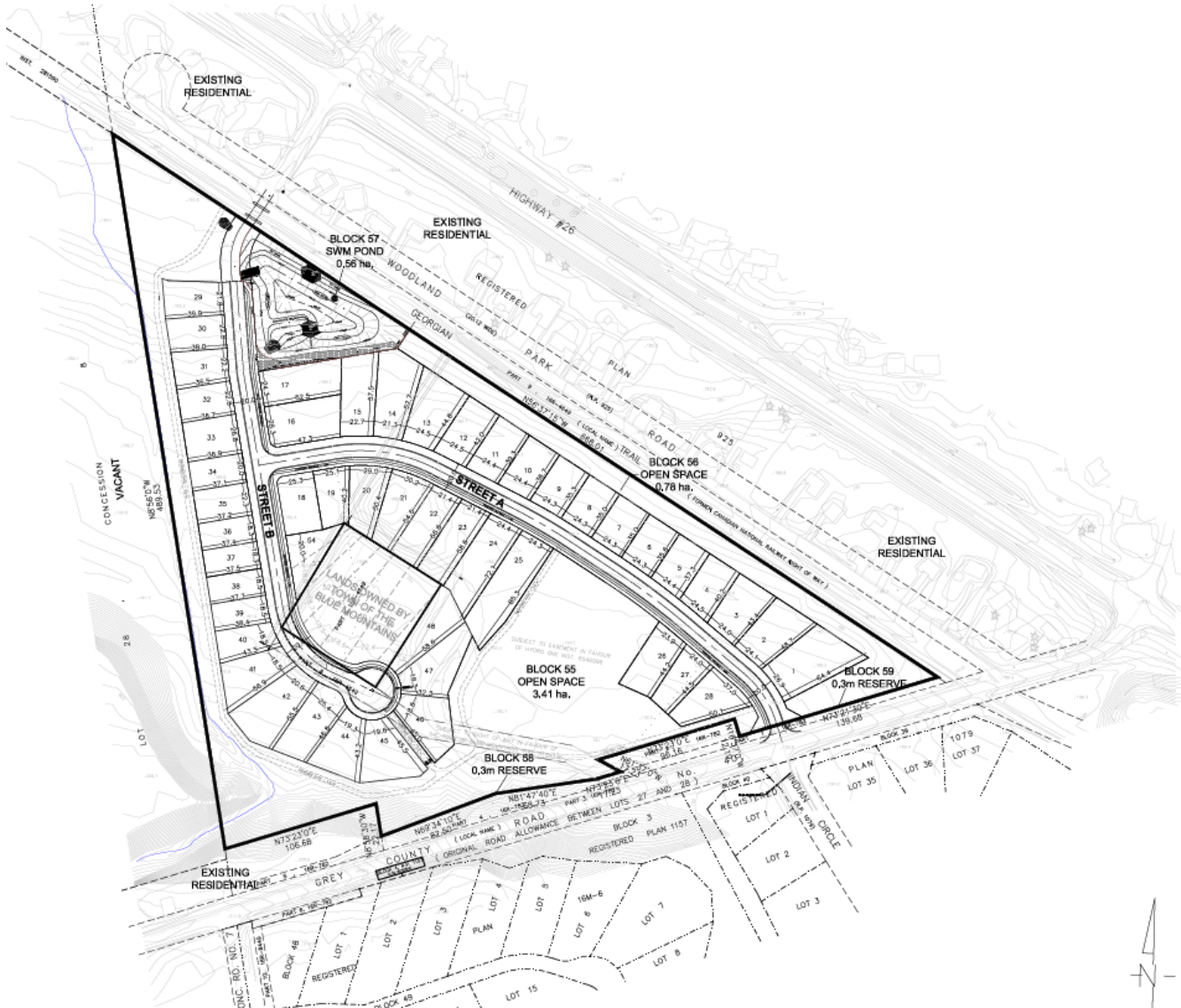




# INNOVATIVE PLANNING SOLUTIONS

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## PLANNING JUSTIFICATION REPORT CLARKSBURY LANDS CORPORATION TOWN OF THE BLUE MOUNTAINS

**PART OF LOT 28, CONCESSION 7  
IN THE  
TOWN OF THE BLUE MOUNTAINS  
(FORMER GEOGRAPHIC TOWNSHIP OF COLLINGWOOD)  
COUNTY OF GREY  
MUNICIPALLY KNOWN AS 828453 GREY ROAD 40**

**APPLICATION FOR**

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**DRAFT PLAN OF SUBDIVISION  
ZONING BY-LAW AMENDMENT**

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**PREPARED BY**

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**APRIL 2017**

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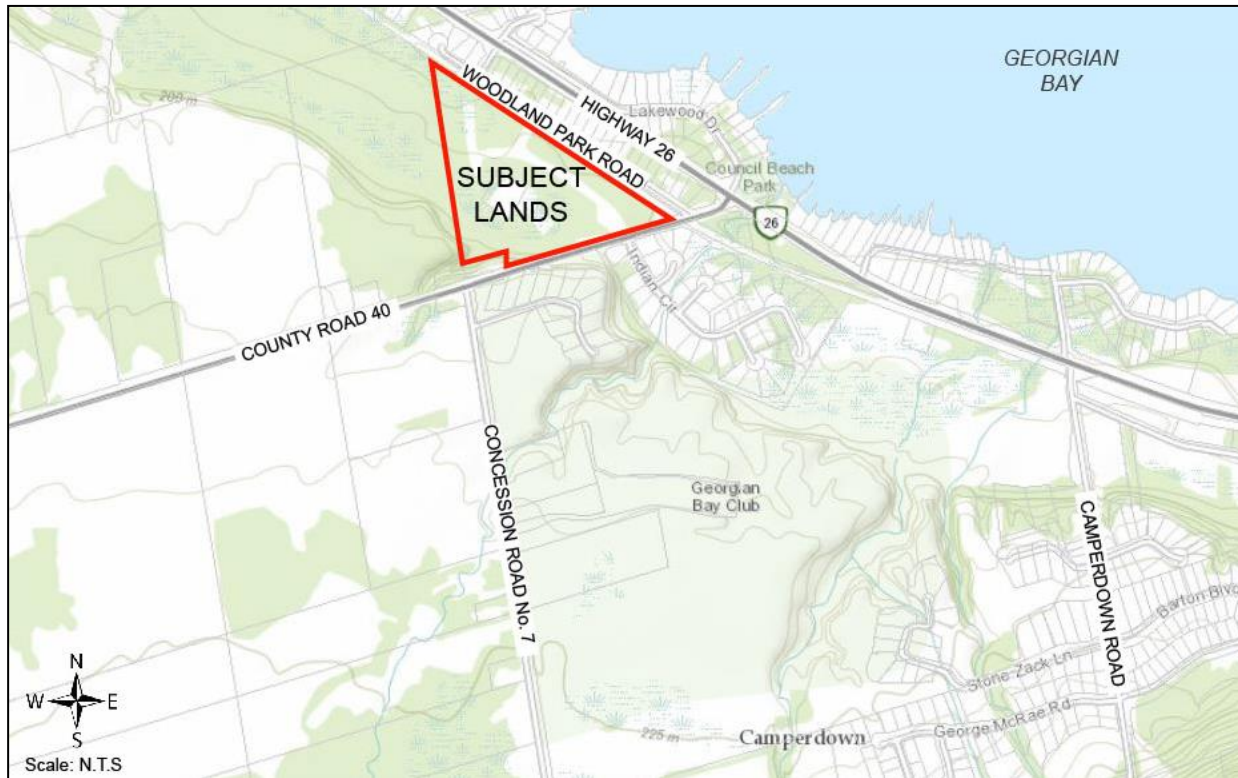
## APPENDICES

