

Planning Justification Report

Fuller Street and Boucher Street East



Skydevco

Meaford

Zoning By-law Amendment Application

March 2021

Revised: September 2021



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1. Introduction

1.1 Background

GSP Group are planning consultants to Skydevco (“the Applicant”) with respect to the lands between Fuller Street, Boucher Street East, and the Meaford Waterfront (“the Site”). The proposed Zoning By-law Amendment application (the “Subject Application”) is necessary to provide for the development of the Site as an integrated hotel, apartment, and townhouse complex. The Subject Application requests to change the zone of the site and establish site-specific Zoning Provisions.

The Applicant attended a Pre-submission Consultation meeting with the Municipality of Meaford regarding the Subject Application on October 5, 2020. The Record of Pre-submission Consultation identifies a Planning Justification Report as a complete application requirement. This Report has been prepared in support of the Subject Application. This Report should be read in conjunction with Subject Application and other information and materials submitted as part of the complete application.

An application for Vacant Land Condominium has been submitted by Skydevco on April 16, 2021. Grey County has directed that an Addendum to this Report be made to address Section 9.13 of the County Official Plan in support of this application. An analysis of Section 9.13 has been incorporated into sections 3.3 and 11.3 of this Report.

A Zoning By-law Amendment application was submitted to the Municipality of Meaford on March 14, 2021. A Statutory Public Meeting for the application was held on May 17, 2021. Since then, Skydevco has made considerable revisions to the proposal (“Revised Concept”) and a significant effort to incorporate and address the feedback from the public. In addition to this Report being amended to address County Official Plan section 9.13, various sections have been revised to reflect the changes to the proposal.

1.2 Purpose and Scope

This content of this Planning Justification includes:

- A description of the Site, its existing physical conditions, and its context within the surrounding area;
- An overview of the relevant planning policy and regulations that affect the proposed planning application, including Provincial, County, and Municipal policy and regulations;
- A description of the Development Concept;
- An outline of and rationale for the Subject Application;

- An overview of other supporting reports and studies; and,
- An assessment of the proposed planning application in respect to the relevant policy and regulatory framework, and a planning opinion and justification for the Subject Application.

2. Site Context

2.1 Site Description

The Site occupies the triangular block bounded by Fuller Street, Boucher Street East, and the Georgian Bay Waterfront (See **Figure 1**). The lands are legally described as LT 382-385, 387-392 PL 309, PT LT 386 PL 309 Meaford as in MF12445; PT of Bridge St SW of Huron St N of LT 383 and LT 384 PL 309 Meaford closed by MF12428 AS IN MF12445; S/T R185101; PT LT 354 PL 309 Meaford as in R95913 (fourthly); PT LT 353-354 PL 309 Meaford as in MF13334 EXCEPT R95913; PT Bridge St PL 309 Meaford closed by MF13352 as in MF13353 (firstly); PT LT 386 PL 309 Meaford as in MF13353 (secondly); and LT 1707 PL 309 Meaford; PT LT 353-354 PL 309 Meaford as in R188927; Meaford.

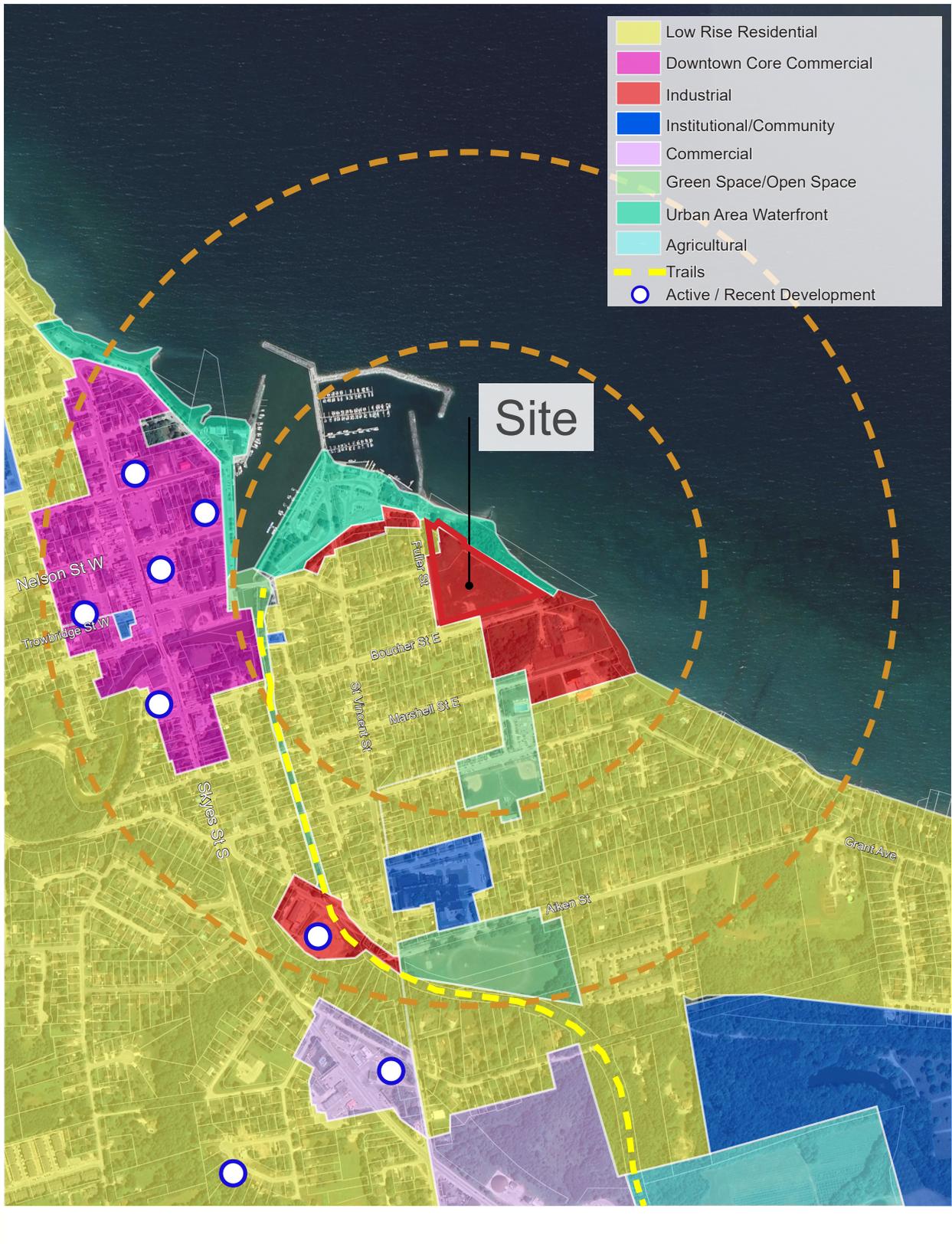
The Site is approximately 2.6 hectares in area. It has approximately 220.8 metres of frontage along Boucher Street East and approximately 219.3 metres of frontage along Fuller Street and 266 metres of frontage along the waterfront. The Site was previously used for commercial and industrial uses including the former Stanley Knight Hardwood Flooring Company, though at present it is vacant. A Canada Post box is located at the intersection of the Fuller and Boucher Street East on the Site.

The Site slope grades gently to the water. The Site features one paved access point along Boucher Street East, as well as several informal gravel pathways that served to connect the buildings previously occupying the Site. There are some existing trees clustered in the northern section of the Site but is otherwise clear of trees. The balance of the Site is grassed field.

2.2 Surrounding Land Uses

The Site is surrounded by predominantly residential land uses, with exceptions being commercial and industrial uses directly to the south, and the Meaford Harbour adjacent to the north (see **Figure 2**). In addition, the main street of Meaford, Sykes Street, and the commercial offerings of the downtown are a short distance west of the Site, accessed directly by Boucher Street East and Bridge Street.

The blocks to the west (on the opposite side of Fuller Street) are predominantly low-rise residential land uses extending to the downtown where commercial and institutional uses become more prominent. To the north is the Meaford Harbour and David Johnston Park, a small waterside park with a volleyball court. The blocks to the south (on the opposite side of Boucher Street East) are low rise residential land uses, woodlot, and one industrial building. Further to the south are recreational uses, including the Blue Dolphin Pool, ball diamond and tennis courts.





There are no active development applications in the immediate area. The Municipality of Meaford Development Status Map identifies a few potentially pending applications nearby, to the northwest and southwest of the Site (See **Figure 2**).

2.3 Transportation Context

Both Fuller Street and Boucher Street East are designated as local roads in the Official Plan, and both street feature one lane of traffic in each direction. Fuller Street begins at Boucher Street East and runs north to provide a connection to the Meaford Harbour. Boucher Street East begins at the eastern extent of the Site and runs west to South Sykes Street providing a connection to downtown Meaford along with Bridge Street.

Within a 5-minute walk directly west of the Site is access to the beginning of the Georgian Trail, a 34 kilometre trail system connecting to Collingwood along Georgian Bay. Further to the west is the Bighead River Conservation Areas with additional trails. These trails provide active transportation connections to various destinations locally and regionally.

There is no existing transit service in the Municipality of Meaford, though the Official Plan contemplates the potential for introduction of transit to the local area in the long-term.

3. Policy and Regulatory Context

3.1 Planning Act

The Planning Act requires approval authorities considering planning applications to have regard to, among other matters, matters of Provincial Interest. Those matters of Provincial Interest relevant to the Subject Applications are as follows:

- The supply, efficient use and conservation of energy and water;
- The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- The minimization of waste;
- The orderly development of safe and healthy communities;
- The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- The adequate provision of a full range of housing, including affordable housing;
- The adequate provision of employment opportunities;
- The co-ordination of planning activities of public bodies;
- The protection of public health and safety;
- The appropriate location of growth and development;
- The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.
- The promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.
- The mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Planning Act also requires decisions related to planning applications to be consistent with Provincial Policy (such as the Provincial Policy Statement) in effect on the date of the decision. A summary of the relevant aspects of the Provincial Policy Statement (2020) is contained in Section 3.2 of this Report. Section 16 of the Planning Act provides the legislative authority for municipalities to regulate the following (among other matters) in Official Plans:

- Goals, objectives and policies to manage and direct physical change and the effects on the social, economic, built and natural environment of the municipality;
- Policies and measures to ensure the adequate provision of affordable housing;

- Descriptions of the means for informing and obtaining input from the public with respect to Official Plan Amendments and Zoning By-laws; and
- Policies that identify goals, objectives and actions to mitigate greenhouse gas emissions and to provide for adaptation to a changing climate.

Section 34 of the Planning Act provides the legislative authority for municipalities to regulate the following (among other matters) in Zoning By-laws:

- the use of land;
- the type of construction, height, bulk, location, size, floor area, spacing, character and use of buildings;
- minimum and maximum density;
- minimum and maximum height; and
- requirement to provide off-street parking and/or loading facilities.

3.2 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning. The Planning Act requires that, “decisions affecting planning matters shall be consistent with” the PPS. The overriding vision of the PPS states that *“the long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.”* The below PPS policies are relevant to the Subject Application:

- Policy 1.1.1 states *“Healthy, liveable and safe communities are sustained by:*
 - b) 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), 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;*
 - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.*
 - e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.”*

- Policy 1.1.2 directs planning authorities to ensure that sufficient land is made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. Within Settlement Areas, planning authorities are directed to make sufficient land available through intensification and redevelopment and, if necessary, designated growth areas.
- Section 1.1.3 of the PPS states that *“the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities”* and that it is in the community interest *“to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures”*.
- Policy 1.1.3.1 directs planning authorities to make Settlement Areas the focus of growth and development.
- Policy 1.1.3.2 directs planning authorities to base land use patterns on a range of opportunities for intensification and redevelopment and of densities and a mix of uses which:
 - *“efficiently use land and resources;*
 - *are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available;*
 - *minimize negative impacts on air quality and climate change and promote energy efficiency;*
 - *prepare for the impacts of climate change;*
 - *support active transportation;*
 - *are transit-supportive, where transit is planned, exists or may be developed; and*
 - *are freight-supportive.”*
- Policy 1.1.3.3 states that *“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”*
- Policy 1.1.3.4 encourages planning authorities to promote appropriate development standards which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

- Policy 1.1.3.5 requires planning authorities to establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.
- Policy 1.3.1 d) directs planning authorities to promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.
- Policy 1.4.3 directs planning authorities to *“provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*
 - a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households;*
 - b) *permitting and facilitating*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3*
 - c) *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;*
 - d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
 - f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*
- Policy 1.6.7.2 promotes making efficient use of existing and planned infrastructure, including transportation demand management strategies where feasible.
- Policy 1.6.7.4 promotes land use pattern, density and mixing of uses to minimize the length and number of vehicle trips and support the use of transit and active transportation.

