



February 7, 2022

Mr. Trevor Houghton, MCIP RPP
Manager of Planning Services
Town of The Blue Mountains
32 Mill Street, Box 310
Thornbury Ontario N0H 2P0**VIA EMAIL ONLY**

Dear Mr. Houghton,

**RE: Blue Vista, Pt Lt 17, Con 1, TBM
Draft Plan & Zoning By-law Amendment
Town File P2737; County File: 42T-2019-01
Supplemental Information**

Please accept this letter and materials as our supplemental submission for the purposes of addressing the Council resolution of August 23, 2021. At that time, Council considered Planning Staff Report PDS.21.076 and our August 18, 2021 submission. Both the resolution and our submission, along with additional supporting materials are attached for ease of reference. This submission details several important clarifications to the Draft Plan and how questions and concerns have been answered and addressed.

The following matters are covered:

- Limits of Environmentally Sensitive Lands in West Sector of Draft Plan
- Construction Access By-pass Road
- Increased Lot Coverage
- Road Crossing
- Golf Course
- Complete Draft Plan for East and West Sectors
- Sidewalks and Trails
- Open Space Related to Density and Parks
- Snow Management
- Updated Draft Plan
- Updated Zoning By-law Amendment

EXECUTIVE SUMMARY

Planning Staff Report PDS.21.076 recommended approval of a proposed Draft Plan and the related implementing Zoning By-law. The Staff Report was considered by Council in August 2021. During the

course of considering the Staff Report, Council deferred consideration of the Staff Report pending receipt of additional information on key components of the Draft Plan and related Zoning By-law amendment. The requested information was summarized in a Resolution that is excerpted below.

Among other matters, we believe Council was primarily reluctant in approving part of a Draft Plan without certainty on the whole of the Draft Plan. The rationale for seeking approval on the easterly lands was to allow further investigation to refine a westerly delineation of environmental lands and permit non-contentious parts of the Draft Plan to proceed.

The result of the deferral in August 2021 allowed the Owners to reach a conclusion in January 2022 with the NVCA on the westerly environmental lands. This in turn allowed a complete Draft Plan covering the entirety of the subject lands.

The Owners and their agents engaged in extensive reporting and discussions with Staff of the NVCA, County and Town. The result was the Owners agreeing with decisions and recommendations of NVCA Staff in delineating and dealing with the westerly environmental lands and, in arriving at a modified location of the road location acceptable to the NVCA. As reported by the NVCA there will be a “net gain” of wetland features on the subject lands as a result of their recommendations.

Additional information requested by Council related to the proposed increase in lot coverage and the location and nature of the proposed construction traffic route. In addressing these matters, the Owners have directed us to delete the request for the increase in lot coverage to 38% from 35% and, commissioned their engineers (Tatham) to provide further design detail on the proposed construction route.

Included with this submission is the updated Draft Plan and updated Zoning By-law Amendment. The Draft Plan now includes the westerly portion of the subject lands as originally intended but with a refined road crossing, lotting arrangement and firm delineation of environmental lands. The Draft Plan will increase the open space component from 38% to 40% and result in 154 dwelling units comprising 82 single detached units and 72 semi detached units. The calculated density is 10.6 upha.

The proposed amending By-law reflects the Draft Plan along with, among other matters, deletion of the proposed lot coverage increase and increase in semi-detached minimum frontage from 7.5m to 10.0m.

It is concluded that this supplemental submission addresses the questions raised by Council and results in a comprehensive Draft Plan that accounts for the land use constraints and approach recommended by the NVCA. The proposed Draft Plan provides minor modifications that continue to reflect implementation of Provincial, County and Local land use policy directions while addressing implementation and design detail raised during the review process.

BACKGROUND

Our August 18, 2021 letter to Council summarized how concerns expressed by Council (at the preceding August 11, 2021 Committee of the Whole meeting in considering Staff Report PDS.21.076) could be addressed. Nonetheless, Council moved to defer consideration of Staff Report PDS.21.076 to a future Committee of the Whole meeting. Council requested additional information per the following motion:

THAT Council defers consideration of Staff Report PDS.21.076, entitled “Recommendation Report – Blue Vista Application for Draft Plan of Subdivision and Zoning By-Law Amendment” to a future Committee of the Whole meeting;

AND THAT Council request additional information regarding:

1. the limits of the environmentally sensitive lands on the western portion of the project;
2. the construction access road along the south side of the east block;
3. the impact of increasing the lot coverage from 35% to 38%;
4. concerns with the access crossing the environmentally sensitive lands

SUPPLEMENTAL INFORMATION/RESPONSE

The following section provides a response to the items for which Council requested additional information in its August 2021 deferral.

