



# PLANNING JUSTIFICATION REPORT

Draft Plan of Subdivision  
Town of The Blue Mountains

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## **1.0 INTRODUCTION**

Georgian Planning Solutions has been retained by Pheasant Run Realty Corporation and Gordon Stone and Holly Morin to act as the Planning Consultant to prepare a Planning Justification Report to support a Draft Plan of Subdivision Application and Zoning By-law Amendment Application to permit a residential subdivision in Thornbury, in the Town of The Blue Mountains, County of Grey.

The subject lands are designated 'Primary Settlement Area' in the County of Grey Official Plan (Figure 2: Land Use Types Schedule A – Map 2) and 'Community Living Area' in the Town of The Blue Mountains Official Plan (Figure 3: Schedule 'A-2' Thornbury and Clarksburg)

The property is zoned Residential First Density (R1-1) in the Town of The Blue Mountains Zoning By-Law 2016-85. (Figure 4: Schedule 'A' Map 9).

The following Reports have also been submitted in support of the Draft Plan of Subdivision Application as per discussion in the pre-consultation meeting:

- Planning Justification Report
- Archaeological Assessment
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Geotechnical Report
- Functional Servicing Report
- Stormwater Management Report
- Traffic Impact Study
- Detailed Engineering Drawings

## **1.1 SITE LOCATION**

The subject lands are located at 24 Alfred Street and are bounded by Alfred Street West to the south, Alice Street West to the North, Bruce Street South to the East and Elma Street South to the West. The surrounding lands uses surrounding the property are single detached residential dwellings. Access to the site will be from Alice and Alfred Streets. (Figure 1: Location Map)

The lands are legally described as Town Plot Park, Part of Lots 5 & 6, N/E Alfred St, Plan 107; Part of Lots 5 & 6 RP 16R10171; Parts 2 to 4, (roll number 424200001815700); and Part 1, Plan 107 (roll number 424200001821300), Part of Lot 6, Registered Plan 16R10171, Part of Lot 33, Concession 10 (Geographic Township of Collingwood) Town of Blue Mountains, County of Grey, The lands have frontage on Alfred Street and Alice Street and comprise approximately 1.09 hectares (10,941.61 m<sup>2</sup>).

## 2.0 PROPOSAL

Approval is sought for a Draft Plan of Subdivision in order to enable a residential development consisting of 17 residential dwellings made up of 8 semi-detached residential units and 9 single detached residential units. (Figure 5: Draft Plan of Subdivision)

The property is approximately 1.09 hectares in size and will consist of 8 semi-detached lots and 9 single detached lots on a condominium road.

- 4 semi-detached lots (lots 1-2, 12-13) 2,995m<sup>2</sup>
- 9 Single Family lots (lots 3-11) 5,348 m<sup>2</sup>
- One (1) drainage block for stormwater management (Block 14) 291 m<sup>2</sup>
- 2 landscape blocks (Block 15 & 16) 508 m<sup>2</sup>
- Condominium Road (Street A) 1,794.5 m<sup>2</sup>

Each residential unit will be located on an individual lot and will contain a driveway, front yard area, garage and individual backyard amenity space. The single detached lots have a range of frontage from 17.3 m to 28.4 m with the majority of the lots having frontage of over 18m. The semi-detached lots have a range of frontage from 9.2m to 12.4m. The site will be served by a 6.5 metres wide condominium road (measured from edge of pavement to edge of pavement; 7.5 metres when measured to back of curb) with direct access to both Alice Street to the north and Alfred Street to the south. The density for this site is 20.48 units per gross hectare.

Cash in lieu of parkland dedication is proposed for this subdivision. Most Municipalities prefer to create and support larger community green space and park areas as smaller community spaces are costly to maintain and are not always effectively used. There are many large existing community parks and facilities in close proximity to the development.

Stormwater will be directed to the north on site to the stormwater management facility that is in the northern portion of the property that will then outlet to the Municipal system on Alice Street. The development will utilize full municipal services that already exist in the area and provide sufficient capacity. The application is supported by civil engineering drawings and reports which provide specific servicing, stormwater management and grading details to demonstrate the viability of the development.

### **3.0 REVIEW OF APPLICABLE PLANNING POLICIES**

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

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

#### **3.1 PLANNING ACT**

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

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

**Section 51 (24)** outlines a list of criteria to be considered with the submission of a Draft Plan of Subdivision. It is submitted that the proposal and applications meet the requirements set out by the Planning Act for approval of a Draft Plan of Subdivision through the pre-consultation process, the

submitted applications and the support documents that form a complete submission.

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

### **3.2 PROVINCIAL POLICY STATEMENT**

The Provincial Policy Statement (PPS) 2020 was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It provides policy direction on matters of provincial interest related to land use planning and development. Under provisions of Planning Act comments, submissions or advice that affect a planning matter “*shall be consistent with*” the PPS. The PPS is based on three fundamental planning themes, specifically, “*Building Strong Communities*”, “*Wise Use and Management of Resources*” and “*Protecting Public Health and Safety*”.

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

- *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1a)*
- *accommodating an appropriate 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, recreation, park and open space, and other uses to meet long-term needs (1.1.1b)*
- *avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1c)*
- *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas (1.1.1d)*
- *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*  
**(1.1.1e)**

- *Sufficient land shall be 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, **(1.1.2)***
- *Settlement areas shall be the focus of growth **(1.1.3.1)***
- *Land use patterns within settlement areas shall be based on*
- *densities and a mix of land uses which:*
  - *efficiently use land and resources;*
  - *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - *minimize negative impacts to air quality and climate change and promote energy efficiency;*
  - *support active transportation; **(1.1.3.2a,b,c,e)***
- *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. **(1.1.3.3)***
- *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities **(1.1.3.6).***

The Site is located within the settlement area of Thornbury adjacent to existing residential neighbourhoods, it is the development of an existing infill vacant site and provides for intensification through the use of a single detached and semi-detached residential development. The site will be fully serviced by Municipal infrastructure that is at the property line. The PPS encourages intensification, and this proposal provides new residential development within the existing built-up urban area. The PPS encourages

intensification within growth area, including infill development on vacant lands adjacent to existing development. Secondary or accessory units are also permitted within this development where the zoning provisions can be met, this provides an opportunity to support affordable housing in the Town. Also, the property is ideally located to be in close proximity to community infrastructure and facilities that support active transportation.

- *Planning authorities shall 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 **(1.4.3)** by permitting and facilitation: all types of residential intensification, including additional residential units **(1.4.3b)** by directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs **(1.4.3c)** and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the of active transportation**(1.4.3d)***

The proposal provides 17 residential units consisting of a mix of semi-detached and single detached dwellings units being added to the housing supply with the ability to provide accessory dwelling units as well. The proposed development has been designed to use the land efficiently through compact form and is located in close proximity to existing municipal infrastructure.

- *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services. **(1.6.6.2)***

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

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

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

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

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

### **3.3 COUNTY OF GREY OFFICIAL PLAN**

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

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

*industrial, recreational, and institutional land uses. These areas will be the focus of the majority of growth within the County." And that for "Primary Settlement Areas, a minimum development density of 20 units per net hectare will be achieved by new development."***(S3.5.5)**

The proposed development is located in Thornbury which is identified as a Primary Settlement Area in Grey County. The proposed residential subdivision provided two unit types (semi-detached and single detached units), meets the minimum development density established by the County for Primary Settlement Areas, is planned on full municipal services and provides residential unit types that are compatible with surrounding lands uses.

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

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

As noted, Thornbury is a designated settlement area, and the proposed development is within the Thornbury settlement boundary and will utilize existing municipal infrastructure, services and other facilities. The proposal is compatible in form with the existing surrounding land uses by providing residential uses and provides for a mix of unit types to support the density required which supports utilizing the existing municipal services efficiently. The property is also close to the downtown area which supports the creation of a healthy and sustainable community.

Section **3.4** outlines the general development policies affecting settlement areas and notes that “... *plans of subdivision and condominium plans shall ensure a proper and orderly street pattern facilitating safe motor vehicle, bicycle and pedestrian travel, efficient use of services, and a variety of housing and development opportunities within Settlement Area land use types.*” (**S3.4.3**) It also advises that “*development within growth areas should occur adjacent to the existing built-up area and will have a compact form, mix of uses, and densities that allow for the efficient use of land, infrastructure, and public service facilities.*” (**S3.4.6**)

This proposed development is supported by the county policies related to the settlement area. It is a plan that has been designed to be sensitive to surrounding residential uses, while still providing compact design. It will promote active transportation due its close proximity to various community amenities (trails, shopping, services and recreational facilities), will use municipal services efficiently and is providing an infill residential use on a parcel that underutilized. It is also immediately adjacent to existing road networks and is in close to proximity to existing municipal infrastructure.

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

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

The proposed development will provide housing supply in Thornbury, semi-detached and single detached dwellings, and contributing to affordable housing through smaller semi-detached units and options for secondary units within the single detached dwellings. The lots conform with the required zoning provisions and are compatible with existing residential uses on all sides of the subject property.