<b>Appendix 1:</b>	Draft Plan of Subdivision
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## **1.0 Introduction**

Innovative Planning Solutions has been retained by Clarksbury Lands Corporation to complete a Planning Justification Report relative to a Draft Plan of Subdivision and a Zoning By-law Amendment applications on lands legally described as Part of Lot 28, Concession 7 in the Town of The Blue Mountains, County of Grey. The lands are municipally known as 828453 Grey Road 40, located in Camperdown, as illustrated below in Figure 1. The subject lands possess a total area of approximately 11.67 hectares (28.8 acres), with frontage on both Grey County Road 40 and Woodland Park Road.

**Figure 1: Location of Subject Property**  
*Source: County of Grey Interactive Mapping, 2017*



A previous Draft Plan of Subdivision (42T-2002-006), prepared by Malone Given Parsons (2004) was draft approved in 2005 for the subject lands. The Plan consisted of a total of 60 residential units (44 single detached and 16 townhouses), a stormwater management facility, public open space and future residential areas. A Pre-Servicing Agreement was executed in 2007, with the servicing of 37 units ('Phase 1'; all of Street

‘A’ and a portion of Street ‘B’) completed in 2008 by Arnott Construction. A Subdivision Agreement was never executed, and the site and infrastructure have sat dormant, which led to the lapse of the Draft Plan Approval.

The purpose of the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications is to obtain approval to develop a future total of fifty-four (54) single detached residential lots. The proposal replaces the previous 16 townhouses with single detached dwellings. The proposed plan includes the existing Street ‘A’ and the completion of Street ‘B’ which was partially constructed in 2008. The development will include an array of unit sizes from 60 foot (18.29 m) – 78 foot (23.75 m) residential lots, all having frontage on either Street ‘A’ or Street ‘B’. The plan incorporates the previous stormwater management and open space areas, with only minor changes to the previously approved lot fabric along Street ‘B’, as illustrated in the proposed Draft Plan of Subdivision in Figure 5 below. No changes to the lot fabric along Street ‘A’ from the previously approved Plan is proposed.

The following report will review the applicable policies found within the documents noted below to justify the application under good planning principles:

- Provincial Policy Statement, 2014
- Niagara Escarpment Plan, 2012
- Grey Sauble Conservation Authority – Policies for the Administration of the Development, Interference of Wetlands and Alterations to Shorelines and Watercourses Regulations, 2010
- County of Grey Official Plan, 2013
- Town of the Blue Mountains Official Plan, 2016

## 2.0 SITE DESCRIPTION and SURROUNDING LAND USES

The subject lands are located in the northern portion of the Town of the Blue Mountains, just southeast of the Town of Thornbury, in the westerly portion of Camperdown. The lands are situated along the north side of Grey County Road 40, and southwest of Woodland Park Road and are within the Town Service Area. Camperdown is recognized to be included within the Residential/Recreational Settlement Area of the Town, which extends along the entire Georgian Bay shoreline and includes an array of low density residential, unique resort-related residential and recreational uses.

The lands are triangular in shape, with frontage onto Grey County Road 40 along the southern lot line and Woodland Park Road along the easterly lot line. The lands are located approximately 200 metres (656 feet) from the shore of Georgian Bay.

Surrounding land uses include:

- North:** Low density residential lands along Woodland Park Road and Highway 26, Peasemash Nature Preserve located to the northwest along the shoreline, Georgian Bay approximately 200 meters northeast of the subject lands.
- South:** Low density residential lands, with the Georgian Bay Golf Club situated further south, and Agricultural and Rural lands along the west side of 7<sup>th</sup> Line.
- East:** Low density residential lands, Council Beach, Georgian Bay.
- West:** Future Secondary Plan Area lands directly adjacent to the west of the subject lands, with existing hazard and agricultural lands further west.

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**Figure 2: Subject Property and Surrounding Land Uses**

