

GH1 PLANNING REPORT

including

DEVELOPMENT APPROVAL APPLICATIONS

to the

MUNICIPALITY OF GREY HIGHLANDS (Markdale)

and to the

COUNTY OF GREY

by

GH1 DEVELOPMENT INC.

A LOON CALL DEVELOPMENT GROUP (LCDG) COMPANY

PREPARED BY

LIST PLANNING LTD.,

DECEMBER 28, 2021

RESPECTING

Required applications for;

AMENDMENT TO THE COMPREHENSIVE ZONING BYLAW OF THE MUNICIPALITY OF GREY HIGHLANDS, and a concurrent application for

DRAFT APPROVAL OF A PROPOSED PLAN OF SUBDIVISION BY THE COUNTY OF GREY, and

Municipally requested applications for;

AMENDMENT TO THE OFFICIAL PLAN OF THE MUNICIPALITY OF GREY HIGHLANDS, and

AMENDMENT TO THE OFFICIAL PLAN OF THE COUNTY OF GREY, and

related reviews.

ON THE LANDS

GENERALLY DESCRIBED AS BEING

Part of Lots 95, 96 and 97,

Concession 1, N.E.T.S.R,

Geographic Township of Artemesia,

Now in the Municipality of Grey Highlands,

County of Grey.

AND MORE PARTICULARLY DESCRIBED AS BEING

Part of Part 1, Plan 16R-11402

CIVIC ADDRESS

775309 Highway 10, Markdale, Ontario

ROLL NUMBER

42081 80001 00300

Mr. Michael Benner, MCIP, RPP
Director, Planning and Building Services,
Municipality of Grey Highlands,
50 Lorne Street,
Markdale, Ontario
N0C 1H0
bennerm@greyhighlands.ca
1 519 986 2811 x102

And to,

Mr. Scott Taylor,
Senior Planner,
County of Grey,
Planning and Development Department,
595 9th Avenue East,
Owen Sound, Ontario
N4K 3E3
scott.taylor@grey.ca
1 519 376 7970

December 28, 2021

Dear Sirs,

**SECTION 1
INTRODUCTION**

The undersigned is authorized Land Use Planner for the owner of the property described on the cover title sheet to this report. Enclosed herewith, please find copy of a “Memorandum of Authority” conveying such authority from the President of GH-1 Development Inc., Mr. Suresh Singh, to Mr. Robert List of List Planning Ltd. with respect to land use planning, environmental, and any other matters related thereto on the subject and adjacent lands owned by GH-1 Development Inc.

There have been several preconsultation meetings or discussions with Municipality, County, and Conservation Authority staff respecting this proposed development in Grey Highlands (Markdale)

Ontario. In addition, certain elected representatives of the Municipality have also been introduced to the principals and staff of the LCD Group of companies, the experience of and projects of those companies, and have been made aware of the generics of the current Markdale proposal as well as the general layout and dwelling unit composition detailed in the Proposed Draft Plan.

The LCD Group of companies which includes GH-1 Development Inc. is currently involved in the approval, construction, and sale of quality, low cost, attainable housing in Grey County specifically in the Municipality of Meaford as well other jurisdictions in Ontario including the District Municipality of Muskoka or more specifically the Towns of Bracebridge and Gravenhurst. The LCD Group has also been previously involved in the development of housing in other parts of Ontario and Canada for both attainable and affordable housing. Similar developments to that proposed in Markdale have been *completed* in the Muskoka Towns of Bracebridge (B1 and B2) and Gravenhurst (G1) over the last few years and new further developments are fully approved and *under construction* in both of those communities (B3 and G2). In addition, further property has been acquired and approvals have been applied for and recently received for Bracebridge (B4) due to the demand for the product, the successful marketing of same, and the availability of serviceable land. The LCD Group of companies has become an important contributor to the local economies of those communities, has become a respected part of the community fabric, and is appreciated for the delivery of its product by their Municipal Councils and the public.

This correspondence and enclosures includes multiple applications to the Municipality of Grey Highlands as well as multiple applications to the County of Grey as more specifically detailed in Section 2 herein and attached hereto. It also represents a formal 'Planning Justification Report'.

SECTION 2 APPLICATIONS

I have chosen to file one letter dealing with both County or Grey and Municipality of Grey Highlands applications in order to provide both municipalities with complete, fulsome, and relevant information respecting the total development in one package as well as to be more expedient. Enclosed herewith for your information and processing, please find the following;

COUNTY OF GREY

1. One signed copy of an Application for Approval of a Proposed Plan of Subdivision,
2. One signed copy of an Application for County Official Plan Amendment,
3. Application for Review of a Local Official Plan Amendment (to be forwarded after adoption by local municipality),
4. One cheque in the amount of \$27,810 payable to the County of Grey representing the base Subdivision Application fee together with the individual lot/block fee for lots and blocks (17,950 max) the base Peer Review deposit (5,000), the County Official Plan Amendment and Peer Review fees (3,750), and the Local Official Plan Amendment fee (1,110),
5. **1 Hard Copy** (Binder) of all of the applications (County and Municipality) including a full scale copy of the Proposed Draft Plan of Subdivision, a reduction of the Proposed Draft Plan of Subdivision, a reduction of the Concept Plan of the Proposed

Development, as well as background reports and information in support of the Proposed Development (listed and summarized hereafter),

6. It is my understanding that there is no requirement for a County Subdivision Agreement and therefore no fee has been appended for production of same.
7. Electronic copy of this submission will also be made.

MUNICIPALITY OF GREY HIGHLANDS

8. One signed copy of an Application for a Municipal Zoning Bylaw Amendment,
9. One cheque in the amount of \$22,200 payable to the Municipality of Grey Highlands representing the ZBA Fee (3,200), Subdivision Service fee Major (14,000), and the Local Official Plan Amendment fee Major (5,000),
10. **4 Hard copies** (Binders) of all of the applications (Municipality and County) including a full scale copy of the Proposed Draft Plan of Subdivision, a reduction of the Proposed Draft Plan of Subdivision, a reduction of the Concept Plan of the Proposed Development, as well as background reports and information in support of the Proposed Development (listed and summarized hereafter).
11. Other fees for the preparation of a Subdivision Agreement (amongst other normal matters) may be payable at a later date. Additionally, GH1 Development Inc. recognizes that some additional fees may be payable respecting in particular legal fees associated with the required transfer of municipal lands and the acquisition of additional municipal easement rights. GH-1 Development Inc. would like to request separate payment of these other fees when they are due and requested by the municipality.
12. Electronic copy of this submission will also be made.

SAUGEE VALLEY CONSERVATION AUTHORITY

1. Conservation Authority fees have been confirmed as \$18,440 including the Planning fee (17,150), OPA review fee (120), ZBA review fee (120), EIS review fee (525) and a WH fee (625).
2. A copy of the municipal applications (1 binder) will also be forwarded to the CA via the Municipality of Grey Highlands (dropoff) and electronically.

SECTION 3

LANDS OWNED BY GH-1 DEVELOPMENT INC. AND CONSIDERATIONS

The legal description of the total lands subject to the current planning applications are detailed on the cover sheet to this report (being Part of Lots 95, 96, and 97, Concession 1, N.E.T.S.R., and more particularly described as all of Part 1, Plan 16R-11402.

The currently owned property totals an area of approximately 32.91 hectares (OLS) not including lands to be acquired from the Municipality (part of municipal SWM lands) which comprise an additional 0.51 hectares. The all inclusive area to which the Proposed Plan of Subdivisions applies is therefore 33.42 hectares. The lands have approximately 498.4m (OLS) of road frontage onto Highway 10.

It is noted that not all of the land owned by GH1 and which is included in the Proposed Draft Plan of Subdivision is located within the current Settlement Area limit of Markdale as specifically illustrated in the applicable official plans. The land owned by GH-1 Development Inc. in Part of Lot 95 which is currently outside of the illustrated formal settlement area accounts for approximately 6.4h of the total land holding (not all of this area is proposed for lotting). In assembling the development concept and proposed plan, GH1 has taken into account the long term development potential of the entire land holding owned by the company including land outside of the current illustrated Settlement Area limit of Markdale.

In addition to the Proposed Draft Plan of Subdivision for the total GH1 lands subject of these applications, a Draft Plan illustrating Phasing, a Concept Plan, and a Lot Envelope Plan have also been developed for use in evaluating the current applications. The Concept Plan is an additional tool that assists in illustrating proposed driveway locations relative to the road allowances and road beds, the proposed locations of sidewalks, and significant new plantings all of which are important considerations when developing on small lots (singles or towns). Additionally, the Envelope Plan assists in the preparation of site regulations for zoning purposes. The Phasing Plan illustrates a scheme of potential partial registrations of the overall plan of subdivision based initially upon servicing availability, scheduling, and access.

SECTION 4

THE PROPOSAL

Draft Plan of Subdivision

The Proposed Draft Plan of Subdivision will result in the creation of a total of 469 freehold lots for residential housing comprised of 156 townhouse lots and 313 single detached house lots. All of the townhouse lots are proposed as 'attainable' housing units, while 252 of the single detached lots are proposed as 'attainable' small lot singles. The remaining 61 single detached lots are proposed as regular market singles.

The Plan also illustrates 15 additional freehold blocks all of which are for public purposes to be assumed by or dedicated to the Municipality or its' delegate. Block A provides access and servicing to the existing/reconfigured municipal SWM pond; Block B provides a servicing link; Blocks C and D are for the development of new SWM facilities; Blocks E, K, and M provide pedestrian access linkage; Blocks F and J provide servicing and pedestrian access linkage; Blocks H and L provide active open space (park) facilities; and Blocks N and O generally provide passive open space (conservation).