Section **4.1** outlines the County's housing policies and notes that *"new residential developments will be promoted at densities which efficiently use available servicing and are appropriate to site conditions and existing patterns of development."* It speaks to the desire for intensification and providing a variety of housing types and forms to present and future requirements of the residents' while being sustainable and compatible with exiting uses primarily in the primary settlement areas.

The proposal supports these policies of the Plan by providing new residential development within the existing built-up urban area, will provide a range of unit types that are compatible with the existing development pattern in the area and will be on full municipal services.

The County Plan encourages intensification mainly in Primary Settlement Areas with the strategic approach to intensification by retaining the small-town character and revitalizing downtown areas by:

- Facilitating intensification in all areas within settlement areas including underutilized lands **(4.1.2)**

The subject property is an underutilized vacant lot within the built-up area of Thornbury.

- Encouraging intensification within Primary Settlement Areas along major roadways and arterial roads **(4.1.4)**

The road for this development will have access to Alfred Street West and Alice Street West.

- 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 **(4.1.5)**

There are no archaeological or cultural heritage resources associated with the subject property.

- Encouraging intensification which results in new rental accommodation **(4.1.6)**

The building of semi-detached dwellings helps to add to the intensification of the property and the single detached dwellings will allow for secondary residential units to be considered within this development and will provide opportunities for rental accommodation.

- Developers are asked to consider this section - 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 residential development. Some areas of consideration within this checklist include:
  - Supporting mixed land use by integrating a variety of residential development within 800 meters of retail, recreational centers, parks and public spaces;
  - Including a variety of affordable housing options and prioritizing those available for low income households;
  - Committing to the preservation of the natural heritage system by maintaining existing trees, soil integrity, and landscaping using native species;
  - Including cycling infrastructure, such as bike lanes, paved shoulders, bicycle parking, and signage. **(4.1.7)**

This development has taken into consideration the items noted above and feel that proposal meets many of the requests. The property is in very close

proximity to many community facilities (recreational areas (indoor and outdoor, trails etc) and is within a block of the downtown area.

- Directing development to be cost effective, environmentally sound, sustainable, and compatible with existing uses; **(4.1.9)**

The proposed development will be environmentally sound and sustainable and the proposal for single detached lots on this property allows it to be compatible with the surrounding existing uses in the area.

- Ensuring adequate infrastructure is, or will be, established to serve the anticipated development **(4.1.10)**

The proposed development is location adjacent to existing infrastructure in the area and is available to service this property.

Section 4.2 outlines policies for affordable housing and notes that “secondary suites (i.e. accessory apartments), semi-detached, duplex, townhouse, and low rise apartment units will provide the bulk of affordable housing opportunities and will primarily be provided within settlement areas with appropriate levels of servicing. The county encourages affordable housing to be located in close proximity to downtown centres and other community facilities and infrastructure and there be an effort for the integration of affordable housing units within the existing community fabric.” Eight(8) semi-detached units are proposed for this development and the single detached units are zoned to permit secondary suites and is ideally located. Section 4.2.5 speaks to second units and notes “those (secondary units) as an opportunity to increase supply a range of affordability of rental accommodations”. This option is a possibility for this property.

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

*and/or paved shoulders where appropriate to integrate with the overall complete transportation system."*

The proposal provides a maximum of 17 residential units and provides two access points from Alfred Street West and Alice Street West. A Traffic Impact Study was completed to support this submission and noted that no intersection improvements are necessary for this proposed development and that pedestrian and cyclist travel will be accommodated within the proposed condominium road with external sidewalks being provided on the north side of both Alice Street and Alfred Street. Active transportation opportunities are supported through out the local neighbourhood with sidewalks that connect to larger recreational trails in the community.

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

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

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

- 1) The layout of the proposed plan with regard to matters of:
  - a) *Access and connections to public transportation (where applicable) and access to existing trails,*
  - b) *The layout of the subdivision should be designed such that the lots back onto the Provincial Highway or County Road and front onto a local internal street,*
  - c) *Improving and promoting walkability/cyclability within the proposed plan through sidewalks, bike lanes, bicycle parking/racks, and/or other active transportation infrastructure with consideration for existing walking and cycling conditions,*
  - d) *Accessibility needs,*
  - e) *The street pattern of the proposed plan and how it fits with the surrounding neighbourhood. Plans which utilize a grid pattern or a*

- modified grid pattern must be considered more favourably than those with curvy street patterns or cul-de-sacs,*
- f) Energy conservation and efficiency design measures such as LEED (Neighbourhood) and Low Impact Development,*
  - g) Impact on the natural environment, as defined in Section 6 of this Plan.*
  - h) Consideration of the design of street lighting to minimize impact on dark skies,*
  - i) The provision of usable parkland and green space,*
  - j) Public access to water front or beach (where applicable),*
  - k) Snow removal and emergency vehicle access,*
  - l) Compatibility with the Ministry of the Environment, Conservation and Parks' D-Series Guidelines or its successor document(s),*
  - m) Accessible, age-friendly design features, and*
  - n) Healthy environment development provisions outlined in Section 4.3(1).*

The site has been designed to take the items above into consideration as part of the design process. This is a relatively small infill development and is in an area already established with various amenities in close proximity. The road is designed to provide access to the house within the development and it is not anticipated that it will be utilized by the travelling public as a short cut in town. The local residents will utilize the street within the development to connect to sidewalks and trails within the community. The proposed development has taken into consideration snow removal and emergency access to the site and an additional parcel of land was added to the development to avoid the need for a hammerhead dead end within the development.

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

This development provides semi- detached and single detached dwellings with a density of 20.48 units per hectare which meets the minimum density of 20 units per net hectare established by the County of Grey for Primary Settlement Areas.

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

The proposal is a small infill development, and it will provide semi-detached and single detached dwellings that can be designed to accommodate the aging.

*4) The provision of affordable housing.*

This is a small residential infill development that will be consistent with the existing surrounding residential uses. Semi-detached dwellings and accessory dwelling units will help to support the provision of affordable housing

*5) Consistency with Provincial Policy and Local Official Plan provisions*

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

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

A pre-consultation meeting occurred on March 5, 2020, and a follow up update to the town on some changes to the lands on October 18, 2021. All requirements have been met and submitted.

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

### **3.4 TOWN OF THE BLUE MOUNTAINS OFFICIAL PLAN**

The Town of The Blue Mountains Official Plan (TOBMOP) sets out the long-term strategy for the Municipality for managing growth and development, providing direction for land uses decisions.

The subject lands are located in a Primary Settlement Area, Thornbury, within the Town of The Blue Mountains where the majority of growth is to be directed. The lands are designated 'Community Living Area' in the TOBMOP

(Figure 3: TOBMOP Land Use Plan Schedule 'A-2' – Thornbury-Clarksburg).  
*"Lands designated Community Living Area consist of existing and planned residential development and complementary uses on full municipal services within the Thornbury-Clarksburg settlement area."* **(A4.1.2)**

Section **A1.1** of the TOBMOP outlines the Guiding Principles for the Town of The Blue Mountains.

Development and re-development must *"ensure that the character of existing and well-established residential neighbourhoods is maintained and enhanced by ensuring that development and redevelopment is compatible, in terms of built form and street pattern, with the character of adjacent buildings and neighbourhoods and the scale and density of existing development."* **(A1.1.5)** The proposed development has been designed to consider the surrounding existing residential uses which are single detached dwellings on all sides of the property including consideration for the scale, density and built form.

The general goals and objectives of the Official Plan are outlined in Section **A3**. The Growth and Settlement Goal is *"to direct most forms of development to areas where full municipal wastewater and water services are available and to support the efficient use of land in this area"* **(A3.3.3.1)** The subject lands are within the settlement area where full municipal services are available, and the lands are within the Town of Thornbury in an established residential area.

**Section A3.2** speaks to urban community character and notes that infilling is supported and that development within established residential neighbourhoods should be compatible with the scale and density of the of existing development. **(A3.4.2.3)** The proposed development has considered the adjacent lands uses in terms of the proposed scale and density to guide the design.

There are also specific goals and objectives for housing **(A3.10)** which strive *"to provide an appropriate supply and range of housing choices to meet the needs of present and future residents"* by; *"Ensuring that there is an*

*appropriate supply of land for residential development subject to the availability of water and wastewater capacity and ensuring that a full range of housing opportunities is available for residents in the Town". (A3.10.2 1 & 3).*

The goals and strategic objectives of the Plan are supported by the proposed infill development; it is a residential development providing much needed housing in the Town in the form of semi and single detached dwellings, the design has taken into consideration the surrounding residential uses for scale and density, municipal services are available at the lot line and it is an efficient use of the land.

The purpose of the Community Living designation is to *"maintain the unique small town feel and character of Thornbury Clarksburg; maintain compatibility and where necessary, enhance the character and identity of existing residential areas; and promote the efficient use of existing and planned infrastructure by creating the opportunity for residential intensification, where appropriate; and maintain the community's low (height) profile and low density feel"* (B3.1.1)

Permitted uses within the Community Living Area includes; single detached dwellings, semi-detached dwellings; duplex dwellings; townhouses, multiple and apartment dwellings and accessory apartments. (B3.1.3) Section B3.1.4 identifies the permitted density ranges and maximum height (storeys) for permitted residential dwellings in the Community Living Area. For single detached dwellings, as proposed on the subject lands, the density range is 10-25 units per gross hectare and for semi-detached the density range is 15-35 units pre gross hectare and a height of 2.5 storeys. The proposed development will provide a density of 15.5/units per gross hectare and will be no greater than 2.5 storeys in height, therefore the requirements of this section have been met with this proposal.