*Source: Grey County Interactive Mapping, 2017*



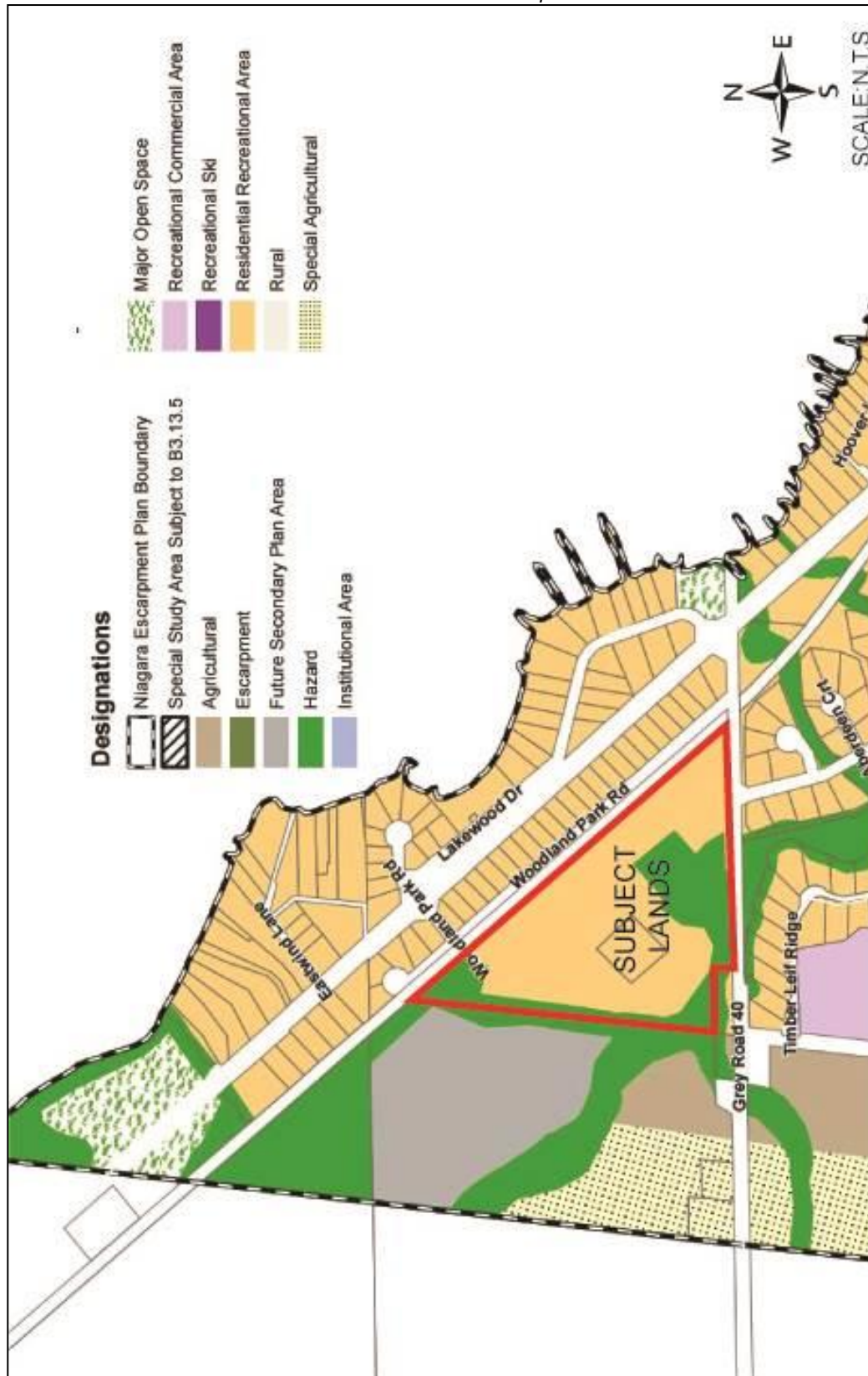
The subject lands are currently designated as 'Residential Recreational Area' and 'Hazard' on the Town of The Blue Mountains Official Plan Lands Use Schedule 'A-3 - Camperdown', as illustrated in Figure 3 below.

The subject lands are currently zoned 'R3-173-h', 'R3-174-h', 'R3-175-h', 'R6-176-h' 'OS1' and 'H' as per Schedule A-1 to By-law No. 2006-38 as illustrated below in Figure 4. The holding symbol 'h' shall not be removed from the whole or part of the lands until such time that the registration of a Plan of Subdivision for the lands has been completed, and the granting of Site Plan Approval under section 41 of the Planning Act including the execution of a required Development Agreement is in place.

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Figure 3: Excerpt from Town of The Blue Mountains Official Plan Land Use Schedule