- Policy 1.7.1 encourages planning authorities to support long-term economic prosperity by:
 - a) *“promoting opportunities for economic development and community investment-readiness;*
 - b) *encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
 - d) *maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
 - e) *encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes”.*
- Policy 1.8.1 requires planning authorities to *“support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate preparing for the impacts of a changing climate through land use and development patterns which:*
 - a) *promote compact form and a structure of nodes and corridors;*
 - b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
 - e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
 - f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*
 - g) *maximize vegetation within settlement areas, where feasible.”*

Section 2.1 and 2.2 of the PPS provide policies related to the Natural Heritage and Water, respectively, stating that *“Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.”*

Accordingly, Policy 2.1.1 states that natural features and areas shall be protected for the long term and Policy 2.1.2 continues that *“the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity*

of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

Policy 2.2.1 establishes that planning authorities shall protect, improve or restore the quality and quantity of water by:

- a) *“using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;*
- b) *minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;*
- c) *evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level;*
- d) *identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed;*
- e) *maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;*
- f) *implementing necessary restrictions on development and site alteration to:*
 - 1. *protect all municipal drinking water supplies and designated vulnerable areas; and*
 - 2. *protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;*
- g) *planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;*
- h) *ensuring consideration of environmental lake capacity, where applicable; and,*
- i) *ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.”*

3.3 The County of Grey Official Plan

The County of Grey Official Plan (“County OP”) was approved by the Province on June 6, 2019. It expresses the following vision for the county: *“to be the place where people feel*

genuinely at home and naturally inspired – enjoying an exceptional blend of active healthy living and economic opportunity". To implement this vision, the County OP is structured around five key themes. Of particular relevance to the Subject Application is "Develop Grey", which promotes development focused within the designated Settlement Areas. "Live Grey" is also relevant as it promotes healthy communities, community inclusion, housing needs from an affordability standpoint and encouraging mixed-use development.

General Policies Affecting Settlement Areas

The County OP establishes an intensification target for new growth at 15%. For the Meaford Primary Settlement Area, the intensification target is set at 10% and requires the Municipality of Meaford to implement or increase this minimum target in its Official Plan. The County OP requires the lower-tier Official Plans to contain policies to ensure various considerations are addressed, including the following considerations relevant to the Subject Application:

- Promoting intensification and the efficient use of land in built-up areas;
- Providing for a variety of housing and development opportunities within Settlement Areas and promoting development of mixed-use spaces;
- Identifying appropriate areas for revitalization and redevelopment as well as the type and scale of development appropriate for intensification areas;
- Developing cost-effective and land efficient development standards;
- Ensuring new development does not conflict with surrounding development;
- Identifying means to mitigate the effects of intensification on residential areas, which could include transitional densities, built form and land uses;
- Providing a proper and orderly street pattern facilitating travel by motor vehicles and active modes of transportation;
- Consideration of dwelling unit orientation for energy efficiency; and
- Providing for convenient access (via motor vehicles and active modes of transportation) to a range of uses that comprise a complete community.

The County OP contains the following General Policies affecting Settlement Areas that are relevant to the Subject Application:

- *"It is a policy of this Plan that development of communities occur with a wide range of housing types, including detached, semi-detached, townhouse, and apartment units, be provided, along with a mix of affordable housing, including second units and special needs housing, range of alternative locations, forms and densities of housing, and price ranges to meet a variety of housing needs."* It directs the lower-tier municipalities to facilitate this range of housing through local OPs and Zoning By-laws.

- *“Growth should be 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.”*
- *“Development within the built-up areas may be of higher density to achieve the policy directives of this Plan but should be compatible with adjacent residential areas. The local municipalities may explore means to ensure compatibility through measures such as transitional densities, built form, and land uses.”*
- Settlement form and building design must consider conservation in energy, water and wastewater management, the current use or eventual introduction of public transit, the integration of paths and trails, bicycle routes, a compact and convenient design which encourages walking, the incorporation of natural heritage features and areas, public safety including the impact on crime prevention, and the preservation of public access to shorelines.

Primary Settlement Area

The Site is designated Primary Settlement Area on Schedule A Map 1 of the County OP (see **Figure 3**). Primary Settlement Areas are *“larger settlements with full municipal servicing, and a wide range of uses, services, and amenities which are intended to be the primary target for residential and non-residential growth.”* They are deemed suitable for high intensification targets. The County OP requires policies of lower-tier Official Plans to enable the development of vacant and/or underutilized lots within previously developed areas. The County OP calls for development of a high quality urban form to create attractive and vibrant places that support walking and cycling for everyday activities and are transit-supportive. The County OP permits the full range of land use types including residential and institutional, though defers to the lower-tier OPs to determine the appropriate land use policies and development standards for the Primary Settlement Area designation. The County OP establishes a minimum development density of 20 units per net hectare for new development in Primary Settlement Areas.

Housing

The County OP aims to provide a variety of housing and encourages housing opportunities that address the needs of seniors and persons with physical, sensory, and mental health disabilities. It promotes new residential developments with densities that efficiently use available servicing, are appropriate to site conditions and existing patterns of development.

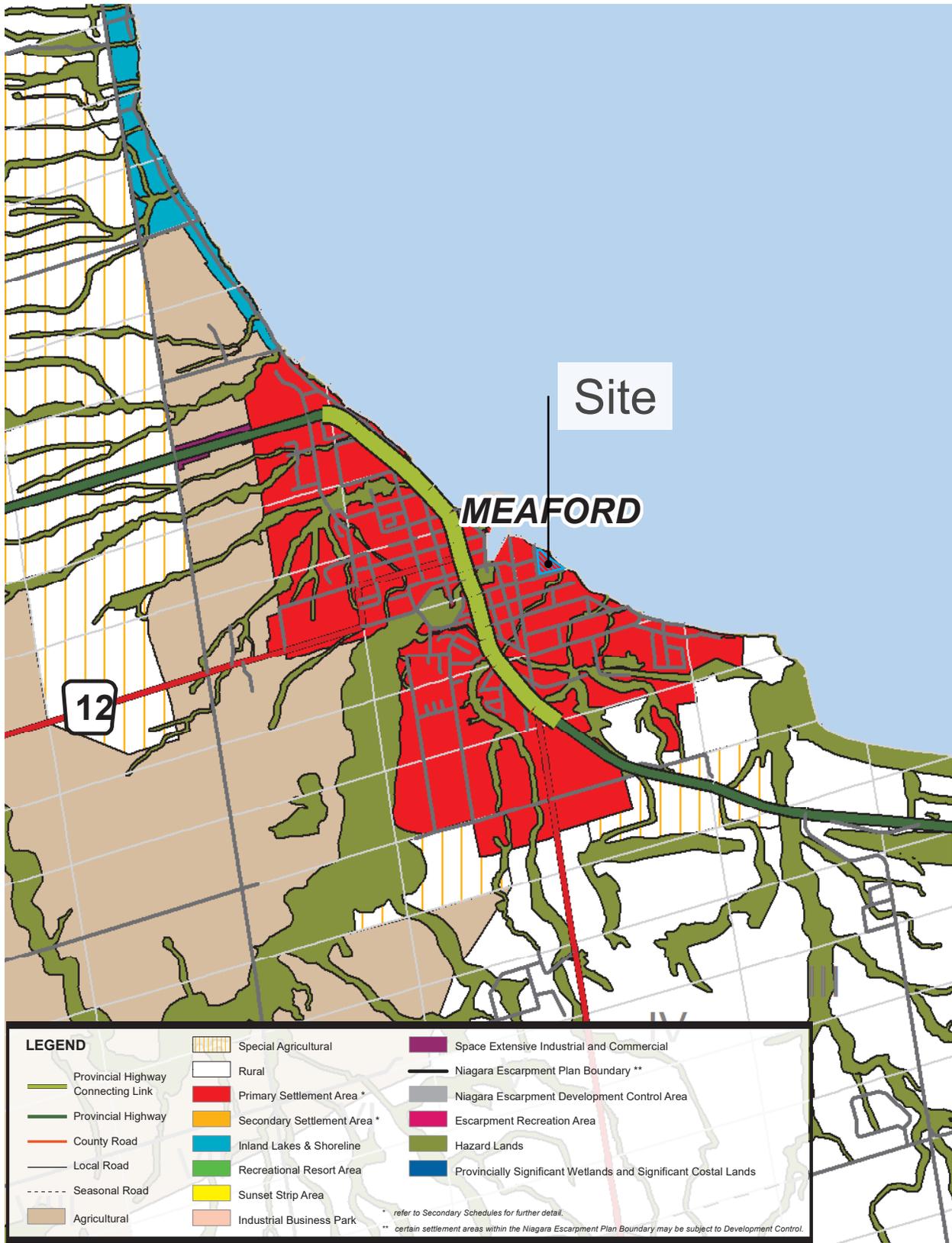
The following residential intensification policies are relevant to the Subject Applications:

- Facilitating intensification in all areas within settlement areas including adaptive re-use or redevelopment of sites that previously had development and underutilized lands;
- Conserving built heritage, cultural heritage landscape, and archaeological resources where feasible, as built up areas are intensified and infilled, promoting construction distinguishable from, while sensitive and complementary to, existing built fabric and the overall streetscape attributes;
- Encouraging intensification which results in new rental accommodation;
- Sharing the Healthy Development Checklist created in partnership with the Grey Bruce Health Unit with developers and lower-tier municipalities to address healthy community design including public health and safety needs embedded within residential intensification, redevelopment, and new development;
- Developers will be asked to consider the checklist as part of the application process. County planning staff will review the information provided and recommend any changes;
- Directing development to be cost effective, environmentally sound, sustainable, and compatible with existing uses;
- Ensuring adequate infrastructure is, or will be, established to serve the anticipated development.

Healthy Environments

The County OP requires that all Planning Act applications consider the healthy planning policies of the plan, including consideration of:

- The Healthy Development Checklist;
- Crime Prevention Through Environmental Design principles;
- Accessibility for Ontarians with Disabilities Act principles;
- Age-friendly and dementia-friendly environment needs;
- Provision of shade (either natural or constructed) to provide protection from sun exposure, to mitigate urban heat island effects and reduce energy demands; and
- Inclusion of active transportation infrastructure.



Land Use Types

Source: The County of Grey Official Plan , Schedule A (2019)

Figure
3

Cultural Heritage

The County OP requires screening for archaeological potential. Where warranted (including for any projects at or below the high-water mark of a body of water) consultation with appropriate government agencies and an archaeological assessment may be required in support of planning application(s). It promotes conservation of significant archaeological resources, preferably by preservation on-site or alternatively through removal and documentation.

Climate Change

The County OP contains a number of policies to assist with mitigating and adapting to the impacts of climate change, including:

- Planting of trees in open spaces to increase tree cover;
- Green technologies and construction methods in new construction;
- Support for active transportation to reduce the carbon footprint; and
- Housing intensification that makes more efficient use of existing and planned infrastructure.

Transportation

The County OP contains several transportation policies that are relevant to the Subject Applications, including requiring the consideration of sidewalks/walkways and snow storage within proposed developments. To achieve some transportation policy objectives geared to support active modes of transportation, the County OP promotes compact built forms and a mix of land uses. The County OP requires safe access to new developments for vehicles and emergency vehicles. It contains thresholds for how many accesses may be considered based on the number of new residential units and states that access will be considered through the phasing of development having regard for these thresholds. Each of the bounding streets of the Site are classified as Local Roads per the County OP. Lower-tier municipalities are encouraged to reduce traffic congestion and minimize vehicle trips on local roads through various means including through designation of lands for higher density and a mix of land uses.

To support active transportation, the County OP requires new development to be walkable and bike-friendly. The active transportation system is to be designed to consider connections between community facilities, public beaches/shorelines, open space areas, schools, recreational areas, tourist attractions and parks.

Services

Full municipal water and sewage services are the preferred method of servicing for new development in Settlement Areas in the County OP. It requires all new development to connect to municipal services where they exist. With respect to stormwater management the County OP requires the submission of a study regarding stormwater management considerations for proposed development. It encourages the incorporation of stormwater quality best management practices for development proposals.

Source Protection

The Site is within an Intake Protection Zone of the County on Schedule A, Map 1 of the County OP (See **Figure 4**). Intake Protection Zones are “*areas of land and water, where run-off from streams or drainage systems, in conjunction with currents in lakes and rivers, could directly impact on the source water at the municipal drinking water intakes.*” It is designated Intake Protection Zone 2 which means there are two hours of travel time for water to reach the water intake. It is identified as an Intake Protection Zone Vulnerability of 4 to 5.99 in the Saugeen-Grey Sauble-Northern Bruce Peninsula Source Protection Plan (SGSNBP SPP) (see **Figure 5**) which requires the completion of a letter from the Risk Management Official to satisfy section 59 of the Clean Water Act. The policies of the County OP require compliance with specified policies of the SGSNBP SPP.

Abandoned Landfill

The Site is adjacent to an abandoned landfill as noted on Appendix A, Map 1 of the County OP (see **Figure 4**). This landfill has been categorized as a “Cleared” Landfill, and as per policy 8.10.1.3.a) these landfills “*have either been determined to have no risk, were proven to not exist, or there was a lack of information to locate a site. Although the locations of these sites are still shown on Appendix A, no further study is required for development proposed either within or adjacent to these locations.*”

Plugged Petroleum Well

Also noted on Appendix A, Map 1 of the County OP (see **Figure 4**) is a nearby Plugged Petroleum Well to the south of the Site. Policy 5.8.1.1.c) notes that “*if possible, buildings should not be constructed directly on top of any known abandoned or plugged petroleum wells.*”

Implementation

The County OP sets out that the County is the approval authority for amendments to the Municipality of Meaford Official Plan.





