



PLANNING JUSTIFICATION REPORT

Draft Plan of Subdivision
Municipality of West Grey

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1.0 INTRODUCTION

Georgian Planning Solutions has been retained by Tiffany Development Corporation to act as the Planning Consultant and to prepare a Planning Justification Report to support a Draft Plan of Subdivision Application and Zoning By-Law Amendment Application to permit a residential subdivision in Durham, in the Municipality of West Grey, County of Grey.

The subject lands are located east of Highway 6 and west of Concession 2 on the north side of Durham Road East. Access to the site will be off of Durham Road East and through the extension of Jackson Street. The development will consist of the following:

- 118 Single Family lots (lots 1-118)
- 51-87 townhouse units in five (5) blocks (Blocks 119-123)
- One (1) drainage block for stormwater management

The subject lands are currently designated 'Primary Settlement Area' in the County of Grey Official Plan (Figure 2: Land Use Planning Schedule A – Map 3) and 'Residential' in the Municipality of West Grey's Official Plan (Figure 3: Schedule 'A' Land Use Plan: Durham)

The property is currently zoned Future Development (FD) in the Municipality of West Grey Zoning By-Law 37-2006. (Figure 4: West Grey Zoning By-Law Schedule 54J). A zoning amendment is requested to rezone the lands Residential (R2) zone for the single detached lots and Residential (R3) for the townhouse Blocks with a number of site-specific exceptions to implement the proposed plan and to meet the required density targets outlined in the Official Plan. The proposed Plan of Subdivision proposes a total of between 169 to 205 units providing a density of between 19.6 to 24 units per net hectare.

The following Reports have also been submitted in support of the Draft Plan of Subdivision and Zoning Amendment Applications:

- Planning Justification Report
- Archaeological Assessment
- Functional Servicing Report
- Stormwater Management Report
- Traffic Impact Study
- Environmental Impact Study

1.1 SITE LOCATION AND DESCRIPTION

The subject lands are located north of Durham Road East between Garafraxa Street North (Highway 6) and Concession 2 in Durham within the Municipality of West Grey, County of Grey. (Figure 1: Location Map)

Specifically, the lands are located within Concession 1, Part of Lot 24, East of Owen Sound, Geographical Township of Glenelg, Municipality of West Grey, Grey County. The lands have frontage on Durham Road and comprise approximately 140,830 square metres (34.8 acres).

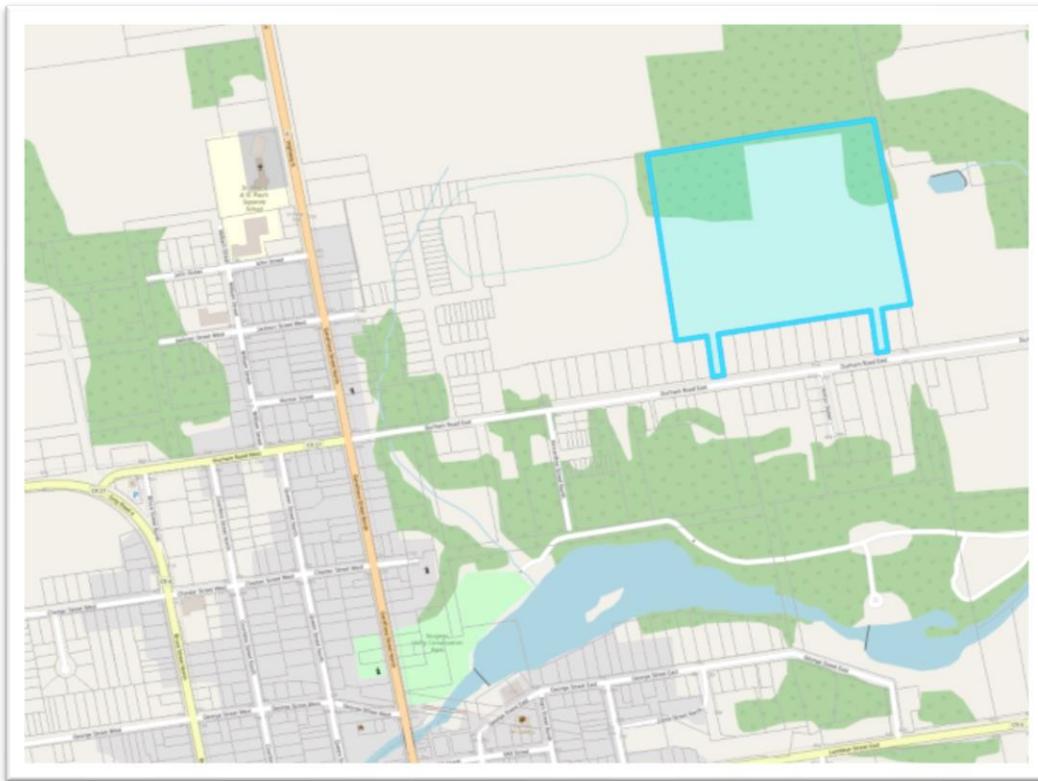


Figure 1: Location Map

2.0 SURROUNDING LAND USES

The surrounding area is characterized by residential and agricultural lands. The immediate surrounding land uses include rural and natural environmental areas to the north and east. Low density residential and the Saugeen River are to the south. The use to the west is a recent plan of subdivision which includes low and medium density residential uses.

3.0 PROPOSAL

Approval is sought for a Draft Plan of Subdivision and Zoning By-law Amendment in order to enable a residential development capable of accommodating 169 to 205 residential units.

As illustrated on the draft plan (Figure 5) the owner seeks land use planning approvals for a 118 single detached residential units (lots 1-118) and Five (5) Street Townhouse Blocks (Blocks 119-123) resulting in 51 to 87 townhouse units by way of a Plan of Subdivision.

The property is approximately 13.8 ha in size which is broken down with the residential lots and townhouse blocks being 9.39 ha of the development land, 3.729 ha for municipal roads, 0.66 ha for the stormwater Management pond and 0.99 ha tree retention area.

The proposed subdivision will be a mixed unit and density development which includes single detached lots and townhouse units. Each residential unit will be located on an individual lot and will contain a driveway, front yard area, garage and individual backyard amenity space. The single detached lots have a range of frontage from 12.4 m to 23.9 m with the majority of the lots having frontage of 15 m. The single detached lots are around the exterior the of the site which allows for a compatible transition adjacent to the exiting uses in the subdivision to the west and the existing residential properties along Durham Road East at the south of the property. The townhouse blocks are proposed within the interior of the development and are placed together to create a transition from the proposed smaller lot singles. Moving east to west and west to east within the subdivision the lot frontage transition to the exterior of the site to the interior from 15 m plus to between 12-13.6m to the smaller lot townhouses. The density for this site ranges from 19.6 to 24 units per net hectare. This proposed layout will allow a range of unit types that will vary in size and price points and will allow for various affordability within the subdivision.

As noted above the zoning amendment application is requesting site specific zoning on the property to help create a subdivision that will meet the

requirements of the Official Plan and the density requirements. The proponent will be requesting relief to the Residential R2 and Residential R3 zoning provisions related to front and rear yard setbacks, interior and exterior setbacks, front yard frontage as well as lot coverage.

The proposed development provides egress and ingress from Durham Road East at 2 access points and from the approved subdivision to the west by an extension of Jackson Street. A future extension of Jackson Street to the lands to east has also been provided.

Cash in lieu of parkland dedication is proposed for this subdivision. Most Municipalities prefer to create and support larger community green space and park areas as smaller community spaces are costly to maintain and are not always effectively used. The stormwater management pond area is 1.6 acres and will provide a trail around the perimeter if the Municipality desires. Sidewalks will also be constructed within the development and will connect to the subdivision to the west via Jackson Street and to Durham Road East at two locations. As well, the Saugeen Conservation Area is in close proximity of this development which provides trails for active transportation.