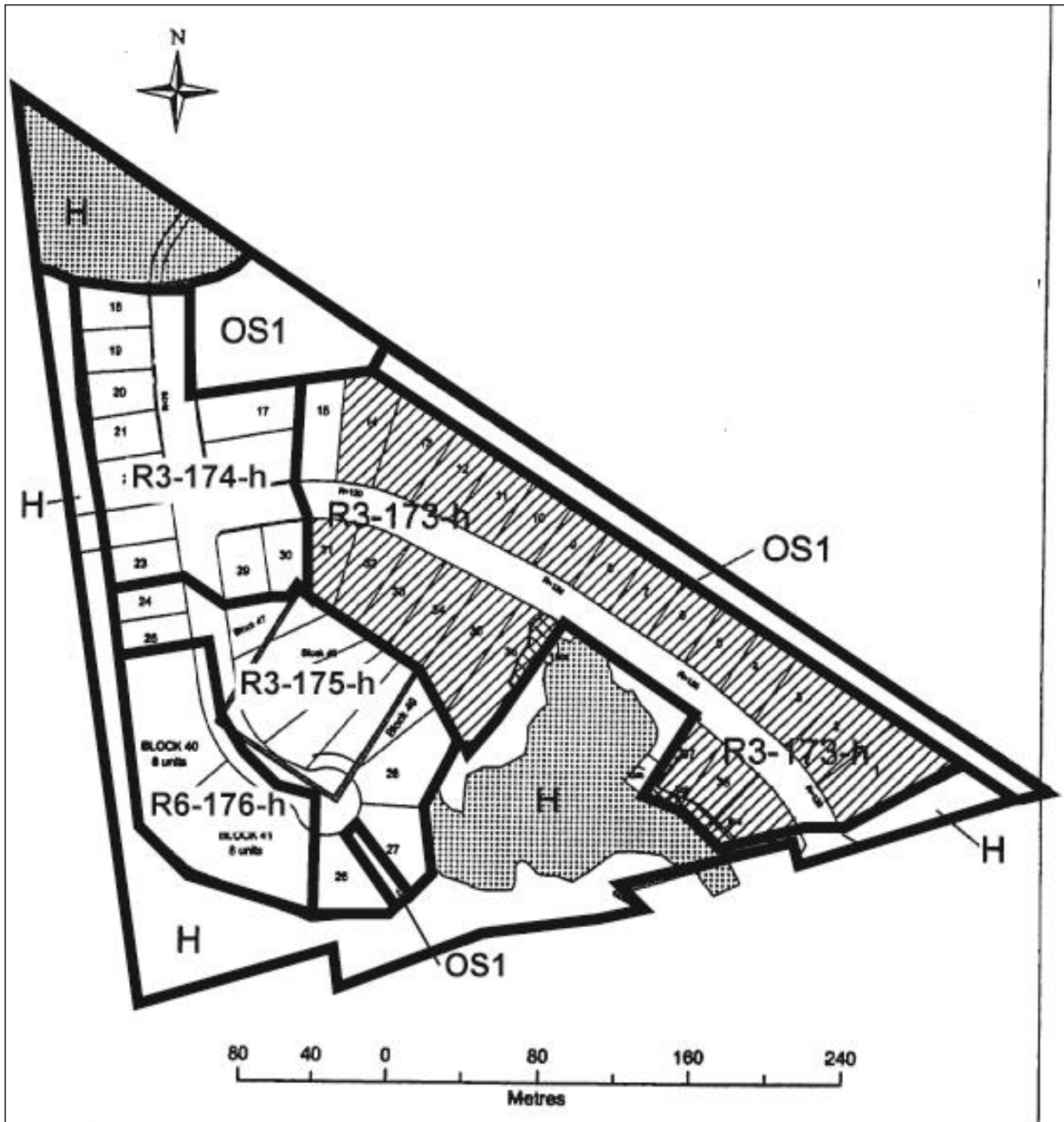
Source: Schedule 'A-3' – Camperdown



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**Figure 4: Existing Zoning of Subject Lands**

Source: Town of the Blue Mountains By-law No. 2006-38



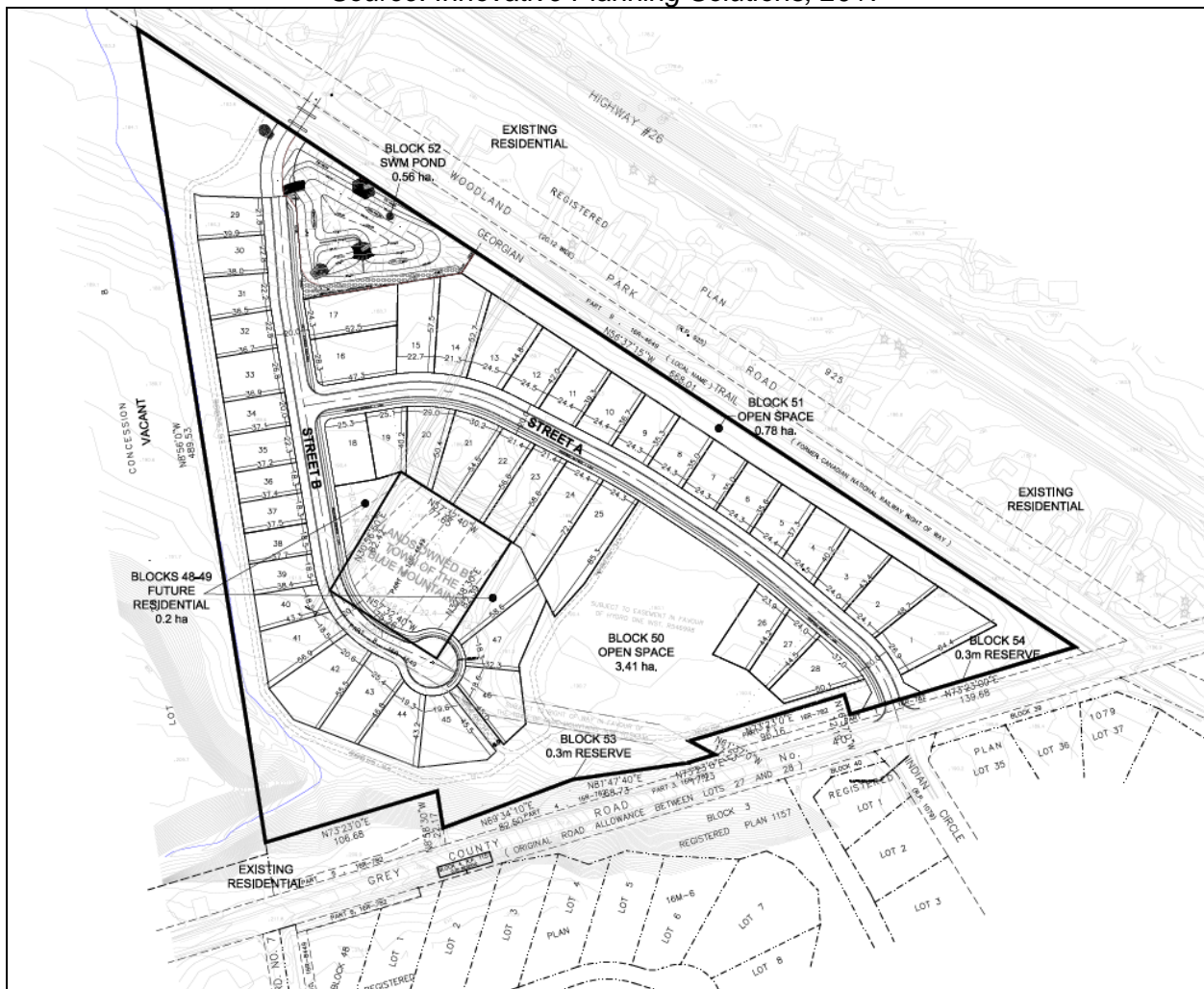
In order to permit the proposed development, a Zoning By-law Amendment application is required to rezone a portion of the subject lands from 'R6-176-h' to 'R3-175-h' to change the permitted use from 'horizontally attached dwellings' to 'single detached dwellings'.

### 3.0 DRAFT PLAN OF SUBDIVISION

The proposed Draft Plan of Subdivision includes 47 Residential lots with two Future Residential Blocks (Blocks 48-49) adjacent to lands currently owned by the Town which will create the remaining 7 lots, proposing a future total of 54 lots. The proposed lots range from 60 feet (18.28 m) to 78 feet (23.7 m) in frontage, with varying lot depths throughout the subdivision. The proposed development will result in a residential density of 6.68 units per hectare. An excerpt from the Draft Plan of Subdivision is illustrated below in Figure 5, and can be found in its entirety in Appendix 1.

