

**MEAFORD M1 PLANNING REPORT and  
DEVELOPMENT APPROVAL APPLICATIONS to the  
MUNICIPALITY OF MEAFORD AND COUNTY OF GREY by  
M1 DEVELOPMENT INC.  
A LOON CALL DEVELOPMENT GROUP (LCDG) COMPANY**

**PREPARED BY**  
LIST PLANNING LTD.  
JULY 24, 2020

**RESPECTING**  
AN APPLICATION FOR AMENDMENT TO THE OFFICIAL PLAN OF THE MUNICIPALITY OF MEAFORD, and  
A CONCURRENT APPLICATION FOR AMENDMENT TO THE COMPREHENSIVE ZONING BYLAW OF THE  
MUNICIPALITY OF MEAFORD, and  
A CONCURRENT APPLICATION FOR DRAFT APPROVAL OF A PROPOSED PLAN OF SUBDIVISION

**ON THE LANDS  
GENERALLY DESCRIBED AS BEING**  
Part of Lots 4 and 14,  
Registered Judge's Plan 541,  
Geographic Township of St. Vincent,  
Now in the Municipality of Meaford,  
County of Grey.

**AND MORE PARTICULARLY DESCRIBED AS BEING**  
All of Part 1, Plan 16R-10913, and  
All of Part 1, Plan 16R- 5037.

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# LIST PLANNING LTD.

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Mr. Robert (Rob) Armstrong, MCIP, RPP  
CAO/Director of Development Services,  
Municipality of Meaford,  
21 Trowbridge Street West,  
Meaford, Ontario  
N4L 1A1  
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1 519 538 1060 x1121

And to,

Mr. Scott Taylor,  
Senior Planner,  
County of Grey,  
Planning and Development Department,  
595 9<sup>th</sup> Avenue East,  
Owen Sound, Ontario  
N4K 3E3  
[scott.taylor@grey.ca](mailto:scott.taylor@grey.ca)  
1 519 376 7970

April 3, 2020

Dear Sirs,

## **SECTION 1 INTRODUCTION**

The undersigned is authorised Land Use Planner for the owner of the property described on the cover title sheet to this report. Enclosed herewith, please find copy of a "Memorandum of Authority" conveying such authority from the President of M1 Development Inc., Mr. Suresh Singh, to Mr. Robert List of List Planning Ltd. with respect to land use planning, environmental, and matters related thereto.

As you are aware, there have been several preconsultation meetings and discussions with Town, County, and Conservation Authority staff respecting the proposed development in Meaford Ontario. In addition, certain elected representatives of the Town have also been introduced to the principals of the LCD Group of companies, the experience of and projects of those companies, and have been made

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As you are aware, there have been several preconsultation meetings and discussions with Town, County, and Conservation Authority staff respecting the proposed development in Meaford Ontario. In addition, certain elected representatives of the Town have also been introduced to the principals of the LCD Group of companies, the experience of and projects of those companies, and have been made

aware of the generics of the proposal as well as the layout and dwelling unit composition of the Proposed Draft Plan.

The LCD Group of companies which includes M1 Development Inc. is currently involved in the approval, construction, and sale of quality, low cost, attainable housing in Muskoka, and previously was involved in development for housing in other parts of Ontario and Canada. Similar developments to that proposed in Meaford have been *completed* in the Towns of Bracebridge (B1 and B2) and Gravenhurst (G1) over the last few years and new further developments are fully approved and *under construction* in both of those communities (B3 and G2). In addition, further property has been acquired and approvals have been applied for in Bracebridge (B4) due to the demand for the product and successful marketing of same. The LCD Group of companies has become an important contributor to the local economies of those communities, has become a respected part of the community fabric, and is respected for the delivery of its product by the municipal Councils and the public.

## **SECTION 2 APPLICATIONS**

I have chosen to file one letter dealing with both County of Grey and Town of Meaford in order to provide both municipalities with copy of the relevant information respecting the total development in one package and to be more expedient. Enclosed herewith for your information and processing, please find the following;

### **COUNTY**

1. One signed copy of a "Letter of Authority" for List Planning Ltd to act on behalf of the owner of the property, being M1 Development Inc. (for purposes of both County and Town applications),
2. One signed copy of an Application for Approval of a Proposed Plan of Subdivision,
3. One cheque in the amount of \$26,254.75 payable to the County of Grey representing the base Subdivision Application Fee (\$13,200), the individual lot/block fee for developable lots and blocks (\$7,169.75), base Peer Review deposit (\$5,000), and the local OP Approval Fee (\$885)
4. **3 Hard Copies** (Binders) of all of the applications (County and Town) including a full scale copy of the Proposed Draft Plan of Subdivision, a reduction of the Proposed Draft Plan of Subdivision, a full scale Concept Plan of the Proposed Development mirroring the Proposed Plan of Subdivision, a reduction of the Concept Plan of the Proposed Development, as well as background reports and information in support of the Proposed Development (listed and summarized hereafter)
5. It is my understanding that there is no requirement for a County Subdivision Agreement and therefore no fee has been appended for production of same.
6. Electronic copy of this submission will also be made.

### **TOWN**

7. One signed copy of an Application for a Town Official Plan Amendment,
8. One signed copy of an Application for a Town Zoning Bylaw Amendment,
9. One cheque in the amount of \$29,000 payable to the Town of Meaford representing the OPA/ZBA Major Combined Fee (\$9,000), Security Deposit for a Major Combined Application (\$10,000), and an Engineering Review Fee (\$10,000),



10. **3 Hard copies** (Binders) of all of the applications (Town and County) including a full scale copy of the Proposed Draft Plan of Subdivision, a reduction of the Proposed Draft Plan of Subdivision, a full scale Concept Plan of the Proposed Development mirroring the Proposed Draft Plan of Subdivision, a reduction of the Concept Plan of the Proposed Development, as well as background reports and information in support of the Proposed Development (listed and summarized hereafter).
11. It is my understanding that fees for the preparation of a Subdivision Agreement amongst other matters may be payable at a later date. M1 Development Inc. would like to request separate payment of these other fees when they are due and requested by the municipality.
12. Electronic copy of this submission will also be made.

### **SECTION 3**

#### **THE PROPOSAL**

#### **Draft Plan of Subdivision**

The Proposed Draft Plan of Subdivision will result in the creation (initially) of 237 freehold lots for residential housing comprised of 206 townhouse lots and 31 single household lots. The Plan also illustrates 6 additional freehold blocks two of which are for public purposes (Block A for emergency access/servicing; Block D for parkland/public open space park/stormwater management); two of which are intended for further subdivision for residential purposes (Block B for 5 townhouse or 3 single household lots; Block C for 5 townhouse of 3 single household lots); and two of which are intended for either future access or 2 additional townhouse lots (Blocks E and F). (Note that for density calculations the total minimum number of units is taken as 239 units since Blocks B and C will be zoned, capable of conveyance, and capable of supporting a minimum of 1 dwelling unit each).

The single household dwelling unit lots are located adjacent to the single household dwelling units on private property abutting the subject lands on the east side of the development. This design feature was intentional in order that the new single household lots would abut a similar structural type and keep the more dense townhouse units to the western side of the site.