Stormwater will be directed to the south west on site to the stormwater management pond in the southwest corner. The development will utilize full municipal services that already exist in the area and provide sufficient capacity. The application is supported by civil engineering drawings and reports which provide specific servicing, stormwater management and grading details to demonstrate the viability of the development

4.0 REVIEW OF APPLICABLE PLANNING POLICIES

The consideration of the planning policy support for this proposal will include a review of applicable planning policy of various government levels to consider "consistency with" and "conformity to" the intent and direction they offer. The policies that are noted below are applicable to the proposed development.

The following reviews the subject application with respect to key planning policies provided in the Planning Act, Provincial Policy Statement, the County of Grey Official Plan, and the Municipality of West Grey's Official Plan.

4.1 PLANNING ACT

The Planning Act is provincial legislation that sets out the ground rules for land use planning in Ontario and describes how land uses may be controlled. There are sections in the Planning Act that must be addressed with the submission of a Draft Plan of Subdivision and a request to amend a Zoning By-law.

Section 2 of the Planning Act speaks to the requirement of planning decisions having regard to matters of provincial interest. Provincial interests have been considered with the proposal and the submitted studies support the development proposed. **Section 3** of the Planning Act states that decisions affecting planning matters "shall be consistent with" policy statements that are issued under the Act. The Provincial Policy Statement must be considered and is addressed in the following section.

Section 51 (34) outlines a list of criteria to be considered with the submission of a Draft Plan of Subdivision. It is submitted that the proposal and applications meet the requirements set out by the Planning Act for approval of a Draft Plan of Subdivision through the pre-consultation process, the submitted applications and the support documents that form a complete submission.

This application complies to the purpose of the Planning Act, the proposal is consistent with the Provincial Policy Statement, conforms to the County and local official plans, is an efficient use of land and is in the public interest.

4.2 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) 2014 was issued under Section 3 of the Planning Act and came into effect on April 30, 2014. It provides policy direction on matters of provincial interest related to land use planning and development. Under provisions of the Planning Act comments, submissions or advice that affect a planning matter "shall be consistent with" the PPS. The PPS is based on three fundamental planning themes, specifically, "*Building*

Strong Communities", *"Wise Use and Management of Resources"* and *"Protecting Public Health and Safety"*.

The following is a summary of policies within the PPS that are relevant to this proposal.

- *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1a)*
- *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; (1.1.1b)*
- *Settlement areas shall be the focus of growth (1.1.3.1)*
- *Land use patterns within settlement areas shall be based on:*
 - *densities and a mix of land uses which:*
 - *efficiently use land and resources;*
 - *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - *support active transportation; (1.1.3.2a)*
- *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).*

The Site is located within the settlement area of Durham adjacent to existing residential neighbourhoods, it is the development of an existing vacant site and provides for intensification through the use of a townhouse and single detached residential development. The site will be fully serviced by Municipal infrastructure and is planned on a municipal road.

- *Directing that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents **(1.4.3)** by directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs **(1.4.3c)** and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the of active transportation**(1.4.3d)***

The proposal provides for 205 residential units, with 118 single detached dwellings and 87 townhouse units being added to the housing supply. The proposed development has been designed to use the land efficiently through compact form and is located in close proximity to existing municipal infrastructure.

- *Municipal sewage services and municipal water services are the preferred form of servicing in settlement areas. **(1.6.6.2)***

This site will connect to full municipal sewage and water services which is a preferred form of servicing in settlement areas.

- *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. **(2.6.2)***

A Phase 1 and Phase 2 archaeological assessment was completed for the property and confirmed that no archaeological resources were encountered.

The subject property is situated within the Town of Durham in the Municipality of West Grey, an area identified for residential development and will be serviced entirely by municipal water and sewer. The proposal will enable a viable extension of development on lands intended for development and utilizing existing municipal services. The intended purpose of the proposed development is for residential uses, uses that are consistent with the existing, adjacent developments.

Based on the proposed development the application is consistent with the broader planning direction given under the Provincial Policy Statement.

4.3 COUNTY OF GREY OFFICIAL PLAN

The County of Grey Official Plan's (approved by the Province June 6, 2019) purpose is to help guide development in the County and provide a wide policy framework for local municipal Official Plans, Secondary Plans and implementing By-Laws.

The subject lands are designated Primary Settlement Area. (Figure 2: Secondary Schedule Land Use Map 3) *"Primary Settlement Areas are areas suitable for high intensification targets, public transit services, and have full municipal services. Municipalities with primary settlement areas will, in their official plans, identify and plan for intensification within these areas. The development of high quality urban form and open public spaces within these areas is also encouraged through site design, and urban design standards, to create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive."* **(S3.5)** Section **3.5** also notes that the County *"Official Plan promotes the development of Primary Settlement Area land use types for a full range of residential, commercial, industrial, recreational, and institutional land uses. These areas will be the focus of the majority of growth within the County.."* and that a *"minimum development density of 20 units per net hectare will be achieved for new development."*

The proposed development is located in Durham which is identified as a Primary Settlement Area in Grey County. The proposed residential subdivision is planned on full municipal series and provided a mix of unit types that meets the minimum density requirement of the 20 units per net hectare for new development.

The Official Plan outlines various visions and principles for Grey County and Section **1.5.2** states that the settlement area is where the majority of population growth, essential services and businesses will be located. The proposed development is in Durham which is designated a settlement area in Grey County.

Section **3.3** includes direction related to the growth within the County and focuses on directing that growth to settlement areas. *“Growth within the County needs to be managed to minimize adverse effects on the natural heritage system, heritage resource features, and agriculture and be phased to coincide with the availability of appropriate types and levels of services. The protection of existing investments in infrastructure by maximizing their use, where possible, is desired. This is why the policies of this Plan position settlement areas as the focus of urban growth and encourage appropriate development in all municipalities. Development that does not negatively impact natural resources and is compatible with surrounding land uses is promoted.”* This section also speaks to promoting development forms and patterns which minimize land consumption and servicing costs, creating a compact form and utilizing existing municipal infrastructure efficiently while still creating developments with mixed uses. *“Policies of this Plan will promote development forms and patterns which minimize land consumption and servicing costs. This will help ensure development is compact in form and promotes the efficient use of land and provision of water, sewer and transportation, and other services. It will be important to encourage the development of mixed use settlements and to create healthy, sustainable communities.”*

As noted Durham is a designated settlement area and the proposed development is within the Durham settlement boundary and will utilize existing infrastructure and is compatible with the existing surrounding land uses. It also has been designed to be a mix unit type compact development which helps to utilize the existing municipal services efficiently. The property is also close to the downtown area which supports the creation of a healthy and sustainable community.

Section **3.4** outlines the general development policies affecting settlement areas and notes that *“... plans of subdivision and condominium plans 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 Settlement Area land use types.” (S3.4.3)* It also advises that *“development within growth areas should occur adjacent to the existing built-up area and will have a compact form, mix of uses, and densities that allow for the efficient use of land, infrastructure, and public service facilities.” (S3.4.6)*

This proposed development is supported by the county policies related to the settlement area. It is a plan that has considered active transportation, is using municipal services efficiently and is offering a variety of housing options. It is also immediately adjacent to already existing residential development where it has provided an extension of the existing road infrastructure.

Section **3.4.10** speaks to growth being *“compatible with historic features or areas, archaeological sites, and properties with potential or identified as having significant cultural heritage value or interest, cultural heritage landscapes, or areas of archaeological potential by ensuring adverse impacts to heritage resources are mitigated through conservation or preservation in advance of development.”* A Stage 1 and Stage 2 Archaeological Assessment was undertaken for the site which identified that there no significant archaeological resources on the site.

Section **3.4.14** encourages providing a wide range of housing types including detached, semi-detached, townhouse, and apartment units along with a mix of affordable housing. Section **3.4.15** directs development within the built-up areas to provide higher density to achieve the policy directives of this Plan while still being compatible with adjacent residential areas.