**Figure 5: Excerpt from Proposed Draft Plan of Subdivision**

*Source: Innovative Planning Solutions, 2017*



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A stormwater management block (Block 52) of 0.56 hectares in area is located in the northern portion of the subject lands, adjacent to the emergency access extension to Woodland Park Road. Servicing of 37 units ('Phase 1' of the previous Draft Approved plan – All of Street 'A' and a portion of Street 'B') was completed in 2008 by Arnott Construction. A list of the current servicing systems and facilities installed to date on the lands has been completed by C.F. Crozier and include but are not limited to the following:

- Potable Water Piped Network of mains, hydrants, and individual lot services;
- Sanitary Sewer Collection & Conveyance Network of mainline sewers and individual lot services;
- Storm Sewer Collection & Conveyance Network of mainline sewers and catchbasins;
- Local urban roadways constructed with concrete curb and gutter and base course asphalt;
- Stormwater Management Facility designed to provide water quantity and quality control; and
- Hydro Electric Network with transformers, primary cabling, secondary services to each lot, and street lights.

More details of the existing and required engineering works on the subject lands can be found within the Functional Servicing & Stormwater Implementation Report completed by C.F. Crozier & Associates Inc. (December 2016), submitted under separate cover to accompany the applications.

The development provides 20.0 metre right of ways in order to accommodate the appropriate servicing and vehicular traffic for the development. A Functional Servicing & Stormwater Implementation Report has been prepared by C.F. Crozier & Associates Inc. and submitted in support of the proposed development under separate cover.

There is an extension of open space lands proposed from the stormwater management block (Block 51) that will provide an appropriate buffer between the rear lot line of proposed lots 1-14 from the Georgian Trail which borders the subject lands along the

northern boundary. The remainder of the open space on the Draft Plan (Block 50) represents the lands zoned Hazard. There is a proposed pedestrian connection from Block 50 onto the southern edge of Street 'B' in order to allow connectivity from the residential lands out into the hazard and recreational areas surrounding the subject lands. Further detail of these lands can be found in the Environmental Impact Assessment report, which has been prepared by WSP Canada Inc. and submitted under separate cover to accompany this application.

A copy of the proposed Draft Plan of Subdivision is provided as Appendix 1; Table 1 provides an overview of the land use statistics.

**Table 1: Land Use Statistics**

<b>Land Use</b>	<b>Lot / Block No.</b>	<b>Area (ha.)</b>	<b>Units</b>
Residential Units	Lots 1-47	5.7	47
Future Residential	48-49	0.2	
Open Space	55-56	4.19	
Stormwater Management	57	0.56	
0.3m Reserve	58-59	0.01	
20.0m R.O.W	A & B	1.61	
<b>Total</b>		<b>12.27</b>	<b>47</b>

## **4.0 ZONING BY-LAW AMENDMENT**

The subject lands are currently zoned 'R3-173-h', 'R3-174-h', 'R3-175-h', 'R6-176-h' 'OS1' and 'H' as per Schedule A-1 to By-law No. 2006-38 (as illustrated above in Figure 4).

In order to permit the proposed development, a Zoning By-law Amendment application is required to rezone a portion of the subject lands from 'R6-176-h' to 'R3-h' to change the permitted use from 'horizontally attached dwellings' to 'single detached dwellings'. An excerpt of the proposed Zoning By-law Amendment Schedule is illustrated below in Figure 6, and can be found in its entirety in Appendix 2.

**Figure 6: Proposed Zoning By-law Amendment Schedule**  
*Source: Innovative Planning Solutions, 2017*



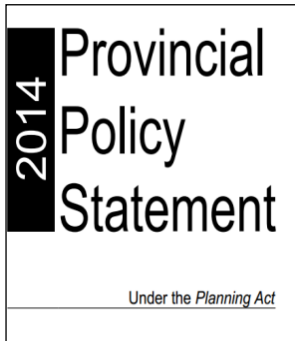
- 1) Stage 1 Archaeological Assessment – WSP (December 2016)
- 2) Environmental Impact Assessment – WSP (December 2016)
- 3) Arborist Report and Tree Protection Plan – WSP (November 2016)
- 4) Functional Servicing and Stormwater Report – C.F. Crozier (February 2017)
- 5) Traffic Opinion Letter – C.F. Crozier (February 2017)

## 6.0 PLANNING POLICY AND ANALYSIS

This section will outline the applicable planning and development policies impacting this application. Each section will outline the applicable policies and contain planning rationale on conformity and development principles.

### 6.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) has been reviewed relative to this application



with particular emphasis placed on the following sections:

- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- Section 1.1.3 Settlement Areas
- Section 1.4 Housing
- Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space
- Section 1.6 Infrastructure and Public Service Facilities

The proposed application aims to facilitate the subdivision of land for residential purposes on lands currently designated and zoned for such. The proposed plan has been revised from its previous approved Draft Plan in order to provide a more consistent, logical and appropriate development.

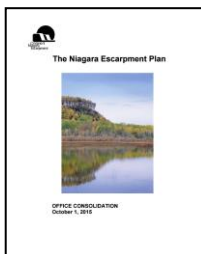
Section 1.1.3 on Settlement Areas states that Settlement Areas shall be the focus of growth and development, vitality and regeneration shall be promoted. Consistent with Section 1.1.3.2, the proposed development is located within a Settlement Area and makes efficient use of the available infrastructure being municipal water and wastewater services. The plan also promotes active transportation by incorporating a pedestrian connection to the open space lands and also to the Georgian Trail adjacent to the subject lands to the north; this is consistent with Section 1.5.1(b) of the PPS which encourages communities to meet the needs of pedestrians and provide access to public parks, conservation reserves, trails and linkages, and shorelines.

Section 1.4 states that planning authorities shall provide for an appropriate range and mix of housing types and densities by directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are available. The PPS also provides that municipalities shall promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities. It should also support the use of active transportation and transit in areas where it exists or is to be developed.

The proposed development is consistent with Section 1.4 as it aims to provide new residential units at a density which is appropriate given the level of existing infrastructure and public service facilities, and the existing surrounding residential lot fabric of single detached dwellings with varying densities of approximately 3.2- 5.5 units per net hectare. The proposed density of approximately 6.68 units per net hectare makes efficient use of the land based on the availability of services while maintaining the character of the area and maintaining compliance to the Zoning By-law.

