grows. Are parks connected for the benefit of the walker and the cyclist?

The Plan says "The City shall secure the maximum benefit of the Planning Act with respect to land dedication for park development". This clear statement is applauded.

Process in the Development of the Plan

The consultants proposed a Public Engagement Strategy, available on the web:

<http://city.brockville.on.ca/index.cfm?ID=299>

Citizens applaud this policy, adopted by the City Council, because it is **Inclusive, Meaningful, Proactive and Responsive**.

The last of these says "Fourth, we will be responsive and react quickly to comments and questions from the public. Any individual that has taken the time to participate should find out how their input has influenced the direction of the study, especially when it comes time to develop recommendations. ...".

Unfortunately, things haven't worked out this way. There has been no meaningful exchange between those who have questions or comments and the consultants or staff. In short, the system has been unresponsive.

St Lawrence Park

A Master Plan is left for the future, but it is not made clear that this should be handled through a public process, such as that of an Official Plan Amendment.

Sewage Treatment

The Plan says "It is anticipated that the North Trunk Sanitary Sewer shall be extended through the north end of the City to provide for the future development of the Northwest quadrant". It is not clear when this is needed, or whether it will be needed by 2031.

An expensive refit of the treatment plant is under way, but no consideration is given to improving the capacity as part of this project.

No data is given as to how many dwellings are connected to the system from Elizabethtown and Brockville respectively.

Special Needs Housing, including Affordable Housing

The Watson Report makes it clear that Brockville is short of Affordable Housing. However, there is no assessment of the need for Special Needs Housing in general and nothing is proposed in the Plan to ensure that such housing will be provided.

Provision is made that such housing may be built near Stewart Blvd and the Highway 401 and in the area of the Walmart store. But this provision does not, in itself, ensure the construction of a single special needs dwelling unit.

Page 3-3-46 has "Group homes shall not be concentrated and shall be generally located within the Urban Area."

It is good to avoid creating Special Needs Ghettos but surely something clearer than "not concentrated" is needed.

In view of the need for affordable housing, could the dimensional standards of rooms be relaxed for Affordable Housing?

North Grenville has a specific measure to improve housing:

11.3.2 Measures to Increase the Supply of Affordable Housing

Council may, where a need for affordable housing has been identified in keeping with policy 11.3.5, i), undertake all or some of the following:

a) Require larger residential development proposals to include a 25% affordable housing component through a mix of housing types through the following method:

i. Larger residential development proposals, generally greater than 5 hectares in size, may require up to 25% of the new housing units

to be in forms other than single detached dwellings.

Clearly, Brockville is in need of some such measure, but made mandatory. Funding from senior governments is not likely to be readily available in the future.

Kingston has a target of 25% of all new housing units, but no policy to achieve the target. Brockville proposes no target.

There has been no exploration of the possibility of working with Habitat for Humanity or of initiating cooperative housing projects.

Style concerns with the draft

On the printed version, the font is too small, the colour of the font would be better as black, there is too much white-space and the pictures, some of which are reversed, contribute little.

Similarly, the page numbering is complicated and inconsistent, as are the numbering of the sections and sub-sections. It would be helpful if the page numbers conformed with the Adobe pages.

The Plan has “the interpretation of this Plan shall be conducted in conjunction with the Ministry of Municipal Affairs and Housing”. Surely the Plan should, subject to the Provincial Policy Statement, be clear without the need for ministry interpretation.

Too much text has been copied from the Provincial Policy Statement. It adds little to the essence of the Plan.

An index would both help the reader and help to bring out the duplication of text.

The words goals and objectives are synonymous. They don't need to be repeated as a pair.

Sunset Clause

It is good to see that a sunset clause has been proposed for approvals:

“When conditions of development approval, draft plan approval or otherwise, are not fulfilled within a reasonable time period ...”

It should be clear (i) that this applies to site-specific Plan amendments, condominium, etc. and (ii) a clear time period is stated, perhaps two or three years.

Sustainability

The word *sustainability* is scattered through the document but no information is given about any threats to the sustainability of the City of Brockville.

Is this political correctness run amok or are there substantial problems that need to be addressed in the Plan? If there are threats, is it possible that they are most likely to arise outside of the current planning horizon – i.e. beyond 2031?