The proposed development provides various sized lots for single detached units as well as street townhouse units. These unit types help to provide a higher density within the development. The proposed plan is compatible with the residential area as it provides single detached lots adjacent to the surrounding single detached lots and then transitions to higher density units internal to the site.

Section **4.1** outlines the County’s housing policies and notes that *“new residential developments will be promoted at densities which efficiently use available servicing and are appropriate to site conditions and existing patterns of development.”* It speaks to the desire for intensification and providing a variety of housing types and forms to present and future requirements of the residents while being sustainable and compatible with exiting uses. The proposal supports these policies of the Plan by providing a range of unit types that are compatible with the existing development in the area and will be on full municipal services.

The subject property is adjacent to a designated significant woodland area. Policies within Section **7.4** speak to the requirement of an Environmental

Impact Study to address how the development will not negatively impact the natural feature. We have respectfully submitted an Environmental Impact Study to address the adjacent significant woodland area.

Transportation policies are outlined in Section **8.2** and state that *“new developments will be designed to ensure the safe access for vehicles and emergency vehicles. New residential developments greater than 150 units will need to have two or more full accesses.”* and that *“new development should be designed to integrate with the complete transportation system by ensuring that roads, sidewalks, and trails are designed to accommodate pedestrian links (sidewalks, paved shoulders, or trails), cyclists (paved shoulders or trails), and transit links (where applicable). New development will also consider future vehicle and pedestrian connections to adjacent lands”*. Section **8.4.2** speaks to active transportation being part of new developments by designing it to *“be walkable and bike friendly by including for example trails, sidewalks, and/or paved shoulders where appropriate to integrate with the overall complete transportation system.”*

The proposal provides a maximum of 205 residential units and provides two access points from Durham Road East and an extension of Jackson Street from the residential development to the west. It also provides a connection by way of an extension of Jackson street to the east lands for possible future development. The proposed plan also plans for sidewalks within the development that will connect to the rest of the community encouraging active transportation. A Traffic Impact Study was completed to support this submission and noted that no intersection improvements are necessary for this proposed development.

Also, within Section 8 policy **8.9.1** states *“that full municipal water and sewage services is the preferred method of servicing.”* This development will be on full municipal services.

Section **8.9.2** states that all new subdivisions and other large scale *developments*, surface water management systems will be included to prevent on- or off-site flooding or erosion, and to prevent the deterioration of environmentally *sensitive* watercourses. A Function Servicing Report was completed to support this application.

Section **9.13** of the plan requires that any new applications for plan of subdivision needs to consider and justify the following:

- 1) The layout of the proposed plan with regard to matters of:
- a) *Access and connections to public transportation (where applicable) and access to existing trails,*
 - b) *The layout of the subdivision should be designed such that the lots back onto the Provincial Highway or County road and front onto a local internal street,*
 - c) *Improving and promoting walkability/cyclability within the proposed plan through sidewalks, bike lanes, bicycle parking/racks, and/or other active transportation infrastructure with consideration for existing walking and cycling conditions,*
 - d) *Accessibility needs,*
 - e) *The street pattern of the proposed plan and how it fits with the surrounding neighbourhood. Plans which utilize a grid pattern or a modified grid pattern must be considered more favourably than those with curvy street patterns or cul-de-sacs,*
 - f) *Energy conservation and efficiency design measures such as LEED (Neighbourhood) and Low Impact Development,*
 - g) *Impact on the natural environment, as defined in Section 6 of this Plan.*
 - h) *Consideration of the design of street lighting to minimize impact on dark skies,*
 - i) *The provision of usable parkland and green space,*
 - j) *Public access to water front or beach (where applicable),*
 - k) *Snow removal and emergency vehicle access,*
 - l) *Compatibility with the Ministry of the Environment, Conservation and Parks' D-Series Guidelines or its successor document(s),*
 - m) *Accessible, age-friendly design features, and*
 - n) *Healthy environment development provisions outlined in Section 4.3(1).*

The site has been designed to take the items above into consideration as part of the design process. Sidewalks have been incorporated into the plan that connect the development to the larger community, the street pattern is similar to the adjacent developments and has taken into consideration the snow removal and emergency access to the site.

- 2) *A range of housing and employment densities.*

This development provides a housing density that ranges from 19.6 to 24 units per hectare.

3) A mix of housing types including homes for the aged and assisted living facilities.

The proposal provides different sized singled detached units as well as townhouses. Though not specifically for the aged there are design elements that will accommodate the aging.

4) The provision of affordable housing.

Since this development provides a range of unit types and higher density it can support affordable housing.

5) Consistency with Provincial Policy and Local Official Plan provisions

The proposal is consistent with the Provincial Policy Statement and conforms to the County and local Official Plans.

6) The information requirements listed under Section 9.17 Complete Applications which will be identified through pre-submission consultation with the County or local municipality as applicable.

A pre-consultation meeting occurred on November 27, 2018. All requirements have been met and submitted.

The proposed development is consistent with and promotes the goals and objectives of the County Official Plan.

4.4 MUNICIPALITY OF WEST GREY OFFICIAL PLAN

The Municipality of West Grey Official Plan applies to the settlement areas of Durham and Neustadt. The purpose of this Official Plan is to provide a long-term strategy for managing growth and development within Durham and Neustadt to the year 2026.

The subject lands are located in a Primary Settlement Area, Durham, within the Municipality of West Grey where the majority of growth is to be directed. The lands are designated 'Residential' in the Municipality of West Grey's Official Plan (Figure 3: Municipality of West Grey Official Plan Land Use Plan: Durham). The goal of the Residential designation is to *"provide an ample supply of affordable and desirable residential dwelling types and densities for the present and future residents of Durham and Neustadt"* **(D2.2)** with the overall objective of ensuring an appropriate range of housing types and densities within Durham in order to meet the projected requirements of current and future residents **(D2.2.1)** and to encourage the provision of housing which is affordable to low and moderate income households **(D2.2.3)**. Policy **D2.2.4** encourages residential development which efficiently utilizes the land, resources, infrastructure and public service facilities. The predominate use of the lands within the Residential designation shall be residential dwelling units **(D2.3.1)**. The permitted uses include *"low density housing such as detached dwellings, semi-detached dwellings and duplexes, medium density housing such as triplexes, quadraplexes and townhouses and high density housing such as apartments."*

The general goals and objectives of the Official Plan that are outlined in Section C speak to ensuring that development within the settlement areas occur in an appropriate and orderly manner **(C1.1.1)** with objectives that support this goal by:

- promoting only development that represents an appropriate and efficient utilization of the of lands and municipal services **(C1.2.1)** and:
- ensuring that development occurs in a manner that provides for compatibility amongst different land uses **(C1.2.2)**

Section **C2.1** outlines the goal of growth within the settlement areas with the Official Plan promoting Durham and Neustadt as the focal points for appropriate forms of urban development within the Municipality of West Grey. The objectives to achieve this goal includes:

- maintaining and enhancing Durham and Neustadt as desirable, attractive, safe and diverse communities.

- encouraging only development that protects and enhances the character of the settlement areas.
- promoting development in undeveloped areas of Durham and Neustadt where such development represents a natural extension of the existing built environment and where the provision of municipal servicing can be feasibly provided.

The proposed development is within the settlement boundary of Durham. It is a development that is located on a property that is immediately adjacent to existing residential development and represents a natural extension of the built environment within the Municipality and is suitably located to take advantage of existing municipal infrastructure.

Section **D2.4** outlines the general policies related to residential development and notes that new residential development will occur through intensification, infilling and expansion (**D2.4.3**). The Municipality encourages that there be a wide range of housing types and densities permitted with the residential designation (**D2.4.1**) and that it be serviced with Municipal water and sanitary sewer. (**D2.4.2**) Section **D2.4.5** requires that subdivisions, shall provide a density of no less than 20 dwelling units per net hectare. The proposed subdivision will provide a varied range of housing types and densities including small single detached lots and townhouses and will provide a density range of 19.6 to 24 units per net hectare.