Section 1.6 of the PPS outlines the policies regarding Infrastructure and Public Service Facilities. Municipal water and sewage services are preferred for development within settlement areas, and the intensification and redevelopment on existing full municipal services should be promoted, wherever feasible. The proposed development will be have full municipal services, a portion of which have already been constructed to municipal standards as discussed previously in this report. The proposed draft plan meets the relevant policies regarding servicing and infrastructure within the PPS.

Based on the above and thorough review of the Provincial Policy Statement, it is determined that the proposed draft plan of subdivision application is consistent with the PPS.



## **6.2 Niagara Escarpment Plan**

The proposed development is located within the Niagara Escarpment Development Control Area, as illustrated below in Figure 5. Any proposed development within this area is subject to the Niagara

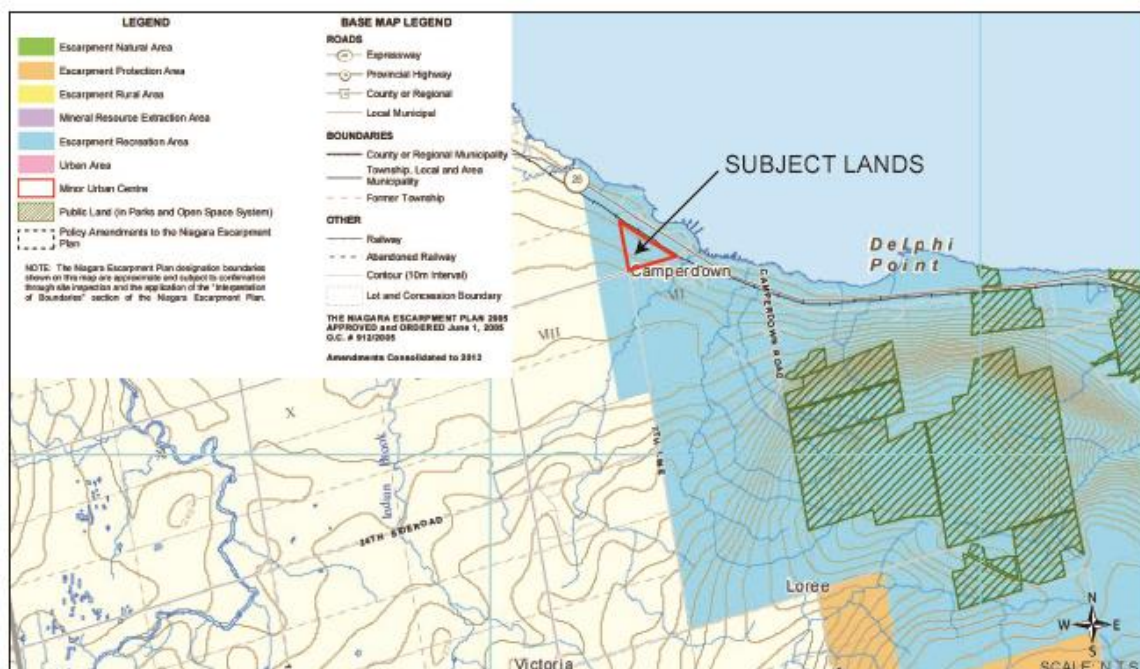
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Escarpment Plan ('NEP'), which serves as 'a framework of objective and policies to strike a balance between development, preservation and the enjoyment of this important resource.'

Specifically, as illustrate in Figure 7, the subject lands are within the 'Escarpment Recreation Area'.

Escarpment Recreation Areas are those existing or potential recreational development areas associated with the Escarpment, and these areas include both seasonal and permanent residences. Subject to Part 2 – Development Criteria of the Plan, and the requirements of official plans, secondary plans and/or bylaws that are not in conflict with the Niagara Escarpment Plan, new lots may be created for permitted uses. Newly created lots shall be only created by registered plans of subdivision or condominium or other similar forms of ownership.

**Figure 7: Excerpt from the Niagara Escarpment Development Control Area Map**  
*Source: Niagara Escarpment Plan, 2013*



Part 2 of the Plan outlines Development Criteria within the Niagara Escarpment Area. The criteria predominantly requires that any development ensures that existing and future Escarpment related environmental features, such as contours, water quality,

water quantity, natural vegetation, soil, wildlife, population, visual attractiveness and cultural heritage features are protected and preserved.

The proposed development is located on lands that are currently designated and zoned for development, and will not infringe on any of the significant environmental features on the subject lands or in the Escarpment as a whole. The proposed development is in keeping with the Development Criteria within Part 2, and the Niagara Escarpment Plan in its entirety.

### **6.3 GREY SAUBLE CONSERVATION AUTHORITY – POLICIES FOR THE ADMINISTRATION OF THE DEVELOPMENT, INTERFERENCE OF WETLANDS AND ALTERATIONS TO SHORELINES AND WATERCOURSES REGULATIONS, 2010**

A portion of the subject lands is located within the Development Regulation area under the Grey Sauble Conservation Authority ('GSCA'), through Ontario Regulation 151/06. This area is illustrated in yellow in Figure 8 below.

**Figure 8: GSCA Regulation Area Map**

*Source: GSCA Interactive Mapping, 2017*



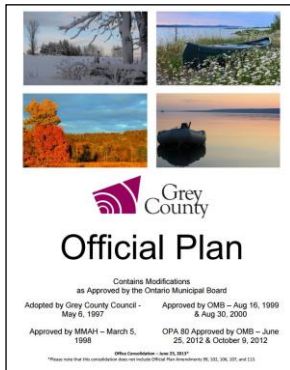
Section 7.1 within the GSCA policies states that development, interference or alteration within a regulated area will not be permitted, unless it can be demonstrated to meet the list of criteria as outlined in Section 7.1.2 through the completion of appropriate

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technical studies and/or assessments, site plans and/or other plans as required by the GSCA. The proposed development takes into consideration the regulated areas as displayed in Figure 8, and no development is proposed to be located within such area. An Environmental Impact Assessment has been completed by WSP Canada Inc. to accompany this submission, submitted under separate cover.