Since August 2021, the Owners have undertaken additional detail design and reporting that included extensive communication and a site investigation with NVCA, County and Town Staff. The results aid in providing Council with the information it sought in August 2021 and point to a much clearer delineation and definition of the westerly environmental areas. The proposed construction route is located so that it by-passes the easterly residential area thereby reducing construction traffic impacts on any built-up and occupied parts of the easterly section during construction activities in the westerly areas. Construction traffic will be accessing the site off County Road 21.

Item 1: Limits of Environmentally Sensitive Lands on Western Sector

In the plans and approach to Council in August 2021 it was proposed to defer consideration/approvals of detailed plans in the western section of the Draft Plan until the west limits of the environmental lands had been reviewed and agreed upon (primarily through the NVCA). Council expressed concern over recommending approval of a Draft Plan and adopting a related Zoning By-law Amendment in the absence of a final resolution to the westerly limits of the environmentally sensitive lands.

Throughout the fall and early winter (2021) our environmental consultants and engineers, along with the Owners, worked extensively with NVCA Staff. With the benefit of a lengthy on-site review (November 2, 2021) with Staff of the NVCA, Grey County and Town and assisted by subsequent mapping, survey and meetings an agreeable description, assessment and demarcation of the westerly environmental lands limit was arrived at.

This acknowledgement is clarified in the NVCA response email dated January 14, 2022 (Emma Perry to Shawn Postma, copy included for ease of reference). That email clearly states:

1. NVCA Staff are satisfied with the proposed road re-alignment, now reflected in the attached minor revision to the Draft Plan.

2. The revised road alignment provides adequate preservation of the identified ELCs.
3. NVCA Staff accept the proposed compensation plans that will:
 - a. Provide cash in lieu for the unavoidable removal of some wetland feature.
 - b. Provide on-site expansion of wetland features that will result in a net gain of wetland habitat.
 - c. Provide for extensive additional tree plantings.
4. NVCA engineering Staff support the revised road alignment.

The above noted represent hours of additional design, reviews, and discussions with the NVCA, County and Town Staff. In our opinion, the result is an improved Draft Plan approach that identifies retention of key features, refines environmental protection boundaries, provides a 'net gain' in wetland features on the subject lands and, is an improved urban design.

Item 2: Construction Access By-pass Road Along South Side of East Block

At the August 2021 Council meeting, Council expressed concern over not having enough detail to ascertain the location and nature of the proposed construction access road. The purpose that that access road is to by-pass the constructed portions of the easterly lands by directing construction traffic off the east part of Street A.

At the outset, the Owners were aware of Council's concerns regarding construction access and the nature and scale of issues raised in nearby (although much larger) residential phased developments. With this in mind, a general diagram showing the location and extent of a proposed construction access by-pass route was presented at the Council meeting and it was noted details would be included in engineering drawings as part of the Subdivision Agreement. Nonetheless, Council requested more detail at this point.

Immediately after the August 2021 Council meeting the Owners instructed Tatham Engineering to provide additional detail reporting on the proposed construction access road. A copy of the September 17, 2021 construction access report on approach and detail is attached. In summary:

- a. Development construction activity will be directed off County Road 21 to the east, with servicing and road construction proceeding in an east to west fashion.
- b. A temporary construction access road will utilize existing access off Grey Road 21 and routed along the south side of the proposed SWM pond, then along the south part of Street A to avoid using the Street A roadway and avoid conflict with easterly residents as the westerly sector is built out.
- c. Construction details and location is provided in the Tatham report.
- d. Signage will be provided clearly restricting the construction road for construction traffic only.
- e. A temporary wood screening fence will be erected along the rear of Lots 11, 12 and 13.

- f. The above will be constructed as part of the stage one construction program and will be included in the Subdivision Agreement along with securities. It is important to note that the Owners do not want to “phase” this subdivision.