Plans of Condominium

Section 9.13 of the County OP establishes the factors to consider and justify when new plans of condominium are submitted. These factors include:

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).*
2. *A range of housing and employment densities.*
3. *A mix of housing types including homes for the aged and assisted living facilities.*
4. *The provision of affordable housing.*
5. *Consistency with Provincial Policy and Local Official Plan provisions.*
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.”*

3.4 Healthy Development Checklist

The County OP requires consideration of the Healthy Development Checklist, which is a tool to help guide healthy community development. It contains guidance on a range of development considerations, including neighbourhood design, housing, natural environments/food systems and transportation networks.

3.5 Municipality of Meaford Official Plan

The Municipality of Meaford Official Plan (“the Meaford OP”) reflects the policy direction of the County OP and contains further policy direction for land use and development at the localized scale. The primary purpose of the Meaford OP is stated as follows: *“to provide the basis for managing growth that will support and emphasize the Municipality’s unique character, diversity, civic identity, rural lifestyle and heritage features and to do so in a way that has the greatest positive impact on the quality of life and overall health, welfare & general well-being of residents in Meaford.”*

Goals and Strategic Objectives

The Meaford OP contains numerous goals and strategic objectives that are relevant to the Subject Applications. It directs most forms of development, including intensification and redevelopment to the urban area where full sewer and water services are available. It aims to encourage development that supports and enhances active and alternative modes of transportation.

The Meaford OP contains growth projections and an associated Settlement Area target of 990 new units by 2026. It contains an intensification target of 10% of new growth in the Primary Settlement Area to occur through intensification and an average density target of 20 units per hectare for new development within the urban area. The Meaford OP generally requires redevelopment to take into account existing built and physical environment and be sympathetic in form.

The Meaford OP encourages a wide variety of housing by type, size and tenure and supports intensification in Settlement Areas to achieve this goal. It supports the provision of alternative forms of housing for special needs groups including housing for seniors. It supports the provision of townhouse and apartment units integrated into the existing community where servicing is available as a means of providing affordable housing opportunities accessible to lower and moderate-income households. The Meaford OP encourages innovative housing design that provide flexibility in use and the mixing of housing by both type and tenure.

The Meaford OP aims to protect and enhance the character of the existing urban area. To achieve this goal, the Meaford OP requires that all applications are compatible in terms of built form with the character, size and massing of adjacent buildings and in the adjacent neighbourhood. It also requires consideration of compatibility of scale and density of new development relative to existing development. It encourages the mixing of housing types, community facilities, small-scale commercial uses and open spaces to achieve compact, pedestrian-friendly neighbourhoods. It aims for a high standard of urban design that considers the integration of the design of public and private spaces, a high degree of visual diversity and aesthetic quality, a well-defined public realm, sensitive integration of new development with existing development and pedestrian oriented development.

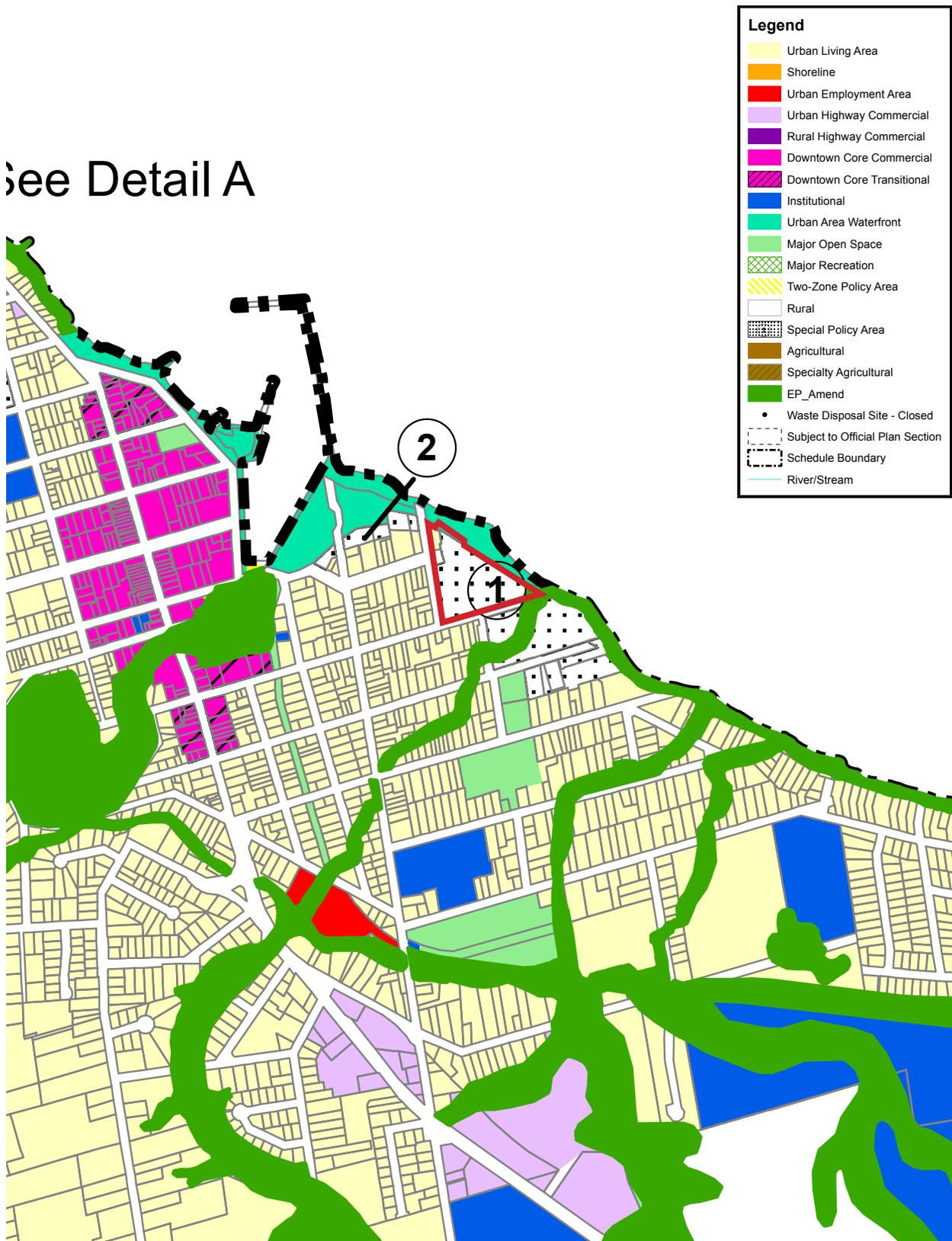
The Meaford OP aims to provide opportunities for economic development and the creation of jobs. It encourages opportunities for a broad range of service facilities geared specifically to meet the needs of residents of the Municipality and wider area. The Meaford OP aims to identify, conserve and enhance the Municipality's cultural heritage resources. To this end it aims to ensure the nature and location of archaeological resources are known and considered before land use decisions are made.

The Meaford OP aims to promote and encourage sustainable forms of development. It requires new development to be based on the principles of sustainable development. It promotes water conservation practices and a compact urban form containing a mix of land uses. It encourages active transportation and Transportation Demand Management measures.

Special Policy Area 1 Designation

The Site is designated as a Special Policy Area 1 as part of the urban area category of the Meaford OP (**Figure 6**). Within the Town, the Special Policy Area 1 designation is solely located on the Site and the lands to the south. As noted in the vision for this designation in Policy B1.8.1.1, this area *“was previously designated for industrial uses and which is still occupied by existing and former industrial uses and buildings. It is the intent of this Plan to encourage the redevelopment of this area into a pedestrian oriented, mixed-use area. The lands identified in Special Policy Area #1 are considered to be integral to this objective, given their location on the urban waterfront and immediately east of the Meaford Harbour area.”*

See Detail A



Policy B1.8.1.2 sets out the development principles for Special Policy Area 1 as follows:

- a) *“The lands will be planned and redeveloped in their entirety as opposed to being developed in an ad-hoc or piecemeal basis.*
- b) *The lands will be used for a suitable mix of residential, open space and commercial uses related primarily to the hospitality, tourism and service sectors.*
- c) *The development will be compatible with surrounding residential uses.*
- d) *The development will create and improve linkages to existing open space and harbour lands and will maintain public access to the waterfront.*
- e) *The development will provide pedestrian space and access to the waterfront and will minimize the amount of space use for parking cars.*
- f) *The development will support the objectives of the Urban Area Waterfront designation and the Waterfront Strategy and Master Plan, as may be amended from time to time.”*

It is noted that the totality of the Special Policy Area #1 lands are to be comprehensively developed. The redevelopment of the Site will function as the first phase of redevelopment for these lands, informing the design of the block to the southeast, contributing to the overall comprehensive revitalization of the lands.

Policy B1.8.1.3 sets out the Conditions to Develop and it indicates that prior to development occurring, a Zoning By-law Amendment and Site Plan Application shall be approved. In support of a ZBA application the following are to be provided to the Municipality:

- a) *“A land use plan that incorporates a mix of uses which incorporates active transportation linkages to the Downtown Core;*
- b) *An Environmental Impact Study prepared in accordance with Section C6 of this Plan;*
- c) *A Geotechnical Assessment of soil conditions to ensure that the lands can sustain the physical nature of development proposed;*
- d) *A Functional Servicing Report which will provide recommendations with respect to a preferred form of sewer, water and stormwater servicing;*
- e) *A Traffic Impact Assessment which assesses the effect of increased traffic and provides recommendations with respect to managing the impacts of increased traffic volumes on existing streets and residential uses;*
- f) *A Phase 1 and 2 Archaeology Assessment prepared in accordance with Provincial regulations and additional related study where indicated; and,*

- g) *An Economic/Market Impact Study regarding any proposed commercial uses to ensure that such uses do not detract from this Plan's intent to maintain Downtown Meaford as the focal point for commerce and hospitality in the Municipality. Proposed commercial uses should be complementary, not competitive with the Downtown Core Commercial or Harbour Village area."*

Environmental Protection and Natural Function Designation

A small portion of the Site is also designated as Environmental Protection and Natural Function. This portion of the Site is not planned to be developed and will be part of a land transfer to the municipality. Nevertheless, Section B3.1.1 of the Meaford OP outlines the objectives for this designation:

"It is the intent of this Plan to:

- *maintain and enhance the ecological integrity of the natural heritage system;*
- *eliminate the potential for the loss or fragmentation of significant wetlands and the habitats;*
- *and ecological functions they provide;*
- *provide the tools to properly assess development applications located in close proximity to environmentally sensitive features and areas;*
- *implement the 'Environment-First' objectives of this Plan; and,*
- *to maintain, restore and improve natural features and functions by recognizing linkages among natural heritage features and areas, surface water and groundwater features."*

Height

Section D5 of the Meaford OP contains policies pertaining to building height. It states that the maximum height for buildings in the municipality shall generally be eleven (11) meters or three-storeys, except for structures which, by their nature, require greater height. It states that residential, commercial and industrial buildings shall generally not exceed three storeys. It encourages variety of building heights to improve the visual effect, variety and community identity in the Urban Area. Despite the three-storey height limit, the policies of the OP enable increases to height if a public benefit is demonstrated. The policies state that additional height provisions shall generally be restricted to a maximum of five storeys.

Transportation

Section D2 of the Meaford OP contains the policy framework related to transportation infrastructure in the Municipality. The Meaford OP classifies all the bounding streets of the Site as Local Roads (See **Figure 7**). Local roads are intended to carry traffic from the

Provincial and County Road system from the arterial roads to individual properties. The Municipality of Meaford is responsible for the review of access/entrances along local roads.

Section D.2.6 contains policy direction with respect to supporting and encouraging active modes of transportation. It promotes use of active transportation and engineering best practice approaches that increase safety for non-vehicle road users and reduce traffic speeds without the need for enforcement. It notes that in the urban area, streetscapes should be designed to provide sidewalks and pedestrian signals where appropriate (except where they are not needed on low-volume roads). It encourages the use of connected walkways and sidewalks, including direct, safe, convenient and attractive interior pedestrian access through development.

Sustainable Community Development

Section D9 of the Meaford OP contains policies pertaining to sustainable community development. It contains a list of possible green development standards for consideration in new development, including:

- Energy efficient building design;
- Water conservation in buildings and landscape maintenance;
- Green building materials to promote durability and reduce the heat island effect;
- Waste reduction, reuse and recycling in the construction process;
- Stormwater management at the site level to maximize infiltration and reduce phosphorus loading; and
- On-site renewable energy generation and energy recovery.

Legend

- Provincial Highways
- County Roads
- Local Roads
- (Open and Maintained Year-Round)



Transportation
Source: Official Plan Schedule C-1 Transportation (2013)

Figure
7

The Meaford OP speaks to energy conservation and efficiency measures, including: promoting mixed-use development, compact urban form and complete communities; maximizing existing infrastructure; promoting building designs and orientations that incorporate energy conservation features; promoting active modes of transportation; and providing for bicycle parking and storage.

The Meaford OP speaks to measures for improving and maintaining air quality, including reducing reliance on private automobiles through compact, mixed-use and pedestrian friendly communities to minimize contribution to air pollution and promoting tree planting, green spaces and shade in new development.