The proposed development is requesting a zoning amendment to support the proposed draft plan of subdivision. This will help to provide a range of unit types and achieve the density required of the Official Plan. Section **D2.4.11** states that the Municipality may support a variety of zoning standards and subdivision design standards to assist developments to meet the density target and to promote special needs housing, rental and affordability. Reduced urban development standards such as narrower road allowances, smaller lot areas and frontages, reduced yard requirements and increase lot coverage may be considered in new areas of development. The request of the proponent to reduce some zoning standards will allow the development to provide a wider range of unit types that will hit different price points and will support the objective to meet the required density goals.

The single detached units within the proposed Plan of Subdivision are considered low density residential as per Section **D2.4.16**. The maximum density on the site is 24 units per net hectare and this exceeds the low density requirement (**D2.4.16 a**). Section **D2.4.17** encourages medium density residential housing within Durham and the proposed townhouses are considered a medium density residential use (**D2.4.17 a**). Section **D2.4.17 e** outlines items that need to be considered when a new medium use is proposed:

- i) The proposed use shall generally be compatible with existing uses in close proximity of the subject lands.*
- ii) Adequate buffering, landscaping and building setbacks shall be provided to protect the privacy of the adjacent residential properties.*
- iii) The roads in the area shall have the ability to handle the expected traffic increase.*
- iv) Municipal water and sanitary sewer capacity shall be available to service the proposed development.*
- v) Adequate off-street parking shall be provided to serve the proposed development.*

The proposed development has taken these items into consideration as part of the development of the Draft Plan of Subdivision. The higher density units (townhouses) proposed are within the centre of the development. It has also been confirmed through the various professional reports that were submitted to support the applications conclude that the development is appropriate for this site.

Section **D2.4.17 f**) states that medium density development shall consider the following:

- i. The height, bulk and siting of buildings shall achieve harmonious design and integrate with the surrounding area.*
- ii. Appropriate open space, landscaping and buffering shall be provided on site to maximize the privacy and enjoyment of the residents residing on the property and to minimize any potential impact on adjacent lower density uses.*

As noted earlier the proposed site has been designed to take into consideration the transition of different unit types and densities. The single detached dwellings are proposed around the perimeter of the site adjacent to other single detached lower density uses that already exist within the greater neighbourhood. The proposed townhouse, the medium density units, are within the middle of the development and are transitioned in by smaller single detached lots.

Section **E1** of the Official Plan outlines the general development policies of the Plan and contains the Municipalities environmental policies for protection and enhancement of environmental features including habitat of endangered or other threatened species, significant wildlife habitat, wetlands, significant valleylands, areas of natural and scientific interest, significant woodlands and fish habitat. The Plan states that no development or site alteration may occur within environmental features or their adjacent lands unless it is demonstrated through an Environmental Impact Study that there will be no negative impacts on the natural feature or their ecological functions. The following Significant Natural Heritage Features were identified on or within 120 of the subject property: fish habitat, habitat for threatened and endangered species, SWH, and significant woodlands. The Environmental Impact Study prepared for the subdivision submission notes that the treed area on the site is significant and impacts to this feature are anticipated. The study also notes that if mitigation measures are employed the impact is expected to be minor. The Environmental Impact Study outlines various recommendations and mitigation measure that will address the Official Plan Policies.

Section E2 speaks to policies related to Municipal Servicing and requires that new development in Durham be serviced by municipal water and sanitary sewers. Section **E2.2** notes that stormwater management is required to be reviewed for the site. A Functional Servicing Report was completed for the submission and notes that full municipal services are available for this development.

Section **E3.2** outlines the transportation policies for the development and new municipal streets and states that if the streets shall be designed in accordance with proper engineering standards and constructed to full

municipal standards and that sidewalks should be located on one side of the new local roads. The Functional Servicing Report outlines the details and design of the internal street systems in the subdivision and notes that they will be built to municipal standards.

The land division policies of the Official Plan in Section **E4.1.1** note that the division of land maybe permitted where:

- i. The proposed land division complies with the policies pertaining to the subject property's land use designation and all other relevant policies of this Official Plan.*
- ii. The proposed land division complies with the applicable provisions of the Comprehensive Zoning By-law. Consideration of a Zoning By-law Amendment or Minor Variance may be given as required to facilitate the lot creation, where such an Amendment or Minor Variance represents appropriate land use planning.*
- iii. The proposed land division results in lots having frontage on a public road.*
- iv. Safe and suitable vehicular access is available which meets Municipal, County or Provincial transportation objectives, standards and policies for safety and access.*
- v. It has been established that the site's size, configuration and soil/drainage conditions are suitable for all parcels involved to permit the proper location of a building, driveway and other associated features.*
- vi. The division of land represents orderly and efficient use of land, and its approval would not hinder future development of the retained lands.*

The proposed subdivision complies to the policies of the Official Plan and zoning by-law. The proposed amendment to the zoning by-law will implement a development that is an appropriate use of the land. The lots will have frontage on a public road and the access to the property is safe and suitable. The size of the site and configuration are suitable for development and the proposed plan of subdivision represents orderly and efficient use of the land.

With respect to the policies related to residential development outlined in the Official Plan, the planned development is supported. The development is proposed in an area designated for residential development within a Primary Settlement Area, more specifically, single and multiple residential dwellings, which is within the range of unit types anticipated in the Official Plan. As well, the development is planned for full municipal services and will connect to services constructed in anticipation of future development on this site.

It is submitted that the overall proposal meets the intent of the Municipality of West Grey's Official Plan.

4.5 MUNICIPALITY OF WEST GREY ZONING BY-LAW 37-2006

The subject lands are zoned Future Development (FD) in the Municipality of West Grey Zoning By-law 37-2006. (see Figure 4: West Grey Zoning By-law Schedule 54J). The proponent is seeking to amend the Zoning By-law to support the proposed layout of the Draft Plan of Subdivision being submitted and requests that lands be rezoned to Residential R2 for the single detached lots and Residential R3 for the Townhouse Blocks.

The developer is proposing a neighbourhood that creates a variety of lot sizes in order to offer a wide range of unit types and sizes. In order to accommodate the lot layout and unit types offered, relief from some of the zoning provisions within the West Grey Zoning By-Law 37-2006 is required.

For all the residential single detached lots the following relief is requested: (R2x and R2xx on zoning schedule Figure 6):

- Section 13.2.1.3 Minimum Front Yard from 7.6m to 4.5m for all single detached lots within the subdivision and;
- Section 13.2.1.4 Minimum Interior Yard from 1.8m to 1.2m for all single detached lots within the subdivision and;
- Section 13.2.1.5 Minimum Exterior Yard from 7.6m to 4.2m for all single detached lots within the subdivision and;
- Section 13.2.1.6 Minimum Rear Yard from 7.6m to 6.0m for all single detached lots within the subdivision and;
- Section 13.2.1.8 Maximum Lot Coverage from 40% to 45% for all single detached lots within the subdivision.

Within this plan of subdivision fourteen (14) of the One Hundred and Eighteen (118) single detached lots are proposed to have lot frontages that are less than the residential zoning provisions which require a minimum lot frontage of 15 m. Eight (8) lots are proposing a lot frontage of 12.4 m and another six (6) of the lots are proposing a lot frontage of 13.6 m. The related minimum lot areas will also need to be adjusted accordingly.