LEED ND is recommended for neighbourhood construction. This would likely help to reduce energy demand but it needs to be mandatory and the level of certification required should be stated:

LEED CANADA FOR NEW CONSTRUCTION AND MAJOR RENOVATIONS 2009
100 base points; 6 possible Innovation in Design and 4 Regional Priority points

Certified 40–49 points

Silver 50–59 points

Gold 60–79 points

Platinum 80 points and above

Taller Building Development

Most people would prefer to see taller buildings north of George St and Pine St, instead Schedule 2 places them along Water St, mainly to the south. Why is additional value being granted to these property owners at this time?

The public made it clear, at the Public Open House #1, that they would prefer not to have tall buildings on the waterfront. Clearly people place greater value in public access to the waterfront with appropriate public amenities.

Targets

The City has annual growth targets for population and employment of 1% and 2% respectively. Any action likely to achieve these targets is missing from the Plan. Instead, the City may undertake a study.

There is a target for intensification, but it is for the “units created during the planning period”. Year by year targets are needed.

“The City may establish sector specific targets for greenhouse gas, water use and energy use reductions”. Again, year by year targets are needed, together with a clear methodology to calculate greenhouse gas emissions and energy use.

Trails

Some extensions are proposed but we are not told of the ownership of these lands. It is questionable whether the trails should be routed over public roads. In the case of the important north-south link, is there no alternative to the use of the busy Ormond Street?

Changes to the trail system should require some open public process.

Transportation

No service objectives have been established for the 3 bus transit service or the two bus para-transit service. How does the six day, limited hours service, hourly service compare with similar municipalities?.

No consideration appears to have been given to other means of meeting the public transportation needs.

Waterfront

There should be a) the **Waterfront area** and b) the **Main Street area** separated for planning purposes not grouped together. They are quite different in their nature and purpose.

The Plan should reflect the clearly-expressed feelings of the public that it should be almost impossible to get approval for high rise buildings below Water St.

The coloured **Schedule map #2** at the back should not be endorsing specific **high floor numbers** for development.

The former **Smarts Foundry Machine Shop** building on lower Kincaid St. should not have **10 (floors)** placed on it at this point. This is one example. This property should be labelled as a redevelopment opportunity only if it **re-uses** the existing building, for example, as a potential **residential condominium**.

We already have an existing skyline in the downtown area. It is not necessary to promote new building that will block existing vistas.

In fact, the **vistas** that we value look diagonally in all directions not simply down a roadway. The public was quite vocal about examining **how the city looks from the river**. This should be reflected in the Urban Design section 3.3

When and where growth may take place

The Plan proposes a priority scheme 1) Downtown, 2) the 401/Stewart Blvd and 3) the Walmart area. It also creates an Urban Reserve Area. These are good but there is no clear mechanism proposed to ensure development occurs in the priority areas. There is little that will bring back life and vitality to King St.

Currently, based on the 1987 Official Plan, the City's residential housing supply amounts to approximately 45 years of likely need. There is no clear statement in the Plan as to the supply after the Plan is approved.

Woodland Protection

The Provincial Policy statement says "Development and site alteration shall not be permitted in significant woodlands". The Plan doesn't protect this land.

Conclusion

I would like to thank all who have contributed to this series, through the months of work with Working Group of Citizens Brockville and through reviewing drafts. The writer is solely responsible for the content.

2010-06-23

cjw



**EASTERN
INDEPENDENT
TELECOMMUNICATIONS LTD.**

Clifton T. White, President
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August 9, 2010

Mayor Dave Henderson
City of Brockville
1 King Street West
Brockville, Ontario
K6V 3P5

Subject: Economic Development and the Official Plan

Dear Mayor Henderson:

I am uncertain if it is too late to voice an opinion on the Official Plan or to respectfully offer recommendations as it relates to areas which, in my opinion, are of prime importance for the future of economic development in Brockville. These areas include downtown and the north end of the City of Brockville.

1. Downtown Waterfront Development

As a Brockville businessman, I look back to just a few years ago when the City of Brockville, with much fanfare and excitement, announced a need and a plan for "*Downtown Revitalization*". This plan stated the need to attract more people to live in the downtown core and therefore the need for residential development in the area. As I remember, the City introduced the Brownfield program to attract investors to the downtown as there was a need to clean up contaminated land prior to new development. Excitement and enthusiasm abounded as investors were attracted and plans for waterfront development were announced.