The application fee structure has been based upon 241 developable lots and blocks (231 lots plus 4 blocks).

All of the developable lots are to be accessed by new internal streets. The single main full access to the property is located fronting Highway 26 directly across from a previously approved new road access point (not constructed) illustrated on a draft approved plan of subdivision. In addition an emergency access is part of the design of the subdivision (Block A). The location of both of these full and emergency access points have been reviewed with the authorities having jurisdiction as part of the required pre consultation process. The internal streets running both east/west and north south have been laid out taking into account CMHC guidelines and meet Town minimum design standards.

A parkland and conservation area is combined with a storm water management pond and facility at the north end of the property. This facility includes a gravity stormwater management outlet to Centreville Creek.

The Plan will be developed in phases and the proposed phases are illustrated on the Draft Plan. In this case, the development is planned in 5 phases generally consisting of 39, 43, 22, 69, and 64 units. The unit numbers may vary in each phase from those specified on the Draft Plan based upon what is finally proposed for Blocks B, C, E, and F and based upon market. As such, flexibility in the Conditions of Draft Approval respecting lot numbers and number of lots in each phase is requested.

### **Concept Plan of the Development**

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

### **Planning Document Alteration**

An amendment to the Official Plan of the Municipality of Meaford, an amendment to the Comprehensive Zoning Bylaw of the Municipality of Meaford, and an Approval of a Plan of Subdivision are the primary documents required to implement this development proposal. In addition, a secured Subdivision Agreement and environmental approvals for the Works (MOECP Environmental Certificates of Compliance) amongst other documents will also be required to implement the proposal.

## **SECTION 4 GENERAL PROPERTY REVIEW**

The site consists of a singular parcel of land approximately 34.9 acres (13.96h) in area having frontage on Provincial Highway 26 of approximately 1,383.3 feet (421.7m). The site is irregular in shape having an estimated depth from Highway 26 of approximately 1,700 feet (518m). Previous conveyances for road widening purposes (10 feet) along the entire frontage of the parcel were made to MTO as described on Plan 16R-5037. The site is locally referred to as the “Kennedy Farm”.

Except for the most northerly extremity of the property, the topography of the entire site can be described as being generally level having a very gentle slope of 1% to 2% running from the west towards the east/northeast. Elevations on the site range between 190.0m ASL and 200.0m ASL. The northern section of the site borders against or includes Centerville Creek (sometimes referred to as Orchard Creek) and the slopes associated therewith which in some areas are steep ranging in height from 10 to 20 feet in defined areas and more variable in other less defined areas. The creek itself generally lies outside of the limit of the property except for the small “spike” area on the plan. The creek appears to be erosive in some areas.

The valley land area associated with the creek and immediately adjacent thereto is heavily wooded. Most of the rest of the property south of the creek valley land is open meadow or field that has been utilized for agricultural purposes in the recent past with the exception of the western boundary of the site which has successional vegetation located on it. A collection of farm type buildings including several



drive sheds and a residence remain centrally located on the property. These structural facilities are accessed by a long existing driveway intersecting Highway 26. This driveway is the only built access to the property.

Drainage on the property can predominantly be described as sheet flow in a north east direction. To a lesser extent, some localized ditching and tile drainage are present in the north side of the property. Flows from the minor ditches and tile drains discharge broadly overland toward the northeast.

The site has a cover of topsoil a minimum of 6 inches in depth under which clayey silt, silty clay, sand, and sand and gravel are encountered at depths of 1 to several feet. The Ontario Geological Survey classifies the overburden material generally as a silty to sandy glacial till deposit. The site is also located within the Bighead Valley Physiographic Region. Water well sampling confirmed that almost all of the site is dry and that the groundwater table is low. However, that sampling also indicated that perched water was encountered on or near an isolated area near the southwest extremity of the property.

## **SECTION 5**

### **ADJACENT LAND USES**

The property is located on the western fringe of the built up area of urban area of the Municipality of Meaford. This area can best be described as a mixed use area that is primarily undeveloped area in transition as the existing uses are mostly focused upon Highway 26. About 50% of the highway frontage is developed while the remaining frontage is vacant or agricultural. These strip uses are primarily highway commercial types uses including motel, health care, car dealership, automotive repair, and machine and tool with an equal mix of low density single household residential uses.

Abutting the property to the east is an 'at depth' single household residential subdivision.

The northern boundary of the property is generally defined by the valley land of Centreville Creek which is an open space type of use. And beyond that valley land is more strip residential and small agricultural uses fronting on Centreville Road.

The western boundary of the property abuts open fields associated with agricultural use 'at depth' from Highway 26 and at the highway itself abuts a highway commercial use.

The subject proposed residential development would generally be in keeping with existing and intended uses in the area.

## **SECTION 6**

### **PRECONSULTATION AND FURTHER CONSULTATION**

Representatives of the Loon Call Group of Companies (LCDG of which M1 Development Inc. is a part) including the owner and consultants met on several occasions with elected and staff representatives of the Municipality of Meaford together with staff representatives of County of Grey prior to and after the

purchase of the property. In addition, LGDG representatives met on several occasions with representatives of the Grey Sauble Conservation Authority.

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

It is normal practice for LCDG to hold one or more private sector Information Sessions to advise the public of the intended development and to receive input from the public prior to formal Public Meetings being held by the municipalities. However, due to Covid 19, this practice may not be undertaken or may be altered in format. A decision respecting same will be made after further review with municipal officials subsequent to submission of these applications.

## **SECTION 7**

### **BACKGROUND REPORTS**

This submission includes copies of all background reports commissioned by LCDG in the preparation of these applications save and except for a report on the archeological review of the property which will be submitted at later date upon completion of same. The completed reports are enclosed in their entirety and include the following:

1. "Environmental Impact Study, M1 Kennedy Farm Development"; prepared by Michalski Nielsen Associates Limited; June 2020
2. "Loon Call Kennedy Farm Development, Town of Meaford, Functional Servicing Report"; Prepared by Pinestone Engineering Ltd.; May 2020
3. "Preliminary Hydrogeological Assessment – M1 Property -206105 Highway 26"; prepared by Palmer; June 3, 2020
4. "Preliminary Geotechnical Investigation -206105 Highway 26, M1 Property"; prepared by Palmer; June 5, 2020
5. "Phase 11 Environmental Site Assessment (ESA) 206105 Highway 26, Meaford, Ontario, M1 Parcel"; prepared by Palmer; dated June 3, 2020
6. "Agricultural Assessment Loon Call M-1 Property Meaford"; prepared by Beacon Environmental; dated June 2020
7. "Phase 1 Environmental Site Assessment 206105 Highway 26"; prepared by Golder Associates Ltd., dated February 24, 2020
8. "Traffic Impact Study", JD Northcote Engineering Inc., dated January 16, 2020" including Addendum letter dated May 6, 2020.