Therefore, for the Residential R2xx lots (Figure 6: Zoning Schedule) the following relief is also requested:

- Section 13.2.1.1 Minimum Lot Area to be reduced to 407m² from 465m²
- Section 13.2.1.2 Minimum Lot Frontage to be reduced from 15m to 12.4m and;

For the Townhouse blocks R3x (Figure 6: Zoning Schedule) the following relief is requested:

- Section 14.2.1.1 Minimum Lot Area from 232m² to 195m² and;
- Section 14.2.1.2 Minimum Front Frontage from 6.5m and 14m to 6 m and;
- Section 14.2.1.3 Minimum Front Yard from 7.6m to 4.5m and;
- Section 14.2.1.5 Minimum Exterior Yard from 7.6m to 4.5m and;
- Section 14.2.1.6 Minimum Rear Yard from 7.6m to 6.0m.

The proposed changes to the zoning provisions will allow flexibility to the design of the neighbourhood by accommodating various unit types including smaller sized single detached dwellings. These smaller sized single detached lots are similar to semi-detached lot frontages. This would let a potential buyer to purchase a single detached lot at a similar price point as semi-detached unit. It will also allow varying affordability targets to be achieved. It provides a development that utilizes the property efficiently and creates a compact form and helps to move the development towards the density targets within the Official Plan.

The charts below outline the provisions for the proposed residential zones within this subdivision (see Zoning Schedule Figure 6) and illustrates the requested relief sought.

Residential Exception (R2x) Zone Provisions (Section 13.2.1)

Zone Standard		R2 Zone Provisions	Proposed Development
13.2.1.1	Min Lot Area	465 m ²	-
13.2.1.2	Min Lot Frontage	15 m	-
13.2.1.3	Min Front yard	7.6 m	4.5 m
13.2.1.4	Min Interior side yard	1.2 m – 1.8 m	1.2 m
13.2.1.5	Min Exterior side yard	7.6 m	4.2 m
13.2.1.6	Min Rear yard	7.6 m	6.0 m
13.2.1.7	Max Building Height	10.5 m	-
13.2.1.8	Max Lot Coverage	40%	45%

Residential Exception (R2xx) Zone Provisions (Section 13.2.1)

Zone Standard		R2 Zone Provisions	Proposed Development
13.2.1.1	Min Lot Area	465 m ²	409 m ²
13.2.1.2	Min Lot Frontage	15 m	12.4 m
13.2.1.3	Min Front yard	7.6m	4.5 m
13.2.1.4	Min Interior side yard	1.2 m – 1.8 m	1.2 m
13.2.1.5	Min Exterior side yard	7.6 m	4.2 m
13.2.1.6	Min Rear yard	7.6 m	6.0 m
13.2.1.7	Max Building Height	10.5 m	-
13.2.1.8	Max Lot Coverage	40%	45%

Residential Exception (R3x) Zone Provisions (Section 14.2.1)

Zone Standard		R2 Zone Provisions	Proposed Development
14.2.1.1	Min Lot Area	232 m ²	195 m ²
14.2.1.2	Min Lot Frontage	6.5m	
		14 m	6.0 m
14.2.1.3	Min Front yard	7.6m	4.5 m
14.2.1.4	Min Interior side yard	1.2 m – 1.8 m	1.2 m
14.2.1.5	Min Exterior side yard	7.6 m	4.5 m
14.2.1.6	Min Rear yard	7.6 m	6.0 m
14.2.1.7	Max Building Height	10.5 m	-

5.0 SUPPORTING STUDIES

5.1 ARCHAEOLOGICAL REPORT

Detritus Consulting Ltd has conducted a Stage 1 and Stage 2 Archaeological Assessment for the property and a copy is enclosed with this application. The reports will also be submitted to the Ministry of Tourism and Culture. The study area for this work was the entire property and the field work occurred in July 30 and November 6, 2019. The investigation resulted in the identification and documentation of no archaeological resources in the Study area and concluded that no further archaeological assessment of the property is required.

5.2 FUNCTIONAL SERVICING REPORT

A Functional Servicing Report was completed by Cobide Engineering to review how the site and proposed development would be serviced. It specifically looks at the requirements to address water supply for domestic and fire-fighting purposes, sanitary sewage servicing, transportation and utility distribution (hydro, telephone, cable TV and gas). A copy of this report is enclosed with the application. It is proposed that the development would

be serviced by full municipal infrastructure. Below are the findings of the report.

- The proposed watermain will be connected to the municipal system at the proposed extension of Jackson Street within the neighbouring subdivision. The watermain on Jackson Street within the neighbouring development is proposed to be 250mm diameter. The watermain will also connect to the municipal system at Street A and Durham Road East in two locations. The Durham Road East watermain is a 250mm diameter watermain.
- Based on an existing static pressure of 50 psi at Jackson Street and Garafraxa Road and a pressure loss of 14 psi due to elevation change, it is expected that a pressure of approximately 36 psi can be expected at the houses at the highest point of the development. A pressure of 36 psi is below the minimum pressure. To provide higher pressure in the house each homeowner may need to install an in-line booster pump to increase the pressure.
- There will be a sanitary sewer on all streets with a single connection to the existing sanitary sewer. There are sanitary sewers on Durham Road that will be tied into for this development. A single connection will be provided to each residential lot.
- With the exception of sections of Street A as well as the rear of the lots along the east side of the development, the majority of the subdivision will discharge to the SWM facility. Minor flows will be collected and conveyed via the storm sewer system and the major flows will be conveyed overland within the Right of Way to the SWM facility.
- Grading, erosion and sediment controls will be implemented for this development. They include the placement of heavy-duty siltation fencing along the property boundary, placement of straw check dams, installation of filter cloth under catch basin grates until paving is completed, mud mats and re-vegetation of disturbed areas. It is also proposed that the pond be constructed first to act as a sedimentation basin.
- Access to the subdivision will be via three connection points. The first connection point will be the extension of Jackson Street. The second and third entrances will be two intersection of Durham Road East and Street 'A'. Stop sign control at intersections will provide adequate traffic control for these local roads.

5.3 STORMWATER MANAGEMENT REPORT

A review of the feasibility of adequately addressing stormwater management requirements was completed by Cobide Engineering. A copy of the report is enclosed with this application.

The report addresses the design and implementation of drainage and stormwater management facilities for the development including details for erosion protection and sedimentation control for short term (construction phase and the long term), quantity control, quality control, establish lot grading requirements for the proposed subdivision and provisions for major flows through the development. Below are the conclusions and recommendations of the Stormwater Management Report as they relate to the proposed stormwater management system.

- Stormwater quantity control will be provided via a wet pond with an outlet configuration as described previously.
- Stormwater quantity control for the development will maintain or lower pre-development flows at all discharge points.
- Stormwater quality will be provided by a treatment train approach which will include lot level control, conveyance control and 'end-of-pipe' control measures.
- Lot level control will be provided by directing most impervious areas not directly connected to the municipal storm sewer system, over vegetated areas and directing all rear yard drainage to grass swales prior to discharging into the proposed storm sewer system. Conveyance control will be provided by and providing a minimum 600 mm sumps in all catchbasins and a minimum 300 mm sumps in all catchbasin manholes. End-of-pipe control will be provided by a Forebay in the wet pond. All three levels of the treatment train approach will be used for the development to provide a normal level of protection for the development.

5.4 TRAFFIC IMPACT STUDY

Paradigm Transportation Solutions Ltd. prepared a Traffic Impact Study to review the potential traffic impacts on the development on the local road network and provided mitigating measures to ensure acceptable overall road operations surrounding the proposed development. A copy of the

report is enclosed with this application. The Transportation Impact Study (TIS) includes an analysis of existing traffic conditions, a description of the proposed development, traffic forecasts for an assumed year for full build-out (2030), a horizon of five years from full build-out (2035), a horizon of ten years from full build-out (2040), and any recommendations to improve future traffic conditions.

The TIS stated that this development is forecasted, at full build out, to generate 134 to 174 trips during the AM and PM peak hours. It also notes that the study area intersections are forecast to operate within acceptable levels of services.