Today, the City has attracted two serious investors who have purchased land for development in the downtown core and it appears to me that the City has succeeded in the first step of its plan for downtown revitalization. In my opinion, the need for downtown revitalization has not gone away. It is as important today, if not more important than it was five years ago. However, we seem to be stalled in taking the second step which, in my opinion, is to work in a positive and flexible manner with the developers to build the needed facilities which need to meet City requirements, within reason, but also have to meet the needs of the developers as it relates to profit and sustainability for the future.

When considering the opposition to downtown development, I respectfully submit the need for our city leaders to show strong leadership in this area and in support of the initial plan for downtown revitalization. I also respectfully suggest that the City engage in a communication

campaign advising all citizens of the serious requirement for revitalization in the downtown core and the opportunity we now have in front of us to achieve this goal.

When reviewing the proposed developments which include the Simon Fuller project and The Moorings, including the former EIT site, I believe it could be important to point out the following.

- A. The Fuller project is being developed on property that sat vacant for years and was an eyesore on our waterfront. The new development has little if any impact on the use of the Brockville waterfront by local citizens and to the best of my knowledge it was never used for this purpose in the past. I am uncertain of the impact of limited river view based on the height of the buildings, however, in my opinion, the benefits to downtown far outweigh any disadvantages in this regard.
- B. The Moorings property and also the former EIT building is private property and was never utilized for use by private citizens. Development in this area will have little impact on access to the river and all current access to the river such as Centeen Park, Hardy Park, St Lawrence Park, Blockhouse Island, etc. will be preserved. When considering development on the former EIT property, I believe it may be important to make all aware that development will not impact the boardwalk across the property at the river's edge. This 30' area was sold to the City by the previous owners for this purpose which will remain a benefit to the City for years to come.

Again, in my view, development in this area will have little impact, if any, on river access or river view and the benefits of new development including much needed soil remediation will far outweigh the alternative.

2. Development on Highway 29 (Stewart Boulevard and Brockville North)

I read with interest the consultant's negative response to the public request to designate property for development in areas of Brockville North. As a land owner in Brockville North, this is of great concern to me as I am sure it is of great concern to many businesses and citizens located on Highway 29 from Brockville to Centennial Road and to the Brockville city limits to the west and to the north.

Highway 29 from the city limits is a main artery into the city and an ideal location for new business start-ups. There is also substantial land designated residential that could be utilized for residential development in the surrounding area as business grows and develops along this important artery.

I question the wisdom of an official plan that projects minimum growth for Brockville and area over the next 20 years. In contrast, I respectfully submit that the City should proceed with development in the downtown core and apply for infrastructure funding and plan to extend water and sewage facilities to the city limits in the north to support business growth and expansion along Highway 29 and to encourage residential development in the surrounding area.

In Summary

I extend my appreciation for the opportunity of providing this information and hopefully it will provide food for thought as you plan for the future of Brockville. In our busy lives, it is easy to lose sight of the forest for the trees and I believe that in Brockville the forest is "Downtown Revitalization", which will not be achieved by a few festivals each year and tourism in the summer but rather with needed development and people living downtown.

Strong leadership is required to focus on the important goals, stay the course and set a clear direction for the future.

Sincerely

Clifton White

C. T. White
President & CEO
Eastern Independent Telecommunications Ltd.

cc: Dave Paul, City of Brockville, Econ Dev;



IBI Group
400-333 Preston Street
Ottawa ON K1S 5N4 Canada
tel 613 225 1311
fax 613 225 9868

September 10, 2010

M. Maureen Pascoe-Merkley, MCIP, RPP
Director of Planning
City of Brockville
1 King Street West
Brockville, ON K6V 7A5

Dear Ms. Pascoe-Merkley:

137 GEORGE STREET – TRINITY ANGLICAN CHURCH

We are writing on behalf of our client, RGB Group. RGB Group has been granted authority by the St. Lawrence Parish of the Anglican Diocese of Ontario, to represent it in matters related to the planning and development of its property at 137 George Street in the City of Brockville. This property is currently home to the Trinity Anglican Church.