The proposed development is in keeping with the GSCA policies regarding Ontario Regulation 151/06.



## **6.4 COUNTY OF GREY OFFICIAL PLAN**

The subject lands are designated as 'Recreational Resort Area' on Schedule 'A' – Land Use Designations (Map 2) within the County of Grey Official Plan.

Section 1.7 of the Plan outlines the Growth Management policies, and specifically the growth projections allocated by the lower-tier municipalities. These projections take into consideration existing lots of record, approved and potential future unit supply on designated lands, and servicing capacities. 'Table 1: Permanent Population Growth Projections and Allocations for the County of Grey to 2026' illustrates that it is estimated that The Blue Mountains will have a permanent population of 8,900 units in the year 2021, which is an increase of 600 from the 2016 projection of 8,300 units. The target for permanent residential units within the Settlement Area is 80% for The Blue Mountains, indicating that approximately 480 units shall be within the Settlement Area.

The subject lands are currently designated and zoned for residential development and are within the Settlement Area. A portion of the lands have been previously serviced based on a previously approved draft plan of subdivision. The proposed future total of 54 residential units will contribute to the target growth of 480 units, and the 80% growth within the Settlement Area of the Town. The proposed development is in keeping with the population projections and allocations as outlined within the Plan.

Section 2.6 Settlement Areas states that ‘as long as land use compatibility is maintained and natural resources and the environment are protected, development consistent with the Provincial Policy Statement is to be promoted and encouraged in all municipalities.’

The proposed development utilizes lands that are designated and zoned for residential use, and also ensure that significant natural elements are protected. The development is consistent with the policies outlined in the PPS, and therefore the completion of the lands shall be promoted.

Section 2.6.7 of the Plan outlines the policies regarding the ‘Recreational Resort Area’ designation. This designation shall apply to lands which are settlement areas and have developed as a result of site specific amendments to the County of Grey Official Plan and/or local Official Plan consisting of a defined development area, specific recreational amenities, residential development, and on full municipal services.

New development within this designation must contribute to the community’s recreational amenities and be on full municipal services. These areas within the County will:

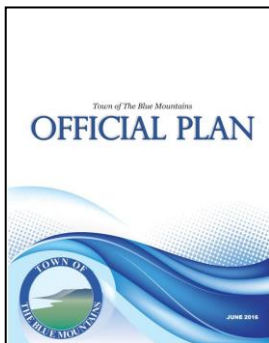
“strive to enhance recreational and tourism related activities by:

- (a) Encouraging the maintenance and expansion of existing recreation and tourism related facilities.
- (b) Encouraging new land uses that will promote existing or require the establishment of new recreation and tourism facilities which diversify opportunities for all possible forms of recreation such as skiing, snowmobiling, fishing, hunting, golfing, walking, hiking, biking, equestrian and nature trail uses, water access activities, all in a manner consistent with the preservation of the natural environment as defined in Section 2.8 of this Plan.”

The proposed development will utilize lands already designated and zoned for residential development, and take advantage of servicing in place on a portion of the subject lands from a previously lapsed draft approved plan of subdivision (42T-2002-

006). The subject lands will provide the opportunity for recreational activities within the hazards lands portion, provide connectivity to the existing Georgian Trail, and is conveniently located approximately 200 metres from the shoreline of Georgian Bay. The accessibility to existing and future recreational amenities within the area will make the proposed development a sought after year-round residential development to the benefit of both the Town of the Blue Mountains and the County of Grey.

Based on the above, the proposed development conforms to the County of Grey Official Plan.



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

The subject lands are designated as 'Residential Recreational Area' and 'Hazard' on Schedule 'A-3 – Camperdown' in the Town of the Blue Mountains Official Plan. The lands are located within Camperdown, described in Section A4.1.13 as a unique residential/ resort/ recreational area within the Town.

Section B3.7 outlines the policies regarding the 'Residential/ Recreational Area' land use designation. This designation recognizes areas within the Town that have a mixture of seasonal and permanent residential and recreational areas and also areas with permanent residential uses that support and provide access to resort and recreational amenities.

The permitted uses within this designation include single detached, semi-detached, townhouse and low-rise multiple dwellings. Accessory apartments, bed and breakfast establishments, home occupations and private home daycare are also permitted. Recreational uses are permitted in appropriate locations and facilities and may include parks, open space, trails, equestrian facilities, community centres, cultural facilities, recreational clubs and golf courses subject to Section B3.7.4.6. The proposed development includes a future total of fifty-four (54) single detached residential lots.

Section B3.7.4.1 states that all development within these areas shall provide generous amounts of open space to facilitate recreational opportunities, maintaining the character

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and image of the area. Subdivision design shall be required to provide an open space component as a separate block of land, and where appropriate distributed throughout the design. The proposed development incorporates 4.19 hectares of open space lands surrounding the proposed residential lots. The portion of these open space lands include those designated and zoned hazard located along the west and south boundaries of the property. An open space block has been provided along the north boundary of the subject lands to create a buffer from the proposed residential lots to the existing adjacent Georgian Rail Trail. The inclusion of these blocks into the subdivision design will allow for and encourage pedestrian and passive transportation connectivity throughout the subject property and connect to the existing surrounding natural features. Given the internally focused design and the natural buffering along the proposed rear lot boundaries, the existing character and image of the area from Grey County Road 40, Woodland Park Road and the Rail Trail will not be negatively impacted. The proposed trails within the subject lands are in keeping with the approximate trail locations illustrated on Schedule 'B1 – Transportation'.

The maximum density for the subject lands is 10 units per gross hectare, as outlined in B3.7.4.1 (table), illustrated below in Figure 9.

**Figure 9: Residential/Recreational Area – Maximum Density & Minimum Open Space Component**

Source: Town of the Blue Mountains Official Plan, June 2016

	<b>Maximum Density (Units / Gross Hectare)</b>	<b>Minimum Open Space Component</b>
Blue Mountain Village Area	15	40%
All other areas	10	40%

The minimum open space component for the subject lands is 40%, which may include lands designated 'Wetland' or 'Hazard'. The proposed density for the subject lands is 6.68 units per hectare, and has an open space component of 38.7%. The size of the proposed single detached residential lots are in keeping with the existing lot areas of the surrounding residential lands adjacent to the east and south, and respect the existing

boundary limitations of the hazard lands. As previously discussed in this report, servicing for 37 dwellings on the subject lands was completed in 2008 by Arnott Construction. The proposed development has incorporated the existing servicing of these lots into its design, as it has been determined that it is not feasible for these services to be replaced from both a financial and environmental perspective. Additionally, a decrease in the proposed lot areas in order to achieve a higher density is not considered appropriate given the existing character and scale of the residential lands in this area of the Town, as it is located outside of an urban community such as Thornbury. The surrounding lands consist of large single family lots along Woodland Park Road and Lakewood Drive to the north east and also the more recently developed estate lots along Indian Circle to the south.