### **Environmental Impact Study**

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



*Information used* as background to the study included NHIC species record database and land information system; Grey Sauble CA correspondence, fisheries data base for Centreville Creek, and fill regulations; Meaford OP; County OP; PPS; and Endangered Species Act; amongst other materials. *Field surveys* were also conducted on the property that included documentation of site conditions including site drainage and topographic constraints; mapping of vegetation communities; inventories of vegetation communities; delineation of top of bank of Centreville Creek, fish habitat of Centreville Creek (aquatic habitat); evaluation of Species at Risk potential; and an assessment of Significant Wildlife Habitat including Breeding Bird Surveys. Incidental Wildlife observations were also documented. *Direct*

The report concluded that:

1. The tablelands are generally well suited to residential development. In particular that much of the property is culturally modified, the woodland on part of the tableland is generally not mature, and the woodland has not been identified as significant, and therefore a development of the type proposed is supportable from a natural heritage perspective,
2. The valley land party on or immediately abutting the subject parcel should generally be protected in that it contains Centreville Creek which supports a cold water fishery, has value as a natural corridor, and has attributes that could support ESA protected species and SWH. Setbacks from top of bank can be maintained and the setback of the residential lots is entirely outside of a 30m buffer adjacent to Centreville Creek. Small portions of a number of lots encroach upon the regulated area but grading areas within such lots will be relatively minor,
3. The storm water management area is located entirely outside of the regulated area save and except for the outlet works,
4. Design details of the storm water management facility should be included and a specific recommendation for the construction of the storm works is included in the report as are the specific requirements for an erosion and sediment control plan and works,
5. The cutting of trees should be regulated with a 'cut window' between September 1 and April 30 to minimize impact on breeding birds.

### **Functional Servicing Report**

This analysis was undertaken to review both on site and relevant off site requirements for hard servicing the proposed development of up to 249 residential units including primarily sanitary sewage, potable and fire water, and storm water. Secondary comment is also provided respecting the provision of other utilities to or on the site.

The report took into account the proposed development plan and existing works to or near the property which were limited to a 150mm diameter municipal watermain that extends across the eastern portion of the property's Highway 26 frontage; site geology based upon geotechnical and hydrogeological investigations undertaken by Palmer Environmental including borehole logs; and general drainage conditions on site and in the immediate vicinity. It also assumed that drainage from the majority of the site will be conveyed to a wet pond storm water management facility located near the north end of the property while a small portion of the drainage from the rear yards of the most easterly lots will continue to flow overland to the east as in existing condition.

Other assumptions included that site access will be provided primarily from Highway 26 to the west side of the property with a gated secondary emergency access to east side of the property as noted in pre consultations with municipal and MTO staff and as detailed in a Traffic Assessment under separate cover. Internal roads will be constructed to Municipality of Meaford urban standards with a 20.0m right

of way, 8.5m carriageway, concrete curb and gutter, streetlights, sidewalks on one side of the roadway, and storm sewers to collect and convey drainage to the storm water management facility. Generally, municipal water and sewer and water will be extended (and in some cases enlarged) along Highway 26 and into the property at the location of the emergency access block near the east side of the property.

## Sewage

With respect to existing sewage infrastructure, a 250mm diameter sanitary sewer located at the intersection of Grandview Drive and Ford Avenue approximately 400m east of the property will be extended westerly within the Highway 26 right of way to the property. An MTO permit will be required. Additionally, upgrades to the downstream sanitary infrastructure including a syphon under the Bighead River may be required as well in order to provide adequate capacity for the entire development. Monitoring of these existing works is recommended in order to determine when external upgrades will be required.

The municipality has confirmed an existing sewage allocation for the subject property of 40 sewage units. When completed, sanitary sewage systems within the property and improvements outside the property will be municipally owned and maintained.

## Water

There is an existing 150mm watermain in the Highway 26 right of way extending to the property in the northern boulevard. And a 250mm diameter watermain crossing the highway was installed in 2012. The consultant to the Town has undertaken an analysis of system pressures in the existing and ultimate full development scenario for the M1 property and determined that a 250mm watermain in Highway 26 is required to maintain pressures above 350kPa and similarly that for fire flows an increase to 200 or 250mm is preferred to ensure adequate fire flows.

It is proposed that water for the first phase of the development be provided by the existing 150mm watermain but that prior to any further development beyond the first phase that the external watermain be upgraded to 250mm in the northern Highway 26 boulevard. Standards for connections to individual lots within the Plan are detailed in the report. Public hydrants will provide fire protection within the Plan.

## Storm Water

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

## Utilities

Overhead hydro and buried cable television and telephone services are immediately available to the site. Since the report was concluded, further analysis by Enbridge Gas as to the capacity of current gas system fully accommodate the total number of units requires further review.



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

### **Preliminary Hydrogeology**

This report was commissioned in order to provide site information respecting surficial geology, bedrock mapping, nearby water well and Source Water Protection. The report is based upon background geological and hydrogeological data as well as limited field results from a geotechnical investigation and assesses the potential impacts of from the development of the site.

Regional conditions, drainage, bedrock geology, MECP Water Well data, Source Water Protection areas are reviewed and summarized. No Highly Vulnerable Aquifers or Wellhead Protection Areas were found near the study area. The site is located within a Intake Protection Zone 2 for the Meaford water intake from Georgian Bay and provides for a 2 hour time of travel, which is considered to be enough time for plant operators to respond to a spill.

Site conditions were documented with drilling and installation of monitoring wells, determination of hydrostratigraphy, review of groundwater level and flow, and completion of hydraulic conductivity testing.

The findings include that all water wells within 500m of the site obtain water from the bedrock aquifer and therefore would not be expected to be impacted by the proposed development; it does not appear that the site provides a significant function to the bedrock aquifers thereby limiting the importance of filtration on the site; the area where the stormwater pond is to be constructed is 'dry', however further hydraulic testing should be completed to confirm the need for an impermeable liner; and no significant constraints to foundation design related to groundwater conditions were identified over the majority of the site except in the extreme south west area where a perched water table is encountered. In this area the grade may be required to be raised or ditching or other engineering remedies provided.

### **Preliminary Geotechnical**

The purpose of this report was to determine the subsurface conditions at borehole locations and from the findings in the boreholes make preliminary recommendations for foundations, floor slabs, permanent drainage, excavations and backfill, earth pressures, seismic considerations, and pavements.

Six boreholes were advanced on the property as part of the fieldwork with observations taken, soil samples obtained, and monitoring wells installed.

Soil conditions included concrete, fill material, silty sand/sand, and Clayey silt till to silty clay till. Water was encountered at varying depths from 0.6m to 1.5m below ground surface.

The proposed buildings can be supported on 'spread and strip footings' founded on the undisturbed native soils. If floor slabs are to be supported on topsoil or fill, the floor slab must be sub excavated and replaced with compacted soils, placed in shallow lifts compacted to 98% of SPMDD. For buildings with one level basement, a permanent perimeter and underfloor drainage system will be required.

Additional recommendations respecting pavements are included in the report.

## **Phase 1 Environmental Assessment**

This report was prepared to identify former or current practices at the Site that may represent issues of actual or potential environmental concern required for financing purposes. The report noted that the property was developed with a residential building, a former horse stable, and four additional storage buildings/sheds.