As you may know, the Trinity Anglican Church is no longer functioning as a place of worship and the Anglican Diocese of Ontario is in the process of selling the property. Preliminary plans for the future redevelopment of the property include the addition of residential units on a portion of the site while preserving the existing church building.

The pending sale of the property and the preliminary plans for its redevelopment are not compatible with the proposed Institutional Area designation illustrated on Schedule 1 – City Structure, of the City's Final Draft Official Plan (July 2010). Accordingly, our client is formally requesting that the entire property be included in the Downtown and Central Waterfront Area designation and associated Mixed Use Node.

Inclusion of the property in the Downtown and Central Waterfront Area designation and associated Mixed Use Node would provide greater flexibility in terms of land use, built form, and urban design that is both in keeping with and required by the future redevelopment of the property. Future redevelopment of the property at 137 George Street would certainly be consistent with the goals, objectives, and policies of the Downtown and Central Waterfront Area designation and associated Mixed Use Node with respect to revitalization and intensification in this area of the City. Finally, it is important to note that the property abuts the boundary of the Downtown and Central Waterfront Area designation and associated Mixed Use Node and its inclusion in these designations represents a logical extension of the boundaries.

Exhibit 1 on the following page illustrates the requested change in the boundaries that would incorporate the property at 137 George Street. We are confident that the requested change represents good planning and would provide significant benefits for the community, the City, and the property owner.

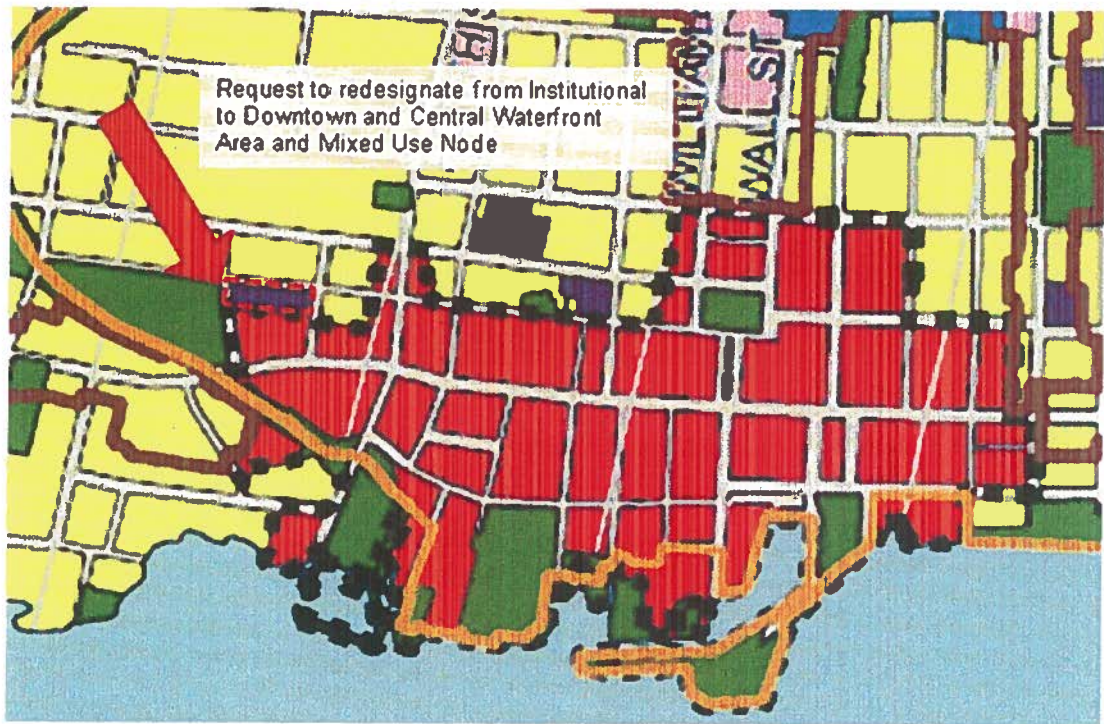


Exhibit 1

If you have any questions or require anything further to assist in your consideration of this request, please do not hesitate to contact me directly. Thank you.