Section B3.1.5 speaks to infill, intensification and greenfield developments proposed in the Town of the Blue Mountains. The plan notes that *"existing residential neighbourhoods are intended to retain their existing character with limited change. However, this does not mean that new housing must mimic the character, type and density of existing housing but rather, it shall fit into and reinforce the stability and character of the neighbourhood."* It also notes that *"infill and intensification may be permitted where it respects*

*the scale and built form of the surrounding neighbourhood and conforms to the policies of this Plan.” (B3.1.5.1)* Specifically related to infill development Section **B3.1.5.2** outlines items that council should be satisfied with where an infill development is proposed, for single detached and semi-detached dwellings, that are between existing residential lots.

- a) *the proposed development, including building form and density, is compatible with the character of the existing neighbourhood;*

The proposed development is compatible with and has been designed to reflect the character of the surrounding neighbourhood. The proposed lots within the development are single and semi-detached lots. The form of the building type is consistent with existing residential uses that surround the property. The lot frontages and total lot areas meet the zone provisions.

- b) *new buildings are designed in a manner that is sensitive to the location, massing and height of adjacent buildings;*

The design of this development will take into consideration of the location, massing and height of existing adjacent buildings. The zoning provisions for the development of the proposed lots will be met as well. The surrounding dwellings will share rear yards with this proposed development.

- c) *proposed building height reflects the pattern of heights of adjacent housing and shall not exceed two storeys;*

The proposed single detached dwellings will be 2 -2.5 storeys in height which is characteristic of the residential uses in the area.

- d) *a similar lot coverage to adjacent housing is provided to ensure that the massing or volume of the new dwelling reflects the scale and appearance of adjacent housing;*

The lot coverage as prescribed by the zoning by-law for the R1-1 and R-2 zone will be met.

- e) *the predominant or average front yard setback for adjacent housing is maintained to preserve the streetscape edge, and character;*

The front yards of the proposed development do not line up with other existing housing, it is only the rear yards that are adjacent. The front yard setback, as set in the zoning by-law, will be met.

- f) *similar side yard setbacks are provided to preserve the spaciousness on the street;*

The zoning setbacks will be met on the lots within the development.

- g) the frontages of new interior lots are generally no less than 70% of the average lot frontages on the same side of the public road to provide for, to the greatest extent possible, appropriate separation between new and existing dwellings;*

The proposed development is a subdivision and the proposed lot frontages are consistent within the development and conform to the zoning by-law.

- h) the frontages of new corner lots are generally no less than 80% of the average lot frontages on the same side of the public road to provide for an appropriate setback from the exterior side lot line;*

The corner lot on Alice street does propose a lot frontage of 17.3 m – slightly less than the minimum frontage of 18 m in the zoning by-law. A Zoning By-law amendment is proposed to recognize the reduced lot frontage. All other zoning provisions can be met. The existing lots along the south side of Alice vary in size and range from 15.24m to 22.86 m with the average lot frontage being 17.98m, 80% of the lot frontage would be 14.3m so the proposed frontage decrease to 17.3m fulfills this policy.

- i) the depth of the new home provides for a usable sized rear yard amenity area and minimizes the potential impacts of the new home on the enjoyment of adjacent rear yards;*

A rear yard amenity space will be provided for the new lots and the rear yard setback established in the zoning by-law will be applied.

- j) the use will have minimal impacts on adjacent properties in relation to grading, drainage, access and circulation, and privacy;*

The Functional Servicing Report and the Traffic Brief support the proposed development and demonstrate that the development can be built with minimal impacts to the adjacent properties.

- k) existing trees and vegetation will be retained and enhanced where possible and additional landscaping will be provided to integrate the proposed development with the existing neighbourhood; and,*

As much of the existing trees and vegetation will be retained as possible.

- l) the proposed development will not create a traffic hazard or an unacceptable increase in traffic on local roads.*

A Traffic Brief was prepared in support of this submission and notes that the proposed development will not have any significant operational impacts on the operations of the local road system.

Section **B3.1.5.3** outlines the Intensification and Greenfield Development policies and notes that Council shall be satisfied that the proposal can address the following items:

- a) where appropriate, considers the role of topography and natural vegetation in minimizing the impacts of taller buildings on adjacent land uses;*

The site is relatively flat, and the units proposed are similar in height as the adjacent residential dwellings.

- b) has demonstrated that the potential shadow impacts associated with taller buildings will be at an acceptable level on adjacent properties; new buildings that are adjacent to low rise areas are designed to respect a 45 degree angular plane measured from the boundary of a lot line which separates the lot from an adjacent lot with a low rise residential dwelling;*

This policy does not apply as the residential units proposed will be of similar height as the adjacent existing dwellings.

- c) respects the character of adjacent residential neighbourhoods, in terms of height, bulk and massing;*

The proposed development respects the character of the adjacent residential neighbourhood and has been designed to reflect the character of the surrounding neighbourhood. Nine of the proposed lots within the development are single detached lots which is consistent with existing residential uses that surround the property. The semi-detached units will be similar in size and massing of a single detached dwelling. All dwellings within the development share rear yards, except for two units that share a side yard adjacent to an existing rear yards. The lot frontages and area meet the existing zone standards.

- d) building height(s) reflect the pattern of heights of adjacent housing;*

The building heights proposed will be consistent with the adjacent residential dwellings.

*e) is designed in consideration of lot coverages of adjacent housing;*  
The lot coverage applied to these lots are the same as those applied to the adjacent houses. The subject lands and the adjacent lands have the same zoning.

*f) considered the predominant or average front yard setback for adjacent housing to preserve the streetscape edge, and character;*

This policy does not apply, as all of the lots that front on this streetscape are within the same development and will meet the existing zoning standards of the R1-1 zone.

*g) provides for similar side yard setbacks to preserve the spaciousness on the street;*

All of the lots on Street A of the development will have similar side yard setbacks and are zoned R1-1 which establishes the minimum side yard setbacks for all of the lots.

*h) is designed in order that new lots backing onto existing single detached residential lots have rear yards that are comparable in size to these existing residential lots;*

The single detached lots that back onto existing single detached residential lots will have a minimum rear yard of 9 m as per the zoning by-law. The rear yards of the residential lots along Bruce Street are larger than the 9m but the lots are larger as well. Two of the semi-detached lots that back onto existing an existing dwelling will have a rear yard setback of 6 m.

*i) provides a built form that reflects the variety of façade details and materials of adjacent housing, such as porches, windows, cornices and other details;*

The built form on the adjacent properties is unique, wide ranging and varied. This is an infill development that will be well designed and will be complementary to the existing neighbourhood. This development is not along the same street as the adjacent residential units, they share rear yards only.

*j) retains and enhances existing trees and vegetation where possible and additional landscaping will be provided to integrate the proposed development with the existing neighbourhood .*

The retention of existing trees and vegetation is the goal where possible.

- k) will not cause or create traffic hazards or an unacceptable level of congestion on surrounding roads;*

A Traffic Brief was prepared in support of this submission and notes that the proposed development will not have any significant operational impacts on the operations of the local road system.

- l) is located on a site that has adequate land area to incorporate required parking, recreational facilities, landscaping and buffering on-site;*

This is an infill site that is creating single detached dwelling lots. The required parking will be accommodated on each lot, and existing recreational facilities are in close proximity to the site.

- m) if applicable, creates a street and block pattern, which serves as a seamless extension of the surrounding neighbourhoods by providing an interconnected block structure and the extension of the existing local road network;*

There is a private road that will service this development. It does connect from Alfred and Alice Streets and is designed to accommodate emergency service and waste collection vehicles.

- n) will have minimal impacts on adjacent properties in relation to grading, drainage, access and circulation, and privacy;*

The Functional Servicing Report and the Traffic Brief support the proposed development and demonstrate that the development can be built with minimal impacts to the adjacent properties. The lots will be built utilizing the overall R1-1 zoning standards for the property.

- o) buffers any loading and storage facilities that are provided so as to minimize disruption and to protect the enjoyment of neighbouring residential properties; for adjacent residential areas; and,*

Not applicable to this site.

- p) if large in scale, will not obstruct views of Georgian Bay along streets that terminate at or close to the water's edge.*

Not applicable to this site.

Section **C5** notes that residential developments with more than 5 lots shall be supported by a Stormwater Management (SWM) Report prepared by a qualified professional. Tatham Engineering prepared a Functional Servicing Report to address stormwater management for the proposed development and it was concluded that the site can be designed to adequately convey the stormwater from the subject lands. Details of the Stormwater Management Reports finding can be found in Section 4.3 of this report.