Based on the findings of this study, as a left-turn lane is not warranted by 2030 or 2035 horizon forecasts, but is by 2040 horizon forecasts as background traffic increases, it is recommended that the need for a southbound left-turn lane on Garafraxa Street North at Jackson Street be revisited in 2040. A follow up should be conducted to determine if the growth rate occurring in 2040 is similar to what was forecasted within this report.

5.5 ENVIRONMENTAL IMPACT STUDY

An Environmental Impact Study was completed by WSP to support the submitted applications. This report considers the proposed Site Plan, including the developable area in relation to identified Natural Heritage Features. An assessment of the potential for negative impacts to natural features on the site is provided as well as recommendations for the development of the site as well as mitigation measures to help maintain the form and function of the features on and within the area of influence of the development.

- The treed area on the site is considered significant and impacts to this feature is anticipated. However, if the recommended mitigation measures are employed the impacts are expected to be relatively minor. The proposed development is unlikely to affect the overall health or significance of the larger woodland feature, or the ecological functions it provides.
- There were threatened species, and species of concern both to be managed with the recommendations within the report.

6.0 SUMMARY/CONCLUSION

The subject proposal seeks Draft Plan of Subdivision Approval to enable a residential development consisting of between 169 to 205 single detached and Townhouse residential units within a Plan of Subdivision. In addition to the Planning Justification Report, this application is supported by information provided by Cobide Engineering related to stormwater and servicing and Paradigm Transportation Solutions Inc related to traffic. An Environmental Impact Study was completed for the site related to Natural Heritage and a Stage 1 and 2 Archaeological Assessment was completed.

The purpose of this report is to provide planning rationale in support of a residential development, the Draft Plan of Subdivision Application and Zoning By-Law Amendment Application. It has been demonstrated that the subject application is consistent with the development goals of the community as reflected in the County and local Official Plans. In addition, the proposal is “consistent with” the Provincial Policy Statement.

Based on the above noted, it is submitted that the subject application presents good planning and addresses the key areas of public interest as expressed in various adopted and approved planning policies.

Krystin Rennie, MAES, MCIP, RPP

FIGURE 2

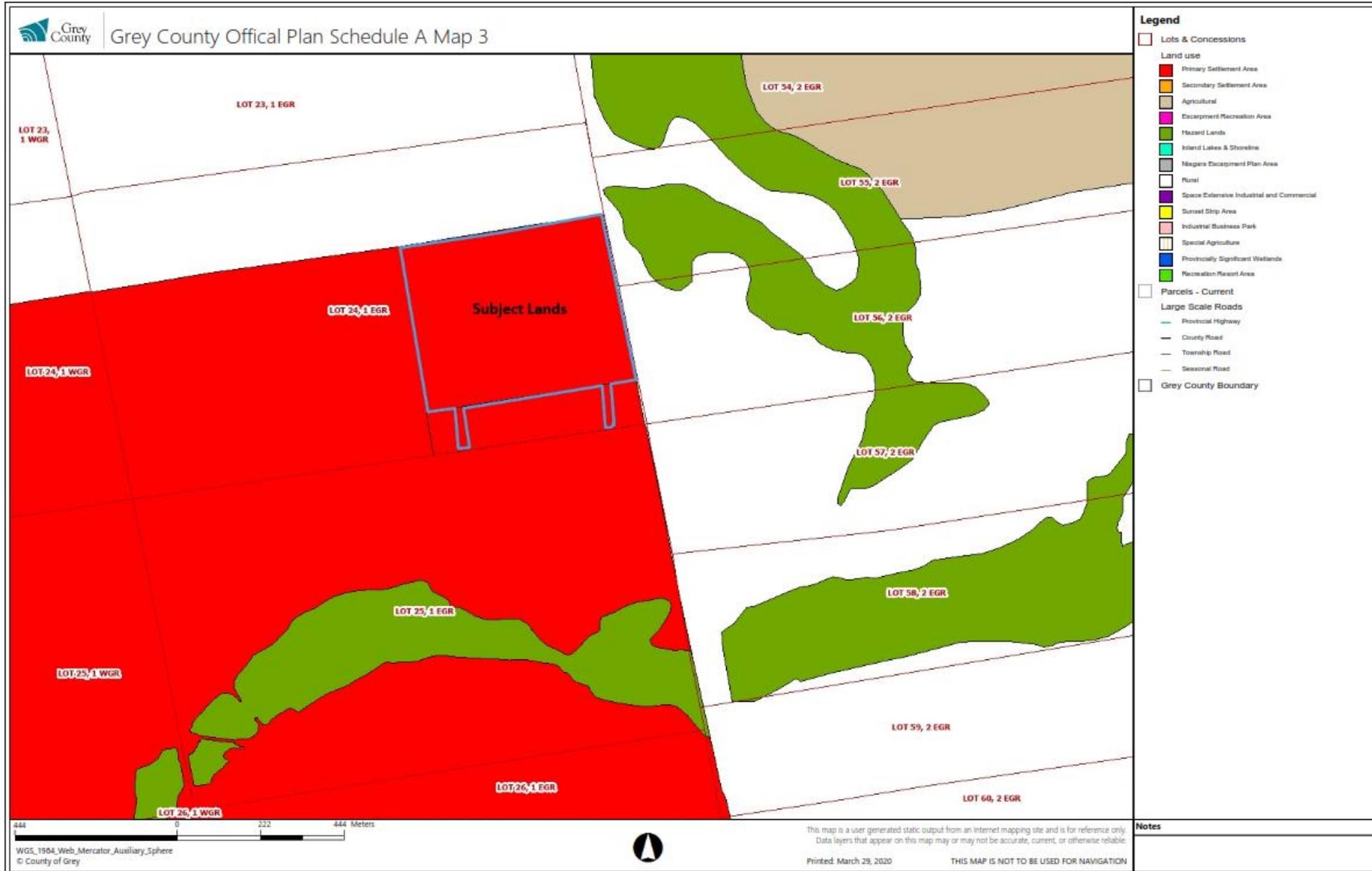
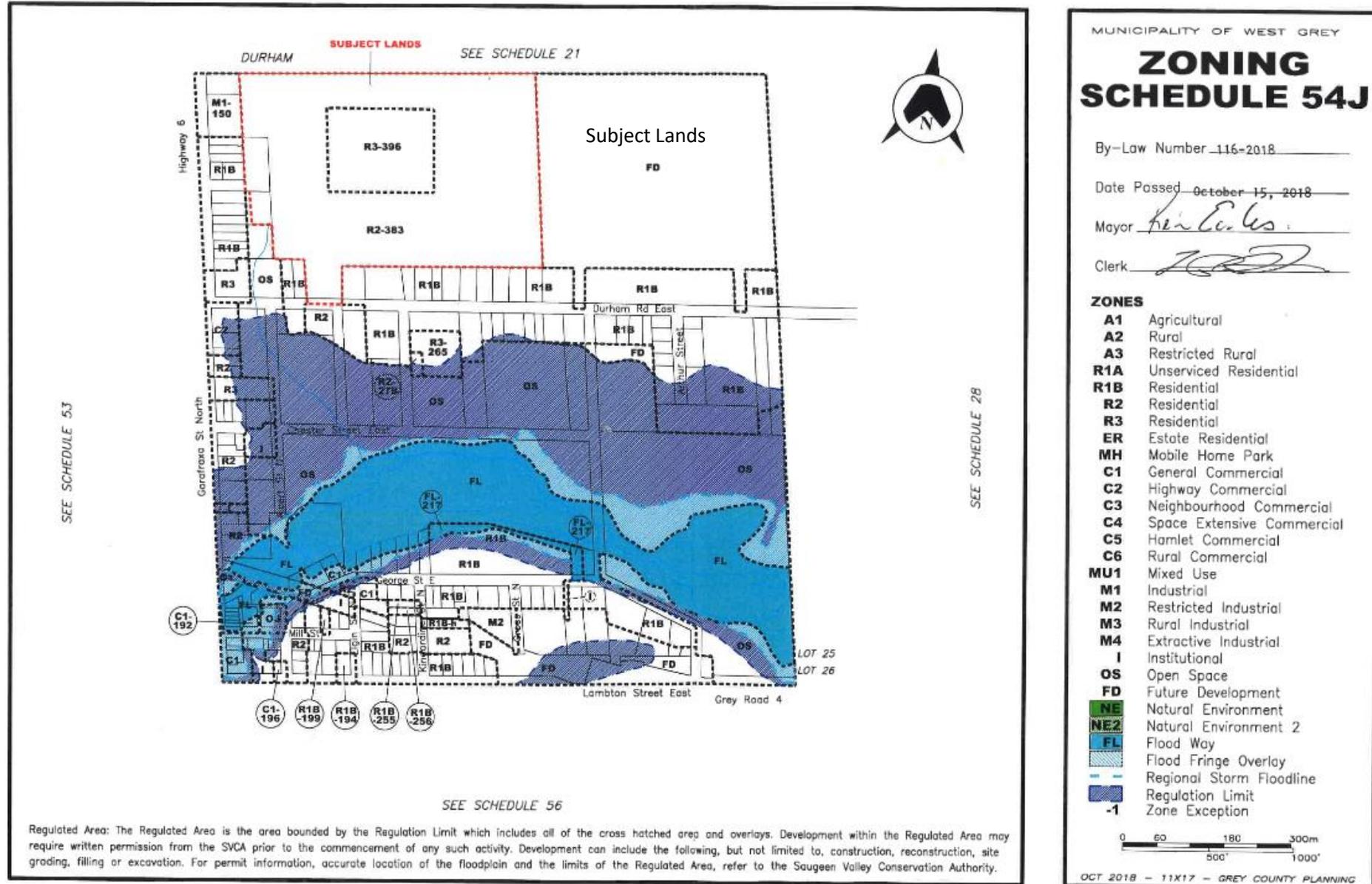
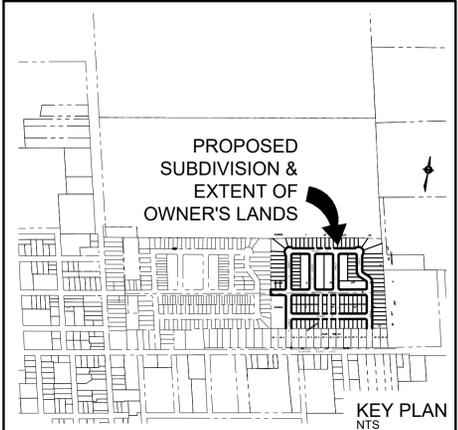