As can be seen in the attached plan along with the description of nature, scale, timing and assurances, the proposed temporary construction road effectively by-passes the entire easterly portion of Street A and is clear of Street B.

Item 3: Impact of Increasing Lot Coverage from 35% to 38%

Concerns were expressed over the proposal to modify the zoning provisions to increase lot coverage from 35% to 38%. The concern in part, related to an increase in impervious materials thus affecting drainage and runoff. Although our engineering consultants advised that a 3% increase factor would be negligible, the Owners have decided to delete this request.

Therefore, the proposal to increase lot coverage over the current zoning standard of 35% is withdrawn.

Item 4: Road Crossing Environmentally Sensitive Lands

This concern was also related to the demarcation and nature of the environmental lands. NVCA had earlier asked to adjust the road alignment as it crosses the environmental lands in order to avoid more sensitive areas. This matter was reviewed in detail through the aforementioned site investigation with NVCA Staff and detailed in subsequent mapping analysis with NVCA and engineering staff throughout December, 2021. After further input from the NVCA an acceptable road crossing alignment was arrived at. This is reflected in the above-noted January 2022 NVCA response email to Town Staff.

The Draft Plan alignment now reflects the road crossing location acceptable to the NVCA and as agreed to by Town Staff.

Additional Items

Throughout discussions on the Draft Plan proposal, Council had discussed other items that were not detailed in the deferral motion. We identified the following five areas that will benefit from additional information.

a. Golf Course

There were comments concerning lots backing onto the golf course (Monterra 13th Hole abuts the north property line). The design and depth of the lots took into consideration the abutting golf course land use. These lots are designed to be an additional 10m deep over standard interior lots. A Golf Spray Analysis was undertaken by David Moote (July-August 2019). Using a combination of golf course standard architectural assessments and four site visits during mid-summer play it was concluded that there is (home) protection “well beyond normally acceptable” standards. In fact, on-site reconnaissance records a low number of lost balls (9) along the north property and then only within 2m on the Blue Vista property line (p. 4, August 8, 2019 Moote Golf Spray Analysis).

The Owners had anticipated that a Golf Course proximity warning clause will be required as part of the Purchase Agreement advising prospective buyers that their lot abuts the Monterra Golf Course. This

requirement was stipulated in Condition No. 33 to the Staff Report. The Owners legal team have drafted the following that will be included in Purchase and Sale agreements:

- (i) Purchasers are advised of and acknowledge the existence of Monterra Golf Course and acknowledge that the operations of the golf course, now or in the future, including possible reconfiguration and/or redevelopment of a portion of portions of the golf course lands could impact upon the Purchaser's enjoyment of his or her property, which impact may include golf balls landing upon the property, which may cause damage or injury to persons or property. All Purchasers are advised to ensure they have adequate insurance for same.
- (ii) Purchasers/tenants are advised that due to the location of the said adjacent golf course, sounds from equipment associated with the operation and use of a golf course may at times be audible.

A golf course warning clause will be required as a condition of Draft Approval. To meet that condition, the Town (and County) will need to be satisfied on the wording of the clause.

In addition, it is noted that site grading requirements will result in some interference to the existing hedgerow along portions of the north property line. The Golf Spray Analysis recommended additional tree plantings in the area of the tee blocks. This recommendation will be implemented with the Landscape Plan details to be provided and reviewed as part of the subdivision agreement review process.

As a final note, the golf course lots are designed to be about an additional 10m in depth (averaging about 45m) the Owners have designed building envelopes incorporating a minimum rear yard setback of 15m.

As an adjacent land use, the golf course location and activities were taken into consideration by the following: in the subdivision design (lots 10m deeper); warning clauses, and; additional tree planting (per golf spray analysis recommendation).

b. Complete Draft Plan Design for East and West Sectors

In considering the proposal to approve the east portion of the Draft Plan first, Council was concerned that there was no firm, approved plan for the westerly sector. One implication that was noted was that purchasers in the east sector really would not be assured of what the Owners were proposing or, the Town considering in the west sector. With resolution of environmental matters (NVCA, January 2022) the Owners proceeded with the full draft plan design (a process originally intended) showing road configurations, lotting and unit arrangements as well as defined environmental and open space blocks.