**Section D** outlines the General Development Policies for all projects that need to be considered. Section **D1.2** notes that *“the preferred means of servicing settlement area is by full municipal water and sewage services.”* and that *“Council shall be satisfied that the appropriate services are available to the lands and there is sufficient capacity to accommodate the use.”* There are municipal services along the property frontage of the subject lands and a Functional Servicing Report has been completed by the consulting engineer, Tatham Engineering, and has been submitted to support the proposed development. More information about the findings of this Functional Servicing Report can be found in Section 4.2 of this report.

Section **D2.4** notes that a Traffic Impact Study may be required to support a development application. A Traffic Brief was prepared by Tatham Engineering to support the proposed Plan of Subdivision and notes that the proposed development will not have any significant operational impacts on the operations of the local road system. More information can be found in Section 5.4 of this report.

Archaeological Assessment Requirements are outlined in Section D3.4 and notes that if there is archeological potential for site then an Archaeological Impact Assessment is required. A Stage 1-2 Archaeological Impact Assessment was completed for the subject property and conclude that there were no significant archaeological resources were found on the property.

Section **D4.3** is to be considered for every application for a Plan of Subdivision. In addition prior to submission all application are required to pre-consult with the approval authority. A formal pre-consultation meeting occurred on March 5, 2020 and a follow up review submitted and comments provide November 2021.

Prior to the consideration of an application for Plan of Subdivision, Council shall be satisfied that:

- a) the approval of the development is not premature and is in the public interest;*

The proposed development is an infill development providing single detached and semi-detached residential lots. The PPS, County and Local Official Plan has been reviewed and shown that this proposal is not premature and is in the public interest.

- b) the lands will be appropriately serviced with infrastructure, schools, parkland and open space, community facilities and other amenities, as required;*

The subject lands will be serviced with municipal infrastructure that is available at the property line, it is within walking distance of the local public school and many parks and other community facilities. It is a short walk to the Thornbury downtown. This development is ideally located to allow for active transportation opportunities as well. You can essentially walk to everything.

- c) the density of the development is appropriate for the area;*

The allowable density range for single family dwelling in the Community Living Area designation is 10-25 units per gross hectare and for semi-detached it is 15-35 per gross hectare. The proposal provides 20.48 units per gross hectare.

- d) the subdivision, when developed, will be easily integrated with other development in the area;*

The proposed development is an infill intensification development that has its own street and proposed single and semi-detached residential dwellings that is compatible with the existing residential uses in the immediate area.

- e) all development by plan of subdivision shall be consistent with Section D5 of this Plan;*

The proposed plan of subdivision is consistent with Section D5 of the Town's Official Plan. See the D5 section commentary below.

- f) the subdivision conforms with the environmental protection and management policies of this Plan; and,*

This proposed subdivision conforms with the environmental protection and management policies of the Plan. There are no environmental constraints on the property.

- g) the proposal conforms to Section 51 (24) of the Planning Act, as amended.*

The criteria given in Section 51 (24) of the Planning Act have been considered for this proposal. The proposed development is suitably located, conforms to the County and Local Official Plans, is in the public interest and is appropriate for the efficient use of the subject lands.

Section **D5** speaks to Community Design elements and the Council's desire to create and encourage a high quality of built form. It also speaks to areas being complementary and compatible with existing development. The proposal for this property is for single detached dwellings that is the same form as the adjacent lands uses. The owner of the property is a reputable builder and is planning a quality development. Section **D5.2** notes that *"all development applications shall be evaluated to determine the extent to which the application respects the Community Design Policies of the Official Plan and the relevant Council adopted Community Guidelines."* The following Section will outline how Sections 4 and 6 of the Community Design Guidelines have been/will be applied to this development proposal.

The purpose of the Community Design Guidelines (June 2012) is to help to improve the quality of the built environment in the Town of The Blue Mountains. The guidelines are intended to help direct development to fulfill the goals and objectives of the Town and are meant to be a flexible guide for design and development of various forms of development throughout the town.

**Section 4** applies to greenfield design and **Section 4.5.1** specifically speaks to single detached dwelling which is proposed for the subject lands. These policies would apply to semi-detached dwellings as well. Many of the guidelines will and can be applied within this development. The project will:

- provide a well designed community that will provide varied elevations along Street A to create variation with elements related to design, material and colour and will avoid adjacent identical elevations on side by side lots.
- the builder will also use a variety of building materials and architectural elements within the design of the dwellings including porches, roof lines, frontage design with windows and doors comprising a large portion of the front façade of the dwellings

- The corner lot on Alice will access the property from Street A and will be designed to have the sides of the dwelling that face the adjacent roads treated in a similar fashion.

**Section 6** speaks to Sustainable Design and looks for developments to be efficient with their use of existing infrastructure, limit their impact on the surrounding ecosystem, aim to achieve energy efficiency, incorporate active transportation opportunities, control the construction waste created by the construction process and provide a safe and healthy environment within the dwellings.

This project is an infill development that is utilizing under utilized lands within the core of Thornbury, is in close proximity to existing infrastructure and will implement various guideline outlined within this section of the Community Design Guidelines.

#### **Section 6.1 Site Infrastructure**

- The site is located in close proximity to existing infrastructure both water, waste water and stormwater systems.
- The Stormwater from this site will be collect on site in the northeast corner of the site and then fed into the municipal system.
- There will be no net increase in the pre to post development storm water rate and quality

#### **Section 6.3 Water Use**

- Native and drought tolerant plants will be part of the landscape plan and suggested to homeowners to utilize in their future landscape plans
- Low consumption plumbing fixtures and low water/energy consuming appliances will be installed

#### **Section 6.4 Wastewater**

- Installation of low consumption sanitary plumbing fixtures
- The option for grey water collection for purchasers

#### **Section 6.5 Building Operation Optimization**

- Each house will utilize the energy modelling
- Engaging an energy specialist is standard for this builder

- The units will optimize the building orientation and form to help with optimization, such as orientation to the sun, glazing on windows, and roof top colours.

### **Section 6.6 High Performance Components**

- Dwellings will be insulated at or above the minimum R level noted
- Windows will double glazed and energy efficient
- Items related to lighting and HVCA design will be applied where possible

### **Section 6.7 Carbon Impact**

- Homeowners will be given the option to install Renewable Energy Technology Systems.

### **Section 6.8 Material Impact**

- The builder will source locally and recycled material whenever possible
- All construction waste will be separated and recycled appropriately

### **Section 6.9 Plantings**

- Native and drought tolerant plant species will be used for common area landscaping
- Homeowners will be encouraged to do the same type of plantings as part of their landscape plans

### **Section 6.10 Transportation and Accessibility**

- Street A will be designed to ensure safe and convenient access for all users
- Traffic calming measure can be used to reduce speed on this local street

### **Section 6.11 Indoor Environment**

- The development will be designed with most recent ventilation rate procedure and will be aware of air intake locations
- All efforts will be put forth to include interior finishes that are low VOCs.
- Interior daylight opportunities will be maximized where possible

### **Section 6.12 Operation and Maintenance**

- All best practices mentioned will be noted to the owners and encouraged.

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

It is submitted that the overall proposal meets the intent of the Town of The Blue Mountain's Official Plan.

### **3.5 TOWN OF THE BLUE MOUNTAINS BY-LAW 2018-65**

The subject lands are zoned Residential One Zone (R1-1) in the Town of The Blue Mountains Zoning By-law 2018-65. (see Figure 4: TOBM By-law Schedule 'A' Map 9).

The proponent is seeking to amend the Zoning By-law to support the proposed layout of the Draft Plan of Subdivision being submitted. This requires that the lands be rezoned to Residential Zone 2 (R2) Zone from the Residential Zone 1 to permit the semi-detached dwellings. Relief from Table 6.2.1 R1-1 Minimum lot frontage is also sought from 18 m to 17.3m for Lot 7. (See proposed zoning schedule attached Figure 6)

The other single detached dwelling lots have been designed to conform to the zoning provisions set out in the R1-1 zone and do not require a zoning by-law amendment. The table below shows the R1-11 zone provisions and how the single detached lots (except Lot 7) conform with the provisions.

Table 6.2.1 Residential Zone Standard R1-1

Zone Standard	R1-1 Zone Provisions	Proposed Development Single Detached Lots
Minimum Lot Area (m2)	550	558-663
Maximum lot coverage	30%	Max 30%
Minimum lot frontage (m)	18.0	18.8-28.4
Minimum front yard (m)	7.5	Min 7.5
Minimum exterior side yard (m)	5.0	Min 5.0
Minimum interior side yard (m)	2.0	Min 2.0
Minimum rear yard (m)	9.0	Min 9.0
Maximum height (m)	9.5	Max 9.5
Maximum height (storeys)	2.5	Max 2.5

## 4.0 SUPPORTING STUDIES

### 4.1 ARCHAEOLOGICAL REPORT

AMICK Consultants Ltd has conducted a Stage 1 and Stage 2 Archaeological Assessment for the property and a copy is enclosed with this application. The reports were also be submitted to the Ministry of Tourism and Culture. The study area for this work was the entire property and the field work occurred on June 1, 2021. The investigation resulted in the identification and documentation of no archaeological resources in the Study area and concluded that no further archaeological assessment of the property is required.