All of the lots are to be accessed by new internal streets (no direct access to Highway 10). The primary, main full access to the property is to be located fronting Highway 10 and includes a new intersection on the highway. This new entrance has been intentionally designed and located to provide a 'through' route in the subdivision linking Highway 10 in the south to Stan Baker Blvd. to the east. As such, Stan Baker Blvd. provides a second north easterly access point. A third access point to the development will be established with a link to Margaret Elizabeth Ave to the south east. All of the new internal streets running east/west and north/south have been laid out taking into account CMHC design guidelines and meet or exceed minimum municipal design standards. Additionally, the Highway 10 access intersection and internal roads have been designed in accordance with a traffic impact analysis.

One of the open space areas is designed as a new storm water management pond at the south west corner of the property. This new SWM facility is in addition to an existing SWM pond near the north end of the property that will also be used by this development for SWM purposes. The new SWM facility consumes a significant portion of the lands currently outside the Settlement Area. These SWM facilities utilize gravity stormwater management systems upstream including gravity outlets to the Rocky Saugeen River (via Blocks C and D) as well as over municipal land abutting the river or a tributary to the river.

Other large open spaces (2) are designed and located to provide active parkland spaces within the development. Extensive passive open space blocks (2) are also identified below the top of bank of the Rocky Saugeen River which can be used for conservation and/or trail or non active park purposes. All of the open spaces are linked with access blocks through the subdivision.

Phasing Plan

The Plan will be developed in phases and the proposed phases are illustrated as an overlay on the Proposed draft Plan. In this case, the development is planned in 8 phases generally consisting of;

Phase 1	60 units (36 attainable single + 24 attainable row),
Phase 2	36 units (36 attainable single),
Phase 3	98 units (36 attainable single, 12 market single, 50 attainable row),
Phase 4	76 units (18 attainable single, 58 attainable row),
Phase 5	50 units (17 attainable single, 11 market single, 24 attainable row),
Phase 6	66 units (65 attainable single, 1 market single),
Phase 7	57 units (46 attainable single, 11 market single),
Phase 8	26 units (26 market single).

The unit numbers may vary slightly in each phase from those specified herein and on the Draft Plan based upon what is finally proposed based upon market. As such, flexibility in the Conditions of Draft Approval respecting lot numbers and number of lots in each phase is requested, as well as in implementing zoning.

Similarly, the unit types in each phase may vary from those specified herein and on the Draft Plan based upon market. As such, flexibility in the Conditions of Draft Approval respecting unit types in each phase and in implementing zoning (flex zoning) is requested.

Concept Plan of the Development

A Concept Plan mirroring the Proposed Draft Plan of Subdivision has also been submitted with this application. It is the practice of LCDG to prepare such Concept Plans for small lot proposals in order to ensure that streetscapes will properly function (driveway interface with street and lot lines) as well as provide the base layout for certain significant landscaping features (new tree plantings, areas where existing vegetation will be maintained, fencing, swales and ponds, etc). The Concept Plan also more clearly characterizes the potential location of dwelling unit types and blocks (if rows) as well as generalized dwelling unit envelopes.

Envelope Plan

This plan prepared by an OLS accurately illustrates the maximum development envelope on each lot. It was primarily developed in order to assist in preparing implementing zoning bylaw site regulations and standards as is more accurate and definitive than the Concept Plan with respect to building envelopes.

Servicing

Hard services are to be municipal sewer and municipal water with new storm water management facilities to be provided and existing municipal management facilities to be upgraded and expanded. Further comment is made herein on those works in the Functional Servicing Report. In order for the Plan of Subdivision to function as per the design, the Municipality will have to consider the conveyance of land to GH1 to accommodate the street layout (southerly part of existing SWM pond area); release/replace certain SWM easements over GH1 lands, and also expand the current municipal access easement over private property to include a new sewage easement on adjacent lands (Chapmans).

Required Document Approvals

An Amendment to the Comprehensive Zoning Bylaw of the Municipality of Grey Highlands (lower tier) will be required as well as an amendment to the Local Official Plan which may be required together with the Approval of a Plan of Subdivision from the County of Grey (upper tier) and an amendment to the County Official Plan which also may be required are the primary land use planning documents implementing this development proposal. In addition, a secured Subdivision Agreement with the Municipality of Grey Highlands as well as Environmental Certificates (hard servicing) for the Works (MOECP Environmental Certificates of Compliance) from the Province will also be required to implement the proposal (amongst others eg Storm Water Management Works, etc). Other permits (eg SVCA) will also be required.

Notation

As indicated and as evidenced by the references in the Introduction Section 1 of this report, the primary focus of LCDG companies is the provision of quality, reasonable costed, attainable housing that responds to demand. As the build out of this project will take many years as generally reflected by the proposed phasing, changes or responses to specific types of attainable housing originally anticipated may occur and may justify altering the attainable housing unit mix accommodated by this plan. For example, additional row units may be in higher demand after Phase 3 is marketed. If same occurs, LCDG may request alteration to the unit makeup of remaining phases with corresponding amendments to the Draft Plan of Subdivision to reflect same. In order to accommodate such alteration, GH1 Development Inc. is requesting the use of 'flex' zoning in Phases 4 through 7 inclusive.

SECTION 4 GENERAL PROPERTY REVIEW

The site consists of a singular parcel of land approximately 33.42 hectares in area having frontage on Provincial Highway 10 of approximately 498.4 metres. The site is irregular in shape having a maximum

estimated depth from Highway 10 of approximately 882m and a maximum width of approximately 616.8m. A previous conveyance for road widening purposes along the entire Highway 10 frontage of the parcel was made to MTO and is described as Part 17 on Deposit Plan 52681.

Except for the most westerly portion of the property, the topography of the site can be described as being generally mild to moderate having maximum slopes of 4% to 5% generally running from the southeast towards the northwest. Sections of the site primarily near the west and north have more severe slopes with gradients of approximately 15% associated with on site knolls or the Saugeen valley ravine. Elevations on the site range between 424.0m ASL near the southeast dropping to 401.0m ASL near the northwest.

The western section of the site borders against or includes the Rocky Saugeen River while the area contiguous to that to the north borders a tributary of that river. The tributary lies outside of the limit of the property. The Rocky Saugeen River for the most part also lies outside limits of the property but does represent the northwestern border of the property on part of the northwest side. Neither the tributary nor the river appear to be erosive. Both the river and tributary are recognized as being coldwaters.

The valley land slopes associated with the river and tributary are wooded. Most of the rest of the property south of the tributary and east of the river are open field with some hedgerows that have been utilized for cultivation and agricultural purposes in the recent past as further evidenced with an existing steel clad building and a concrete barn foundation. These structural facilities are accessed by a single existing driveway intersecting Highway 10. This driveway appears to be the only built vehicular access to the property. Two walkway trail paths provide pedestrian access from Highway 10 to the property. Several cut trail paths provide access over the top of bank and down the slopes to the valleyland of the Rocky Saugeen River and its tributary.

Drainage on the property can predominantly be described as sheet flow in a north west direction. To a lesser extent, some localized ditching and tile drainage are present in the north side of the property. Flows from the minor ditches and tile drains discharge broadly overland toward the northeast. The property has three existing storm water catchment areas one of which is directed toward an existing municipal Storm Water Management pond and related facilities which subsequently discharges to the afore noted tributary.

The site is specifically described as having a cover of topsoil a minimum of 6 inches in depth under which silty clay till, clayey silt till, silt till, sandy silt till, silty sand till, and sand are encountered (FSR). The Ontario Geological Survey more generally classifies the overburden material as primarily sand and gravel glaciofluvial ice-contact and glaciofluvial outwash deposits with the most northern tip of the study area consisting of flood plain deposits of gravel, sand, silt, clay and muck. Chapman and Putnam describe the physiology as a Horseshoe Moraine lying over complex of shale, sandstone, dolostone, and siltstone.

Water sampling (test pits) confirmed that almost all of the site is dry and that the groundwater table is low not being encountered until 1.5 to 2 meters below the surface.

Topography of the site is generally identified on the Proposed Draft Plan of Subdivision and more specifically detailed in the engineering reports.

SECTION 5 ADJACENT LAND USES

The proposed development is located on the north western fringe of the built up area of Markdale in the Municipality of Grey Highlands. The properties and environs to the adjacent west can generally be described as being a rural area with agricultural uses that is primarily open land under non intensive agricultural operations; or passive open space uses for conservation purposes; or non active municipal open space (landfill) purposes.

Lands to the south east and east form part of the abutting developed urban area of Markdale being used for low density residential purposes.

Abutting the property to the north east is an open space use in the form of a golf course.

The northern and northwestern boundary of the property is generally defined by the valley land of the Saugeen River and its tributary and slopes associated therewith which are vacant open space in conservation or hazard types of use. Beyond the Saugeen valley land is open field primarily in non intensive agricultural use.

The subject proposed residential development would generally be in keeping with existing abutting or adjacent residential uses as well as the intended uses in the area as more particularly described in the Grey Highlands Official Plan.

SECTION 6 PRECONSULTATION AND FURTHER CONSULTATION

Representatives of the Loon Call Group of Companies (LCDG of which GH1 Development Inc. is a part) including the owner and consultants spoke on several occasions with elected representatives, staff, and the solicitor representing the Municipality of Grey Highlands. Staff representatives of the County of Grey were also consulted prior to and after the acquisition of the property. In addition, LGDG representatives met or contacted representatives of the Saugeen Valley Conservation Authority on several occasions.

Pre consultation afforded the opportunity for discussion of a wide range of general, technical, and legal (easement) issues required to be addressed in the submission of a development proposal for the property as well as confirmation that the generic development concept was generally in keeping with the policies and support capabilities of the Municipality of Grey Highlands.

It is normal practice for LCDG to hold one or more private sector driven 'Information Sessions' to advise the public of the intended development and to receive input from the public prior to formal Public Meetings being held by the municipalities. The assistance of the Municipality has been solicited in producing a contact list for abutting and adjacent land owners and other persons or agencies of interest

in preparation for such sessions (delivered). It is anticipated that the first Information Session will be scheduled early in 2022.