The Draft Plan now clearly identifies the road pattern, location and type of units in the west sector that respects delineation of clear environmental blocks.

c. Sidewalks and Trails

The Town promotes active transportation measures. These measures include municipal sidewalks incorporated into Town Engineering Standards as requirements for municipal street design in plans of subdivision and, provision of trail systems through open space lands. In implementing Town Standards, the subject development will provide municipal sidewalks that connect within municipal right of ways to adjacent (westerly) approved and under construction neighbourhoods that have similar engineered design standards. In the fullness of time, this will result in a planned, coordinated and integrated municipal sidewalk infrastructure helping to link several neighbourhoods in this part of the municipality.

A trail connectivity system is proposed that links a substantial open space system on the subject lands to existing trail systems to the north (Second Nature/Monterra), south (Windfall), east (future along Grey Rd 21) and, west (Second Nature). Naturalized trails within open space systems and natural environmental areas are promoted in the Niagara Escarpment Plan, the NVCA (as permitted uses) and the Town's Official Plan. In the subject Draft Plan area, such trails will be an integral component of a public natural open space system that complements the anticipated traditional public park area situated in the south-west portion of the Draft Plan.

The proposed Draft Plan provides an opportunity to complete a logical sidewalk and trail linkages system that contributes to the municipal development strategy.

d. Open Space Related to Density and Parks

There was commentary linking density with existing Official Plan open space policy in general and the proposed parkland in particular. As noted in the various Planning Reports, the subject lands are designated "Residential Recreational" in the Official Plan. The Draft Plan area is 20.1899 ha (for discussion purposes rounded to 20.2ha). A maximum density of 15 units per ha is permitted and a minimum 40% open space component is required. Under provisions of the Planning Act, the municipality may require up to 5% of the Draft Plan area to be conveyed as parkland as a condition of development. These are addressed below.

Density

Under the Official Plan the land area available for calculating density is the result of taking the total area of the Draft Plan and subtracting environmental protection and hazard lands. Accordingly, the Draft Plan would result in a density of 10.6 units per ha (154 units/14.6 ha).

The proposed unit yield of 154 is under the maximum of 15 upha stipulated in the Official Plan.

40% Open Space

In the Residential Recreational designation, Official Plan policy has a 40% open space requirement. This 40% can include public parks, private parks and recreational facilities, environmental/hazard lands and, stormwater management areas. The total 40% open space for the Draft Plan is 8.07456ha (rounded to 8.07ha for discussion purposes) and includes all of the identified features on the Draft Plan.

The Draft Plan meets the 40% Open Space requirement.

(The origins of the Official Plan 40% open space policy date back to Official Plan policy in the 1970's and 1980's. At that time, the Township of Collingwood identified the Craigeleith Area as a commercial and recreational growth node. In order to promote private recreational facilities that would add to the recreational resource economic base (tourism) of the municipality, proposed development in key strategic areas were required to provide a 40% Open Space land use component. Since the 1980's this policy approach encouraged provision of many of the existing significant private recreational facilities and open space areas – ski club facilities, golf courses and tennis courts for example.

This particular part of Craigeleith has an example of implementation of this policy direction in the Monterra Golf Course. In the 1980's golf course holes east of County Rd 19 were built on parcels carved out of a large land assembly that now houses Monterra Estates and the Second Nature subdivisions. The Monterra Golf Course lands include golf course holes, stormwater management systems and hazard lands. The residential community components were enabled in large part because the Monterra Golf Course lands comprised the required 40% open space component. In the Residential Resort designation, the 40% open space requirement is still implemented and in the subject case, includes a 1ha public park along with environmental and other opens space components.)

Public Park

A significant land use contribution to the Draft Plan Open Space component is the public park block (Block 119). Block 119 is adjacent to existing approved town park blocks to the west and south. Block 119 is 1.02ha (rounded) in area and meets the 5% parkland dedication allowed for under the Planning Act. From a subdivision design aspect, the block location and configuration provides for a rational shape (squared off) that will offer the Town a range of programming option choices in the future. Block 119 also has two road frontages per Town Staff direction, thus allowing “eyes” on the park area as well as ample community access to this asset.