## **4.2 FUNCTIONAL SERVICING REPORT**

A Functional Servicing Report was completed by Tatham Engineering to review how the site and proposed development would be serviced. The primary objective of this report is to address the servicing requirements of the Town of the Blue Mountains and Grey County with respect to the existing and proposed sanitary servicing, water supply and distribution, drainage and stormwater management (SWM), safe vehicular access to the site and utilities common to support a residential development (phone, hydro, cable, TV, gas, etc.) A copy of this report is enclosed with the application. It is proposed that the development would be serviced by full municipal infrastructure. Below are the findings of the report.

- Potable water will be provided by connecting into the existing 150 mm diameter watermain on the north side of Alfred Street West with a proposed 150 mm PVC watermain that extends into the subject site underneath the road corridor. The system will be looped by connecting the proposed watermain to a future 150 mm watermain on the north side of Alice Street West.
- Sanitary flows from the proposed development will drain to the existing 200 mm diameter sanitary sewer along Alice Street West, north of the proposed site and 35 m northwest of SAN MH5. An additional maintenance structure will be required to tie into the existing sanitary sewer.
- Stormwater management quantity control will be provided by an underground storage system in the north-east corner of the proposed site. Stormwater will discharge into the Alice Street West storm sewer system.
- Stormwater management quality control will be provided by a stormceptor EFO6 to provide at least 80% total solids removal and treat 90% of the surface runoff generated from its contributing drainage area.
- Electrical services fronting the proposed site are available along Alice Street West and Alfred Street West. Tatham Engineering will review electrical servicing and confirm if external plant upgrades are required to service the site. Capacity of the existing high pressure gas mains north and south of the development will require confirmation. Bell has confirmed the site can be serviced with fibre optic cable north of the site.

and parking provision; and transportation impacts associated with the proposed development.

The TIS stated that this development is forecasted, at full build out, the proposed development is expected to generate 9 trips during the AM peak hour and 13 trips during the PM peak hour, which is considered negligible.

Based on the findings of this study, given the limited traffic volume to be generated by the development of the site and in considering the traffic volumes on the road system:

- The proposed development will not have any significant operational impacts on the operations of the local road system.
- The operational assessment of the site access points indicates that these intersections will experience excellent levels of service and minimal traffic delays for exiting traffic.
- No operational improvements are required to support the development.
- The proposed locations of the site access points are considered appropriate.
- The available sight lines on both Alice Street and Alfred Street to/from the east and west of the site access points are considered appropriate for a design speed of 60 km/h.
- Vehicles manoeuvring to and from the site can do so in a safe and efficient manner.
- No further improvements are required to address sight line constraints.

## **4.5 GEOTECHNICAL INVESTIGATION**

A Geotechnical Investigation was prepared for the site by Cambrian Inc., November 2021. The purpose of the Geotechnical Investigation was to obtain information on the general subsurface soil conditions and ground water conditions on the site. This information is to be used to evaluate engineering parameters and to provide recommendations on the geotechnical design aspects of the project including construction design decisions.

volumes, operations and planned/proposed improvements; details of the proposed development and anticipated trip generation; on-site circulation and parking provision; and transportation impacts associated with the proposed development.

The TIS stated that this development is forecasted, at full build out, the proposed development is expected to generate 9 trips during the AM peak hour and 13 trips during the PM peak hour, which is considered negligible.

Based on the findings of this study, given the limited traffic volume to be generated by the development of the site and in considering the traffic volumes on the road system:

- The proposed development will not have any significant operational impacts on the operations of the local road system.
- The operational assessment of the site access points indicates that these intersections will experience excellent levels of service and minimal traffic delays for exiting traffic.
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## **4.6 ENVIRONMENTAL SITE ASSESSMENT**

Phase I and Phase II Environmental Site Assessments (ESA) were completed for the subject property. The objective of the ESA is to identify former or current practices at the site that may represent issues of actual or potential environmental concerns.

The Phase I ESA identified potential off-site sources of contamination related to the operation of an historical retail fuel outlet with underground storage tanks and the current operation of an automotive mechanic's shop. The off-site sources were considered an environmental concern for the site there a Phase II ESA was completed.

The Phase II ESA included two boreholes, completed as groundwater monitoring wells. Two groundwater samples were submitted for analysis. The results indicated that all analysed COPCs in the submitted groundwater samples met the applicable regulatory standards.

## **5.0 SUMMARY/CONCLUSION**

The subject proposal seeks Draft Plan of Subdivision Approval to enable a residential development consisting of 17 residential units, 8 semi-detached and 9 single detached lots) within a Plan of Subdivision. In addition to the Planning Justification Report, this application is supported by information provided by Tatham Engineering related to stormwater, servicing and traffic. A Geotechnical Investigation, an ESA I and II and a Stage 1 and 2 Archaeological Assessment was completed for the site.

The purpose of this report is to provide planning rational in support of a residential development and the Draft Plan of Subdivision Application. It has been demonstrated that the subject application is consistent with the development goals of the community as reflected in the County and Local Official Plans. In addition, the proposal is "consistent with" the Provincial Policy Statement.

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

Krystin Rennie, MAES, MCIP, RPP

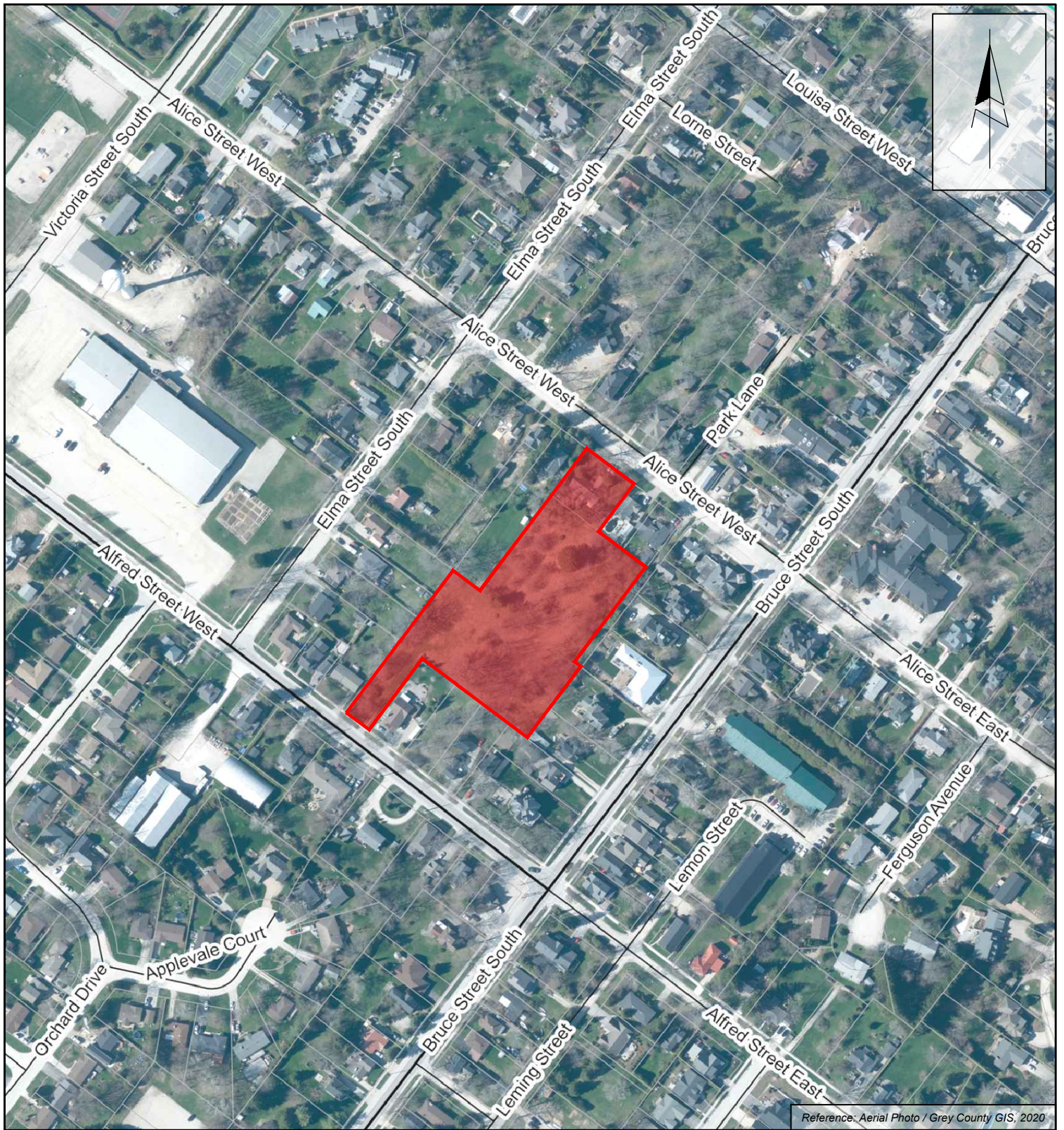


FIGURE 1

**LOCATION MAP**

24 ALFRED ST.W  
TOWN OF THE BLUE MOUNTAINS

LOT 6 AND PART OF LOT 5  
REGISTERED PLAN 107  
AND PART OF PARK LOTS 5 AND 6  
TOWN OF THE BLUE MOUNTAINS  
COUNTY OF GREY