SECTION 7 BACKGROUND REPORTS

This submission includes copies of all background reports commissioned by LCDG in the preparation of these applications. The completed reports are enclosed in their entirety and include the following:

1. **“Environmental Impact Study, Loon Call Markdale Development”**; prepared by Michalski Nielsen Associates Limited; dated November 2021,
2. **“Loon Call Markdale Development, Municipality of Grey Highlands, Functional Servicing Report”**; Prepared by Pinestone Engineering Ltd.; dated November 2021. This FSR also contains geotechnical data provided on October 29, 2020 by Soil Engineers Ltd.,
3. **“Agricultural Assessment LC Development Group Property Markdale”**; prepared by Beacon Environmental; dated June 2021,
4. **“Loon Call Markdale Traffic Impact Study”**, JD Northcote Engineering Inc., dated November 8, 2021,
5. **“Stage 1-2 Archaeological Property Assessment Markdale Subdivision”**; Amick Consultants Limited; 18 January, 2021,
6. **“GH1 Planning Report, Municipality of Grey Highlands (Markdale)”**; prepared by List Planning Ltd.; dated December, 2021.

Environmental Impact Study

This study was undertaken with the purpose to identify areas of the site that were suitable for residential development, provide input into the location and design of storm water management works, confirm and identify lands for long term protection or conservation, and identify mitigation measures to protect natural features on or adjacent to the subject lands.

Information used as background to the study included NHIC species record database and land information system; Ontario Breeding Bird Atlas; Ontario Reptile and Amphibian Atlas; Ontario Butterfly Atlas; DFO Mapping; Significant Habitat Wildlife Guide; Aerial photography and topographic mapping; Saugeen Valley CA correspondence, fisheries data base for the Saugeen River; fill regulations; Grey Highlands OP; County of Grey OP; PPS; and Endangered Species Act; amongst other materials. *Field surveys* were also conducted on the property that included documentation of existing site conditions including site drainage and topographic constraints; mapping and description of vegetation communities; an aquatic habitat assessment was conducted of the Saugeen River and related tributary; two Breeding Bird Surveys were conducted; a snake hibernacula survey was completed; a SARS risk survey and assessment was completed; a Significant Wildlife Habitat Screening was undertaken and Incidental Wildlife observations were also documented and/or reviewed, amongst other matters, all as further detailed in the report (Seasonal Concentrations of Animals, Specialized Habitats, Species of Conservation Concern, Animal Movement Corridors, flora, Eastern Meadowlark, Endangered Bats, etc).

The report concluded that:

1. The tablelands are generally well suited to residential development having gentle to moderate terrain conditions and are able to be easily serviced. Most of the tableland on the property is culturally modified by long established agricultural use and remnants of an old homestead. There are some woodlands extending onto part of the tableland but they are very limited and generally restricted in location to the rear of proposed lots backing onto the Rocky Saugeen valley.
2. There are areas of hedgerows on the tableland property that will have to be removed to accommodate the proposed development but these hedgerow features do not support any important wildlife habitat functions.
3. The valley lands partly on or immediately abutting the subject parcel are very important features to protect with the exception of a carefully designed storm water outlet. The Rocky Saugeen River (and its tributary) in this vicinity is recognized as a cold water fishery and should therefore be protected as same. To this end, a very broad forested woodland buffer is proposed to be maintained recognizing 'top of bank' and exceeding a minimum 60m setback from the river or in some cases 70m from the tributary.
4. Part of the proposed new (south west) storm water management area (pond) is located within the regulated area of the Conservation Authority including the outlet works.
5. Design guidelines of the new storm water management facility are included and a specific recommendation for the construction of the storm works outlet including cooling trenches and a level spreader required.
6. The cutting of trees on the site should be regulated with a general 'cut window' between September 1 and April 30 to minimize impact on breeding birds and bat roosting; the habitat of Eastern Meadowlark is to be registered with the Province (Section 5.6) with clearing dates related to same further restricted to between August 16 and April 30; prior to grubbing sediment erosion controls are to be installed and inspected daily; and the establishment of passive pedestrian recreational trails through the valleyland should be investigated with the Municipality and the SVCA.

Functional Servicing Report

This analysis was undertaken to review both on site and relevant off site requirements for hard servicing the proposed development of approximately 469 residential units including primarily sanitary sewage, potable and fire water, and storm water. Secondary comment is also provided respecting the provision of other utilities to or on the site.

The report took into account the Province's 'Storm Water Management Planning and Design Manual', 'Design Guidelines for Drinking Water Systems', and 'Sediment Control Planning Central Region' policies. The report also took into account the proposed development plan and existing works on or near to the property which included a 150mm diameter municipal water main that abuts the north eastern boundary of the property and a second 150mm diameter municipal water main that abuts the south eastern boundary of the property; site geotechnical and hydrogeological information and investigations undertaken by Soil Engineers Ltd. including test pit logs; general drainage conditions on site and in the immediate vicinity; and the existing SWM facility. It assumed that storm drainage from the majority of the site after development will be conveyed to an existing but improved/expanded wet pond storm water management facility located near the north end of the property on municipal land as well as new wet pond storm water management facility to be built near the south west corner of the property. A

small portion of the drainage from the rear yards of the most westerly lots will continue to flow overland to the west as in existing condition.

Other assumptions included that primary site access will be ultimately be provided from Highway 10 abutting the south side of the property with secondary (but initial) access to the site being provided by connection to an existing road abutting the east boundary (Stan Baker Blvd) and a further later developed access to an existing road to the east (Margaret Elizabeth Ave). No separate emergency accesses are required. Internal roads will be constructed to Municipality of Grey Highlands urban standards with a 20.0m right of way, 8.5m carriageway, concrete roll curbs, streetlights, sidewalks on one side of the roadway, and storm sewers to collect and convey drainage to the storm water management facilities. The main access road into the site from Highway 10 will have a road allowance width of 24 meters in the immediate vicinity of the highway.

The interior road layout was intentionally designed to provide a direct link through the site from Highway 10 to Stan Baker Blvd. A small section of municipal land (part of the existing SWM parcel) will have to be conveyed in order to accommodate this design feature.

Existing drainage from the site is overland sheet flow generally from south east to north west to the Rocky Saugeen River or its tributary and eventually to Lake Huron.

Sewage

The Municipality of Grey Highlands has confirmed that the existing sanitary collection system including the existing pumping station in the vicinity of the project was designed to accommodate development on the subject property. The existing municipal Sewage Treatment Plant also has the capacity to accommodate the projected sewage volume as stated in an addendum letter to the FSR.

The STP lagoon is located approximately 600 meters directly south from the south limit of the property with vehicular access thereto from Highway 10 via a municipal easement/right of way developed with a right of way. This easement will have to be legally altered in order to recognize and accommodate sewage pipes. The lagoon surface is approximately 5 meters lower in elevation than the south west corner of the subdivision site.

Due to terrain of the site, the easterly and initial portions of the subdivision (179 lots) are proposed to be sewered by gravity connection to the existing sewage works located at the current terminus of Stan Baker Blvd to the abutting east hence utilizing the existing sewage network. The westerly and subsequent portions of the subdivision (290 lots) are proposed to be connected to the STP via a new gravity connection directly to the existing municipal sewage lagoon utilizing the route of the existing access driveway partly over private lands (easement) and municipal property. This new sewage line will have excess capacity to accommodate future growth (approximately 180 residential units).

All sanitary sewage works will require an MOECP Environmental Compliance Certificate.

Water

The Municipality of Grey Highlands has confirmed that the existing water distribution system and plant supply have sufficient capacity to provide adequate domestic and fire flows for the proposed

development Notwithstanding same, detailed water distribution modelling for the development based upon flow test data will be undertaken as part of the engineering design stage.

Existing watermains both 150mm in size are located abutting the subject property at the eastern boundary of same in Stan Baker Blvd. and in Margaret Elizabeth Avenue and both are available for extension.

Water servicing for the proposed subdivision will be initially provided through the extension of the existing 150mm watermain on Stan Baker Blvd. through the first and second phases. Subsequent phases of development will also be looped back to the existing watermain on Margaret Elizabeth Avenue. Depth of bury of works will be minimum 1.8m with minimum 2.5m horizontal or 0.5m vertical pipe separation between sanitary and water pipes all designed within Grey Highlands Engineering standards and current MOECP standards.

Individual dwelling units will be serviced with 25 mm polyethylene pipe from the internal subdivision roads.

Public hydrants will provide fire protection for the proposed development.

Storm Water

MOECP guidelines for Sensitive Receiving Outlets were utilized including Peak Flow attenuation to pre-development levels for all storm events up to the 100 year event; water quality enhancement to an 'enhanced' level of protection; and the requirement for the preparation of a sediment control and construction mitigation plan.

Design criteria for storm water works for the site are detailed in the report including design storm event, drainage catchment areas, SWM Model results, and the use of a 'treatment train' of approved water quality measures in the SWM Plan. In addition, storm water management controls for erosion and sediment control during construction are detailed including monitoring and maintenance and the provision of Contingency Measures.

Two separate SWM systems will be utilized on the site, one as an expansion and redevelopment of the existing SWM pond and facilities on municipal property abutting the site and private property (north) and the second being a new SWM pond and facilities on the subject land and a new outlet to the Rocky Saugeen River on the subject property and municipal property leading to the river (south west). The new SWM system (south west) will require the use of a 'cooling fan' prior to discharge to the river similar to that used in the existing municipal SWM (north) system.

Utilities

Overhead hydro, natural gas, and telephone services appear to be immediately available to the site from Highway 10. Satellite television services are available from Bell or others while GBTEL indicated interest in providing telecom services.

Internal street lighting will be installed in accordance with the Municipality's Engineering Standards guide, including dark sky friendly LED fixtures and decorative poles. A lighting layout plan will be developed in further consultation with the municipality.