FIGURE 3

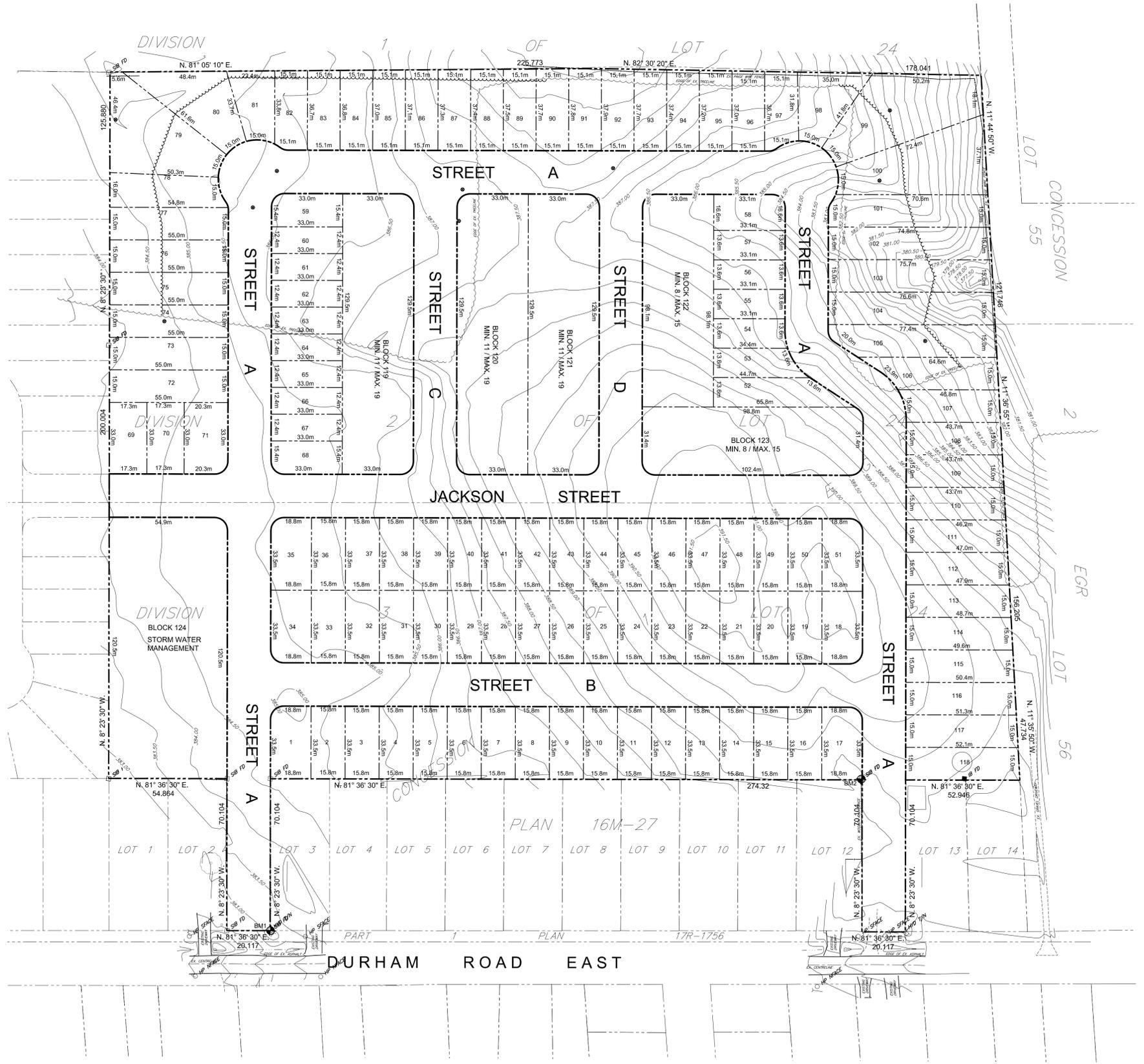






LEGEND

--- EXISTING STREET/PROPERTY LINES	--- PROPOSED STREET/PROPERTY LINES	--- EDGE OF EXISTING PAVEMENT	--- EDGE OF EXISTING GRAVEL	--- EXISTING STORM SEWER	--- EXISTING FENCE	--- EXISTING TREE LINE	--- EXISTING UNDERGROUND TELEPHONE CABLE	--- EXISTING UNDERGROUND GAS LINE	--- EXISTING UNDERGROUND HYDRO CABLE	--- EXISTING DITCH	--- EXISTING MANHOLE	--- EXISTING CATCH BASIN	--- EXISTING HYDRO GUY WIRE	--- EXISTING HYDRO POLE	--- EXISTING TELEPHONE PEDESTAL	--- STANDARD IRON BAR	--- IRON BAR	--- EXISTING DECIDUOUS TREE AND DIAMETER	--- EXISTING CONIFEROUS TREE AND DIAMETER	--- BENCHMARK	--- EXISTING CONTOUR
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**DRAFT PLAN OF SUBDIVISION
PART OF DIVISIONS 2 AND 3 OF LOT 24
CONCESSION 1
EAST OF THE GARAFRAXA ROAD
GEOGRAPHIC TOWNSHIP OF GLENELG
MUNICIPALITY OF WEST GREY
COUNTY OF GREY**

RELEVANT SITE INFORMATION

DETACHED RESIDENTIAL LOTS (LOTS 1 TO 119)	7.472 ha.
MULTI-FAMILY RESIDENTIAL LOTS (STREET TOWNHOUSES) (LOTS 119 TO 123)	1.920 ha.
MUNICIPAL STREET (JACKSON STREET, STREETS A TO D)	3.729 ha.
STORMWATER MANAGEMENT (BLOCK 124)	0.660 ha.
TOTAL PROPOSED SUBDIVISION	13.781 ha.