The proposed development incorporates the existing hazard lands into the open space areas, with additional proposed open space lands along the north boundary to provide a generous buffer between the rear of lots 1-14 and the adjacent rail trail. In order to reach the minimum 40% from the proposed 38.7%, it would require that lands be removed from the proposed developable area, which has been determined to not be feasible given the existing servicing and proposed density. The proposed open space lands will provide a generous area of recreational lands to be used by the residents of both the development and the area, will incorporate the ability for pedestrian connectivity throughout and is in keeping with the intent of this policy.

Section B3.7.4.4 encourages the open space components to include on-site recreational facilities in addition to trails and walkways. B3.7.4.5 further states that this component may not be required in the case of new residential development associated with established ski clubs and golf courses, provided that Council is satisfied that an adequate recreational lands and facilities base exists to serve the development while maintaining the character and image of the area. The proposed development is located adjacent to the existing Georgian Rail Trail, less than 200 metres from Council Beach along Georgian Bay to the east, less than 150 metres to established Georgian Bay Golf club to the south and walking distance to the Peasemarth Nature Preserve to the northwest. The subject lands incorporate proposed trail connections in order to provide

pedestrian access to these nearby recreational destinations. The lands are best suited to provide additional permanent residential opportunities in the area.

Section B5.4 outlines the policies relating to 'Hazard' designated lands. The purpose of this designation is to recognize areas that have inherent environmental hazards like flood and erosion susceptibility, instability and poor drainage, dynamic beach hazards, or any other physical condition that would pose a risk for the occupant or property damage if it were to be developed. The proposed design respects the portion of the subject lands currently designated 'Hazard', and no development of structures or site alterations are proposed within this area. An Environmental Impact Assessment has been submitted under separate cover in support of the development.

Section D4.3 outlines the Subdivision Development Policies. 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;*
- b) The lands will be appropriately serviced with infrastructure, schools, parkland and open space, community facilities and other amenities, as required;*
- c) The density of the development is appropriate for the area;*
- d) The subdivision, when developed, will be easily integrated with other development in the area;*
- e) All development by plan of subdivision shall be consistent with Section D5 of this Plan;*
- f) The subdivision conforms with the environmental protection and management policies of this Plan; and,*
- g) The proposal conforms to Section 51(24) of the Planning Act, as amended.*

The proposed development will have full municipal servicing, and is located in an area of the Town that has access to schools, parkland, facilities and recreational amenities. Details of the proposed servicing can be found in the Functional Servicing & Stormwater Implementation Report prepared by C.R. Crozier & Associates Inc. under separate cover. The proposed density is in keeping with the existing adjacent residential lands, and will not have an impact on the existing environmental features within and

surrounding the subject lands. The proposal conforms to Section 51(24) of the Planning Act.

The Community Design policies (Section D5) ensure that community areas evolve in a manner that will enhance the quality and vibrancy of life for both current and future residents of the Town. These policies encourage a high quality of built form. Some of the objectives outlined in Section D5.1 state that development which is based on good design principles and standards that will enhance the unique character of the Town's communities is encouraged. Design is to be complementary and compatible with existing development and both cultural and natural heritage of the Town. Municipal development control will help in achieving a high quality of design and ensure the safety and security of public places. The proposed development will be subject to municipal site plan control in order to ensure quality building and landscape design. The proposed lot fabric is complementary to the existing character and density of the surrounding residential and recreational land uses, and will contribute quality permanent residential dwelling to the community.

Section D5.8 Safety outlines the provisions that new development design shall incorporate to ensure personal safety for individuals. The proposed development will incorporate these provisions, and will be determined through the site plan process with the municipality.

A Zoning By-law Amendment is required in order to permit the proposed development. Though the lands are currently zoned for residential development, it is necessary to rezone a portion of the lands to the specific 'R3' – Third Density zone from the 'D' Development zone. This requirement is supported by the policies of the Official Plan.

The proposed development is located within a settlement area, proposed to be subdivided by way of a Plan of Subdivision, and will be built on full municipal servicing on lands currently designated and zoned for residential development. Based on a review of the Town of the Blue Mountains Official Plan, the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications are considered appropriate and represent good planning.

## 7.0 CONCLUSION

The proposed Draft Plan of Subdivision and Zoning By-law Amendment applications will facilitate the development of a future total of fifty-four (54) residential lots which are permitted based on the existing Official Plan designation. The lands will be developed with single detached residential dwellings on full municipal services, which is consistent with the Official Plan policies regarding the Camperdown Service District. These applications will permit the completion of lands that are partially serviced from a previous draft approved plan of subdivision, and will contribute to growth of the Town as outlined in the Official Plan. A Zoning By-law Amendment application is required to update the existing zoning to recognize minor changes in the development plan from the previously approved draft plan, particularly the removal of townhouse units.

The proposed subdivision will provide additional quality single detached residential units at a density of 6.68 units per hectare, which is appropriate and consistent with the existing character of the Camperdown community. The proposed plan provides for an open space component of approximately 38.7% of its total area, which will contribute to the active transportation and lifestyle for the development itself and community as a whole through the protection of hazard lands.

It is my professional planning opinion that this development conforms to the goals and objectives of the Provincial Policy Statement, The Niagara Escarpment Plan and The County of Grey and The Township of the Blue Mountains Official Plans and represents good planning.

Respectfully submitted,

**INNOVATIVE PLANNING SOLUTIONS**

Darren Vella, MCIP, RPP.  
*President & Director of Planning*

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*Planner*

**APPENDIX 1: DRAFT PLAN OF SUBDIVISION**

**APPENDIX 2: ZONING BY-LAW AMENDMENT**