The report then appears to classify two of the storage buildings/sheds as former vehicle maintenance/service garages. It further notes both active and non active vehicle maintenance/service garages (3) on adjacent or abutting properties.

The report noted that;

1. on site one of the garages had a potential pathway for contamination to migration to the subsoil
2. Off site impacts were dismissed due to separation distances, hydrogeologic conditions, and the absence of evidence of a contaminant release

## **Traffic Impact Study**

The report assesses the impact of traffic related to the development on the adjacent roadway and provides recommendations to accommodate this traffic in a safe and efficient manner. The report and its addendum assumed the number of dwelling units on the site to range from 225 to 249 total units to be serviced by a single full movement access onto Highway 26 together with an emergency access.

The review included new traffic recorder counts on Highway 26 west of Ridge Road; the determination of new peak hour trips in the study area; an estimate of the amount of traffic that would be generated by the subject site and then assigned to the study area and intersection; and an intersection operation analysis under total future traffic volumes up to and including the year 2033.

Recommendations included;

1. Requirement for both east bound and westbound left-turn lanes with taper lengths to be constructed on the highway
2. Cost sharing of such improvements between Meaford Haven (south property across highway) and LCDG M1
3. Construction of the left-turn into the subject site is required prior to occupancy of the 101<sup>st</sup> unit
4. The proposed Site Access will operate efficiently as a full movement access with southbound stop control and a single lane for ingress and egress will provide the necessary capacity
5. There are no issues with sight distances for the proposed Site Access

and concluded that the proposed development will not cause and operational issues and will not add significant delay or congestion to the local roadway network.

## **Phase 11 Environmental Site Assessment**

This review was undertaken as an abundance of caution during the due diligence period to address potential on site and off site sources of environmental concern do to the assumed presence of vehicle maintenance/service garages on the site and a 'listing' of part of properties off site as a gasoline service stations possibly with expired fuel tanks as laid out in the Phase 1 Report.



The report provides site information from site reconnaissance, drilling activities, soil and groundwater sampling, laboratory analyses, and conclusions.

Based upon the Phase 11 ESA and historical environmental investigations conducted on site laboratory analyses revealed that all of the measured contaminant concentrations in soil and groundwater complied with criteria for RPI property uses with medium-fine textured soils in a non-potable ground water condition and, as such, no appreciable impacts to the subsurface or other environmental concerns have been identified in association with the subject property. No further actions are currently warranted.

### **Agricultural Assessment**

The stated objectives of the study were to provide an evaluation of the existing agricultural capability in the study area through background review and field investigations, and identify and map any key agricultural features, attributes, and sensitivities of the study area.

Background documents reviewed for the report included MNRF OB Maps, MNRF Land Information Ontario Database, OMAFRA Soil Survey Complex, OMAFRA AgMaps Geographic Information Portal, and aerial photography. In addition the PPS, Meaford OP, and County of Grey OP were also reviewed.

With respect to the matter of land use conflicts, the report concludes that it would appear that the subject property is outside of the Minimum Distance Separation required from any livestock barns in the area and would therefore comply with the MDS requirements and, due to the location and intensity of the surrounding farm operations, disruption to farm practices surrounding the subject lands is unlikely.

## **SECTION 8 PLANNING POLICY DOCUMENTS**

### **Provincial Policy Statement 2020**

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

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

1. Encouragement to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs (Part 1V)
2. Accommodating an appropriate affordable and market-based range and mix of residential types (including single detached, additional residential units, multi-unit housing, affordable housing and housing for older persons .... (Part V, 1.1.1.b; 1.4.1; 1.4.3)
3. Promoting cost efficient development patterns to minimize land consumption and servicing costs (V, 1.1.1.e) and efficiently use land and resources (V, 1.1.3.2; 1.4.3.d)
4. Support opportunities for intensification (V, 1.1.3.2; 1.1.3.3;

5. Focusing growth and development to settlement areas (V, 1.1.3.1)
6. New development taking place in designated growth areas adjacent to the existing built-up area and should have a compact form , mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (V, 1.1.3.6)
7. Promote development standards which facilitate intensification and compact form (V, 1.1.3.3)
8. Optimize use of existing infrastructure (V, 1.6.3.a, 1.6.6.1.a)
9. Plan for storm water management (V, 1.6.6.7)

And secondary considerations in the PPS include;

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

*Based upon all of the foregoing (and consultations to date through a licensed archaeologist), the proposed development including the proposed Official Plan Amendment, Zoning Bylaw Amendment and Plan of Subdivision are all consistent with and implement the above noted specific and other general provisions of the Provincial Policy Statement.*

### **Official Plan of the County of Grey**

Schedule A - Land Use Types, designates the land subject of these applications as “Primary Settlement Area” and “Hazard Lands”. Schedule B – Mineral Aggregate Resources does not designate the subject lands as an Aggregate Resources Area or Mineral Resource Extraction Area. Schedule C – Natural Heritage System, does not designate the subject lands as a Core Area, Linkage, or Niagara Escarpment Plan Area.

Appendix A – Constraint Mapping identifies the lands as being in an Intake Protection Zone 2 constraint area. Appendix B – Constraint Mapping identifies part of the subject lands (associated with the valley land area on the north of the property) as being in a Significant Woodlands constraint area. Appendix C – Traditional Territories identifies the lands as being in a Treaty 46 1/2 area. Appendix D – Functional Road Classification identifies the subject lands as abutting on the south boundary a Provincial Highway. Appendix E – Bedrock and Shale Resources does not identify the lands as a bedrock or shale area.

The Official Plan of the County of Grey is an upper tier municipal policy guideline containing goals, objectives, and policies established primarily to manage and direct physical change in the municipality and the effects on the social, economic, and natural environment. With respect to the Municipality of Meaford, the County Plan is primarily a strategic upper tier plan as more detailed land use policies are provided in the local official plan.

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

1. Need to include and provide for attainable housing and intensification of housing (1.4.1.2, 1.4.1.8) and to accommodate a wide range of housing types including detached ....townhouse ...along with a mix of affordable housing .... forms and densities of housing, and price ranges to meet a variety of housing needs (3.4.14; 4.1 Variety).