Preliminary Geotechnical Assessment

This report was commissioned in order to provide site information respecting surficial geology, potential bedrock mapping, and groundwater presence. It is incorporated as an Appendix to the FSR. No perched water tables or high water tables were encountered in the 26 sample pits excavated and the subsoil below the topsoil (sound natural soil) appears suitable for installation of underground services. A further comprehensive geotechnical investigation for engineering purposes will be required prior to design and construction of the works.

Traffic Impact Study

The report assesses the impact of vehicular traffic generated by the development on the adjacent roadways and provides recommendations to accommodate this new traffic in a safe and efficient manner. The report assumed the number of dwelling units on the site to total 469 broken down to 156 townhouse type units and 313 single detached type units. The report also assumed that the development would be phased with the first and second phases not exceeding an aggregate total of +/- 96 units consisting of approximately 24 townhouse units and 72 single detached units. Road access into the site is assumed to ultimately be provided by Stan Baker Boulevard, Margaret Elizabeth Avenue, and a new intersection of an extension of Stan Baker Boulevard onto Provincial Highway 10. Phases 1 and 2 would be initially accessed via the existing Stan Baker Boulevard only and Phase 3 would be initially accessed only from Highway 10 prior to internal road connections linking future phases.

The review estimated that the proposed development would generate a total of 294 AM and 384 PM peak hour trips with Phases 1 and 2 jointly expected to generate within that total 66 AM and 88 PM peak hour trips.

Background research included undertaking detailed turning movement traffic and pedestrian counts for the 'Toronto Street/Main Street/Commercial Driveway' as well as the 'Toronto Street/Main Street intersections'. Additionally, municipal detailed turning movement traffic and pedestrian counts were acquired. An intersection operation analysis was then completed at the study area intersections using traffic volumes, with the 'adjacent development' traffic and without the 'proposed site development' traffic. This enabled a review of both existing and future traffic deficiencies that would be present without the influence of the new development on the subject site. Under this scenario, no geometric land improvements or traffic signal improvements are recommended within the study area.

An estimate of the amount of traffic that would be generated by the 'proposed site development' was also prepared and assigned to the study area streets and intersections. An intersection operation analysis was completed under total (2026 and 2031) traffic volumes with the 'proposed site development' operational at the study area intersections. As a result, the following geometric or traffic improvements are recommended within the study area at the new Highway 10 Intersection in order to properly accommodate the 'proposed site development';

1. Construction of an auxiliary southbound left turn lane with a 30m storage length, 45m parallel length, and a 60m taper length, and
2. Extension of the Toronto Street 50kph speed limit to 100m north of the new Highway 10 intersection.

The new Highway 10 Intersection will operate efficiently as a full-movement access, with one way stop control for the westbound movements (note that the orientation in the traffic report is different from other reports). A single eastbound and westbound lane at this new intersection will provide the necessary capacity to service the 'proposed site development' together with the Margaret Elizabeth Ave and Stan Baker Blvd extensions. The site distance available for this new Highway 10 intersection meets the minimum stopping and intersection sight distance requirements. It is noted that the new Highway 10 access is not required to be constructed for Phases 1 and 2 of the 'proposed site development' but will be required prior to occupancy of the first unit in Phase 3.

The report also recommends that the Municipality explore the construction of a two-way-left-turn lane (TWLTL) on and along Toronto Street within the community of Markdale.

Overall and in summary, the report concludes that the 'proposed site development' will not cause an operational issues and will not add a notable delay or congestion to the local roadway network.

Agricultural Assessment

The stated objective of the study was to analyze the potential of for the study area to be included in a Primary Settlement Area expansion where the study area is defined to include all of the lands owned by GH1 Development Inc. outside of the lands designated Primary Settlement Area or Hazard Area.

Background documents reviewed and analyzed for the report included MNRF OB Maps, MNRF Land Information Ontario Database, OMAFRA Soil Survey Complex, OMAFRA Ag Maps Geographic Information Portal, and aerial photography. In addition the Provincial Policy Statement, Grey Highlands OP, and County of Grey OP were also reviewed.

With respect to land use, the report indicated that most of the study area had been used continuously used for agricultural purposes but not for livestock operations nor was there any evidence of upgrades or investments into the property. The Agricultural Resources Inventory evaluated the mix of crops and classifies the study area as a mixture of hay and grains systems, and idle agricultural land.

The Assessment reviewed Agricultural Resources, Agricultural Infrastructure, Fragmentation, Drainage, and Land Use Conflicts. With respect to the matter of land use conflicts, the report concludes that it would appear that the subject property is outside of the Minimum Distance Separation required as there are no existing livestock facilities or anaerobic digesters documented or observed within 1,500m of the study area. As such, the development proposed would therefor comply with the MDS requirements and, due to the location and non intensity of the surrounding farm operations, disruption to farm practices surrounding the subject lands is unlikely.

Archaeological Assessment

A Stage 1 -2 Archaeological Assessment was undertaken on all of the subject property which included property inspection, photographic documentation, high intensity test pitting, and a high intensity pedestrian survey amongst other matters. The records, documentation, field notes, artifacts, and photographs are held by the consultant and will be transferred to the Provincial Ministry (MHSTCI).

The report confirmed that no archaeological resources were encountered and recommended that no further archaeological assessment of the property is warranted; the Provincial interest in such resources has been addressed, and the proposed undertaking is clear of any archaeological concern.

SECTION 8 PLANNING POLICY DOCUMENTS

Provincial Policy Statement 2020

The Provincial Policy Statement is a policy guideline providing policy direction on matters of provincial interest. In this regard, not all policies will be applicable to every site, feature or area and some policies refer to planning objectives that need to be *considered* in the context of the municipality or planning area as a whole. Additionally, land use planning decisions must be 'consistent with' as opposed to 'conform to' or 'have regard to' the PPS.

The PPS was reviewed with respect to the proposed Plan of Subdivision. Significant primary applicable provisions of the PPS that apply include;

1. Encouragement to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs (Part 1V)
2. Accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (Part V, 1.1.1.b; 1.4.1; 1.4.3)
3. Promoting cost efficient development patterns to minimize land consumption and servicing costs (V, 1.1.1.e) and efficiently use land and resources (V, 1.1.3.2; 1.4.3.d)
4. Support opportunities for intensification (V, 1.1.3.2; 1.1.3.3;
5. Focusing growth and development to settlement areas (V, 1.1.3.1)
6. New development taking place in designated growth areas adjacent to the existing built-up area and should have a compact form , mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (V, 1.1.3.6)
7. Promote development standards which facilitate intensification and compact form (V, 1.1.3.3)
8. Optimize use of existing infrastructure (V, 1.6.3.a, 1.6.6.1.a)
9. Plan for storm water management (V, 1.6.6.7)

And secondary considerations in the PPS include;

10. Protection of Natural Heritage features (V, 2.1.1) and connectivity and linkages maintained (V, 2.1.2)
11. Consideration of fish habitat (V, 2.1.6) and endangered and threatened species (V, 2.1.7) and evaluation of natural heritage features on adjacent lands (V, 2.1.8)
12. Consideration of agricultural land base (V, 2.3.2)
13. Consideration of cultural heritage and archaeology and engagement with Indigenous communities (V, 2.6.5)

Based upon all of the foregoing, the proposed development including the necessary Zoning Bylaw Amendment and the Proposed Plan of Subdivision are all consistent with and implement the above noted

specific and other general provisions of the Provincial Policy Statement. Additionally, the proposed official plan amendments requested by the municipalities are also consistent with the PPS>

*Further to item 6 above, the Concept Plan and Proposed Plan of Subdivision were prepared for **all of** the lands owned by GH1 Development Inc. These plans were prepared in keeping with the principles of cost efficient development patterns (V.1.1.1.e) as well as the efficient use of land and resources (V, 1.1.3.2; 1.4.3.d) infrastructure and public services notwithstanding that a minor part of the subject property technically lies outside of the 'mapped' boundary of the Primary Settlement Area of Markdale in both the County and Local Official Plans. More detailed comment respecting this boundary matter is found in the review of those official plans.*

Official Plan of the County of Grey

Schedule A and Secondary Schedule - Land Use Types, Map 2f, Markdale identifies the land subject of these applications as being "Primary Settlement Area", "Hazard Lands", and "Rural" Land Use Types. The Land Use Types on Schedule A of the County Plan do not directly reflect the designations in the Grey Highlands Official Plan. In this regard, some of the Primary Settlement Area designation in the County Plan extends into Lot 95 NETSR whereas in the Local Plan it does not include any of Lot 95.

Schedule B – Mineral Aggregate Resources does not designate the subject lands as an Aggregate Resources Area or Mineral Resource Extraction Area.

Schedule C – Natural Heritage System, does not designate the subject lands as a Core Area, Linkage, or Niagara Escarpment Plan Area.

Appendix A – Constraint Mapping does not identify the lands as being in an Intake Protection constraint area but does note that part of Lot 95 is an "Abandoned Landfill – Previously Evaluated Site".

Appendix B – Constraint Mapping identifies part of the subject lands directly abutting the Saugeen River on the north side of the property as being in a Significant Valleyland constraint area as well as two small areas of land being in a Significant Woodland constraint area (northwest of the existing municipal SWM parcel and in one position abutting the Valleyland on the northwest side of the property.

Appendix C – Traditional Territories identifies the lands as being in a Treaty 46 1/2 area.

Appendix D – Functional Road Classification identifies the subject lands as abutting on the entire west boundary a Provincial Highway, being Highway 10.

Appendix E – Bedrock and Shale Resources does not identify the lands as a bedrock or shale area.

The Official Plan of the County of Grey is an upper tier municipal document containing goals, objectives, and policies established primarily to manage and direct physical change in the municipality and the effects on the social, economic, and natural environment (1.2., para 1) and is a 'guiding document for directing growth' (1.2, para 5). With respect to the Municipality of Grey Highlands, the County Plan is primarily a strategic upper tier plan as more detailed land use policies are provided in the local official plan. The County Plan provides a general framework assessment for land use and development (9.1.3).