The Meaford OP speaks to water conservation measures, including: reducing water consumption through efficient use of water and water saving technologies; use of low water/drought-tolerant landscaping that do not require irrigation; and the use of pervious and natural surfaces and surface runoff strategies to reduce stormwater flows to stormwater systems.

The Meaford OP encourages the planting of native or non-native non-invasive tree species and vegetation that are resilient to climate change through new development. It requires tree planting in areas of extensive surface parking and promoting development that maximize areas for tree planting. It requires compensation for removal of healthy trees.

The Meaford OP speaks to appropriately designed outdoor lighting as an energy efficiency consideration. It promotes responsible lighting practices that reduce light pollution and glare while maintaining sufficient light levels for a safe built environment.

3.5 Meaford Waterfront Strategy and Master Plan

The Meaford Waterfront Strategy and Master Plan establishes the guiding principles for the development and revitalization of the Meaford waterfront, as well concepts and implementation directions. The guiding principles include:

1. *“Protect the environment for the benefit of current and future generations.*
2. *Promote a healthy waterfront.*
3. *Promote the urban area waterfront as a gateway and focal open space area.*
4. *Become a cornerstone of public open space with a mix of public and recreation-oriented uses.*
5. *Consider the compatibility, access and synergies with the adjacent Special Policy Areas and the Downtown Core Commercial area.*
6. *Protect and enhance lands for boating opportunities.*

7. *Protect and enhance passive waterfront recreation.*
8. *Protect and enhance public access to the waterfront lands.*
9. *Provide safe access through design and minimize community impacts.*
10. *Provide safe, continuous public trail access along the water's edge.*
11. *Enhance the physical and visual connectivity of the pedestrian circulation and links.*
12. *Promote excellence in design.*
13. *Celebrate Meaford's heritage.*
14. *Enhance economic benefits."*

The strategy and master plan also identifies several opportunities and constraints to the current waterfront area. These opportunities and constraints include:

- *Recreational space – recreational spaces are not well connected, are out-dated and lack an array of uses that reflect current demands to make the waterfront lands the focal point of the community. There is an opportunity to protect, expand and re-energize the open space and recreational amenities on the waterfront lands to meet future community growth and programming demands.*
- *Accommodation – There is an opportunity for additional accommodation space in Meaford given the limited existing supply of 75 motel/hotel rooms and 34 bed and breakfast rooms.*
- *Adjacent lands – redevelopment of Special Policy Areas 1 and 2 could energize the programming and provide vibrancy and connections to the waterfront lands.*
- *Hotel and/or spa – leverage the close proximity to the Blue Mountain Resort area to strengthen Meaford's tourism sector (contributing to less seasonality), with the potential to also develop a hotel adjacent to the waterfront lands and the development of a spa or wellness centre operated in combination with a hotel, or as a free-standing attraction.*

In the preliminary concepts, the Site is identified as "Future Development" (see **Figure 8**) and is noted as having the potential to accommodate condominiums and a hotel/resort.

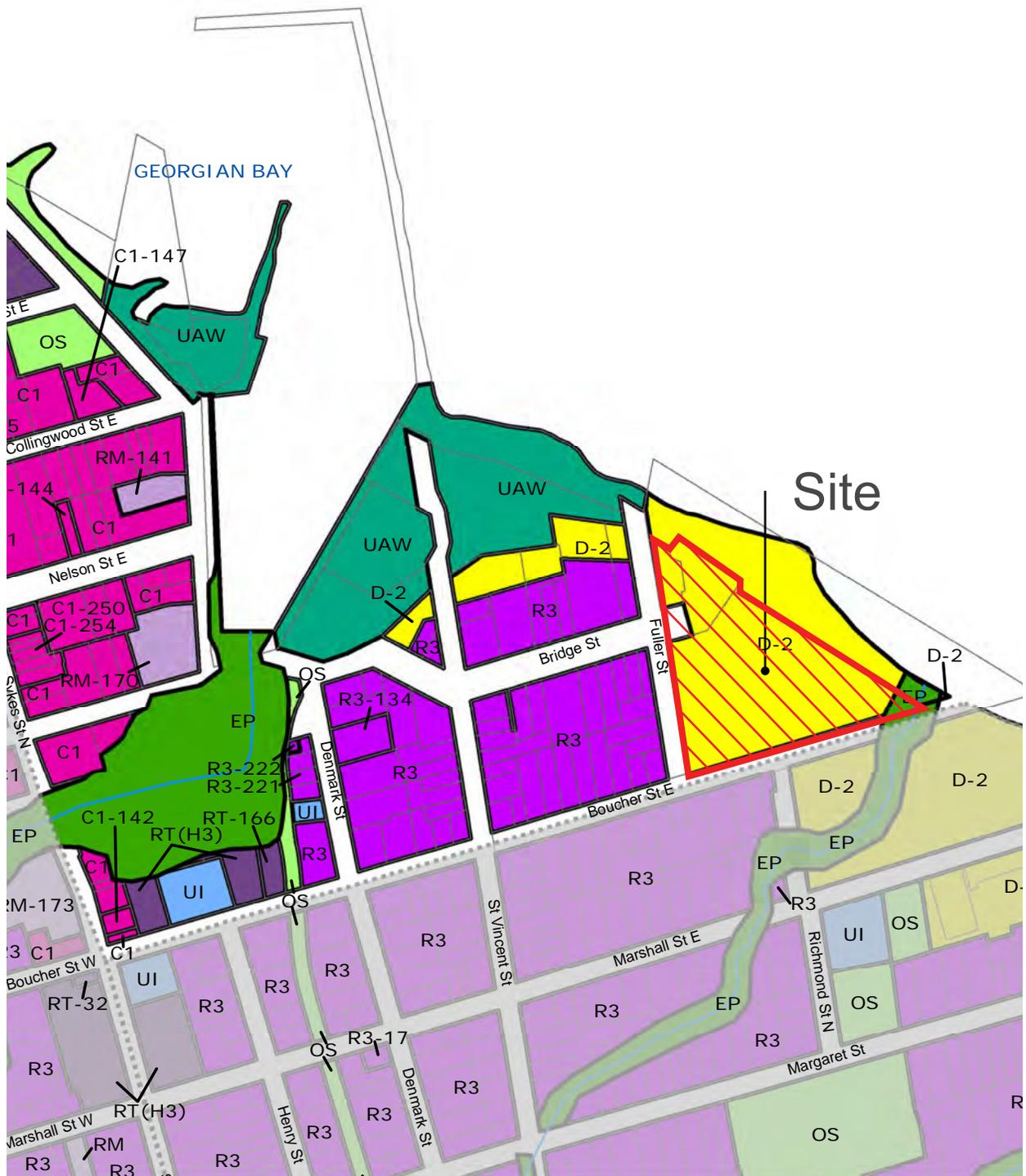
3.6 Municipality of Meaford Zoning By-law 60-2009

On Zoning Schedule B Map 9 of the Municipality of Meaford Zoning By-law the Site is zoned Development (D-2) Zone and a small portion along the east side of the Site is zoned Environmental Protection (EP) Zone (see **Figure 9**).

Development D-2 Zone

The Development Zone with exception 2 permits only the uses that legally existed on the Site on September 21, 2009. Similarly, the minimum lot area and minimum lot frontage are





Meaford Zoning
 Source: Municipality of Meaford, Schedule 'B' map 30, By-Law 60-2009 (2015)

also what exists on September 21, 2009. The minimum setback requirement for the front and rear yards is 7.5 metres. The minimum setback requirement for the exterior side yard is 5.0 metres. The minimum setback requirement for the interior side yard is 1.2 metres, or 4.8 metres where there is no attached private garage or carport. The maximum height is 11.0 metres.

Environmental Protection Zone

The Environmental Protection (EP) Zone prohibits all buildings and structures with only passive recreation being permitted. As noted in the Development Concept, the portion of the Site that is zoned EP is not planned for development and will be part of a land transfer to the municipality.

Residential Multiple Zone

The Subject Zoning By-law Amendment application proposes to rezone the majority of the Site from Development Zone to the Residential Multiple (RM) Zone, leaving the section of Environmental Protection as is. The Subject Zoning By-law Amendment Application proposes to add special provisions for this RM zone. Section 2.4e) of the Zoning By-law dictates that where a lot falls into two or more Zones each portion of the lot shall be used in accordance with the provisions of the By-law for the applicable zone.

The RM Zone permits a range of multiple dwelling residential uses including apartment building and townhouse uses. Lower density forms of housing (such as single detached dwellings, semi-detached dwellings and duplexes) and are not permitted in the RM-Zone.

Tables 1 and 2 below summarizes the zone standards applicable to Apartment and Townhouse Dwellings.

Table 1: Relevant RM Zone Standards (Townhouse)

Zone Standard	Townhouse Dwelling
Minimum Lot Area	180 square metres
Minimum Lot Frontage	6.0 metres
Minimum Front Yard	6.0 metres
Minimum Exterior Side Yard	4.0 metres
Minimum Interior Side Yard	2.4 metres
Minimum Rear Yard	7.5 metres
Maximum Height	11.0 metres
Maximum Lot Coverage	50%

Table 2: Relevant RM Zone Standards (Multiple Dwelling and Apartment)

Zone Standard	Multiple Dwelling and Apartment Dwelling
Minimum Lot Area	600 square metres
Minimum Lot Frontage	20.0 metres
Minimum Front Yard	7.5 metres
Minimum Exterior Side Yard	7.5 metres
Minimum Interior Side Yard	2.4 metres
Minimum Rear Yard	7.5 metres
Maximum Height	11.0 metres
Maximum Lot Coverage	50%

It is noted that for Multiple Dwelling buildings (such as the waterfront townhouses) “*where new lots are created under the registration of a Phased Condominium in accordance with the Condominium Act, 1998, S.O. 1998, c.19, as amended the minimum lot area, minimum lot frontage and maximum lot coverage standards shall not apply, the minimum required front, rear or side yards from the applicable new lot lines shall be zero and the new lot shall not require frontage onto a public street in accordance with Section 4.8 of this By-law.*”

Parking and Loading

Part 5 of the Zoning By-law requires parking spaces to be 2.7 metres by 5.8 metres in size. For spaces perpendicular to the parking aisle, the aisle is required to be 5.8 metres wide. Section 5.3 requires that parking spaces shall be located on the same lot as the use that requires the parking.

In terms of layout, the Zoning By-law requires that parking spaces and driveways be set back a minimum of 1.0 metres from all lot lines to provide space for landscaped open space, except where the property containing the parking is in a non-residential zone and abuts a residential zone, in which case the setback is required to be 3.0 metres.

In terms of the amount of parking, the Zoning By-law requires that both townhouses and apartment buildings offer 1.5 spaces per dwelling unit. The hotel use would require one parking space per guest room, plus one parking space per 9.3 m² of floor space devoted to public use, excluding hallways and washrooms, plus one space for every four persons to be accommodated according to the maximum permitted capacity in a restaurant or assembly hall on the same lot. Barrier-free parking requirements vary and depend on the amount of parking required. The required barrier-free parking can be equally divided between Type A spaces (3.4 metres by 5.8 metres in size) and Type B spaces (2.4 metres by 5.8 metres in size).

Loading spaces are required by the Zoning By-law for non-residential uses. Since a hotel is classified as a non-residential use, this would require the provision of a loading space being 9.0 metres long, 3.5 metres wide and with 4.0 metres of vertical clearance.

4. Development Concept

The Proposed Development Concept and preliminary renderings are enclosed as **Figures 10 – 12**. The concept plan and renderings are preliminary and subject to further refinement through the Site Plan approval process. The subsections that follow provide a description of the Development Concept.

The development concept has undergone revisions to accommodate and address the concerns of the public that were raised at the statutory public meeting. The primary revisions made to the proposal include the removal of one apartment building, reduction in height of the apartment building, the introduction of a pedestrian esplanade, increased open space area, adjustments to parking layout, and introduction of a fourth waterfront townhouse building.

A primary public concern was the height and massing of the apartment buildings that were located centrally on the original proposal. To address these concerns, the number of apartment buildings proposed was reduced from two to one, the height was reduced from five storeys to four, and the building has been moved from the centre of the Site to be along the Boucher Street East frontage. In order for the project to remain viable, another townhouse building has been introduced. The orientation of the waterfront townhouses has also been rotated to improve the massing interface with the waterfront, providing consistent breaks. With the new building and the apartment being located to the eastern side of the Site and along the Boucher Street East frontage, the massing of the development is located to be less a focal point on the Site and oriented towards and transition to the future development site to the southeast. The relocation of the buildings also enabled the revision to the parking layout and consolidated access points.

Comments were received regarding the amount of open space provided, as well as the desire for further connections or accessibility of the waterfront. The removal of one and relocation of the apartment building allowed for further green space to be provided centrally on the Site and a new pedestrian esplanade is proposed to enhance the connection to the waterfront.

4.1 Land Use and Density

The Development Concept continues to feature a mix of uses and is comprised of nine buildings: a five storey hotel and spa, three two-storey townhouse buildings, four four-storey waterfront townhouse buildings, and one four-storey apartment building. The revision removed one of the apartment buildings from the original concept and provides an additional waterfront townhouse building. The height of the apartment building has also

been decreased by one level. The Development Concept includes 78 hotel units, 21 two-storey townhouse units, 88 waterfront townhouse units, and 60 apartment units. This results in a site-wide total of 169 residential units where 206 units were previously proposed, and a reduction of 12 hotel units.