2. Primary Settlement Areas are suitable for high intensification targets (3.5), are promoted for the development of a full range of residential ... uses, will be the focus for the majority of growth (3.5.3), and have a minimum density of development of 20 units per net hectare (3.5.5), and will efficiently use available servicing (4.1 Variety).
3. Affordable housing includes private, public, and not for profit types (4.2), is encouraged in proximity to cultural hubs (4.2.a) with a goal of providing 30% of new housing in the affordable sector (4.2.f).
4. Natural Features that are to be considered are considered 'constraints' as identified in the Appendices (7 Background). All of these matters are dealt with in the Environmental Impact Study part of this application and include a review of ANSI's, wetlands, woodland, lower case linkages, lower case valley lands, fish habitat, wildlife habitat, Species at Risk and Endangered or Threatened Species. Development is to be directed away from hazard lands and generally maintained as part of the natural environment (7.2). Drainage works are permitted in hazard lands (7.2.7). Environmental Impact Study requirements are outlined (7.11.1)
5. Parkland dedications are required for Plans of Subdivision at a rate of 5% of the land proposed for development (7.12.1.1) or cash in lieu.
6. Transportation policy requires that the County and local municipalities protect corridors and rights of way for transit, active transportation, the movement of goods, and transportation (8.2.f).
7. New development will be designed to ensure safe access for vehicles. Single access will be considered up to 85 units, 85 to 150 with a single full access plus an emergency access, and over 150 units will need to have 2 or more full accesses. Accesses may be phased. Municipalities are encouraged to adopt these thresholds or develop alternative thresholds to ensure safe access for vehicles and emergency vehicles (8.2.j).
8. All proposed development located adjacent to a Provincial Highway will be subject to MTO approval. Early consultation is encouraged (8.3.1.1). The County and MTO will work cooperatively with respect to the planning of land development ... in order to protect the future transportation corridors (8.3.1.3). MTO may require a Traffic Impact Study .... and that study may form the basis for the identification of and evaluation of transportation related improvements ... (8.3.1.6) and such improvements will need to meet MTO's access management, standards, and requirements (8.3.1.7).
9. All new subdivisions require storm water management systems to deal with volume and quality matters (8.9.2.1), studies may be required (8.9.2.2), and new storm water facilities are encouraged to be municipally owned (8.9.2.3).
10. Utilities including gas and telecommunications are to be considered in new developments (8.9.3; 8.9.4.2) including the installation of conduit.
11. Potable water source protection is to be supported (8.11.1) and take into account vulnerable areas, wellhead protection areas, and intake protections zones (8.11.2).
12. Division of land is to be guided by land use policies of the plan; will promote development in an orderly and contiguous manner in accord with the established development pattern of the area; proposed uses be compatible with existing and proposed uses on adjacent lands; hard servicing requirements of the Plan be met; Provincial Highway access may be restricted and sight lines, curves and grades are to be factored; soil and drainage conditions be suitable; size of parcels are to be appropriate for uses proposed; MDS formula to be applied except for lots in settlement areas (9.12) take into account access to public transportation; lots should back onto a Provincial Highway; incorporate pedestrian access through a development; take into account accessibility needs; ensure street pattern fits in with surrounding neighbourhood; take into account energy conservation; minimize impact on the natural environment; maintain dark sky; provide useable



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

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

*The subject development application includes an official plan amendment, zoning bylaw amendment, and draft plan of subdivision. The development proposal would initially accommodate the establishment of 239 dwelling units (on 237 lots and 2 blocks) and the potential for up to an additional 10 units (after Part Lot Lifting on 2 blocks for 8 more units and potentially using 2 more blocks for 2 more units) for a maximum number of 249 units. The units are both single household dwelling units and townhouse/row dwelling units. All of the units are to be delivered in the low cost category in an effort to provide attainable private sector housing consistent with the product that the LCD Group of Companies constructs and delivers.*

*The development proposal and applications including the proposed official plan amendment, zoning bylaw amendment, and draft plan of subdivision are in conformity with the applicable provisions of the County of Grey Official Plan.*

*The entire development is proposed to deliver quality private sector attainable housing supporting freehold small lot single household dwelling units and freehold row lots for townhouse units at a net density that meets the target minimum net density of the Official Plan. The development is located within a Primary Settlement Area and contains two affordable housing types that will be offered for sale at attainable prices to address a need and demand in the upper and lower municipalities and is designed to efficiently use available municipal servicing as well as provide upgrades to same (1, 2, and 3 above).*

*An Environmental impact Study of the site was conducted addressing all of the required components of the OP as well as inputting to the Functional Servicing Report. There are no significant natural features on the site except within the 'spike' on the northern boundary of the property which is to be kept in a natural state save and except for the permitted alteration for a storm water management outlet. Recommendations are made respecting storm water management works and construction practices that should form part of the draft approval (4 above). It is intended that Block D be dedicated to the municipality as public open space which will exceed the 5% land area requirement. This open space consists of valley lands for conservation purposes, flat lands for active recreational use, and a storm water pond (5 above).*

*A Traffic Impact Study was completed for the project after pre and ongoing consultation with MTO. The report concluded that phased improvements to the highway at the new intersection would be required, that the cost of same be shared with the property owner opposite, that the proposed site Access would operate efficiently as a full-movement access, there are no issues with site distance available, and that the proposed development will not cause any operational issues and will not add significant delay or congestion to the local roadway network. The highway will be protected as a corridor with no direct access to lots, only one active Site Access and one non active Emergency Access (6 and 8 above). The site is bounded on the north by a valley and a creek which forms a barrier to the provision of alternate access in that direction; on the east by fully developed properties on a Plan of Subdivision that did not retain any ROW for future road access therefore forming a barrier to the provision of alternate access in that direction; on the west by developed private property (Bayside Dodge Ram) and by rural agricultural lands the latter of which could provide alternate access however the available connector is 700m distant (7<sup>th</sup>*



line) which makes that option untenable (construction and purchase cost) as well as those lands not being in the urban area; and on the south by Highway 26 a corridor to be protected for transportation and the movement of goods. MTO will not permit a second full Site Access to the property (6 and 8 above). It is recognized that the County adopted the OP and the Province approved same after designating the lands as a Primary Settlement Area. Additionally the Municipality of Meaford adopted the local OP and the County approved same specifically designating the lands primarily for residential purposes as an Urban Living Area and secondarily for Urban Highway Commercial purposes. At the minimum densities proposed in the OP for residential use, the municipalities should both have had some estimate of the number of units that the site could generate and made accommodation for same from an access perspective given the other boundary restrictions and the recognition of the primacy of protection of the highway corridor. As such, the policy provisions encouraging 2 access for more than 150 residential units is inappropriate in this instance (7 above).

The Functional Servicing Report outlines the storm water management works required to service the development and deals with both quantity and quality matters as well as construction management matters. The SWM facilities are proposed to be municipally owned after completion (9 above). The FSR also addresses utilities and telecommunications which will be provided on site. Further input from Enbridge Gas is required (10 above).

A Preliminary Hydrogeologic Study of the site was conducted. No Wellhead Protection Areas were identified and no Highly Vulnerable Aquifers were identified. Additionally, it was recognized that the site is located in an Intake Protection Zone 2 but that zone provides for a 2 hour time of travel which is adequate for plant operators to respond (11 above).