Sincerely,
IBI GROUP

A handwritten signature in black ink, appearing to read "K. Harper".

Kevin A. Harper, MCIP, RPP, LEED® AP
Associate

Cc: S. Seale, Clerk, City of Brockville
Rolf Baumann, President, RGB Group
John Uliana, MCIP, RPP, IBI Group (Kingston)

HERITAGE BROCKVILLE

Brockville's Municipal Heritage Advisory Committee



Brockville City Hall, P.O. Box 5000, 1 King St. West, Brockville, ON, Canada K6V 7A5

Ms. S. Seale, Clerk,
City of Brockville
1 King St. West,
Brockville, ON
K6V 7A5

September 9, 2010

Dear Ms. Seale

SUBJECT: The Official Plan Submission.

The new Official Plan was discussed at our regular meeting on Tuesday September 7th. It was decided, at that meeting, that the following comments be made before it is adopted:

- We feel that section 3.4 entitled *Revitalizing Our City* was particularly well written and encompasses many good ideas. It provides a strong foundation to assist in the revival of our downtown.
- Parts of Schedule 2 has caused us consternation. This map entitled *Design Strategy - Downtown and Central Waterfront* indicates selected sites where the number of storeys are indicated. We find this problematic as has the potential to impact existing buildings that should be protected. Indicating areas that could be developed for taller buildings gives legitimacy for those tall buildings. We suggest that, in the future, if a development were to be proposed for these sites an appropriate height could be decided at that time. Attached is a copy of Schedule 2 indicating the areas of our concern.

We would prefer to see schedule 2 omitted from the Official Plan.

Thank you for considering these comments.

Sincerely yours,

Paul Bullock
Chair, Heritage Brockville
151 King St E.,
Brockville, ON
K6V 1C1

cc: File
Encl.



Schedule 2

**Design Strategy – Downtown
and Central Waterfront**

Design Elements (See Section 4.2.3)

- 4** Skyline Development Area (# of Storeys)
- Main Streets
- Secondary Main Streets
- Water Street
- Transitional Area
- Institutional Area
- Waterfront Development Area
- Parks and Open Space Area

Legend

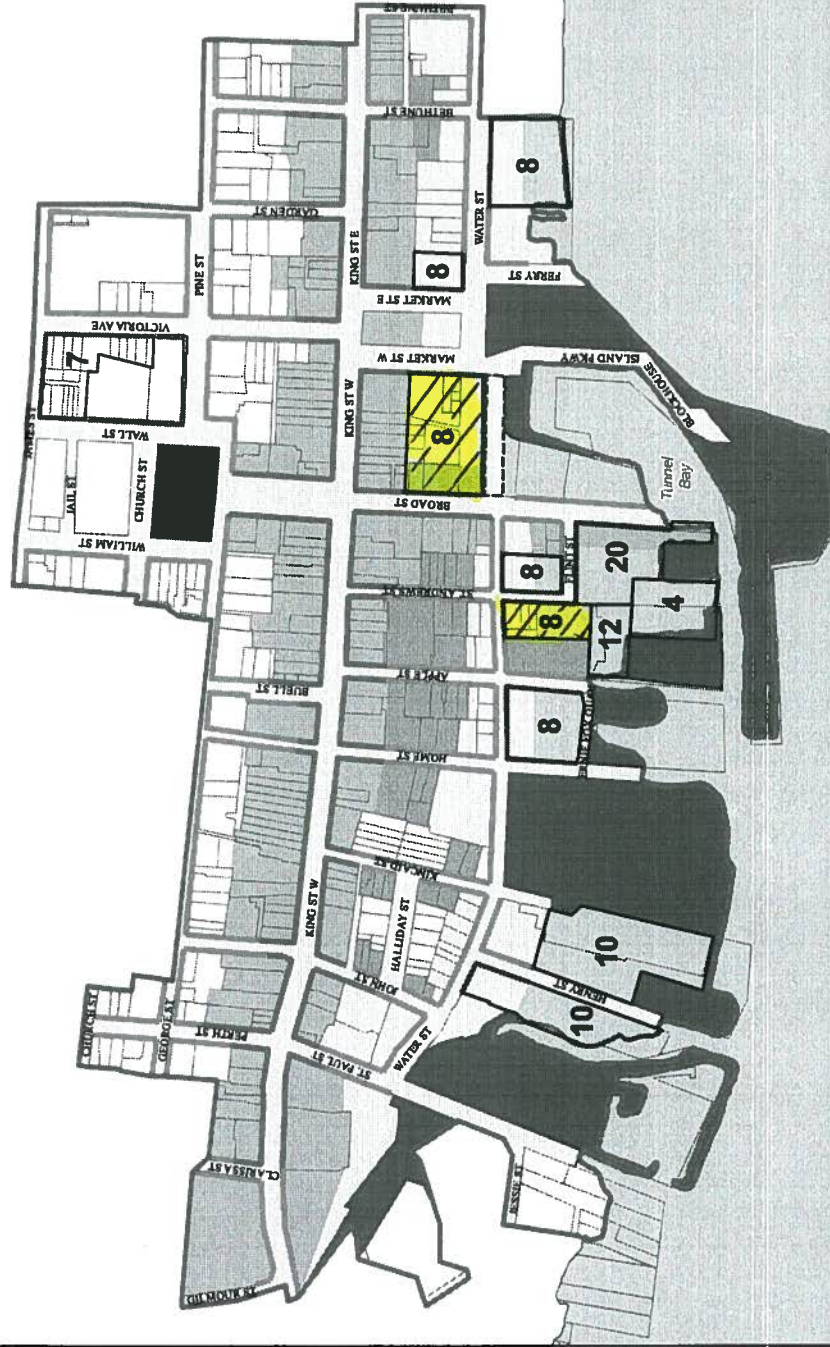
- Downtown and Central Waterfront Area
- Water Street Realignment
- Intermittent Street Frontage
- Continuous Street Frontage