Significant applicable policy provisions of the County Plan that are of application include the following;

1. Need to include and provide for attainable housing and intensification of housing (1.4.1.2, 1.4.1.8) and to accommodate a wide range of housing types including detachedtownhouse ...along with a mix of affordable housing forms and densities of housing, and price ranges to meet a variety of housing needs (3.4.14; 4.1 Variety).
2. Growth projections are provided for Grey Highlands including both population and household growth projections (2.1) and Markdale was identified as an area where land shortages to accommodate same is expected. However no examination of factors affecting land development were mentioned (eg designated land availability, accessibility of designated land, the ability to service designated land, property ownership limits, density of housing related to market demand, or sale cost of housing amongst other matters).
3. The County Plan identifies Markdale as a Settlement Area that that may experience land shortage in the near future and ongoing monitoring and consideration needs to be given to addressing these issues. Boundary adjustments can only be considered if a comprehensive review is completed (2.1) and a checklist of matters to be taken into account for a comprehensive review is referenced (3.4.2). Urban development is only permitted within Settlement Areas (3.4.9).
4. Development forms and patterns which minimize land consumption and servicing costs are promoted in order to ensure that development is compact and promotes the efficient use of land and the provision of water, sewer, and transportation (3.3). Plans of Subdivision shall ensure a proper and orderly street pattern and a variety of housing and development opportunities (3.4.3) adjacent to existing built up areas (3.4.6).
5. In updating local plans, inventories of capacities including infrastructure, areas best suited for intensification, and minimizing conflict with surrounding development amongst other matters should all be evaluated (3.4.2).
6. Primary Settlement Areas are suitable for high intensification targets (3.5), are promoted for the development of a full range of residential ... uses, will be the focus for the majority of growth (3.5.3), and have a minimum density of development of 20 units per net hectare (3.5.5), and will efficiently use available servicing (4.1 Variety). Net Hectare for residential density is defined to mean 'the total number of residential units per hectare of land excluding roads, school sites, parks, places of worship sites, commercial sites, stormwater management ponds, and lands designated hazard lands, or otherwise undevelopable for environmental protection reasons' (Page 211, Definitions).
7. A wide range of housing types including detached, semi-detached , townhouse, and apartments should be provided along with affordable housing (3.4.14).
8. Affordable housing includes private, public, and not for profit types (4.2), is encouraged in proximity to cultural hubs (4.2.a) with a goal of providing 30% of new housing in the affordable sector (4.2.f). The term 'Affordable Housing' is not defined in the plan nor is the term 'Attainable Housing' or 'Social Housing'. However 'Affordable Home Ownership' is defined as well as 'Affordable Rental Housing'.
9. A more detailed checklist of matters to be considered for a Settlement Area expansion is provided (3.4.2) and includes population and growth projections, intensification, infrastructure, land use type conversion, serviceability, impact on agriculture, impact on aggregates, impact on natural environment, cross jurisdictional issues where applicable, water quality and quantity impacts, transportation analysis, land availability analysis, protection of natural features, avoiding hazardous lands and sites, evaluation cultural heritage impacts (3.4.2. 1) and 2).
10. Special Provisions apply with respect to parts of some Primary Settlement Areas including Markdale which requires an update to the Grey Highlands Official Plan on Part Lots 95, 96 and 97, NETSR (Artemesia).

11. Natural Features that are to be considered are considered 'constraints' as identified in the Appendices (7 Background). All of these matters are dealt with in the Environmental Impact Study part of this application and include a review of ANSI's, wetlands, woodlands, lower case linkages, lower case valley lands, fish habitat, wildlife habitat, Species at Risk and Endangered or Threatened Species. Development is to be directed away from hazard lands and generally maintained as part of the natural environment (7.2). Drainage works are permitted in hazard lands (7.2.7). Environmental Impact Study requirements are outlined (7.11.1)
12. Parkland dedications are required for Plans of Subdivision at a rate of 5% of the land proposed for development (7.12.1.1) or cash in lieu.
13. Transportation policy requires that the County and local municipalities protect corridors and rights of way for transit, active transportation, the movement of goods, and transportation (8.2.f).
14. New development will be designed to ensure safe access for vehicles. Single access will be considered up to 85 units, 85 to 150 with a single full access plus an emergency access, and over 150 units will need to have 2 or more full accesses. Accesses may be phased. Municipalities are encouraged to adopt these thresholds or develop alternative thresholds to ensure safe access for vehicles and emergency vehicles (8.2.j).
15. New development should be designed to integrate roads , sidewalks and trails and to consider future connections to adjacent lands (8.2.k)
16. All proposed development located adjacent to a Provincial Highway will be subject to MTO approval. Early consultation is encouraged (8.3.1.1). The County and MTO will work cooperatively with respect to the planning of land development ... in order to protect the future transportation corridors (8.3.1.3). MTO may require a Traffic Impact Study and that study may form the basis for the identification of and evaluation of transportation related improvements ... (8.3.1.6) and such improvements will need to meet MTO's access management, standards, and requirements (8.3.1.7).
17. All new subdivisions require storm water management systems to deal with volume and quality matters (8.9.2.1), studies may be required (8.9.2.2), and new storm water facilities are encouraged to be municipally owned (8.9.2.3).
18. Utilities including gas and telecommunications are to be considered in new developments (8.9.3; 8.9.4.2) including the installation of conduit.
19. No development is permitted within 500m of a known landfill site unless a D-4 study has been completed. The subject property has been identified in the Plan as a 'Previously Evaluated Site' (8.10.1.3) c).
20. Potable water source protection is to be supported (8.11.1) and take into account vulnerable areas, wellhead protection areas, and intake protections zones (8.11.2).
21. An amendment to the Plan is required 'where a major boundary change of a land use type where no physical feature exists' (9.1.2) and the limits of land use types shown on Schedule A are approximate except where they coincide with rail, roads, rivers or streams or the like (9.1.1).
22. Division of land is to be guided by land use policies of the plan; will promote development in an orderly and contiguous manner in accord with the established development pattern of the area; proposed uses be compatible with existing and proposed uses on adjacent lands; hard servicing requirements of the Plan be met; Provincial Highway access may be restricted and sight lines, curves and grades are to factored; soil and drainage conditions be suitable; size of parcels are to be appropriate for uses proposed; MDS formula to be applied except for lots in settlement areas (9.12) take into account access to public transportation; lots should back onto a Provincial Highway; incorporate pedestrian access through a development; take into account accessibility needs; ensure street pattern fits in with surrounding neighbourhood; take into account energy

conservation; minimize impact on the natural environment; maintain dark sky; provide useable parkland and green space; take into account snow removal and emergency vehicle access; meet MECP guidelines; incorporate age friendly design features; provide a healthy environment; provide a range and mix of housing types including affordable housing; and be consistent with Provincial Policy and Local Official Plan provisions (9.13).

23. Development Charges will be applied in accordance with County and Local bylaws (9.14).

The subject development applications include the required zoning bylaw amendment and a draft plan of subdivision as well as the municipally requested official plan amendments. The development proposal would initially accommodate the establishment of 469 dwelling units split between 156 townhouse units and 313 single detached units. All (156) of the townhouse units and the majority (252) of the single detached units are to be delivered in the low cost category in an effort to provide attainable private sector housing consistent with the product that the LCD Group of Companies constructs and delivers. This fulfills a major policy goal of the County Official Plan with respect to the promotion and delivery of affordable (attainable) private sector housing (see 1, 7, and 8 above).

The net densities of residential units per hectare of land in the subdivision are;

<i>Phase 1</i>	<i>24.5 units per net hectare</i>
<i>Phase 2</i>	<i>22.0 units per net hectare</i>
<i>Phase 3</i>	<i>25.3 units per net hectare</i>
<i>Phase 4</i>	<i>28.1 units per net hectare</i>
<i>Phase 5</i>	<i>30 units per net hectare</i>
<i>Phase 6</i>	<i>21.3 units per net hectare</i>
<i>Phase 7</i>	<i>25.5 units per net hectare</i>
<i>Phase 8</i>	<i>15.8 units per net hectare</i>

The individual net density of 7 of 8 phases of the development exceed the minimum net density (20) detailed in the official plan and the overall net density of the development exceeds the minimum detailed in the County Official Plan (see 6 above).

The vast majority of the development (408 or 469 units) is proposed to deliver quality private sector attainable housing supporting freehold small lot single household dwelling units and freehold row lots for townhouse units at a net density that exceeds the target minimum net density of the Official Plan. The development is generally located within a Primary Settlement Area and contains two affordable housing types that will be offered for sale at attainable prices to address a need and demand in the upper and lower municipalities and is designed to efficiently use available municipal servicing as well as provide upgrades to same (1, 2, and 6 above).

An Environmental impact Study of the site was conducted addressing all of the required components of the Official Plan as well as inputting into the Functional Servicing Report. There are no significant natural features on the part of the site to be developed. Any and all significant woodlands or valleylands are generally associated with lands abutting the Saugeen River or its tributary which are to remain in a natural state in open space blocks. Specific recommendations are made respecting storm water management works and construction practices that should form part of the draft approval for those works that are to be constructed on the valleylands or the slopes associated with it. It is intended that Blocks N and O be dedicated to the municipality as public open space. This open space consists primarily of valley lands containing sloped and low lying tableland. This treatment is in conformity with the Official Plan (see 11 and 17 above).

A Traffic Impact Study was completed for the project after pre and ongoing consultation with MTO and the Municipality of Grey Highlands. The report recognized that development in Phases 1 and 2 would not total more than 96 units of the mix proposed and no additional units would be solely serviced by Stan Baker Blvd. The report also noted that Phase 3 could only be initially accessed by a new intersection accessing the site from Highway 10. Geometric and operational improvements to the highway at the new proposed intersection (Phase 3) would be required, that the proposed new Site Access would operate efficiently as a full-movement access, there are no issues with site distances available, and that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network. The highway will be protected as a corridor with no direct access to lots with only one new active Site Access. The site is bounded on the northwest by a valley, river and creek which forms a barrier to the provision of alternate access in that direction; on the east by fully developed properties on a Plan of Subdivision, and on the south by Highway 10 corridor which is to be protected for transportation and the movement of goods. Additional access to the site for future phases will be provided via Margaret Elizabeth Avenue.