The development is located on land that is designated for growth and development in the local Official plan, recognized for growth and development in the local zoning bylaw, immediately adjacent to other existing development, and is a logical property in the progression of growth in that part of the local municipality. Additionally, the design of the development takes into account and works with adjacent approved development land patterns and designs (across the street) as well as respects required environmental setbacks. The proposal is generally in conformity with the land use designations of the local OP except in one area which requires alteration (highway commercial to urban living) and the local municipality has confirmed that hard services are or can be made available subject to certain upgrades. Access to the highway will continue to be restricted in accordance with MTO policies but nonetheless is available as per the incorporated design at the points noted on the subdivision plan (main and emergency) subject to phased intersection establishment points and with phased upgrades. Abutting lots back onto the Provincial Highway. The geotechnical and hydrogeological reports all confirm that the soils and drainage conditions are appropriate to support the development. The size of the parcels proposed meet the requirements of the proposed general zone for the property. The MDS undertaken with no negative impacts noted. Sidewalks will be provided on one side of every street in the plan and a trail will be provided through part of the open space block which is provided in excess of the 5% required land area (close to 15% at 2.25h). Part of the open space associated with the valley land is for conservation and passive use while there is also a large area suitable for active use on tableland. There is no existing street pattern to connect to, but the plan has been designed to provide future access to lands to the west if deemed necessary by the local municipality (Blocks E and F). Dark sky friendly lighting fixtures will be required and specified as part of the subdivision agreement (12 above).

## **The Official Plan of the Municipality of Meaford**

Schedule A-1 designates the majority of the lands as “Urban Living Area”, the northern extremity at the property limit as well as some area at the northern extremity within the property limit as “EP\_Amend”, and the westerly frontage on Highway 26 being wholly contained within Part 1 of Plan 16R-10913 and being approximately 40% of the highway frontage as “Urban Highway Commercial”. Schedule B Environmental and Resource Features illustrates the lands as being in an Intake Protection Zone but no other designated environmental or resource feature except the creek. Schedule C-1 Transportation illustrates the road as a Provincial Highway.

The Municipality of Meaford Official Plan is a lower tier municipal policy guideline that is that is the primary document that will direct the actions of the Municipality and shape growth and development. The plan vision directs the majority of new residential and employment growth to the urban area. Growth is expected to the east and west of Meaford per se and as such residential growth is expected within Meaford often driven by retirees, the recreational service industry, or people seeking alternative housing options (A1).

As part of the goals, the Official Plan requires the protection of significant natural features and where possible in a linked manner (A2.1.2.1, A2.1.2.8); directs development to the urban area where full sewer and water services are available (A2.2.2.2); encourages affordable housing in a range of alternative locations, forms, densities, and price ranges (A.2.2.2.10); encourages a wide range of housing by type, size, and tenure; including housing accessible to lower and moderate income households provided by a variety of unit sizes and types including ....townhouses; and the use of bonus zoning (A.2.2.5); to properly plan entrances along Highway 26 to serve as desirable gateways (A2.3.2.11); to ensure all infrastructure required to serve the urban area is built prior to or coincident with urban development (A2.6.2.2); and to encourage efficient site and building design (A2.9.2.8).

The Urban Living Area designation is to provide a full range of housing opportunities including single detached dwellings .... and townhouse dwellings (B1.1.1.1, B1.1.1.3) and townhouses shall respect the character of adjacent residential neighbourhoods in terms of height, bulk, and massing; can be integrated with surrounding land uses; will not cause traffic hazards; are located on a site that has adequate land area recreational facilities, landscaping, and buffering; and can be serviced by sewer and water (B.1.1.5).

The Urban Highway Commercial designation is not identified as Employment Lands (B1.7)

The EP\_Amend designation is not referenced in the OP. It appears that the application of the Environmental and Open Space policy set should apply. The limit of the EP designation in the OP are accurate relating primarily to property boundaries as illustrated and topographic features. This designation has been reviewed by an Environmental Consultant after discussion including site attendance with the Conservation Authority (B3.1.2).

Most development on or adjacent to this designation should not be permitted unless an acceptable Environmental Impact Statement provides otherwise. Exception to this restriction is recognized for drainage works amongst other matters (B3.1.3). The transfer of environmental lands into public ownership is supported (B3.1.4.2). Impacts on lands adjacent to natural features is required to be assessed as are specific types of features including wetlands, ANSI's, habitat of Endangered, Threatened,



or Vulnerable Species, Significant Wildlife Areas, and Fish Habitat (B3.1.5 all). The matters required to be addressed in an EIS are outlined in the Plan (C6).

Water Resource Management policy requires the submission of a Water Resource Management Report prepared by a hydrogeological professional to determine impact on adjacent wells amongst other matters as well as provide comment respecting Municipal Intake Protection Zones (C4). Similarly, a Storm Water Management Report is required to be prepared for any residential development in excess of 5 units (C5).

Development on steep slopes that are subject to erosion or failure and setbacks from steep slopes shall be established or a slope stability analysis shall be undertaken (C7). Development subject to odour, noise or vibration shall require buffering (C12).

The preferred means of servicing in the urban area is full municipal sewer and water when capacity to accommodate the development proposed is confirmed (D1.2) and a comprehensive servicing analysis is undertaken (D1.8, D1.9). Servicing allocations shall be considered during the approvals process (D1.9.1). Allocations shall generally be restricted to approximately 30 units per phase and Holding provisions may be utilized (D1.9.1.4). Larger allocations may be considered and development approvals may be deferred for large proposals (D1.9.1.5).

With respect to transportation, movement of people and goods to and from communities in Meaford and to and from adjacent communities should be facilitated, new development should not create a traffic hazard; appropriate right of way widths should be endured; and active transportation should be supported (D2.1; D2.6.1). Sidewalks, multiuse pathways, corner ramps, and pedestrian signals should be considered as well as the connection of same with recreational facilities and schools (D2.6.3). For Highway 26, development is subject to the requirements of MTO (D2.2.1) and Traffic Impact Studies may be required (D2.4).

Archaeological Impact Assessments are required in accordance with guidelines set out by Ministry of Tourism, Culture, and Sport and the requirements of the County of Grey for subdivisions (D3.3.1).

The preferred means of land division is by Plan of Subdivision where a new road is being created, the development is not infilling, and to ensure orderly and efficient development (D4.1). Subdivisions shall not be premature; shall be appropriately serviced wrt infrastructure, schools, parkland and open space amongst other matters; shall provide appropriate density; will integrate with other development in the area; shall conform with the environmental protection and management policies of this plan; shall conform to section 51 (24) of the Planning Act; and shall be serviced by a proper and orderly street pattern (D4.3). A subdivision agreement and preconsultation shall be required (D4.3) as will the dedication of 5% of the land area for parkland (D4.4.2.3). Parkland should have as much street frontage as possible; be appropriately lit; have access form adjacent residential areas; minimize impact on adjacent residential areas through the use of plantings and fencing; incorporate natural heritage features; be connected to tail systems wherever possible; and provide street furniture, recycling facilities, and bike parking (D4.4.3.1).

Technical studies and peer reviews may be required as determined in the preconsultation process (D7; E1.8). Amendment to the Plan may be considered for site specific proposals with the submission of required documentation (E4).

Tree plantings to maintain tree canopy shall be supported including the planting of new trees (D9.2.4). Dark sky friendly lighting will be encouraged for use (D9.2.5).