The Gross Floor Area (GFA) of each of the buildings is outlined on the following table:

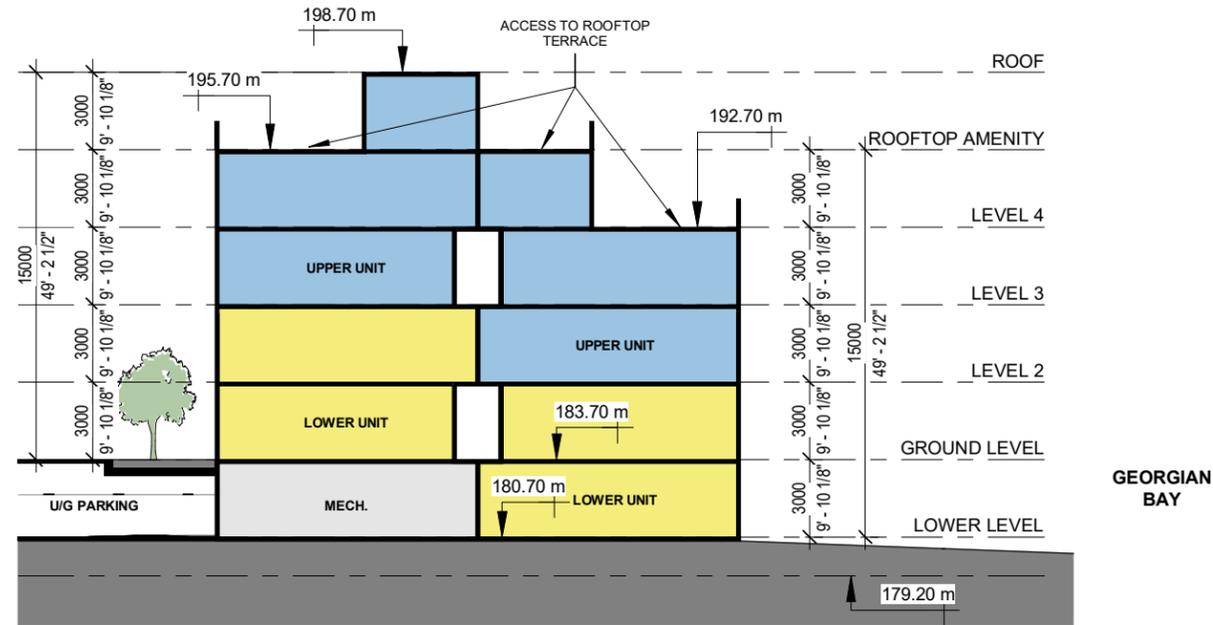
Table 3: Building Gross Floor Area

Building	Previous Concept Gross Floor Area (m ²)	Revised Concept Gross Floor Area (m ²)
Hotel	5,781	5,781
Apartment 1	7,213	N/A
Apartment 2	7,213	N/A
Townhouse (Building 1)	3,695	2,572
Townhouse (Building 2)	3,695	2,572
Townhouse (Building 3)	3,695	2,572
Townhouse (Building 4)	N/A	3,920
Apartment (Building 5)	N/A	5,648
Townhouse (Building 6)	691	1,491
Townhouse (Building 7)	691	930
Townhouse (Building 8)	1,035	1,491
Total	32,674	26,977

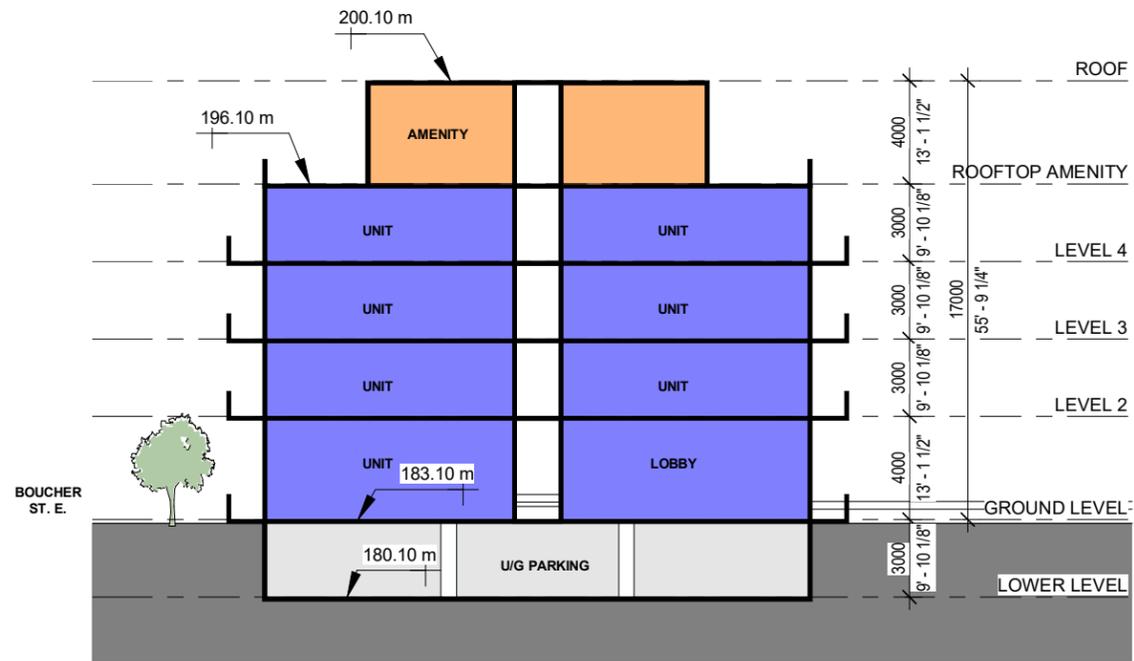
4.2 Site Layout

The site layout of the Development Concept is organized to appropriately integrate the higher density built form with the surrounding neighbourhood, while also providing an activated and connected built form edge along the waterfront. Buildings line the frontages of the Site, with the tallest and most dense forms now being located towards the edges of the Site.





1 TOWNHOUSE 28 UNIT CROSS SECTION
1 : 250



2 APARTMENT CROSS SECTION
1 : 250



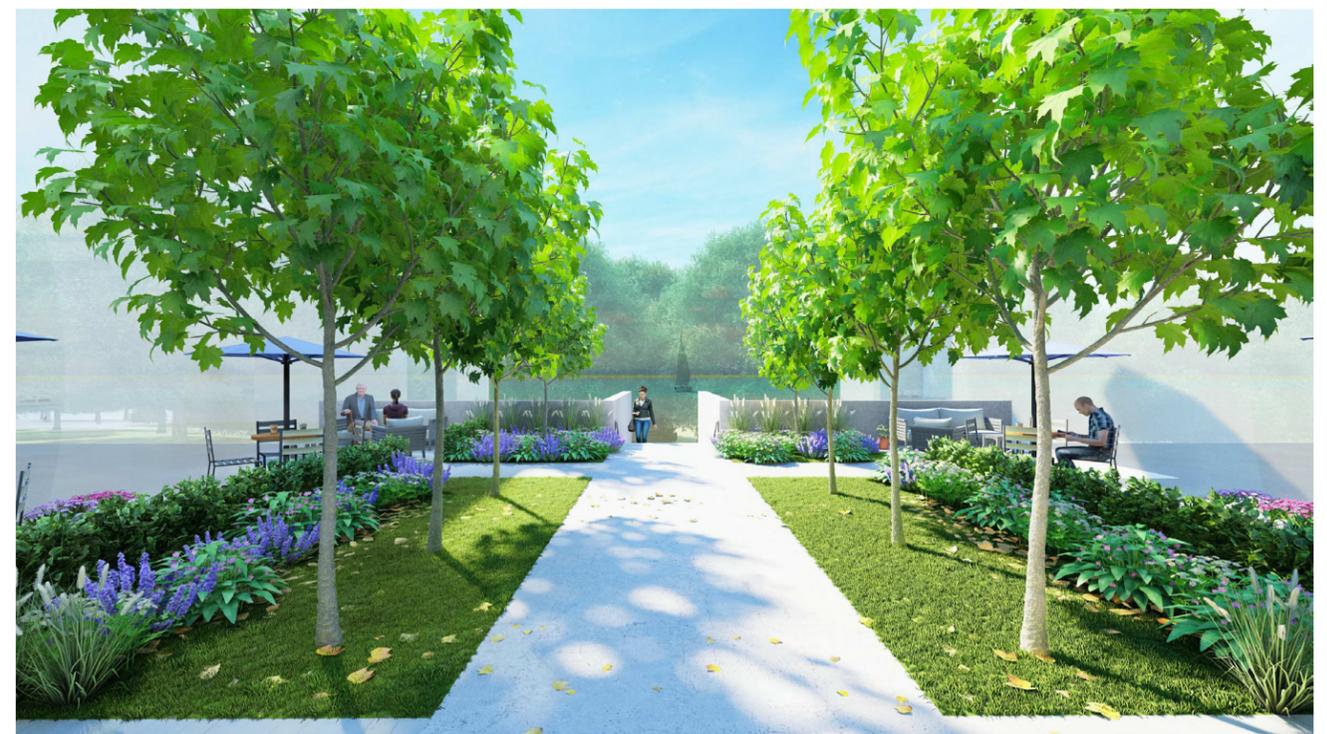
Boucher and Fuller Intersection



Georgian Bay



Meaford Waterfront

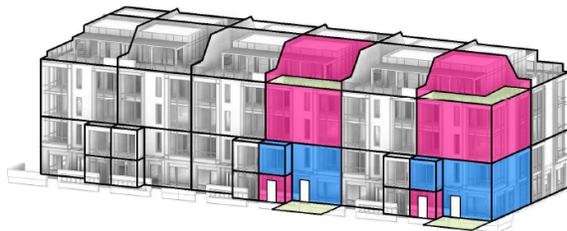


Walkway Between Waterfront Townhouses

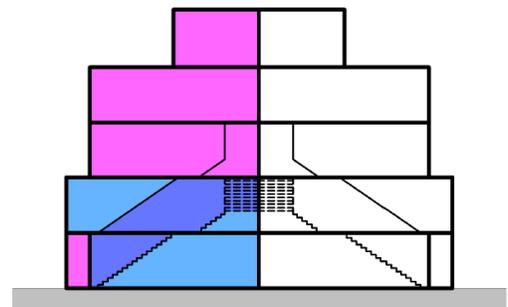


The two-storey townhouse buildings line the intersection of Fuller Street and Boucher Street East, providing a transition from the taller elements of the Proposed Development to the existing neighbourhood. Each of these townhouse units feature their own driveway and private backyard. Adjacent to the private backyards is a public open space, which is proposed to include a children’s play area, covered seating area/pergola and dog run facilities.

At the rear of the Site along the waterfront frontage are the four-storey townhouse buildings. The Revised Concept proposes an additional waterfront townhouse, bringing the total number of this style building to four. Their organization has been revised to have consistent building wall breaks to optimize connectivity to the waterfront, with “green fingers” running between each building connecting to the waterfront. In addition to being back-to-back, the units are also stacked.



BACK-TO-BACK STACKED TOWNHOUSE (AXONOMETRIC)



BACK-TO-BACK STACKED TOWNHOUSE (SECTION)

These townhouses will be condominiumized for owner occupancy. It should be noted that the fifth floor of the waterfront townhouses are partial floors, being mostly dedicated to amenity use for the upper units, with living spaces being a secondary consideration. Private terrace/balcony are provided for each of the lower units as well. Pedestrian paths run between each and along the outside of the townhouse buildings, linking the interior of the Site to the waterfront, adding to the extensive connections to the waterfront and well-organized site layout. The waterfront frontage will be separated by a vegetated edge which will provide physical separation without closing views.

Parking for these townhouse units is located within an adjacent surface parking lot towards the interior of the Site, which is accessed from Fuller Street, as well as in an underground garage. The Revised Concept provides increased pedestrian crossings, located at the centre of the parking areas as well as the driveway entrance.

The proposed hotel building is situated along the waterfront frontage with primary access from Fuller Street. A spa is proposed to be located as part of the ground floor of this building. An outdoor patio connects the building to the waterfront to add to the vibrancy of the adjacent public space. To maintain this interface, the surface parking lot connect is located between the building and Fuller Street. A separate access to the underground parking garage is also located along Fuller Street.

The Revised Concept reduces the number of apartment buildings to one, which is relocated to the Boucher Street East frontage and continues to be proposed as rental units. The apartment features a rooftop amenity area, as well as private balconies for each unit. While the rooftop provides small indoor sections, these areas are used to provide access to the amenity area as well as mask the view of the mechanical penthouse. This indoor area does not provide any residential use and is not considered a fifth storey.

As with the waterfront townhouse units, parking for the apartment building is located both below grade and at the surface parking lot adjacent to the west. The below grade parking access is along Boucher Street East, where both the apartment and waterfront townhouse parking garage ramps are located. This revision consolidates the parking access to one location, reducing potential pedestrian/vehicle interaction from the original proposal.