As noted, Block 119 is adjacent to existing Town open space areas to the west and south adding to a larger centralized public open space community feature. This approach and these characteristics are in keeping with the directions of the recently adopted Leisure Activities Plan and policies of the Official Plan.

Regarding the Official Plan parkland policies, the Draft Plan proposes to dedicate, as noted, 5% of the land for park purposes. Section D6.2.5 provides policy direction on “Dedication of Land through the Development Process” that reinforces the “statutory requirements” (Planning Act) while providing consideration of an additional criteria of “1 hectare per 300 dwelling units”. The proposed park Block 119 is 1.02ha in size on a Draft Plan that would generate 154 dwelling units thus exceeding the Official Plan criteria under this section by about 0.5ha. Put another way, the proposed park Block 119 area is double over the size criteria under this ‘Dedication’ policy. Nonetheless, the higher standard of 5% is provided in the Draft Plan.

It is also recognized that Section D6.2.2 to the Official Plan provides additional public parkland provisions standards. We note that the intent of these policies is to guide land use planning at a community level. It is not the intent of this policy to expect one applicant/owner to dedicate lands sufficient to meet an overall community parkland standard of 1.2ha of local parkland per 1000 residents and 2.5ha of non-local parkland per 1000 residents. Such standards are an overall town wide objective intended to provide a Town-wide context and guide the Town when considering development applications and parkland acquisition opportunities, not to apply in gross to a singular development application.

Overall, open space provisions are a function of Official Plan policies governing the 40% Open Space requirement along with local parkland dedication requirements (maximum of 5%). The proposed Draft Plan meets these policy directions and in so doing adds to the planned function and interactions of and between these land uses. Residential development density is related to a maximum number of units per hectare (15upha) and provision of dwelling types listed in the permitted range of dwelling types. In this application, the proposed dwelling types are single detached and semi-detached and the resulting density is 10.6 upha. In all of these matters, the proposed Draft Plan conforms to the Official Plan.

e. Snow Storage/Management

More recently Council expressed concern over certain subdivision design features that hinder snow removal or management in heavy snow fall situations, in particular, snow storage on individual private lots (most often narrower semi-detached lots) fronting onto municipal streets. This is acknowledged as a difficult matter to fully address as winter presents many challenges in dealing with an urbanized built form.

Without compromising tenure and housing form (i.e. freehold and single and semi-detached dwelling types), the proposed Draft Plan has design attributes that help manage winter snow clearing and storage situations. These include:

- i. The two cul-de-sacs proposed in the original Draft Plan were eliminated with the road system comprising crescents. This change was reflected in the Draft Plan presented at the Public Meeting and followed up at Council. One of the reasons town operations discourages cul-de-sac designs is to design for a more efficient town snow clearing operation.
- ii. The requested minimum width of the semi-detached lots in our rezoning has increased from 7.5m to 10.0m. For semi-detached housing, this translates to an additional 5m (2X2.5) of frontage (front yard) – or an additional 30 sqm (322 sqft) of potential snow storage space outside of the road allowance and on the front yard of the semi-detached Draft Plan lot. Basically, a 10m wide semi-detached lot (two units) provides an additional 30sqm in the front yard for potential snow storage than a 7.5m wide semi-detached lots.

Increasing the width of the semi-detached unit request from 7.5m to 10.0m allows for additional snow storage area within the front yard portions of units fronting the street. This minimum frontage is reflected in the proposed Draft Plan and related implementing zoning By-law.

Updated Draft Plan

The Draft Plan addressed in Staff Report PDA.21.076 was similar to the one presented at the Public Meeting. However, it had deleted certain road and lotting arrangements in the west sector. The west sector Draft Plan detail was not included due to uncertainty over the exact delineation of the western limit of the environmental lands. This aspect of the Draft Plan was subject to ongoing discussions and review with the NVCA. It was generally agreed that it was acceptable to move forward with approving the details known for the east sector and return to address the west sector when the westerly environmental boundaries had been firmed up. However, Council deferred consideration of the Staff Report until additional details were provided, for the most part such details were hinging on the

environmental area review. As noted previously in this reporting letter, the environmental and related questions have been answered, key to which is the NVCA reporting email of January 14, 2022.