*The proposed development is in general conformity with all applicable provisions of the Municipality of Meaford Official Plan save and except for that portion of the property that is currently designated Urban Highway Commercial. It is intended that such land use designation be altered to become part of the abutting Urban Living Designation. A draft schedule for amending the official plan designation is included in this report. As required by section E4, the rationale behind this land use alteration as well as the desirability and appropriateness of same is stated as;*

- 1. the desire and intention of the property owner to construct a residential only development that will assist the owner in providing private sector attainable housing in the municipality. The LDC Group of companies uses an integrated financing, marketing , and construction model to deliver quality low cost housing and the company is not in the business of providing highway commercial enterprise. This LCDG desire is closely matched by that of the municipality as espoused generally by the Official Plan and as confirmed in discussions with staff and elected representatives during preconsultations.*
- 2. The profit margin on the delivery of lower cost quality attainable housing using the LCDG model is minimal and fixed, providing purchasers firm benefit upon entering into agreements of purchase and sale. One of the components of this delivery is the requirement to provide the number of units of the style proposed based upon an overall target development potential of the site for dwelling units. To assist in achieving this target, all of the property is required to be used for residential purposes.*
- 3. Residential development abutting highway commercial development is generally not a good mix and can contribute toward land use conflict unless expansive spatial separations are provided or unless substantive buffering and screening are provided or both, neither of which contributes toward the goal of efficient use of land use at higher density.*
- 4. In the subject instance, the use of only one full service access to the property to service the residential use will minimize and actually reduce the number of total accesses that would otherwise be required to service strip highway commercial use or uses on Highway 26.*
- 5. The proposed exclusive residential use is in keeping with the use and 'abutting the highway' residential use to the abutting east.*

*As further required by section E4, a review of the principal provisions of the PPS affecting this site was undertaken and stated to be consistent with the direction therewith (pages 12 herein). In addition, a review of the principal provisions of the County or Grey Official Plan was also undertaken and the proposed development was determined to be in conformity with the direction provided in the applicable provisions of that Plan (page 15 herein).*

*In fulfillment of other provisions of section E4, the documentation submitted in support of the application meets the requirements of the Plan and the Planning act save and except for the completion of the Archaeological analysis of the site (that archaeological report remains in progress with the knowledge of the municipalities and has been delayed to Covid 19 restrictions with Indigenous Peoples. It is proposed that circulation and review of the draft plan be undertaken notwithstanding same but that draft approval be withheld until an acceptable report be formally filed, reviewed, and endorsed by the County). All of the developable portion of the site is designated for development in both the approved County and Municipal Official Plans so that the physical growth, environment, agriculture, and social well being of the community has already been generally determined for the property and confirmed*



*through the background reports including for the most part the impact on the existing and approved character of the area.*

*With respect to the goals and objectives related to the Municipal Official Plan, the plan intends that this part of the settlement area be developed save and except for the environmental protection area on the northern boundary (Schedule A-1). The proposed plan will deliver affordable housing in the two forms of single household and townhome units directed to lower and moderate income households; the units are arranged on the site so that the single household units back onto single household units to the abutting east, open space to the north, rural and highway commercial to the west, and rural and proposed highway commercial and to the south; the environmentally sensitive area abutting the north is respected with respect to setbacks and protection and as well as reserved or conserved for both passive and active open space use and will be conveyed to the Municipality; access to and from the site will not cause any safety hazard or create functional issues; the highway frontage will be buffered with a fence and rear yard plantings as part of the required landscaping; the density of development (at 17.12 (239) or 17.83 (249) units per gross and 26.46 (239) or 27.57 (249) per net hectare) meets or exceeds the minimum recommended density for development; the development is proposed on full municipal services which are available or can be made available and there is capacity in the systems (with specified off site upgrades as part of the approval); water resources have been examined and the impact on same is either nil (on site) or acceptable (Zone 2); a plan of subdivision with phased approvals is proposed and the details of same will require sidewalks, corner ramps, and lighting (Concept Plan); and technical studies have been submitted (enclosed).*

*Public elementary and secondary educational facilities are not proximate to the site (3 to 4 kilometers distant) and, as such, transportation to same will be required. The phasing proposed exceeds 30 units per phase which will require municipal endorsement.*

## **SECTION 9 PLANNING IMPLEMENTATION INSTRUMENTS**

### **Comprehensive Zoning Bylaw**

This bylaw, being Bylaw 60-2009 as amended, zones part of the frontage of the property as Highway Commercial (C2), the northern extreme of the property as Environmental Protection (EP), and the interior of the Property Development (D). Part 4 of the bylaw states for the C2 Zone that “this zone applies to lands along major roads ..... outside of the downtown within the Urban Living Area ....”; for the EP Zone that “these zones apply to all lands that are identified as hazard environmental lands by the Grey Sauble Conservation Authority or the Ontario Ministry of Natural Resources ....”; and for the D zone that “this zone applies to lands that are identified in the Official Plan as being suitable in principal for additional lot creation and new development ....within the Urban Area designation in the Official Plan not on full municipal services ....permitted uses are limited to existing uses, single detached dwellings and complementary accessory uses”. *(It is noted that the Official Plan does not have an “Urban Area” designation and that this reference is likely intended to mean the Urban Living Area designation).*

The Environmental Protection (EP) zone permits conservation uses and public parks, amongst other uses. *This zoning category appears adequate to accommodate the proposed development as detailed on*

*the Proposed Plan of Subdivision subject to confirmation that stormwater works are also permitted (as noted in the Official Plan). No changes to this zone appear necessary respecting the zoning text, however the some of the Development (D) lands that are to be used for SWM purposes and parkland should be mapped into this category.*

The Highway Commercial (C2) zone does not appear to permit residential uses of any kind and *therefore would require amendment in order to accommodate the Proposed Plan of Subdivision (by removal of the zone from the property).*

The Development (D) zone essentially only recognizes existing uses and therefore requires amendment to a residential zone in order to accommodate the residential uses in the Proposed Plan of Subdivision.

The Residential Four (R4) zone appears to accommodate single detached dwellings to standards that would accommodate such dwellings on the Proposed Plan of Subdivision (min lot area 330sqm; min lot frontage 11m; min front yard 7.5m /6m for attached garage; min exterior side yard 3m; min interior side yard 1.2 one side 0.6 other side; min rear yard 7.5m; max driveway width 6m or width of attached garage; min gross floor area nil; max height 11m; max lot coverage main buildings nil). *The R4 zone appears to be adequate for the single detached units proposed but does not permit however townhouse dwellings and therefore would have to be amended to include same if this base zone is considered.*

The Residential Multiple (RM) zone appears to accommodate townhouse dwellings, amongst other multiple dwelling forms, to standards that would accommodate the Proposed Plan of Subdivision (min lot area 180 sqm; min lot frontage 6m; min front yard 6m; min exterior side yard 4m; min interior side yard 2.4m for end units; min rear yard 7.5m; maximum height 11m; and max lot coverage 50%). *This zone appears to be adequate to meet the townhouses proposed in the Proposed Plan of Subdivision however this zone does not permit single detached dwelling units and therefore would require to be amended.*