**LEGEND**

SUBJECT LANDS BOUNDARY

Scale / Metric (1:3000)



**GEORGIAN PLANNING  
SOLUTIONS**

Land Use Planning & Project Management  
17 Brock Cres., Collingwood, ON L9Y 4A4  
O: 705.446.0530 / C: 705.606.7526

Date (m/d/y): 02 / 14 / 2022

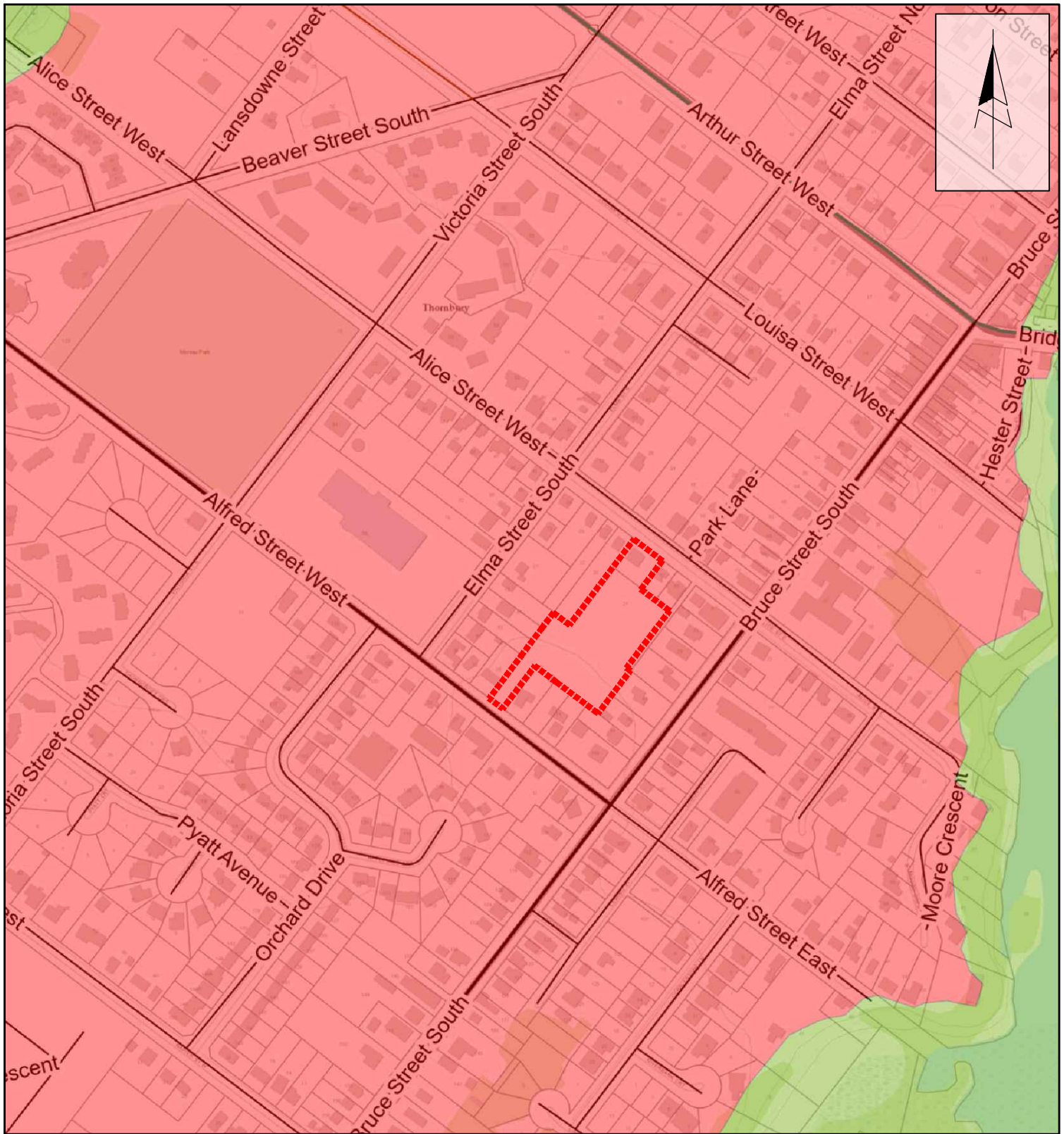


FIGURE 2

**LAND USE DESIGNATION**  
24 ALFRED ST.W  
TOWN OF THE BLUE MOUNTAINS

LOT 6 AND PART OF LOT 5  
REGISTERED PLAN 107  
AND PART OF PARK LOTS 5 AND 6  
TOWN OF THE BLUE MOUNTAINS  
COUNTY OF GREY

**LEGEND**

GREY COUNTY LAND USE DESIGNATION - SCHEDULE A - MAP 3

- SUBJECT LANDS BOUNDARY
- PRIMARY SETTLEMENT AREA
- HAZARD LANDS

Scale / Metric (1:5000)



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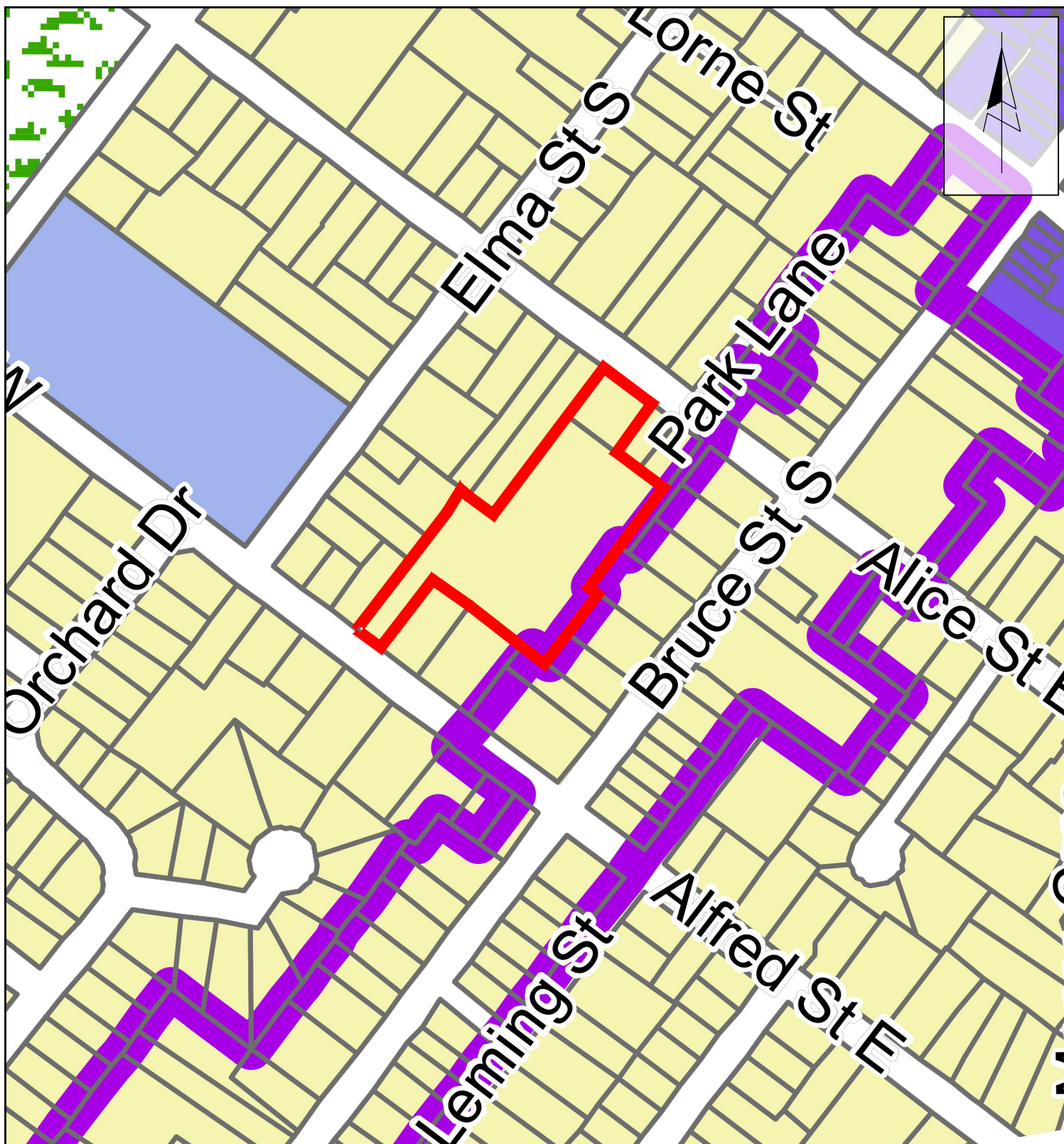


FIGURE 3

**OFFICIAL PLAN**  
24 ALFRED ST. W  
TOWN OF THE BLUE MOUNTAINS

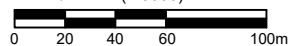
LOT 6 AND PART OF LOT 5  
REGISTERED PLAN 107  
AND PART OF PARK LOTS 5 AND 6  
TOWN OF THE BLUE MOUNTAINS  
COUNTY OF GREY