MTO generally will not permit additional full Site Accesses to the property. It is also recognized that the County and Municipality amended the OP's and designated the lands as a Primary Settlement Area which would demand a new access from Highway 10 to the site. At the minimum densities proposed in the OP for residential use, the municipalities should both have had some estimate of the number of units that the site could generate and made accommodation for same from an access perspective given the other boundary restrictions and the recognition of the primacy of protection of the highway corridor.

The County plan has a design guideline that limits site development to 85 units on a single access. The proposed development of Phases 1 and 2 is generally in compliance with such guideline.

The traffic provisions of the Official Plan have been addressed (see 4, 5, 13, 14, and 15 above).

The Functional Servicing Report outlines the storm water management works required to service the development (2 ponds) and deals with both quantity and quality matters as well as construction management matters. The SWM facilities are proposed to be municipally owned after completion or alteration (to existing). The FSR also addresses utilities and telecommunications which will be provided on site.

A Preliminary Geotechnical Study of the site was conducted. No Wellhead Protection Areas were identified and no Highly Vulnerable Acquifers were identified in applicable documentation.

The development is generally and mostly located on land that is designated for growth and development in the County and Municipal Official plans, immediately abuts other existing development to the east, and is a logical step in the progression of growth in that part of the local municipality. Additionally, the design of the development takes into account and works with adjacent approved development land patterns and designs as well as respects required environmental setbacks. The proposal is generally in conformity with the land use designations of the local and County OP's and the local municipality has confirmed that hard services are or can be made available and that capacity in the distribution and collection systems exists. Access to the highway will continue to be restricted in accordance with MTO policies but nonetheless will be available at the incorporated design point noted on the subdivision plan subject to a new intersection being established. Lots abutting the Provincial Highway have increased rear yard setbacks that meet the MTO requirement for same (14m). The initial geotechnical reports all

confirm that the soils and drainage conditions are appropriate to support the development. The size of the parcels proposed will meet the requirements of a site specific proposed zone for the property.

The hard servicing provisions and policies of the County Official Plan have therefore been met and addressed (see 4, 16, 17, 18, and 20 above).

Sidewalks will be provided on one side of every street in the plan and a trail will be provided through part of the open space blocks linking internal active parkland which is provided and amounts to 4.1% of developable land. Most of the additional open space associated with the valley land is for conservation and passive use while there is also a large area suitable for active use on tableland therein. This area when combined with the active open space totals 33% of developable land.

Although 5% of developable land has not been provided, 4.1% of same has been provided notwithstanding that certain increased setbacks on developable land have been imposed (eg 14m rear yards abutting Highway 10). That factor together with overall open space dedication for passive purposes which includes some tableland in the lower valleyland and some tableland above the top of bank substantiate that the parkland provisions of the OP have been met (see 12 above).

Dark sky friendly lighting fixtures will be required and specified as part of the subdivision agreement.

Official plans are not Statutes, Regulations or Bylaws (none of which can be altered or interpreted without formal amendment) and Provincial quasi judicial tribunals have confirmed that official plans are guideline policy documents and that amendment to same is not required where the general intent and purpose of the official plan is maintained. Those tribunals have also repeatedly determined that every case brought before it is to be adjudicated on the merits of that individual application.

As previously noted, the County of Grey Official Plan is a guiding document for directing growth (1.2) and provides a general framework assessment for land use and development (9.1.3). The Plan also states that the boundaries between land use types shown on Schedule A are approximate except where they coincide with physical features such as roads, rail corridors, rivers or streams (9.1.1). In the subject case, the only physical features in the area are the top of bank of valleyland on the property and Highway 10 abutting the property. The Plan also states that minor alterations from these boundaries can be made without changes to the Plan where the intent of the Plan is being maintained. The Plan then goes on to state that an amendment to the Plan is required where a major boundary change of a land use type where no physical feature exists 9.1.2) a). Based on the foregoing as further explained herein, the boundary of the Primary Settlement Area on Schedule A is approximate, in some areas it coincides with top of bank and other areas does not, the boundary interpretation/change is minor not major, and the intent of the plan is clearly being maintained, amongst other relevant matters.

Schedule A to the Official Plan illustrates that portion of the subject property located in Lots 96 and 97 below the top of bank as being designated Hazard Lands and the area above the top of bank as being designated Primary Settlement Area. That portion of the subject property located in Lot 95 is illustrated as being Primary Settlement Area (easterly part of Lot 95 within 30 to 60m of the boundary of Lot 95/96), Hazard Lands (area below the top of bank and including the municipal landfill property on the

southwest corner), and the remainder designated Rural. Paper Schedule A illustrates some of the property fabric while the Grey Geomap layer for the Official Plan illustrates more property fabric.

An OLS has estimated the Primary Settlement Area within the GH1 ownership only in Lots 96 and 97 to be 22.49 hectares in; the area of the Hazard designation in GH1 ownership to be 4.36 hectares; and the area of Rural designation on the GH1 lands as being 6.43 hectares. When the Primary Settlement Area in Lot 95 is added (area west of the 95/96 line), the Primary Settlement Area designation is increased by 1.96 hectares (to approximately 24.45h and reduces the Rural designation to 4.47h). It is further noted that the proposed new SWM facility to be located in the Southwest corner of Lot 95 would consume a further 0.83h from proposed development resulting in a planning area of 3.64h for lotting in the currently illustrated Rural designation. This available rural area also does not take into account additional area consumed by roads (roads and SWM facilities are permitted in the Rural designation and the Primary Settlement Area). The draft plan for the entire property illustrates 469 lots of which 51 lots (or 10% of the lots) would be located within the illustrated bounds of the Rural designation. On this basis, the boundary interpretation should be considered minor.

It is further submitted that the effect or impact of the aforementioned interpretation on the goals of the Plan should be taken into account with respect to the growth management strategy for Markdale. It would appear that a fulsome analysis of land use planning principles would demonstrate that;

- 1. The hard servicing (sanitary sewer) to the majority of the lands currently designated Primary Settlement Area within Lots 96 and 97 could not be achieved within the confines of the current designation as illustrated without the provision of a major sanitary sewage pumping station. The inclusion of the currently designated Rural lands in Lot 95 facilitates the elimination of such pumping station by accommodating direct gravity feed to the STP for all proposed development on Lots 97, 96, and 95 via Lot 95 across Highway 10 and a direct feed to the STP.,*
- 2. The pattern of property ownership does appear to facilitate where development has been designated in Markdale (County level Primary Settlement Area, local level Neighbourhood Area) in both official plans. In this regard, there is no simple, easy, or efficient physical access available to certain lands designated for development in both plans in particular part of Lots 97, 96 and 95 lying north of the Saugeen tributary and north of the GH1 lands. Such access may be available in future if and when boundary expansion of Markdale to the north in a further Concession is considered or if someone is prepared to construct road access across Lots 98, 99, and 100 (Golf Course and Cemetery) to reach the said lands.*
- 3. Further to 2. above, the topographic situation of the same lands will make the provision of hard services to such lands difficult and expensive to provide unless and until intervening lands are designated for development (either within the current Primary Settlement Area –golf course, cemetery or outside the current Primary Settlement Area on currently rural lands to the north). It is further noted that the golf course lands would have to be redesignated in the local Official Plan from Open Space to Neighbourhood to accommodate same at a minimum. The distances to connect to services (without development abutting same) for these said properties and the depth and nature of works required will be a serious challenge for any kind of development/developer.*

In examining all of the aforementioned planning principles, the lands designated Primary Settlement Area and Neighbourhood Area in the upper and lower tier official plans in Lots 97, 96, and 95 north of the Saugeen tributary are not likely to be developed unless and until the limits of Markdale are expanded northerly or unless the golf course is redesignated to Neighbourhood Area in the local official plan. As such, the interpretation or inclusion of the Primary Settlement Area to the required area in Lot 95 will have no impact on the growth management strategies of the municipalities. Additionally, such inclusion

facilitates efficient hard servicing and eliminates the need for a future additional access to Highway 10 for Lot 95.

For all the aforementioned reasons, the proposed development is in general conformity with the provisions of the County of Grey Official Plan.

The Official Plan of the Municipality of Grey Highlands

The Grey Highlands Official Plan applies the County of Grey's Settlement Area designation to existing urban centres, towns, villages and most hamlets (2.1, Page 7). Schedule A, Map 1, identifies Markdale as a Primary Settlement Area and illustrates the limits of same while Schedule A, Map 4, of the Grey Highlands Official Plan more specifically designates the majority of the lands in Lots 96 and 97 owned by GH1 Development Inc. as "Neighbourhood Area" and as "Hazard" (below the top of bank), and the lands in Lot 95 as Hazard (below the top of bank) and Rural. It is noted that the limit of the Neighbourhood designation on Schedule A, Map 1, does not match the limit of the Primary Settlement Area illustrated in the County Official Plan in Lot 95. It is further noted that neither Schedule A Map 1 nor Schedule A Map 4 designates any of the land as a Special Policy Area (notwithstanding the text of the Plan).

Schedule B does not identify and aggregate resources on the property or abutting same; Schedule C identifies Significant Woodlands on and slightly abutting the valleylands on the property (these lands are not proposed for development); Schedule D identifies the property as abutting a Provincial Highway on the south limit of same; Schedule E identifies the property as being subject to the Saugeen Valley Conservation Authority; and Schedule F does not identify the subject lands as being in any type of wellhead protection area but does identify a Constraint on Lot 95 as a Previously Evaluated Landfill site.

The Municipality of Grey Highlands Official Plan is a lower tier municipal policy guideline that is that is a tool to manage growth providing a more detailed local policy focus (1.3). General policy includes that growth be directed to settlement areas and that communities should remain strong and that infilling and rounding out of development especially in the Primary and Secondary communities is essential (2.1, page 7).