*LCDG M1 Development Inc. can confirm that the RM zone is adequate for Phases 1 and 2 as illustrated on the Proposed draft Plan of Subdivision and that the R4 zone is adequate for Phase 3 of the proposed Plan of Subdivision. However, for the remaining phases (being phases 4 and 5) it is requested that a 'flex zone' be utilized/created permitting both of the elements of the R4 zone for single detached dwelling units and the RM zone for townhouse dwelling units. This request is made to accommodate market. It is understood that alterations to the Proposed Plan of Subdivision for Phase 4 and 5 may be required if market warrants. A draft plan alternative layout has been included herewith to illustrate such alternate layout (as per the original discussions with the municipalities).*

*A draft schedule for considering an amendment the zoning bylaw has been included in this report. The undersigned would also appreciate further detailed review of the alterations proposed with staff and the project design OLS to ensure all components of any amendment will comply/are not missed.*

### **The Planning Act 51 (24)**

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

1. There is no significant impact on ecological systems as the EP area is to be maintained; no significant impact on agricultural resources as detailed in the agricultural assessment; no



conservation management management issues as detailed in the EIS; no mineral resource issues; no cultural or archaeological issues are expected as per discussion to date with the licensed archaeologist; energy and water will be used in an efficient manner as per the compact subdivision design; waste will be minimized; the development is an orderly progression to existing and proposed/pending development in the area; sidewalk and curb design will facilitate accessibility; recreational space and facilities will be provided; a range of housing types will be provided with respect to form and affordability; employment will be generated to approvals, design, and construction; a positive impact on the financial and economic well being of the municipality and the Province is expected; the approvals process will hopefully assist in resolving any land use planning or environmental servicing conflicts or issues; there are no health and safety issues; the development is generally within the growth and settlement strategies of the County and Municipality and is consistent with the PPS.

2. The proposed subdivision is not premature with respect to demand for the product as well as the servicing of same and is in the public interest to provide attainable housing.
3. The subdivision plan conforms to the intent and purpose of both municipal official plans and generally conforms to the land use designations and policies therein or will with them in or amendment proposed.
4. The developable portion of the land has no significant natural constraints and therefore is suitable for development.
5. The highway has the capacity to handle the additional traffic and there are no sight line or grade issues.
6. The dimension and shape of the proposed lots is standard for small lot singles and normal for townhouse units.
7. The restrictions on the land are detailed in the Official Plans and Zoning Bylaw and are dealt with in this report and as specific recommendations in the background reports.
8. Conservation of natural resources is reviewed in the EIS and maintained in the EP designation and EP zone; no flood control measures are necessary; SWM is dealt with quantitatively and qualitatively in the FSR and is designed to address required rain/runoff events.
9. The FSR has confirmed that adequate sanitary sewage and potable water is or can be made available and also confirmed by the Municipality. Utilities will be extended into the site.
10. No public school sites are in the immediate vicinity. Bussing will be required to be recognized as part of this approval.
11. A parkland and conservation block will be dedicated to the Municipality.
12. The development is located in the urban area of the Municipality in proximity to municipal facilities and commercial retail facilities and therefore will reduce long distance commuting for energy conservation. In addition the modern units will be constructed to current Code or above Code requirements for energy conservation.

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

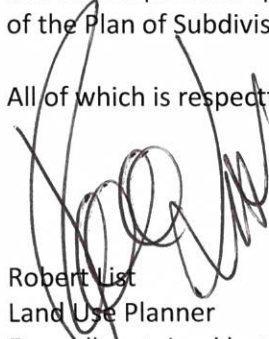
## CONCLUSION

Based upon the preceding analysis incorporating the background information in support of the Proposed Plan of Subdivision, the Plan including the required Official Plan Amendment and Zoning Bylaw Amendment;

1. Has had regard to Provincial interests,
2. Is consistent with the Provincial Policy Statement (2020),
3. Conforms to the approved Official Plan of the County of Grey,
4. Generally conforms to the approved Official Plan of the Municipality of Meaford and will specifically conform thereto with the proposed OPA,
5. Generally complies with the intent and purpose of the Comprehensive Zoning Bylaw of the Municipality and will specifically comply therewith with the proposed ZBA,
6. Has had regard to all matters required under the Planning Act Section 51 (24),
7. Represents good planning.

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

All of which is respectfully submitted,



Robert List

Land Use Planner

Formally retained by the LCD Group of companies and M1 Development Inc.

[bob@listoplanning.ca](mailto:bob@listoplanning.ca)

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705 645 7096 (c)



001204

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TORONTO, ONTARIO M5J 2J5



DATE 20200707  
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PAY \*\*\*\*\*Twenty-Six Thousand Two Hundred Fifty-Four and 75/100

\$ \*\*26,254.75

TO THE  
ORDER  
OF

County of Grey

M1 DEVELOPMENT INC.

MEMO

PER

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M1 DEVELOPMENT INC.

County of Grey

2020-07-07

001204

Base Subdivision Application Fee  
Individual Lot Fee  
Base Peer Review Deposit  
Local OPA Approval Fee

13,200.00  
7,169.75  
5,000.00  
885.00

001205

**M1 DEVELOPMENT INC.**  
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DATE 20200707  
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PAY \*\*\*\*\*Twenty-Nine Thousand and 00/100

\$ \*\*29,000.00

TO THE  
ORDER  
OF

Town of Meaford

M1 DEVELOPMENT INC.

MEMO

PER

⑈001205⑈ ⑆03426⑈003⑈

105⑈306⑈5⑈

M1 DEVELOPMENT INC.

Town of Meaford

2020-07-07

001205

OPA / ZBA Major Combined Fee  
OPA / ZBA Major Combined Security Deposit  
Engineering Review Fee

9,000.00  
10,000.00  
10,000.00

I REQUIRE THIS PLAN TO BE ENCLOSED  
 DATED 14th APR. 1977

DATE \_\_\_\_\_ DATE \_\_\_\_\_

SCHEDULE OF PARTS			
PART	LOT	PUN	FIN
1	PART OF 4 AND 14	3,000'S PLAN 941	A.I. OF 37,000 (10/12/1)

THIS PLAN IS COMPOSED OF ALL OF FIN 37,000 (10/12/1)

PLAN OF SURVEY  
OF PART OF  
**LOTS 4 and 14**  
**JUDGE'S PLAN 541**  
GEOGRAPHIC TOWNSHIP OF ST. VINCENT  
MUNICIPALITY OF MEAFORD  
COUNTY OF GREY

HEWLETT &amp; MILNE LIMITED

SCALE = 1 : 1000

[illegible]

**METRIC NOTE:**  
DISTANCES ARE  
IN METERS AND CAN BE CONVERTED TO FEET BY


1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

1. THE SURVEY AND PLAN OF THE CORPUS AND AN ADJACENT AREA OF THE SURFACE AND SUBSURFACE AND THE LAND THEREON AND ITS REGULATION, MADE IN 1911.
2. THE SURVEY WAS COMPLETED ON THE 29th DAY OF MARCH 2002.

**Dr. C. W. H.**

**HEWITT AND MILNE LIMITED**  
**ONTARIO LAND SURVEYORS**

322, 8th STREET EAST,  
OWEN SOUND, ONTARIO  
P. O. BOX 112, N4K 5P1  
TEL: 519-376-3528  
FAX: 519-376-3024  
EMAIL: hnm@ontario.com



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NO. \_\_\_\_\_