In response to the public meeting, several enhancements were made to the open space elements of the proposal. The Revised Concept features an enhanced central outdoor amenity area, connecting the shared open space at the south of the Site to the waterfront and proposed boardwalk on the municipal owned land. The Revised Concept provides a public pedestrian esplanade between the hotel building and westernmost waterfront townhouse building. This esplanade provides a direct connect to the Meaford waterfront, increasing the accessibility of the area through a wide, high quality pathway. In addition to the esplanade, the Revised Concept provides additional through-site pedestrian connections, better connecting the surrounding road network to the waterfront area. These pathways continue to feature an abundance of vegetation and landscaping. These extensive connections facilitate the potential for the waterfront trail to continue along Boucher Street East and to the south to the recreation facilities to the south.

4.3 Character and Built Form

The buildings of the Revised Concept continue to vary in scale. The lowest intensity forms are the two-storey townhouse buildings. These buildings are an incremental increase in scale from the surrounding neighbourhood, resulting in a sensible and appropriate transition to the Site while providing desirable and contemporary built form and housing types.

Transitioning inwards on the Site is an outdoor amenity area, which is increased in size from the original proposal, and sized provide an area for recreation, leisure, and programming while accommodating trees and landscaping. This outdoor amenity area is framed by the adjacent townhouse buildings and the apartment building. The apartment building contains a rooftop amenity area, and each residential unit features a balcony for additional, private amenity area.

The massing of the apartment building has been reduced in response to the public comments. The overall height has been reduced by one level and is oriented to frame the interior open area as well as Boucher Street East. This articulation provides an enhanced interface with Boucher Street East than the original proposal, contributing to the transition and eventual build out of the properties to the south. Arranging the apartment building along this frontage also eases transition to the existing, surrounding neighbourhood, as this location is towards the fringe of the neighbourhood.

The waterfront townhouse buildings provide a built form edge along the waterfront. These townhouses are designed to bring further activity and engagement with the public realm along the water. Each of the buildings feature rooftop amenity space, as well as private balconies for each dwelling unit.

Lastly, the hotel building is also oriented to minimize impacts on the surrounding neighbourhood. This orientation facilitates engagement with the waterfront, and the inclusion of a patio along the building face will further animate the waterfront and public realm.

4.4 Unit Mix and Composition

An ongoing trend in new development is apartment buildings featuring a skewed amount of studio, one-bedroom, and small two-bedroom units. The Proposed Development counters this trend through the provision of predominately two bedroom, two bathroom units in the apartment and townhouse buildings. Additionally, the waterfront townhouse buildings include three bedroom units and each unit will have expansive views of the Bay. Units are planned to feature a range of prices and will be geared to the market, competitively priced.

It is noted that Meaford is currently experiencing a rental vacancy rate of approximately 1.3% (StatsCan, 2019) and it is noted that Meaford is generally attracting families, as opposed to retirees. The Proposed Development is aligned to provide further supply to this constraint, as the size and mix of unit types can accommodate young families and provide an opportunity to age in place and the provision of rental units in the apartment building.

This arrangement provides further options and tenure mix to the area. The apartment building will also feature accessible units, as required by the Ontario Building Code.

4.5 Parking

The Development Concept features a mix of at-grade and below grade parking areas. The access point to the surface parking areas of the Site has been revised and consolidated to a single point along Fuller Street. Parking for the two-storey townhouses at the corner at of Fuller Street and Boucher Street is provided via individual driveways and garages for a total of 42 spaces (2 per unit). The surface parking lot contains 90 spaces. This parking lot is organized centrally on the Site and is arranged to minimize pedestrian/vehicle conflict through a branched design and use of clearly marked pedestrian crossing paths. Additional parking for the apartment building and waterfront townhouse buildings is located below grade. These underground garages contain 46 and 87 parking spaces, respectively. Access to the residential underground garages is consolidated to one street access point, along Boucher Street East. Parking for the hotel is located at grade as well as in an underground garage. The surface parking lot contains 42 parking spaces while the underground garage provides an additional 28 spaces.

5. Parking Analysis

The following subsections contain an analysis of the parking requirements for the hotel building, waterfront townhouse and apartment uses as site-specific parking rates are proposed in the Subject Zoning By-law Amendment application for these uses. The following subsections contain a summary of the calculated parking requirements based on the provisions of the Zoning By-law.

Table 4: Proposed Parking Allocation

Use	# of units (or suites)		Total # of parking spaces required		Total # of parking spaces provided	
	Original	Revised	Original	Revised	Original	Revised
Townhouses 6-8	14	21	21	32	28	42
Townhouses 1-4	72	88	108	132	104	148
Apartment Building	120	60	180	90	160	75
Hotel Building	90	78	90	78	70	70
Total	296	247	399	332	362	335

5.1 Parking Requirements for the Proposed Development

As per the Zoning By-law, both the waterfront townhouses and apartment building require parking spaces at a rate of 1.5 spaces per dwelling unit. The waterfront townhouses now provide a total of 88 dwelling units, therefore requiring a total of 132 parking spaces. 61 spaces are reserved for these units in the surface parking lot and 87 are provided in the parking garage, resulting in a total of 148 spaces.

The apartment building provides 60 dwelling units, resulting in a need for 90 parking spaces. A total of 46 spaces are provided below grade and additional 29 spaces are provided in the surface parking lot, resulting in a total of 75 parking spaces being provided.

The hotel building proposed 78 guest rooms with a total of 70 spaces provided. The By-law requires a rate of one space per accommodation room, resulting in a shortage of 8 spaces. In addition to providing parking spaces for the hotel use, the By-law also requires spaces for related uses located in the building. The By-law states that the related use provide “one parking space per 9.3 m² of floor space devoted to public use, excluding hallways and washrooms, plus 1 space for every four persons to be accommodated according to the maximum permitted capacity in a restaurant or assembly hall on the same lot.” With the related uses being open to the community, additional parking spaces are required for this use.

5.2 Proposed Parking Regulation for the Proposed Development

It is proposed that the Zoning By-law be amended on a site-specific basis. Where the By-law required 1.5 spaces per dwelling unit for apartment units, it is proposed that this standard be reduced to 0.9 spaces per dwelling, as assessed by the Transportation Impact Study. Applying this ratio to the Revised Concept, the apartment building with a total of 60 dwelling units would require 54 parking spaces. The overall provision of 75 spaces for the apartment units is above and beyond the expected needs of the future residents of the Proposed Development.

This residential parking ratio is established in the Transportation Impact and Parking Study, as the report finds that a peak demand of 0.9 spaces per residential unit is expected for the apartment use based on a comparison to several proxy sites and expected demand. While a request for a minimum of 0.9 spaces per dwelling parking rate is proposed, it is planned that far more than the minimum will be constructed based on feedback from realtors and operations teams to meet market demand.

For the hotel use, it is proposed that a parking standard of 0.75 spaces per guest room be introduced. This rate is also reflective of the recommendations of the Transportation Impact and Parking Study. The study notes that the typical demand for a hotel use being 0.74 spaces per guest room. This rate would result in a parking need of 57 spaces, which is met by the 70 spaces provided by the Revised Concept.

6. Proposed Public Benefit

The Meaford OP permits additional building height above the zoning requirements in exchange for the provision of public benefits. The Subject Application requests an increase in building height for the hotel, apartment, and waterfront townhouse buildings from the maximum height in the RM Zone of three storeys.

The Development Concept includes within it a range of housing types including two-storey townhouses, waterfront townhouses, and an apartment building. This range of dwelling types contributes to the variety of housing options available in the Municipality of Meaford, providing contemporary and desirable built form in an underutilized and prominent location along the waterfront, resulting in a great benefit to the community. In addition, the Development Concept proposes a hotel and spa, and due to the Site's proximity to both the Meaford waterfront and downtown, will aid the local economy providing further benefit.

Due to the previous industrial uses of the Site, the Proposed Development is also the remediation of a brownfield site. As the Site is a premiere location in Meaford, remediating and wholly developing the Site as a comprehensive mixed-use development is a significant public benefit, and will serve as a catalyst for the further revitalization and improved connectivity of the industrial areas along the Meaford waterfront.

The apartment building is proposed to be purpose built rental units. As noted in this report, the Municipality of Meaford is currently experiencing an extremely low vacancy rate for rental units. The addition of the 60 apartment units will make a significant contribution to the rental availability in the municipality and is undoubtedly a public benefit.

The Revised Concept proposes a pedestrian esplanade, which will enhance the connectivity of the waterfront area. This esplanade is located to provide a direct connection from Bridge Street to the waterfront. Increasing the accessibility of this portion of the waterfront is a significant public benefit, as the area is currently disconnected and primarily accessed from a single point along Fuller Street. While the esplanade is a wide and premier entrance to the area, further access points are presented through the Revised Concept.

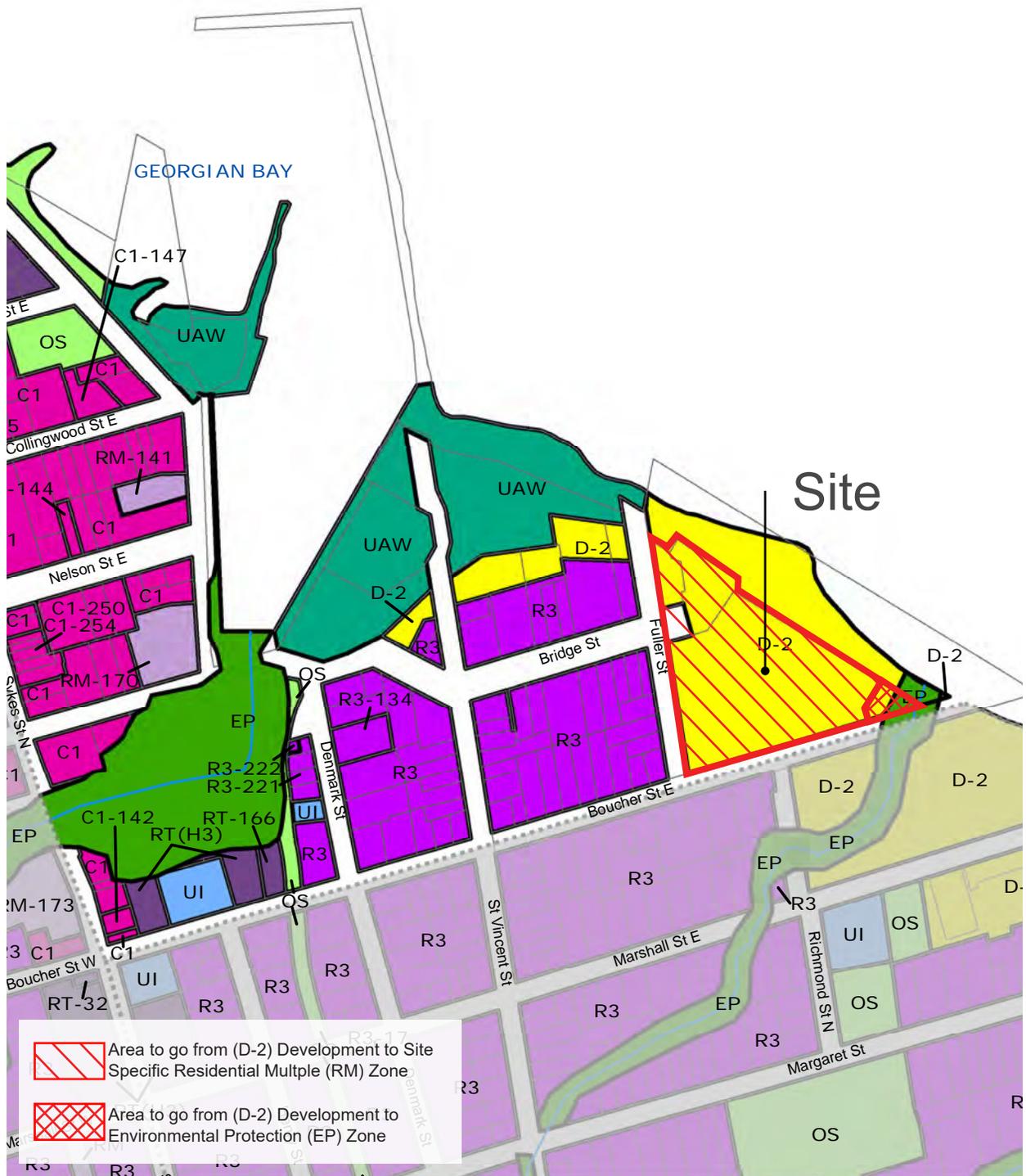
Additionally, through the construction of the Development Concept, improvements and restoration to the sidewalks and asphalt surfaces on Fuller Street and Boucher Street East will be made, along with the introduction street trees. These efforts provide a vast improvement over the existing conditions, making positive contributions to the usability and enjoyment of these streets.

7. Subject Application

The purpose of the Subject Application is to facilitate the Development Concept. The purpose of the Subject Zoning By-law Amendment Application is to change the zoning of the Site to Multiple Residential (RM) exception zone (see **Figure 13**). The provisions of the proposed exception zones would:

- Add downtown commercial (C1) zone uses as permitted uses;
- Consideration of lands as one lot for planning purposes;
- Provide site specific maximum building height;
- Provide site specific setbacks;
- Provide site specific parking regulations; and,
- Anticipate potential future severance of the Site into multiple parcels, including recognition that:
 - the lot lines between the new parcels have yet to be determined;
 - the driveways and parking between the lots may be shared; and,
 - provide relief from the setback requirements to parking and buildings from internal lot lines.