**LEGEND**

THE BLUE MOUNTAINS OFFICIAL PLAN SCHEDULE 'A-2' THORNBURY AND CLARKSBURG

- SUBJECT LANDS BOUNDARY
- BRUCE ST./MARSH ST. CORRIDOR
- COMMUNITY LIVING AREA
- DOWNTOWN AREA
- INSTITUTIONAL AREA
- MAJOR OPEN SPACE

Scale / Metric (1:3000)



**GEORGIAN PLANNING  
SOLUTIONS**

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17 Brock Cres., Collingwood, ON L9Y 4A4  
O: 705.446.0530 / C: 705.606.7526

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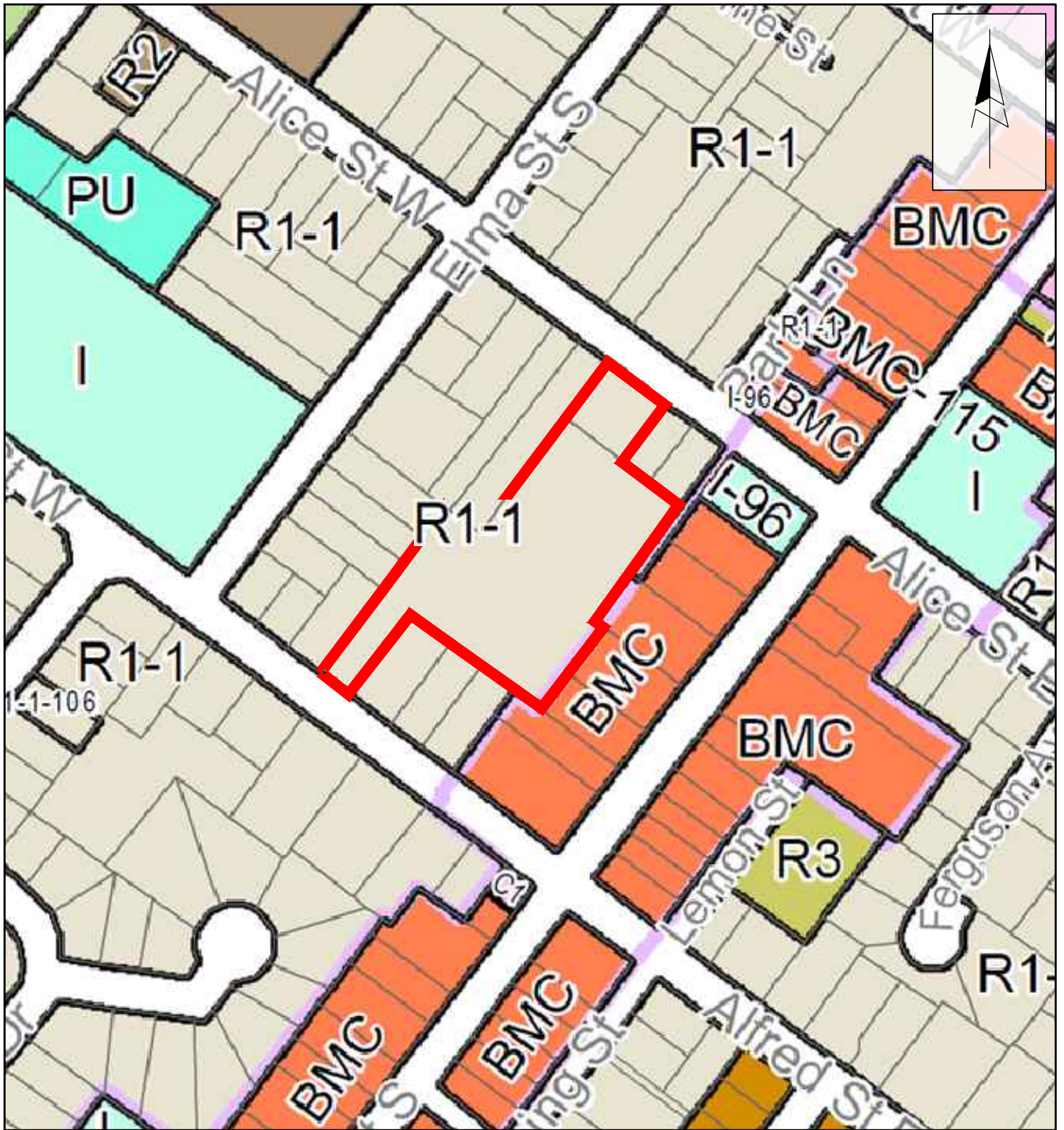


FIGURE 4

**ZONING**  
24 ALFRED ST.W  
TOWN OF THE BLUE MOUNTAINS

LOT 6 AND PART OF LOT 5  
REGISTERED PLAN 107  
AND PART OF PARK LOTS 5 AND 6  
TOWN OF THE BLUE MOUNTAINS  
COUNTY OF GREY

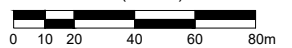
**LEGEND**

THE BLUE MOUNTAINS ZONING BY-LAW SCHEDULE 'A' MAP 9

SUBJECT LANDS BOUNDARY

**R1-1 ZONE / RESIDENTIAL ONE - FIRST DENSITY**

Scale / Metric (1:2500)

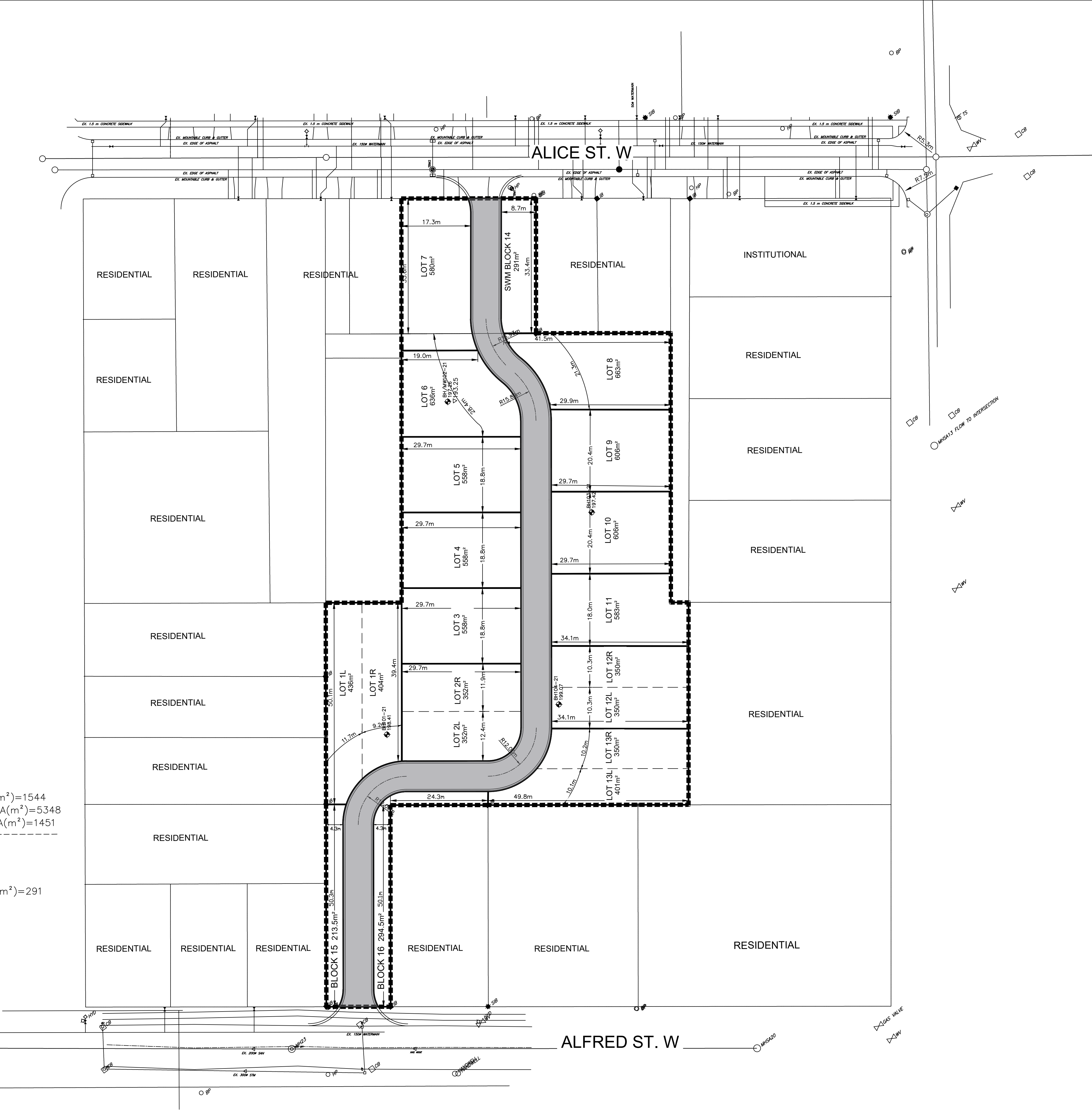


**GEORGIAN PLANNING  
SOLUTIONS**

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17 Brock Cres., Collingwood, ON L9Y 4A4  
O: 705.446.0530 / C: 705.606.7526

