

PRELIMINARY VISUAL IMPACT ASSESSEMENT
AQUAVIL, CONCESSION 1, PART OF LOTS 20 AND 21
TOWN OF THE BLUE MOUNTAINS

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1.0 Background

The purpose of this Preliminary Visual Impact Assessment (VIA) is to identify and evaluate the potential visual impacts of the proposed Aquavil residential development in support of a redlined Block Draft Plan of subdivision resubmission. The current Redlined Block Draft Plan was utilized to create and assess potential building massing and layout. This document will also generally outline recommendations for mitigation measures that will reduce the visual impact on surrounding land uses that may result from the proposed development.

The subject lands are located on part of Lot 20 and Lot 21, Concession 1, Craigeleith, Town of The Blue Mountains, County of Grey. They are situated on the north side of Provincial Highway 26, between Blue Mountain Drive and Long Point Road. The subject lands are divided by Brophy's Lane with 15.5ha of land in the western portion and 9.8ha of land in the eastern portion, which will be referred to as West Lands and East Lands respectively. Approximately 50% of the total land area is natural woodland/wetland area which will be retained on the landscape. The remaining 50% of the subject lands has been designated and zoned for development uses. This preliminary VIA has been prepared to assess early massing concepts for site plans to be submitted later in the planning process.

2.0 Method

The Town of The Blue Mountains does not have a defined method or approach for undertaking visual/ impact assessments. However, the Niagara Escarpment Commission (NEC) has VIA guidelines which have been considered during the preparation of this report brief. The steps below outline the progression of the method used for the modelling and photo-simulations used in this VIA.

1. A 3D model of the proposed draft plan was prepared by Crozier using SketchUp software. This model was geo-referenced using survey and base CAD information.
2. Crozier inserted the 3D conceptual architectural massing model using Google Earth Professional software to create an interactive 'viewshed model', which allowed the proposed development massing to be accurately placed into the existing landscape.
3. The viewshed model was used to determine primary viewpoints where the proposed development is visible from the public realm.
4. The assessment graphics were created by the amalgamation of the Google Street View (existing condition) with the Google ground-level view (3D model).

3.0 Existing Visual Condition

The Site is covered by light to heavy mixed deciduous/ coniferous forest, with the exception of the grassed open and shoreline phragmites areas and buildings. The subject lands are situated in the Nottawasaga Basin section of the Simcoe Lowlands (Chapman and Putnam 1984) and overall have a gradually decreasing slope from Highway 26 to the Georgian Bay shoreline.

4.0 Visual Observation

Five (5) views were assessed from different angles into the subject lands from existing public roadways and one (1) view from Georgian Bay with a view into the proposed post construction waterfront. See Figure 1 for the view locations and viewsheds. Proposed conceptual building massing is depicted in red tones on the six images assessed (See Figure 2, Views 1-6).

View 1: View from Blue Mountain Drive North looking east into the subject lands

- Low impact due to existing and proposed vegetation screen

View 2: View from Blue Mountain Drive South looking east into the subject lands

- Low impact due to existing and proposed vegetation screens and no buildings proposed to be located perpendicular to the existing road terminus.

View 3: View from Blue Mountain Drive and Highway 26 looking north-east into the subject lands

- Low impact due to proposed vegetation berm to be located along the frontage of Highway 26 from the existing Blue Mountain Drive to the proposed new Hope Street intersection.

View 4: View from Hope Street/Highway 26 along site frontage looking north-west into the subject lands

- Low visual impact as the proposed building massing will be mitigated by a vegetated berm to be located along the proposed Hope Street intersection and the existing Blue Mountain Drive. The proposed tree planting on the berm will completely screen the view of the proposed two story building massing upon tree maturity in 10-15 years post construction.

View 5: View from Brophy's Lane looking west into the subject lands

- Low visual impact as a proposed barricaded emergency access to the subject lands will be located at the west end of the existing Brophy's Lane. The created opening into the subject lands from Brophy's Lane will provide unimpeded views to the new building mass which can be partially mitigated by landscape plantings located along the sightline within the subject lands between the views from the existing Brophy's Lane and the proposed building mass.

View 6: View looking south within Georgian Bay approximately 200m from the shoreline

- The proposed three story buildings will be prominent on the waterfront but will not obscure views to the escarpment face/ski hills located just west of the selected sightline. This is the only public view of the escarpment and waterfront (from a boat) that may be affected by the proposed building massing proposed. It should be noted that the effects of the proposed building massing reduce the further out in the Bay from the water's edge that the view is taken.

5.0 Conclusion

The preliminary visual impact assessment of the conceptual building massing being considered within the red-lined Block Draft Plan of Subdivision has concluded that views into the subject lands from area residents present potential low – medium impacts. The potential visual impacts can be easily mitigated by the careful and thoughtful placement of vegetation (coniferous and deciduous trees). The views across the subject lands to the escarpment from the Bay (on the water) may be partially impeded by the proposed building massing the closer to the shoreline the view is taken. Preliminary assessment of all the views selected for assessment has concluded that no significant visual impacts will occur since effective mitigation options (landscape plantings) proposed to provide effective screens and buffer can and will be implemented.



Key Map - Selected Viewsheds

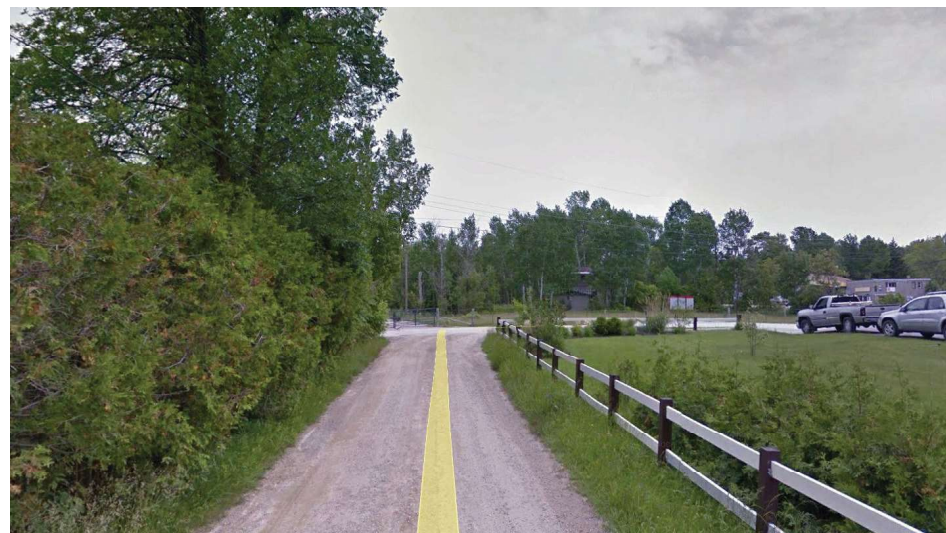
Figure 1 December 2019

Existing



View 1 - Blue Mountain Drive (North)

Proposed



View 2 - Blue Mountain Drive (South)



Visual Impact Assessment Illustrations

Figure 2 December 2019

Existing



View 3 - Blue Mountain Drive & Highway 26

Proposed



View 4 - Hope Street & Highway 26



Visual Impact Assessment Illustrations

Figure 2 December 2019

Existing



View 5 - Brophys Lane

Proposed



View 6 - Georgian Bay



Visual Impact Assessment Illustrations

Figure 2 December 2019