The updated Draft Plan incorporates the following:

1. A complete Draft Plan on all of the subject lands (includes the west sector).
2. A west boundary delineation of the west boundary to the environmental Blocks 120 and 128.
3. A modified road alignment/crossing location of Street A separating Blocks 120 and 128 and connecting the Draft Plan from east to west.
4. Firm lotting and road alignments in the west sector.
5. A firm location of lots and unit types in the west sector.
6. Semi-detached Lots of 10m.
7. Deletion of the private recreational block.
8. Open Space components totalling 40%.
9. Provision of a 1.02 ha public park (Block 119) in the south-west quadrant of the subject lands and meeting the 5% parkland dedication requirement.

The Draft Plan Land Use Schedule is provided below. The Draft Plan area remains at 20.02ha (rounded) and provides an increase in the Open Space area from 38% to 40%. The number of units is 154, comprising 82 single detached and 72 semi-detached dwelling types. The resulting density is 10.6 upha.

LOTS 1–118 TOTAL		86,836.7
SINGLE DETACHED LOTS	82 (82 DWELLING UNITS)	
SEMI DETACHED LOTS	36 (72 DWELLING UNITS)	
TOTAL LOTS	118 (154 DWELLING UNITS)	
<u>OPEN SPACE BLOCKS</u>		
BLOCK 119	OPEN SPACE / ENVIRONMENTAL PROTECTION	10,180.0
BLOCK 120	OPEN SPACE / ENVIRONMENTAL PROTECTION	11,521.3
BLOCK 121	WALKWAY	404.0
BLOCK 122	STORM WATER MANAGEMENT	1,593.5
BLOCK 123	WALKWAY / SERVICE CONNECTION	490.8
BLOCK 127	STORM WATER MANAGEMENT	12,143.8
BLOCK 128	OPEN SPACE / ENVIRONMENTAL PROTECTION	44,411.2
OPEN SPACE TOTAL		80,744.6
<u>ROAD SYSTEM</u>		
STREET A		13,824.9
STREET B		9,542.4
STREET C		5,348.4
STREET D		5,457.6
BLOCK 125	DAY LIGHT TRIANGLE	72.0
BLOCK 126	DAY LIGHT TRIANGLE	72.0
ROAD SYSTEM TOTAL		34,317.3
BLOCK 124	5.0M WIDENING	1,515.5
TOTAL SITE		201,899.9
TOTAL OPEN SPACE		80,744.6 (40.00%)

Draft Plan Land Use Schedule

Deletion of the private recreational block on the Draft Plan does not affect the ability of the Draft Plan to achieve the 40% Open Space requirement.

Updated Zoning By-law Amendment

The updated Zoning By-law Amendment is included with this submission letter as Attachment One. The updates account for:

1. The revised Draft Plan blocks in the west sector.
2. The revised road crossing alignment.
3. Deletion of the Private Recreational use.
4. Deletion of the 38% lot coverage allowance request.
5. Revision of the minimum semi-detached lot width from 7.5m to 10.0m.
6. Deletion of the Holding requirement of a Site Plan Agreement.
7. Deletion of the Holding requirement of a Site Plan Agreement (as this was related to the previously proposed Private Recreation Centre).

SUMMARY

In summary, this supplemental submission identifies a range of comments and questions raised by Council in August 2021. Key to being able to address core comments was additional review of the west sector of the Draft Plan by the NVCA. As of January 14, 2022 NVCA had confirmed that we were able to address their concerns over delineation and treatment of the west sector environmental lands as well as meet their requirements for a preferred road crossing. With the NVCA January 14, 2022 response, we were able to modify the proposed Draft Plan and implementing Zoning By-law as a result of the west sector review. Overall, we submit that all of the land use based concerns and comments have been addressed.