It is important to note that although the Site is anticipated to be severed in the future, the intent would be for the Site to be considered one property for planning purposes. The Site will continue to function as an integrated site and is divided in respect to tenure.



8. Public Consultation Strategy

As part of the application package, the Planning Act requires a Public Consultation Strategy to outline opportunities for members of the public to be involved in the processing of the Subject Applications. The Applicant is proposing to utilize the public process provided in the Planning Act.

In accordance with Sections 17(15), 17(17), 17(19), 17(21), 34(12) and 34 (13) of the Planning Act, the Municipality of Meaford provides public notice of the applications in the prescribed manner and holds a Statutory Public Meeting as part of a regularly scheduled Council Meeting. Any individuals or property owners that request further notification regarding the applications would be formally notified by the Municipality as to the time and location when the Municipality of Meaford Council will be considering the applications and further when the County of Grey will be considering the application.

In addition to the Statutory requirements for public consultation set out in the Planning Act, the applicant hosted a public open house on January 27th, 2021, prior to the original submission of the application. The feedback gathered from this pre-submission public meeting was incorporated into the original design of the Development Concept.

The statutory public meeting for the initial Zoning By-law Amendment submission was held on May 17, 2021. Skydevco has made significant efforts to revise the proposed concept and address the concerns of the public that arose from the public meeting. The major revisions made to the concept include the removal of one of the apartment buildings, reduction in height of the apartment building, a new pedestrian esplanade, and increased open space. The details of these revisions are presented in Section 4 of this Report.

9. Rationale for Subject Application

The rationale for the requested changes to the Zoning By-law and vacant land Plan of Condominium is outlined in the subsections below.

Change the zoning of the Site from D-2 to RM

The current zoning for the Site permits only the uses that legally existed on the Site prior to September 21, 2009. Therefore, a zone change is necessary to redevelop the Site. The Residential Multiple zone is the typical zone used across the municipality to accommodate townhouse and apartment buildings.

Permit the uses of the C1 zone as permitted uses in the RM zone.

The Subject Zoning By-law Amendment Application to redesignate the Site to Residential Multiple proposes to add the uses of the C1 zone to the range of other uses permitted by the zone. These uses include hotel use as well as a range of commercial uses that may be featured at grade in the hotel building.

A hotel is desirable in this location due to the proximity to both the waterfront and downtown, the noted shortage in accommodation supply in Meaford, and meets the vision of the Waterfront Master Plan. The commercial uses in this building such as a spa, restaurant, or retail use, would further add to the mix of uses in the area. From a built form perspective, the proposed hotel is at a scale comparable to and reads similarly to the proposed apartment uses which are permitted as of right in the RM zone.

Consideration of lands as one lot for planning purposes.

As noted throughout this Report, the Proposed Development will function as an integrated site and is only anticipated to be divided by building tenure. This additional standard primarily effects two zoning standards: maximum lot coverage and setbacks.

The RM zone restricts the maximum lot coverage to 50% for main buildings. With the lands considered as one lot, the 50% coverage maximum is proposed to be applied on a site wide basis, rather than applied individually to each new lot. Approximately 30% of the Site as whole is covered by buildings and structures, effectively meeting the intent of 50% lot coverage maximum.

Setbacks in zoning are the mechanism to ensure there is sufficient spacing between adjacent buildings and adequate yard space between buildings and lot lines. The Subject Application sets new standards for the entire Site, rather than per use, due to the Site will functioning as an integrated site. The Development Concept was organized

comprehensively for the full build out of the large site. Accordingly, the buildings have been oriented and distributed to provide appropriate separation to both the surrounding uses as well as between the buildings on the Site. This is also factored into the organization of the surface parking lots, as they are used to provide separation distances between the different buildings on site while also ensuring the Development Concept is cohesive and varied without surface parking dominating a section of the Site.

Establish site-specific height.

The Subject Zoning By-law Amendment proposes to set the maximum of the Site to five storeys. As noted through this Report, the Meaford OP permits height up to five storeys, so long as a public benefit is demonstrated.

Section 6 of this Report outlines the several public benefits that the Proposed Development provides, including making an addition to the variety of housing options available in the Municipality of Meaford, providing contemporary and desirable built form in an underutilized and prominent location along the waterfront. The Development Concept proposes a hotel and spa, and due the Site's proximity to both the Meaford waterfront and downtown, will aid the local economy providing further benefit. The Site is a premiere location in Meaford, and the remediation and comprehensive development of the Site is a significant public benefit and will serve as a catalyst for the further revitalization and improved connectivity of the industrial areas along the Meaford waterfront.

Establish site-specific parking rates.

The amendment to parking is necessary to accommodate the proposed hotel building and the commercial uses of the building. The hotel use requires one space per guest room, and therefore requires a total of 78 spaces. The Proposed Development provides a total of 70 spaces for the hotel building. As noted in the Transportation Impact and Parking Study, the typical parking demand for a hotel building is a rate of 0.74 spaces per guest room. Applied to the Proposed Development, this rate would demonstrate a need of 57 spaces for the hotel. With a total of 70 spaces being provided are sufficient to meet the anticipated demand of the hotel use. Reflective of this demand, the Subject Application proposed a rate of 0.75 spaces per guest room for hotel uses.

It is proposed that the parking rate for the waterfront townhouse and apartment units be decreased to a rate of 0.9 parking spaces per unit. Applying this ratio results in a need for 80 waterfront townhouse spaces and 54 apartment building spaces. The Revised Concept proposes 148 spaces for the waterfront townhouses and 75 for the apartment building. While a request for a minimum of 0.9 spaces per dwelling parking rate is proposed, it is anticipated that far more than the minimum will be constructed to meet market demand. This provision more than meets the proposed parking rate and will provide sufficient

parking spaces for the development. The site-specific parking rates are supported in the Transportation Impact and Parking Study, which establishes that comparable residential developments demonstrate a peak parking demand of 0.9 spaces per dwelling unit.

10. Supporting Studies / Documents

Several supporting reports were prepared in support of the Subject Applications. These materials were identified as complete application requirements in the Record of Pre-submission Consultation issued by the Municipality of Meaford on October 5, 2020. The following subsections of this Report provide a summary of the key findings and conclusions of the supporting studies. The individual reports should be reviewed in their entirety.

10.1 Environmental Impact Study (February 2021)

Golder Associates Ltd. prepared the Environmental Impact Study (February 2021, addendum August 2021) in support of the Subject Application. This Study characterizes the existing conditions of the Site and within a study area, assess potential environmental impacts of the Proposed Development on environmental features and functions, and recommends appropriate mitigation measures to avoid or minimize impacts, where appropriate.

The Study concludes: *Based on these analyses and the implementation of appropriate mitigation measures, it is expected that there will be no residual negative impacts to the significant natural features and functions on the Site or off-site, in the study areas. These conclusions are based on the following recommendations:*

- *Implement standard best management practices.*
- *Follow all recommendations in the pre-consultation review.*
- *Implement mitigation measures as described in Section 8.4 [of the study] to prevent adverse indirect impacts to watercourses and fish habitat located in the southeast corner of the site and the northeastern portion of the study area, including 30 metre setback areas.*
- *No dewatering impacts or impacts from stormwater inputs to adjacent systems are anticipated. If any dewatering activities occur or stormwater systems are to be created on the site, the EIS should be updated to reflect these changes and address any resulting impacts.*

The addendum adds that no additional mitigation measures beyond what is recommended in the preliminary EIS are warranted. The potential for four SAR to occur on the site and/or off site in the study area was reduced from moderate to low potential due to a lack of suitable habitat and/or a lack of breeding evidence including barn swallow, eastern wood-pewee, snapping turtle, and silvery lamprey. All conclusions and recommendations made in the preliminary EIS have been supported by the findings of the 2021 field surveys.

10.2 Functional Servicing and Stormwater Management Report (September 2021)

WalterFedy prepared the Functional Servicing and Stormwater Management Report (September 2021) in support of the Subject Application. It contains a Sanitary Servicing Plan, Water Demand and Fire Flow Analyses, and sections pertaining to Storm Servicing and Stormwater Management, Erosion and Sediment Control and Grading. The Functional Servicing Report concludes that:

- *A 200mm diameter sanitary services sloped as low as 0.5% are sufficient to service the development. The municipality wide hydraulic model will be utilized to confirm capacity in the conveyance system.*
- *Municipal sanitary sewers surrounding the site can adequately convey the anticipated peak sanitary flows to the Meaford WWTP.*
- *Sufficient reserve capacity appears to exist within the Meaford Pollution Control Plant to provide adequate treatment of sewage flows from the site.*
- *A new 200mm diameter watermain is proposed to be installed within the Fuller Street right-of-way, connected to the existing 200mm diameter watermain on Boucher Street. This new watermain will looped through the site and connect back to the watermain on Boucher Street at the existing deadend to minimize transmission losses and increase fire flows to the developments.*
- *An upgrade to the watermain on Bridge Street is required to increase theoretical fire flows at the site.*
- *Stormwater quantity control will be achieved via rooftop storage and surface ponding. Quality control will be achieved via an OGS unit.*
- *Perimeter silt fence, silt fence at the base of all stock piles, silt sacs in storm structures, and construction entrance mud mats can provide erosion and sediment control. These will be designed during detailed design.*

10.3 Geotechnical Assessment (November 2020)

Golder Associates Ltd. prepared the Geotechnical Investigation Report (November 2020) in support of the Subject Application. The Geotechnical Investigation provides information on the general subsurface soil, bedrock, and shallow groundwater conditions of the site by means of a limited number of boreholes and geotechnical laboratory tests. The data gathered in this investigation will be used to inform the detailed design of the Proposed Development.

10.4 Transportation Impact and Parking Study (August 2021)

Paradigm prepared a Transportation Impact and Parking Study (August 2021) in support of the Subject Application. The Transportation Impact and Parking Study includes an

analysis of existing traffic conditions, a description of the proposed development traffic, traffic forecasts for a five-year horizon from assumed full build-out (Year 2028), estimates of the parking demand generated by the Site and establish the number of on-site parking spaces, and any recommendations to improve future traffic conditions.

Based on the investigations carried out, the TIS concludes:

- *The study area intersections are currently operating within acceptable levels of service and with no critical movements during the AM, PM, and Saturday peak hours.*
- *The development is forecast to generate approximately 107, 123, and 174 trips during the AM, PM, and Saturday peak hours, respectively.*
- *The study area intersections are forecast to continue to operate within acceptable levels of service with no specific problem movements.*
- *The new driveway connections to Fuller Street and Boucher Street are forecast to operate within acceptable level of services during the AM, PM, and Saturday peak hours.*
- *The addition of the site generated traffic increases the overall delay at the study area intersections by five (5) seconds or less during the AM and PM peak hours.*
- *Any speeding concerns can be addressed by Town staff through traffic calming measures with public engagement to determine the most appropriate measures to implement to reduce vehicle speeds and improve safety for all users.*
- *The Municipality's Zoning By-law requires 1.5 parking spaces per unit for residential multiple dwelling buildings and 1.0 parking spaces per room for a hotel, for a total parking requirement of 347 parking spaces. The proposed development parking supply of 335 can be considered adequate.*
- *Parking surveys conducted at similar sites indicate a peak parking demand rate of 0.9 spaces per unit for residential townhouse and apartment buildings and a peak rate of 0.75 spaces per hotel room.*
- *Auto-ownership rates for townhouses in small municipalities with none or limited public transit indicates an average rate of 1.33 vehicles per townhouse which is less than the zoning requirement of 1.5 spaces per townhouse. The average auto-ownership rates for apartments is 0.82 vehicles per apartment which is less than the zoning requirement for 1.5 spaces per apartment.*
- *Providing additional parking is not recommended, but rather supporting the reduction through a Transportation Demand Management (TDM) program that includes the following key measures:*
 - *Limited parking supply.*
 - *Provision of short-term and long-term bicycle parking; and*

- *Consider parking to be unbundled from the cost of a unit.*

10.5 Archaeological Assessment (October and November 2020)

ASI prepared the Stage 1 and 2 Archaeological Assessments (October 1, 2020 and November 25, 2020) in support of the Subject Application.

Stage 1 assessment includes a desktop review of the archaeological potential of the Site to determine if additional assessment is required. The Stage 1 Archaeological Assessment has determined that approximately 15% of the subject property exhibits archaeological potential. Therefore, a Stage 2 Archaeological Assessment is required on all undisturbed lands in accordance with the Ministry of Heritage, Sport, Tourism, and Culture Industries 2011 Standards and Guidelines for Consultant Archaeologists.

The Stage 2 assessment was conducted on October 28 and 29, 2020 and consisted of a test pit survey initiated at five-metre intervals that increased to intervals of 10 metres when disturbance was observed. Through the course of the survey, no archaeological resources were encountered and it is concluded that no further archeological work is required. The lands have been cleared by the Ministry and it is acknowledged that there is no archeological significance on the property.