NOTE: 0.90 ha OF THE SINGLE FAMILY RESIDENTIAL LOTS ARE PROPOSED TO REMAIN AS TREE RETENTION

UNDER SECTION 51 OF THE PLANNING ACT

a. AS SHOWN	g. AS SHOWN
b. AS SHOWN	h. MUNICIPAL WATER SUPPLY
c. AS SHOWN	i. SANDY SILT & GRAVEL
d. SINGLE FAMILY RESIDENTIAL, MULTI-FAMILY RESIDENTIAL	j. AS SHOWN
e. AS SHOWN	k. WATER, STORM SEWERS, SANITARY SEWERS, HYDRO, TELEPHONE
f. AS SHOWN	l. AS SHOWN

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE CORRECTLY SHOWN.

Feb 18 2020
DATE

Neil Milne
NEIL MILNE
ONTARIO LAND SURVEYOR
HEWETT AND MILNE LTD.
302 8TH STREET EAST
OWEN SOUND, ON N4K 5P1

OWNER'S CERTIFICATE

I, THE REGISTERED OWNER OF THESE LANDS, HEREBY AUTHORIZE COBIDE ENGINEERING INC. TO SUBMIT THIS DRAFT PLAN FOR APPROVAL.

FEBRUARY 19, 2020
DATE

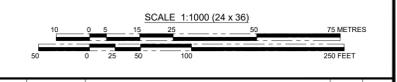
Walter Broos
OWNER:
WALTER BROOS
I HAVE THE AUTHORIZATION TO BIND THE CORPORATION
SARAH PROPERTIES LTD.
836 NORMANDY DRIVE
WOODSTOCK, ON
N4T 0E6

Notes

- TOPOGRAPHICAL INFORMATION DERIVED FROM FIELD SURVEY BY COBIDE ENGINEERING COMPLETED ON NOVEMBER 11, 2019.
- PROPERTY BOUNDARY DERIVED FROM INFORMATION SHOWN ON REGISTERED PLAN 16M-27 BY HEWETT AND MILNE LTD. DATED JUNE 2, 2009.

Benchmark Information

BM1	SIB ON THE WEST SIDE OF THE PROPOSED WESTERLY INTERSECTION WITH DURHAM ROAD.	ELEVATION	383.14m
BM2	SIB LOCATED AT THE SOUTHEAST CORNER OF LOT 17.	ELEVATION	388.89m



No.	DATE	DESCRIPTION	BY	APPD
0	FEB 19/20	FIRST SUBMISSION	TLB	TLB
REVISION / ISSUE				

COBIDE ENGINEERING INC.
517 - 10th STREET, Hanover, Ontario N4N 1R4
Telephone: (519) 506-5959
www.cobideeng.com

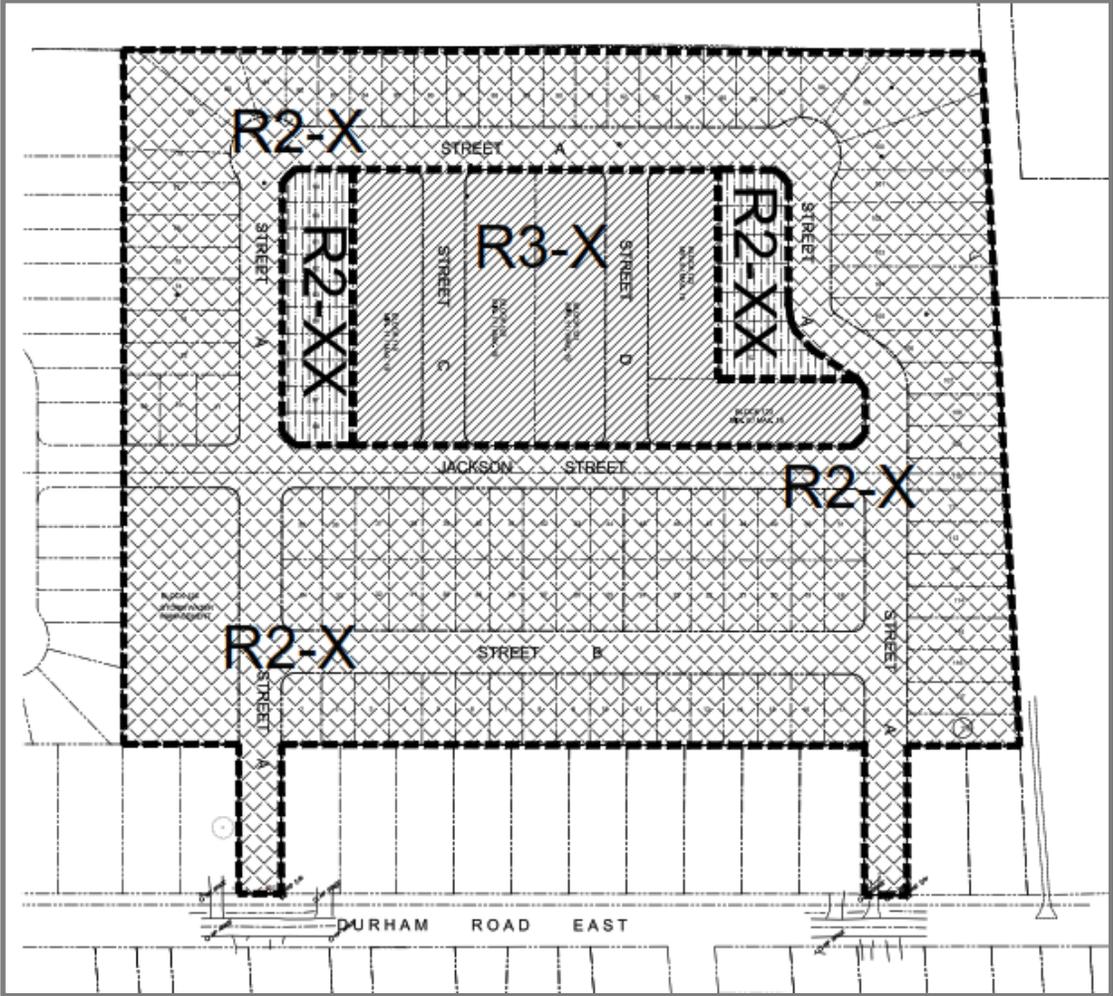
Client: SARAH PROPERTIES LTD.

Design: TLB	Scale: 1:1000
Drawn: TLB	Approved:
Checked: SJC	
Date: AUG 2016	Design Engineer

DRAWING No. 01840-DP-1

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Proposed Zoning Schedule



Residential R2x

- Minimum Interior Yard 1.2m
- Minimum Exterior Yard 4.2m
- Minimum Rear Yard 6.0m
- Maximum Lot Coverage 45%

Residential R2xx

- Minimum Interior Yard 1.2m
- Minimum Exterior Yard 4.2m
- Minimum Rear Yard 6.0m
- Maximum Lot Coverage 45%
- Minimum Lot Frontage 12.4m
- Minimum Lot Area 407m²

Residential R3x

- Minimum Lot Area 195m²
- Minimum Front Frontage 6 m
- Minimum Front Yard 4.5m
- Minimum Exterior Yard 4.5m
- Minimum Rear Yard 6.0m