With respect to housing, the Plan is to maintain land with servicing capability for a minimum three year supply through zoning and draft approvals (2.4 (a) and development that provides housing for moderate and low income households will be supported (2.4 (b). A wide variety of housing types and styles appropriate to prevailing and anticipated demand will be encouraged (2.4 c).

General development criteria include servicing by municipal sewer and water systems as preferred; incorporation of storm water management; maintenance of setbacks from streams and hazard areas; and utilization of Environment Impact Studies (3.0, 3.2 (a), 3.2 (e), 3.3). Lot boundaries will not extend into Hazard Lands; Hazard Lands should be reserved as blocks; impact assessments should be undertaken; walkability through developments shall be designed (3.6), and parkland shall be dedicated (3.7). *The development is to be serviced by Municipal sewer and water and adequate plant capacities exist and distribution capacities exist. Sewage collection trunks to plant will have to be improved as a condition precedent. A SWM plan is included in the Functional Servicing Report. An EIS has been prepared and no lots are proposed within Hazard lands all as discussed with the SVCA. The Hazard lands are to be dedicated as blocks. Active parkland has been established as part of the subdivision and pedestrian links to and between same as well as to the passive park space has been designed.*

Accessory apartments are permitted in detached and row dwelling units or in accessory structures subject to zoning review and provisions in a zoning bylaw being established. Non permanent garden suites are also permitted in residential zones subject to further restrictions (3.10).

Hazard lands can be used for forestry, conservation, agriculture, passive public parks, public utilities and municipal services, passive recreational facilities, and flood control and erosion. Access through a hazard area is only permitted where it presents the only available option for an existing lot of record (4.4). *No access through any hazard land is proposed.*

The majority of new growth will be directed to Markdale and Flesherton, on full municipal services. Expansion of these communities will require an amendment to this Plan based upon a growth and settlement study for the entire municipality as there is sufficient land to accommodate future development. The Plan shall ensure a proper and orderly street pattern facilitating safe motor vehicle, bicycle and pedestrian travel, efficient use of services, and a variety of housing and development opportunities within the settlement area (4.5, 4.5.1). An overall average residential development density of 20 units per net hectare will be achieved (4.5.1). *The proposed development meets or exceeds the density requirements of the Plan and will deliver both single detached and row dwelling units. The road design will facilitate through movement in the subdivision and provide adequate (3) access points.*

The former Urban Fringe lands have now been designated as Primary Settlement Area lands and are identified as a Special Study Area on Schedule A where further review and analysis is required prior to development proceeding. A planning report, stormwater management report, environmental impact study, and a traffic study are required. An amendment to the Plan is required in order to establish appropriate land use designations (4.5.1). *The schedules to the Plan do not appear to designate the lands as a Special Policy Area as suggested above. Additionally, municipal staff have confirmed that no official plan amendment is required for lands in the Neighbourhood designation.*

Uses within Markdale have been grouped into several specific designations where there is a high degree of commonality, interdependence, and low risk of land use conflict (4.5.3). The subject property in Lots 96 and 97 has been designated Neighbourhood Area which is primarily residential in nature while also suitable for neighbourhood commercial, institutional, and open space uses (4.5.3.1). Low and medium residential density residential dwellings in the form of single, semi detached, town homes, duplex and other multiple unit dwellings are permitted (4.5.3.1.1). *Row and single detached residential units on small lots are proposed which use is in character with abutting residential uses to the east.*

The precise location and scale of new residential development shall be determined on a site specific basis by amendment to the implementing zoning bylaw taking into account pedestrian and vehicular linkages; medium density development should be located in close proximity to public parklands, schools, and where adverse traffic impacts are avoided; the primary form of land division shall be by Plan of Subdivision; and expansion to an existing golf course may be permitted on Part of Lots 95, 96, and 97, Concession 1, NETSR (4.5.3.1.2). *An amendment to the Zoning Bylaw of the Municipality is proposed and development is proposed by Plan of Subdivision.*

Special Constraint Areas on the property that are identified on schedules include significant Woodlands and a Previously Evaluated Landfill Site on Part of Lot 95 (as referenced previously). The Plan requires that no development or site alteration be permitted in significant woodlands and associated adjacent lands unless an EIS has been completed and concludes that no negative impacts on ecological functions or natural features will occur. A further assessment of the landfill is required based upon the initial D4

assessment (4. 11. 8, 4.11.9). *An EIS has been completed which has determined no adverse impact not only on woodlands but a variety of other matters as well (eg fish habitat, etc). In this regard a special cooling fan for the SWM works is proposed. It is proposed that the implementing zoning bylaw utilize a Holding Zone provision to prohibit development in Phase 3 and subsequent phases until a further D\$ review has been completed respecting methane gas from the previously evaluated landfill site (as per recommendation in original D4 report).*

New development proposing access onto Provincial Highways will be discouraged in order to facilitate controlled use of these roads and access for new lots will not be permitted. The implementing zoning bylaw should require appropriate setbacks from the Provincial Highway. New development will only be considered on improved public roads. Traffic Impact Studies may be required (5). *No new direct lot access will be available to or from Highway 10. A 14m rear yard setback as generally required by MTO has been incorporated into the Envelope Plan design and should be incorporated into the implementing zoning bylaw. A traffic impact assessment was completed (affixed hereto) and contains recommendations respecting design and operational elements for the new intersection onto Highway 10. It also makes further suggestions for future off site considerations by the Municipality.*

Zoning bylaws shall be utilized to establish site regulations and permitted uses and Holding bylaws may be used to ensure appropriate development (6.1.1, 6.1.5). All of Grey Highlands is a Site Plan Control Area and Site Plan Control may be applied to multiple residential development proposals (6.1.6). Development Agreements will be utilized to fulfill development requirements (6.1.6). *A zoning amendment is proposed incorporating Holding provisions.*

A checklist is provide for considerations to be made when processing official plan amendments including need, extent to which existing areas are developed, the physical suitability of the land (environment, natural heritage, traffic, convenience, adequacy of hard services, compatibility with the surrounding area, requirement for studies, and the effects of the propose use on the financial position of the municipality (6.1.9). *Should the requirement for an official plan amendment be confirmed, all of the proposed information in the checklist has been provided or otherwise dealt with herein.*

The boundaries of land use designations illustrated on the schedules is approximate except where they coincide with physical features such as roads, rail lines, rivers or streams. Where such features do not exist, the exact determination of the boundaries shall follow the Schedules to this Plan (6.2).

The proposed development is in general conformity with the applicable provisions of the Municipality of Grey Highlands Official Plan. The only issue of note is that a portion of the GH1 lands located in Lot 95 that is proposed for residential lot development is not specifically mapped as being part of the Primary Settlement Area and hence not part of the corresponding Neighbourhood designation and to address that technical matter requires the processing of an official plan amendment (and the processes prescribed) or the application of flexibility available in an official plan interpretation and the deeming of a bylaw to conform.

For the reasons previously espoused in the County Official Plan review (preceding) as well as the additional reasons that follow herein, the relatively small part of Lot 95 that is to actually be developed for residential lots could be deemed to be included in the both the Primary Settlement Area designation and the Neighbourhood Area designation of the Grey Highlands Official Plan as well as the County Official Plan through the passage of a zoning bylaw amendment.

The following details are relevant in the review of the matter;

- 1. The County of Grey Official Plan Geomap designates a sliver of land approximately 30m to 60m wide for the entire depth of Lot 95 (Highway 10 to top of bank) as being in the County Primary Settlement Area. The Grey Highlands Official Plan does not appear to include such strip of land in both the Municipal Primary Settlement Area designation and the corresponding Neighbourhood designation. The County Plan takes precedence in accordance with the provisions of the Planning Act (Sect 17). As such, part of Lot 95 is already in the Primary Settlement Area but remains in a Rural designation in a secondary schedule of the local official plan.*
- 2. The County Plan does not appear to include lands owned by MTO along Highway 10 in front of lots 96 and 97 in the Primary Settlement Area designation while the local official plan appears to include such MTO lands.*
- 3. A SWM pond is proposed as Block C on the proposed Plan of Subdivision. This SWM facility does not require to part of either the Primary Settlement Area designations nor the Neighbourhood designation in order to be established.*
- 4. Similarly, the road to be constructed on the Plan of Subdivision outside the County and Municipal Settlement Area designations and the Neighbourhood designation does not have to be in either designation to be physically constructed.*
- 5. The sum of the area outside the County Primary Settlement Area designation to be lotted for residential development is approximately 2.8 hectares (6.43h in Rural designation minus Lot 95 strip 1.96h minus SWM .83h minus road .8h).*
- 6. No further westerly extension of the Primary Settlement Areas or the Neighbourhood Area is possible due to the real physical constraint of Hazard lands designation or the constraint of a non functional inactive landfill site.*
- 7. The local official plan suggests that ‘rounding out’ of development in communities is essential,*
- 8. It would appear that when the former Urban Fringe Lands were brought into the Primary Settlement Area that;*
 - a) No adequate review of sanitary sewer servicing was undertaken for such lands as Lot 95 south of the Hazard designation is necessary to facilitate gravity flow to the STP and provide efficient infrastructure (as requested by municipal staff) and land use, and*
 - b) All of the Primary Settlement Area lands and Neighbourhood Area lands as designated north of the Hazard designation in Lots 97, 96, and 95 are not accessible efficiently (unless other lands north thereof are brought into the community, and*
 - c) All of the Primary Settlement Area lands and Neighbourhood Area lands as designated north of the Hazard designation in Lots 97, 96, and 95 cannot be efficiently serviced with municipal sanitary sewer or municipal potable water (unless other lands even further north thereof are brought into the community),*
 - d) The Municipality does not intend to facilitate relief to a, b, and c) preceding as the golf course lands and cemetery lands are designated as Open Space not Neighbourhood Area,*
 - e) The size of the Primary Settlement Area designations and Neighbourhood designation north of the Hazard designation in Lots 97, 96, and 95 is significantly larger than the Rural Area designation on Lot 95 south of the Hazard designation (without and with the calculation in 5 above). As such, no impact on the growth management strategy of the municipalities will result by the inclusion and use of Lot 95 lands south of the hazard designation. In this regard, only 51 of 469 proposed dwelling units would be located in that area.*
- 9. The passage of a zoning bylaw amendment for the subject lands in Lots 97, 96, and part of Lot 95 in the Settlement Area and in the Rural Area would be deemed to conform with the official plans (Planning Act, sect 24) if passed and coming into force.*

The local official plan speaks to the former Urban Fringe Lands (being Lots 95, 96, and 97) being required to have an official plan amendment processed to establish appropriate land use designations (4.5.1). Municipal staff have confirmed that such OP amendment is not necessary as residential uses are permitted within the Neighbourhood Area designation. Rather for such lands, a zoning bylaw amendment is required.