Yours Truly,



Travis & Assoc
Colin Travis, MCIP RPP

Cc: Nathan Westendorp, TBM Director of Planning Services
Randy Scherzer, Deputy CAO, Grey County
Scott Taylor, Senior Planner, Grey County
Shawn Postma, TBM Senior Planner
Royalton Homes, Att: Samer Chaaya and Sal Chaaya
Jeremy Acres, Tatham Engineering, Att:

Att: Zoning By-law Amendment Updated

The Corporation of the Town of The Blue Mountains

By-Law Number 2022 –

Being a By-law to amend Zoning By-law No. 2018-65 which may be cited as "The Town of The Blue Mountains By-law"

Whereas the Council of The Corporation of the Town of The Blue Mountains deems it necessary in the public interest to pass a by-law to amend By-law No. 2018-65;

And Whereas pursuant to the provisions of Section 34 and 36 of the Planning Act, R.S.O. 1990, c. P.13, the By-law may be amended by Council of the Municipality;

Now Therefore Council of The Corporation of the Town of The Blue Mountains hereby enacts as follows:

THAT Map 19 to Schedule 'A' of the Town of The Blue Mountains Zoning By-law 2018-65 as amended, is hereby further amended by rezoning the subject lands from the Development 'D' zone to the Residential Exception XXX holding (R1-2-XXX-h) Zone, Open Space 'OS' Zone and Open Space Exception XXX holding (OS-XXX-h) Zone for those lands lying and being in the Town of The Blue Mountains, comprised of Part Lot 17 Concession 1, as indicated on Key Map Schedule 'A-1'.

THAT Section 9.1 to the Zoning By-law of the Town of The Blue Mountains, being By-law 2018-65, as amended, is hereby amended by adding Exception XXX as follows:

"XXX Map 19 – Part Lot 17, Concession 1 (Royalton-Craigleith)

RESIDENTIAL 1 EXCEPTION XX R1-2-XX-H

Uses shall be limited to single detached and semi-detached dwelling units, Hazard lands and Public Open Space uses only.

The number of dwelling units in the entire area shall not exceed 154.

Notwithstanding provisions of Table 6.2.1 the following provisions shall apply:

ZONE STANDARD	Proposed R1-2-xx	
	Single Detached Dwelling	Semi-Detached Dwelling
Minimum Lot Area (sqm)	450	225
Maximum Lot Coverage	35%	35%
Minimum Lot Frontage (m)	15.0	10.0
Minimum Front Yard (m)	6.0	6.0
Minimum Exterior Side Yard (m)	2.4	2.4
Minimum Interior Side Yard (m)	1.2	1.2
Minimum Rear Yard (m)	6.0	6.0
Maximum Height (m)	9.5	9.5
Maximum Height (storeys)	2.5	2.5

In accordance with the provisions of Section 36 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, the Holding ‘-h’ symbol shall not be removed from the whole or part of the lands until such time as the following has been completed:

- i. Execution of a Subdivision Agreement;
- ii. Registration of a Plan of Subdivision;

Until such time as the Holding ‘-h’ symbol is removed, the lands shall only be used for those uses that existed as of the date of passing of this By-law.

Notwithstanding the requirements of Section 3 above, a maximum of 4 (4) model home(s) may be constructed prior to the removal of the Holding ‘-h’ Symbol provided that the owner enters into a Model Home Agreement to the satisfaction of the Town of The Blue Mountains.

That Schedule ‘A-1’ is declared to form part of this By-law.

And Further that this By-law shall come into force and take effect upon the enactment thereof.