11. Justification

This section provides an assessment of the Subject Application in respect to the relevant policies and regulations identified in Section 3 of this Report. Based on the assessment, the Subject Application is appropriate and justified for the following reasons:

1. They are necessary to provide for the orderly development of the Site.

The Subject Application is necessary to facilitate the Development Concept which includes a hotel and commercial uses, an apartment building, two-storey townhouses, and waterfront townhouses. It would make more efficient use of existing infrastructure available to service the Site and contribute to the variety of housing and tourism services available to the community.

The Subject Application is necessary to broaden the range of uses to permit the range of uses shown in the Development Concept. The Development Concept is intended to be developed incrementally in phases as separate parcels. The Subject Application contains provisions necessary to facilitate this phased approach.

2. They are consistent with the 2020 Provincial Policy Statement.

The Subject Application supports the PPS vision for “*strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy*”. The Subject Application to implement the development concept is consistent with the PPS for the following reasons:

- It will contribute to the range of housing options to meet long term needs.
- It will permit compact, higher density form of housing that contributes to the range of housing options available in the local area.
- The Site is located in the Settlement Area of Meaford and make efficient use of vacant, municipally-serviced and underutilized land.
- It will permit a mixed-use development that includes compatible employment uses (hotel and spa use) which contributes to economic development and prosperity.
- It will permit a development which will assist in the economic vitality of the nearby Downtown.
- It will permit a development which provides appropriate vehicular accesses that provincial and municipal standards for safe and accessible circulation and emergency response.
- It integrates transportation and land use considerations including the parking, walking and cycling facilities needed to support the Proposed Development.

- It will permit a development that includes well-designed built form complemented by landscaped yards and amenity spaces contribute to a sense of place.
- The Subject Application is generally consistent with Sections 2.1 and 2.2 of the PPS as noted in the EIS and Functional Servicing Report.

3. It conforms to the County of Grey Official Plan

The Subject Application conforms to the County OP themes of Developing Grey in designated Settlement Areas and improving liveability in Grey County through healthy community development and addressing housing and economic needs.

The County OP policies promote the intensification and efficient use of land in settlement and built up areas, while providing a variety of housing options and a mix of uses. Continuing these policies, the County OP calls for the identification of appropriate areas for revitalization and redevelopment as well as the type and scale of development appropriate for intensification areas. The Development Concept facilitates the intensification and revitalization of an underutilized and currently vacant site, and as noted in Section 3.3 of this Report, the Site is located within a primary settlement area and built up area within the County.

The County OP directs that new development should not conflict with surrounding development and that the effects of intensification are mitigated. The Development Concept achieves this through the site layout and built form. The two-storey townhouse buildings are oriented towards and are of a similar height and scale of the existing neighbourhood. Further, the County OP establishes that *“Development within the built-up areas may be of higher density to achieve the policy directives of this Plan but should be compatible with adjacent residential areas. The local municipalities may explore means to ensure compatibility through measures such as transitional densities, built form, and land uses.”* The density of the Development Concept is in conformity with this policy and is appropriate for this location.

Regarding the draft plan of condominium policies, the Proposed Development implements the policies established in Section 9.13 of the County OP. The Proposed Development improves and promotes walkability, as demonstrated through the central walkway and connections to the waterfront and trail network to the south. This connectivity also facilitates greater access and integration of the Meaford waterfront. Sizeable, usable greenspace is located centrally on the Site, and the natural areas are untouched and are planned to be transferred to the Township. A range of housing and mix of housing types are provided, are at a variety of densities, and are sufficiently sized to accommodate both smaller and larger households. The Proposed Development is consistent with both

Provincial and Local Policy, as demonstrated through the previous and following sections of this Report.

It should be noted that the submitted vacant land condominium application will be revised and resubmitted to reflect the Revised Concept. The vacant land condominium application is to introduce the common elements to be shared, such as driveways, accesses, services, and parking. A future standard draft plan of condominium will be applied to the built forms of the Proposed Development.

4. It conforms to the policies of the Meaford Official Plan.

The Meaford OP's goals and strategic directives promote intensification within waterfront areas on full municipal services in order to provide a range of housing options compatible with the existing built form and attract tourism. The Proposed Development conforms to the goals and objectives of the Meaford OP as it will redevelop a former industrial and currently vacant site along the Meaford waterfront and provides a range of housing options. Compatibility with the surrounding neighbourhood has been incorporated into the design by locating the highest elements of the Revised Concept away from existing single detached dwellings and proposing townhouses to appropriately transition height along Fuller Street and Boucher Street East. It is compact in form and integrates common outdoor amenity areas, pedestrian walkways and esplanade, and a connected public realm which conform to the Meaford OP policies pertaining to high standards of urban design and supporting active transportation.

The Subject Application conforms to the policies of the Special Policy Area designation of the Meaford OP. The Meaford OP directs that lands under this designation should be redeveloped in their entirety, rather than a piecemeal basis. The Proposed Development will serve as a catalyst for the revitalization of the industrial lands under the Special Policy Area designation, redeveloping the underutilized lands in a premiere location. The Development Concept proposes the full build of the Site, which is a substantial area of the Meaford waterfront area. The Meaford Creek tributary in combination with the EP lands at the southeast of the Site form a natural division between the Site and the additional Special Policy Area lands to the south. Towards the end of Boucher Street East and Marshall Street there appears to be sufficient space for further waterfront animation and community amenity to be introduced by the Municipality. Additionally, there is an unopened road allowance for Richmond Street that would facilitate a further connection to this area. This road allowance would also connect the Site to the recreational amenities located Margaret and Eliza Streets at the end of Richmond Street. The Proposed Development readies this future connection through the pedestrian pathway network. A pathway is located between the apartment building a street townhouse building 6, across the road from the future road.

The Special Policy Area designation permits a mix of residential and commercial uses, specifically hospitality and tourism services, which is represented in the Development Concept. This mix of uses and their built form is compatible with the surrounding uses as the two-storey townhouses are oriented towards the existing neighbourhood and the denser housing forms are towards the interior and rear of the Site. The Development Concept provides several pedestrian access points to the waterfront and facilitates the connection of the waterfront to the recreational uses to the south of the Site. The Development Concept is supportive of the objectives of the Waterfront Strategy and Master Plan as demonstrated through the hotel and spa use, connection to the waterfront, and redevelopment of a site intended and planned for future development.

The Subject Applications conforms to the servicing policies of the Meaford OP as it will be serviced with municipal water and sanitary services. Adequate capacity has been confirmed by WalterFedy in the Functional Servicing Report summarized in Section 10.2 of this Report. Stormwater will be appropriately managed.

The Subject Application conforms to the transportation policies of the Meaford OP. The Proposed Development promotes active transportation and will not result in congestion on the surrounding street network, as confirmed by the Transportation Impact and Parking Study (described in Section 10.4 of this Report).

The Subject Application conforms to the intent of the policies of the Meaford OP regarding additional height in exchange for public benefit. While the maximum height in Meaford is generally three-storeys, the Meaford OP allows for additional height to a general maximum of five-storeys. The proposed waterfront townhouses have a height of four-storeys, with an uppermost level being dedicated to small, private rooftop amenity use. The apartment building is designed similarly, with a portion of the rooftop being housing amenity uses. The hotel building has a height of five-storeys, though based on geodetic height has a lesser elevation than the waterfront townhouses. The policies of the Meaford OP enables Council to consider permitting this additional height in exchange for the provision of public benefits. As discussed in Section 4 and 6 of this Report, the Development Concept provides a range of options, which is noted in the Meaford OP as a public benefit. Additionally, the introduction of the hotel in proximity to the waterfront and downtown is a public benefit, as the addition of 78 hotel rooms provides a significant contribution to the current supply of accommodations.

The Subject Application conforms to the sustainability policies of the Meaford OP. The development is compact and includes a range of residential forms and hotel use that contributes to a complete community. Walkability and cycling are promoted through

connections to the waterfront, pedestrian walkways through the site and surrounding sidewalk network. A large portion of the commercial area of Meaford, as well as the waterfront, is adjacent to or within a walk of the Site (see **Figure 2**), reducing the need for travel by private auto. Sustainability policies in regard to efficient use of water (e.g. low water landscaping), tree planting and outdoor lighting will be considered during the detailed design that accompanies future Site Plan Applications.

5. It has appropriate regard for the Healthy Community Checklist.

Grey Bruce Health Unit has prepared a Healthy Community Checklist to promote a healthy built environment, natural environment, and social environment by addressing neighbourhood design, housing, natural environments / food systems, and transportation networks.

A healthy built environment and transportation networks are considered by the Proposed Development. The Site is an infill development with a mix of resident types adjacent to public spaces, and a short distance away from retail and services available in the downtown. Clear sight lines and the design and orientation of the buildings promotes “eyes on the street”, while green space and pedestrian paths are integrated into the design. The Proposed Development is positioned to address neighbourhood circulation and the internal pedestrian paths are connected to the surrounding sidewalk network.

Social environment and neighbourhood design have also been considered. Common amenity and outdoor areas are incorporated into the design in order to give residents a space to have social gatherings with their peers, family, and community members in a comfortable setting.

6. It meets the intent of the Zoning By-law.

The purpose of the Zoning By-law is to implement the objectives and policies of the Meaford OP. It is intended to be used to specify the appropriate range of uses and to regulate such matters as height, siting of development, and parking requirements.

Currently, the Site is zoned D-2 Zone and prohibits any new development on the Site. This zoning functionally acts as a placeholder for redevelopment, as the policies of the Meaford OP for the Site to be redeveloped for a mix of uses, including hospitality use. By rezoning the Site to the RM zone with added commercial uses, the amendment is reflective of the Meaford OP designation for the Site.

The resulting proposed Zoning of the Site permits an appropriate range of uses and contains appropriate height, siting and parking and loading regulations that reflect the Proposed Development Concept.

7. It meets the intent of the Meaford Waterfront Strategy and Master Plan

The proposed development is within the study area of the Meaford Waterfront Strategy and Master Plan, the goals and objectives of which are upheld through the Meaford OP.

The strategy and master plan establishes an opportunity and need for additional accommodation uses in the waterfront area, which the Proposed Development provides through the inclusion of a hotel building and its commercial uses. Further, the Site itself is noted in the strategy and master plan as having the potential for condominium and hotel/resort uses. The strategy and master plan direct that the lands in the waterfront should not be developed in piecemeal. The Site is a substantial area of land (2.6 ha) in the waterfront area and is being comprehensively planned to meet the goals and objectives of the strategy and master plan. The Development Concept also establishes several connections to the waterfront area of Meaford, which is further linked to the recreational areas to the south. The connectivity, as facilitated by the Proposed Development, is a key objective of the strategy and master plan.

8. The Development Concept is appropriate for the Site and context.

The Proposed Development is appropriate for the Site. The Site is a substantial size and is suitable to accommodate the proposed buildings and all required parking and landscaping while maintaining adequate setbacks both within the Site and to the adjacent dwellings. Appropriate setbacks, landscaping, and the massing of the hotel and apartment buildings ensure the visual impact of the increased height is reduced.

The Site is vastly underutilized in its current state, featuring large areas of undeveloped land. Due to the Site being adjacent to the Meaford waterfront, there is significant opportunity and potential to meaningfully connect to, enhance, and add to the vibrancy of the waterfront area through the redevelopment of this underutilized site. The introduction of higher density residential and hospitality uses is appropriate to meet this potential and is compatible with the surrounding low rise residential use.

9. There is adequate infrastructure to support the Development Concept.

The Functional Servicing Report prepared by WalterFedy concludes that the proposed service connections to the existing sanitary, water and stormwater networks are adequate and that appropriate measures for stormwater management quality control can be implemented.

The Traffic Assessment prepared by Paradigm concludes that the traffic volumes forecast for the Development Concept can be accommodated on the area road network with the current lane configuration and local traffic controls.

12. Conclusions

This Planning Report relates to the resubmission of the Zoning By-law Amendment Application for the lands at the northeast of the intersection of Fuller Street and Boucher Street East in Meaford to facilitate redevelopment of the Site as a mix of townhouse dwellings, apartment uses, and a hotel and spa. The Zoning By-law Amendment Application proposes to rezone the Site to an RM exception zone. The Site is in the Municipality's Settlement Area, which is planned to accommodate residential and institutional development. It has frontage on Fuller Street and Boucher Street East which are both Local Roads, as well as frontage along the Meaford waterfront. It is within a 5 to 10-minute walk of Downtown Meaford, open spaces, trails, and recreational uses to the west and south, and is adjacent to the waterfront.

The Revised Concept continues to be a mixed-use development containing nine buildings: a five-storey hotel building (which may contain a spa on the main floor), three two-storey townhouse buildings, four waterfront townhouse buildings, and one four-storey apartment building. Parking for the proposed buildings is provided in both underground and in surface parking lots throughout the Site.

This Planning Report concludes the Zoning By-law Amendment Application for the lands at the intersection of Fuller Street and Boucher Street East in Meaford are justified for the following reasons:

1. It is necessary to provide for the orderly development of the Site.
2. It is consistent with the 2020 Provincial Policy Statement.
3. It conforms to the County of Grey Official Plan.
4. It conforms to the Meaford Official Plan.
5. It addresses the County of Grey Healthy Development Checklist.
6. It meets the intent of the Zoning By-law.
7. It meets the intent of the Meaford Waterfront Strategy and Master Plan
8. The Development Concept is appropriate for the context.
9. There is adequate infrastructure to support the Development Concept.