The aforementioned arguments are provided in support of the Plan of Subdivision application and the Zoning application. The said arguments also support the applications for official plan amendments (upper and lower tier) should the municipalities determine that same are necessary.

It is intended that such land use documentation be altered or amended so that the lands are established as part of the Primary Settlement Areas and Neighbourhood designation. GH1 will review with staff the design of the necessary implementing documents as required. The rationale behind this land use alteration as well as the desirability and appropriateness of same is stated as;

- 1. the desire and intention of the property owner to construct a residential only development that will assist the owner in providing private sector attainable housing in the municipality. The LCD Group of companies uses an integrated financing, marketing, and construction model to deliver quality low cost housing. The company is not in the business of providing alternate commercial or other enterprise. This LCDG desire is closely matched by that of the municipality as espoused generally by the Official Plan and as confirmed in discussions with staff and elected representatives during preconsultations.*
- 2. The profit margin on the delivery of lower cost quality attainable housing using the LCDG model is minimal and fixed, providing purchasers firm benefit upon entering into agreements of purchase and sale. One of the components of this delivery is the requirement to provide the number of units of the style proposed based upon an overall target development potential of the entire site for dwelling units. To assist in achieving this target, all of the property is required to be used for residential purposes.*

A review of the principal provisions of the PPS affecting this site was undertaken and determined to be consistent with the direction therewith. In addition, a review of the principal provisions of the County of Grey Official Plan was also undertaken and the proposed development was determined to be in general conformity with the direction provided in the applicable provisions of that Plan.

The documentation submitted in support of the application meets the requirements of the Official Plan and the Planning Act. It is proposed that circulation and review of the draft plan together with other required documents be undertaken for the entire property. The physical growth, environment, agriculture, and social well being of the community has already been generally taken into account for the development and confirmed as acceptable through the background reports including for the most part the impact on the existing, intended, and proposed character of the area.

With respect to the goals and objectives related to the Municipal Official Plan, the plan intends that this part of the Settlement Area be developed save and except for the Hazard lands on the northern boundary. The proposed plan will deliver affordable housing in the two forms of single household and townhome units directed to lower and moderate income households; the units are arranged on the site so as to facilitate a through route design connecting the existing Stan Baker Blvd with Highway 10; the environmentally sensitive area abutting the north is respected with respect to setbacks and protection and as well as reserved or conserved for both passive and active open space use and will be conveyed to the Municipality; access to and from the site will not cause any safety hazard or create functional issues;

the highway frontage will be buffered with a fence and rear yard plantings as part of the required landscaping; the density of development units per net hectare meets or exceeds the minimum recommended density for development; the development is proposed on full municipal services which are available or can be made available and there is capacity in the systems (with specified off site upgrades as part of the approval); a plan of subdivision with phased approvals is proposed and the details of same will require sidewalks, corner ramps, and lighting (Concept Plan); and technical studies have been submitted (enclosed).

Public educational facilities are proximate to the site (600 to 900 meters distant) and, as such, transportation to same will be not likely be required.

SECTION 9 PLANNING IMPLEMENTATION INSTRUMENTS

Comprehensive Zoning Bylaw

This bylaw, being Bylaw 2004-50 as amended, zones part of the property associated with valleylands as Hazard H and the remainder (majority) of the property into an Open Space Exception 10 zone.

No alteration to the Hazard H zone is required however the Open Space Exception 10 zone will have to be altered into new special residential zones and open space zones. The new residential zones would fall into several categories to accommodate row town house units, small lot single detached units, standard single detached units, and a flex zone to accommodate both small lot single units and row town house units. The flex zone would not be implemented in Phases 1, 2, or 3. The open space zones would firstly be established for active parkland spaces and pedestrian accessways and secondly for SWM ponds and accessways. It is also anticipated that a Holding zone be established for the lots in part of Phase 3 that fall within the Landfill Restriction area.

The small lot single zone would appear to provide for single detached dwellings to standards that would accommodate such dwellings on the Proposed Plan of Subdivision (min lot area 330sqm; min lot frontage 11m; min front yard 7.0m /6m for attached garage; min exterior side yard 3m; min interior side yard 1.2 one side 0.6 other side; min rear yard 7.0m; max driveway width 6m or width of attached garage; min gross floor area nil; max height 11m; max lot coverage main buildings nil).

A townhouse zone would accommodate townhouse dwellings to standards that would accommodate the Proposed Plan of Subdivision (min lot area 180 sqm; min lot frontage 6m; min front yard 6m; min exterior side yard 4m; min interior side yard 2.4m for end units; min rear yard 7.0m; maximum height 11m; and max lot coverage 60%).

All zones are based upon the maximum building envelopes detailed on the Envelope Plan overlay on the proposed plan of subdivision.

LCDG GH1 Development Inc. requests a flex zone to accommodate market demand. It is understood that alterations to the Proposed Plan of Subdivision for Phases 4 and subsequent phases may be required if market warrants.

GH1 will work with municipal staff and an OLS to review and prepare a draft of the proposed zones to implement the proposed plan of subdivision.

The Planning Act 51 (24)

The Planning Act requires that regard be had to certain matters when considering the approval of a Plan of Subdivision. Much of what this section of the Act requires has already been dealt with in this report and in the background information affixed to this submission. However, a brief synopsis follows;

1. There is no significant impact on ecological systems as detailed in the EIS; no significant impact on agricultural resources as detailed in the agricultural assessment; no conservation management management issues as detailed in the EIS; no mineral resource issues; no cultural or archaeological issues are expected as detailed in the archaeological report ;energy and water will be used in an efficient manner as per the compact subdivision design and the design and use of gravity sewers; waste will be minimized; the development is an orderly progression to existing and proposed/pending development in the area; sidewalk and curb design will facilitate accessibility; recreational space and facilities will be provided; a range of housing types will be provided with respect to form and affordability; employment will be generated through sales and construction; a positive impact on the financial and economic well being of the municipality and the Province is expected; the approvals process will hopefully assist in resolving any land use planning or environmental servicing conflicts or issues; there are no health and safety issues; the development is generally within the growth and settlement strategies of the County and Municipality and is consistent with the PPS.
2. The proposed subdivision is not premature with respect to demand for the product as well as the servicing of same and is in the public interest to provide attainable housing.
3. The subdivision plan conforms to the *intent and purpose* of both municipal official plans and generally conforms with the land use designations and policies therein or will could be deemed to conform with the passage of a zoning amendment or processing of minor official plan amendments.
4. The developable portion of the land has no significant natural constraints and therefore is suitable for development.
5. The highway has the capacity to handle the additional traffic with the development of a new intersection and there are no sight line or grade issues.
6. The dimension and shape of the proposed lots is standard for small lot singles and normal for townhouse units.
7. The restrictions on the land are detailed in the Official Plans and Zoning Bylaw and are dealt with in this report and as specific recommendations in the background reports.
8. Conservation of natural resources is reviewed in the EIS and maintained in the Hazard designation and Hazard zone; no flood control measures are necessary; SWM is dealt with quantitatively and qualitatively in the FSR and is designed to address required rain/runoff events.
9. The FSR has confirmed that adequate sanitary sewage and potable water is or can be made available to the development with respect to distribution, collection and treatment and also confirmed by the Municipality. Utilities will be extended into the site.

10. A school site is in the vicinity. Bussing will likely not be required to be recognized as part of this approval.
11. Parkland and conservation blocks will be dedicated to the Municipality.
12. The development is for the most part located in the urban area of the Municipality in proximity to municipal facilities and commercial retail facilities and therefore will reduce long distance commuting for energy conservation. In addition the modern units will be constructed to current Code or above Code requirements for energy conservation.

In addition, it is noted that the proposed plan will have a positive influence on the health, safety, convenience, and welfare of the present and future inhabitants of the Municipality by providing new, attainable housing in a well designed layout with streetscapes designed to accommodate accessibility.

CONCLUSION

Based upon the preceding analysis incorporating the background information in support of the Proposed Plan of Subdivision, the Draft Plan of Subdivision and Zoning Bylaw Amendment (and Plan Amendments if necessary);

1. have had regard to Provincial interests,
2. are consistent with the Provincial Policy Statement (2020),
3. generally conform to and meet the intent and purpose the approved Official Plan of the County of Grey,
4. generally conform to and meet the intent and purpose of the approved Official Plan of the Municipality of Grey Highlands,
5. generally comply with the intent and purpose of the Comprehensive Zoning Bylaw of the Municipality and will specifically comply therewith with the proposed zoning bylaw amendment,
6. have had regard to all matters required under the Planning Act Section 51 (24),
7. represent good and effective planning.

As such, it is hoped that this submission will be received, documents formally accepted and circulated, reviewed, and all components approved as soon as is possible in order to facilitate Draft Approval of the overall Proposed Plan as well as subsequent Final Approval and Registration of the First Phase of the Plan of Subdivision as soon as is possible.

All of which is respectfully submitted,

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