Interpretation Note: This Schedule will be read and interpreted in conjunction with the Official Plan in its entirety.



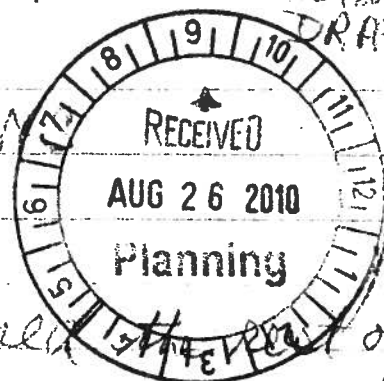
Released for Statutory Public Meeting
August 2010



St. Lawrence River

COMMENTS/SUGGESTION

Not necessarily in priority



- I have read Ch. 1+2 and scanned this document;
- Will the final version include:
 - an executive summary;
 - an index;
 - a bibliography;
 - mention of the SCHEDULES in the table of contents; and
 - a French-language text;as these elements seem to be missing from the edition?
- Also:
 - p. 1-8, para. 6: "issues discussion) resolving (or is "revolving" meant?;
 - p. 1-16, Active Transportation; could this also include cross-country skiing?;
 - p. 1-17, Alternative energy systems; could this also include geothermal power and power from waste?; and: Areas of Natural and Scientific Interest (ANSI); could this also include airways of migration?;
 - p. 1-19, Complete communities; could this also include health services?;
 - p. 1-27, Negative impacts; should this be bold (dark) print?;

p. 2-2, The City's Mission: who exactly is defined as the "customer" referred to near the end of of this paragraph?;

p. 2-12, para. 27: should the word "to" be removed from this sentence?;

p. 2-15, para. 5: could this also include side walks being continuous, i.e. not stopping on one side of the street, necessitating crossing to the other side of the street to continue walking?; and, para. 11: could

this also include the city bus stopping at the VHA station to link with trains and long-distance buses?; and

p. 2-19: paras 1 and 2 seem to be repeated by paras 5 and 6, respectively.

Also, - the school on Kensington is described in Sched. 1. as an "open space area" and in Sched. 3 this area is described as a "school"; is this correct - the area between Cambridge and Beley is described in Schedule 3 as "a significant woodland", is this correct?; and

- the northwest area of the Bridlewood area described as a "school" in Schedule 3: is this correct?

- Final comment: I found the text to be unnecessarily lengthy and repetitive.

Thank you for your attention to these comments.
M. Finlay