Date (m/d/y): 02 / 14 / 2022

FIGURE 5



SCHEDULE OF LAND USE  
LOTS / USE / AREA(m<sup>2</sup>)

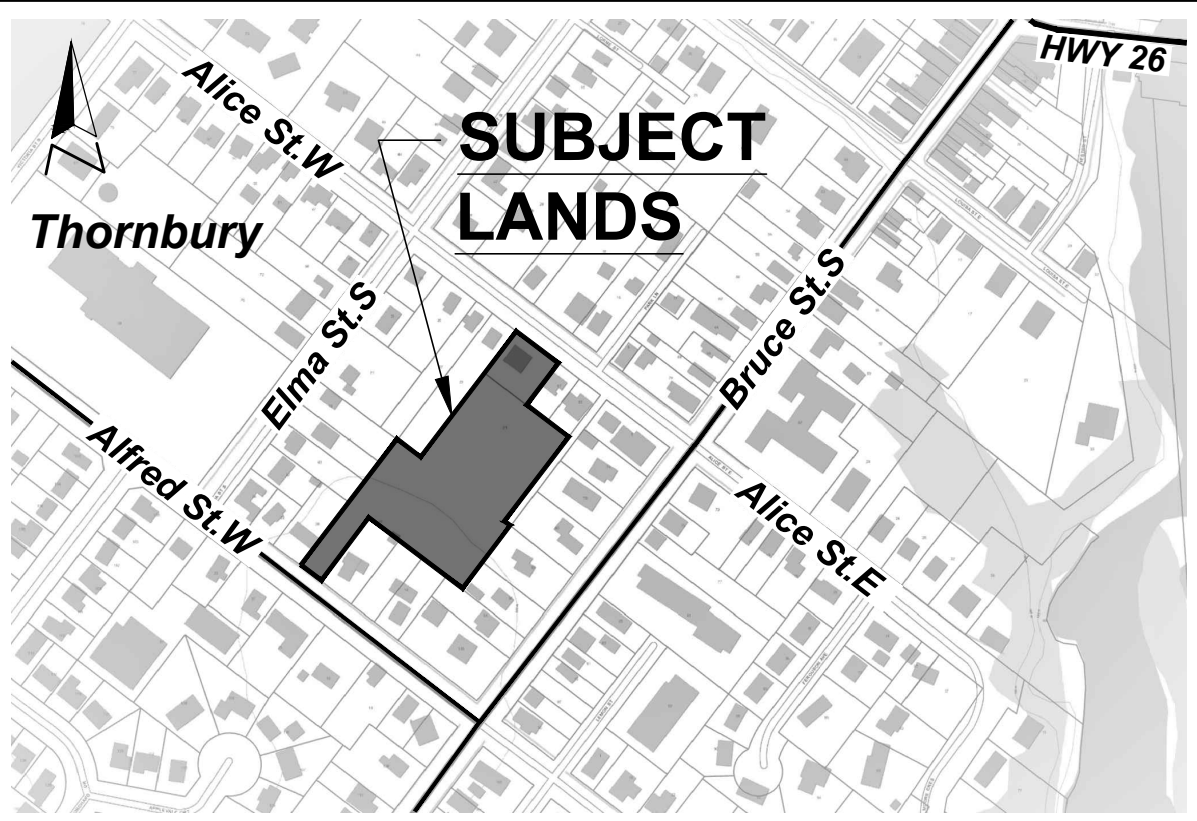
LOT 1 – LOT 2 / SEMI-DETACHED LOTS / TOTAL AREA(m<sup>2</sup>)=1544  
LOT 3 – LOT 11 / SINGLE DETACHED LOTS / TOTAL AREA(m<sup>2</sup>)=5348  
LOT 12 – LOT 13 / SEMI-DETACHED LOTS / TOTAL AREA(m<sup>2</sup>)=1451  
-----  
LOT 1 – LOT 13 / TOTAL AREA(m<sup>2</sup>)= 8343

OPEN SPACE BLOCKS  
BLOCK 14 / STORM WATER MANAGEMENT (SWM) / AREA(m<sup>2</sup>)=291  
BLOCK 15 / OPEN SPACE / AREA(m<sup>2</sup>)= ± 213.5  
BLOCK 16 / OPEN SPACE / AREA(m<sup>2</sup>)= ± 294.5  
-----

OPEN SPACE BLOCKS / TOTAL AREA(m<sup>2</sup>)= ± 799

ROAD SYSTEM  
STREET A / TOTAL AREA(m<sup>2</sup>)= ± 1794.5

TOTAL SITE AREA(m<sup>2</sup>)= ± 10936.5  
-----



KEY MAP n.t.s

**DRAFT PLAN OF SUBDIVISION OF  
LOT 6 AND PART OF LOT 5  
REGISTERED PLAN 107  
AND PART OF PARK LOTS 5 AND 6  
NORTHEAST OF ALFRED STREET  
TOWNPLOT OF THORNBURY  
(FORMERLY TOWN OF THORNBURY)  
TOWN OF THE BLUE MOUNTAINS  
COUNTY OF GREY**

SURVEYOR CERTIFICATE:

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATION TO THE ADJACENT LANDS ARE ACCURATELY SHOWN ON THIS PLAN.

DATED THE \_\_\_ DAY OF \_\_\_\_\_ 2022. NAME: PAUL R. THOMSEN  
ONTARIO LAND SURVEYOR

OWNER CERTIFICATE:

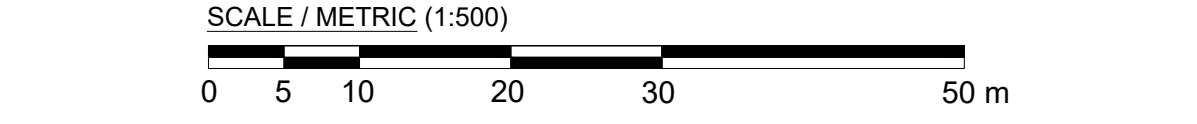
AS OF THE DATE ON THIS PLAN THE UNDERSIGNED BEING THE REGISTERED OWNERS OF THE SUBJECT LANDS HEREBY AUTHORIZE GEORGIAN PLANNING SOLUTIONS TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION AND TO MAKE APPLICATION TO THE GREY COUNTY PLANNING DEPARTMENT FOR APPROVAL THEREOF.

DATED THE \_\_\_ DAY OF \_\_\_\_\_ 2022. NAME: \_\_\_\_\_  
I HAVE THE AUTHORITY TO BIND THE CORPORATION

PLANNING ACT, SECTION 51(17)

(a) As shown on draft plan  
(b) As shown on draft plan  
(c) As shown on draft plan  
(d) See schedule of land use  
(e) As shown on draft plan  
(f) As shown on draft plan  
(g) Piped municipal treated water  
(h) Clayey sandy silt  
(i) As shown on draft plan  
(j) Municipal sanitary sewer  
(k) None

Revision#	Date D/M/Y	Description / Notes
1.	04/01/2022	DRAFT PLAN FOR SUBMISSION
2.	25/01/2022	REVISED DRAFT PLAN FOR SUBMISSION
3.	16/05/2022	REVISED DRAFT PLAN FOR SUBMISSION



ZUBEK, EMO  
**PATTEN & THOMSEN**  
LIMITED

ONTARIO LAND SURVEYORS  
200 MOUNTAIN ROAD  
UNIT 4  
COLLINGWOOD, ONTARIO L9Y 4V5  
PHONE: (705) 445-4910

**GEORGIAN PLANNING SOLUTIONS**  
Land Use Planning & Project Management  
17 Brock Cres., Collingwood, ON L9Y 4A4  
O: 705.446.0530 / C: 705.606.7526

File/CAD: GPS-ALFRED-ST_DRAFT.dwg			D-1
Date (d/m/y): 16/05/2022	Drafted by: D.C.	Checked by: K.R.	







FIGURE 6

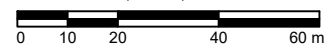
**ZONING BY-LAW AMENDMENT**  
24 ALFRED ST. W  
TOWN OF THE BLUE MOUNTAINS

LOT 6 AND PART OF LOT 5  
REGISTERED PLAN 107  
AND PART OF PARK LOTS 5 AND 6  
TOWN OF THE BLUE MOUNTAINS  
COUNTY OF GREY

**LEGEND**

-  SUBJECT LANDS BOUNDARY
-  LANDS TO BE REZONED FROM RESIDENTIAL FIRST DENSITY (**R1-1**) TO RESIDENTIAL SECOND DENSITY (**R2**)
-  LANDS TO BE REZONED FROM RESIDENTIAL FIRST DENSITY (**R1-1**) TO RESIDENTIAL FIRST DENSITY EXCEPTION x (**R1-1x**)
-  LANDS TO BE REZONED FROM RESIDENTIAL FIRST DENSITY (**R1-1**) TO OPEN SPACE (**OS**)

Scale / Metric (1:1500)



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Date (m/d/y): 05 / 16 / 2022