Enacted and passed this ____ day of _____, 2022

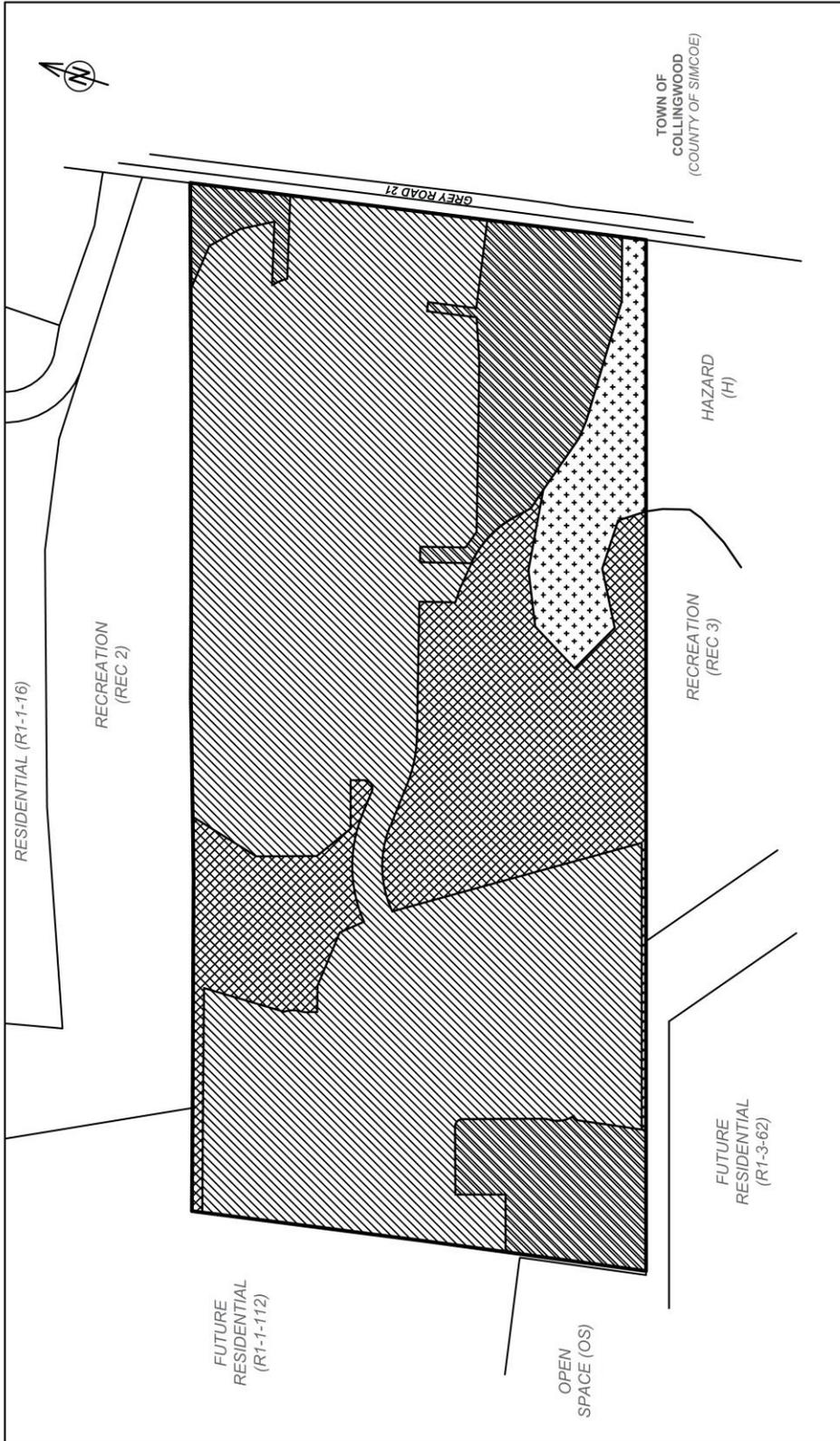
, Mayor

Corrina Giles, Clerk

I hereby certify that the foregoing is a true copy of By-law No. 2022-___ as enacted by the Council of The Corporation of the Town of The Blue Mountains on the -day of -, 2022.

Dated at the Town of The Blue Mountains, this x day of xx, 2022.

Corrina Giles, Clerk



<p>SCHEDULE - A</p> <p>PROPOSED ZONING BY-LAW AMENDMENT</p> <p>PART LOT OF 17 CONCESSION 1 TOWN OF THE BLUE MOUNTAINS COUNTY OF GREY</p>	<p>LEGEND</p> <ul style="list-style-type: none"> Subject Lands Boundary Lands to be zoned from Development Zone (D) to Residential First Density Exception 2-XX (R1-2-XX) Zone Lands to be zoned from Development Zone (D) to Hazard (H) Zone Lands zoned Hazard (H) Zone to remain Hazard (H) Zone 	<p> Lands to be zoned from Development Zone (D) to Open Space (OS) Zone</p>	<p>Scale / Metric</p> <p>0 10 20 40 80m</p>
	<p>travis & associates</p> <p>planning consultants development managers</p> <p>7-275 first street collingwood vic 3068 p 705 446 9917 f 705 446 9918 travisinc.ca</p>	<p>travis & associates</p> <p>planning consultants development managers</p> <p>7-275 first street collingwood vic 3068 p 705 446 9917 f 705 446 9918 travisinc.ca</p>	<p>DATE(d/m/y): 28 / 01 / 2022</p>